225 - 245 Martin Road, Bradfield Bulk Earthworks, Rehabilitation & Quarrying SSD-97711727

Social Impact Assessment

Prepared for: Goodman Property Services (Aust) Pty Ltd

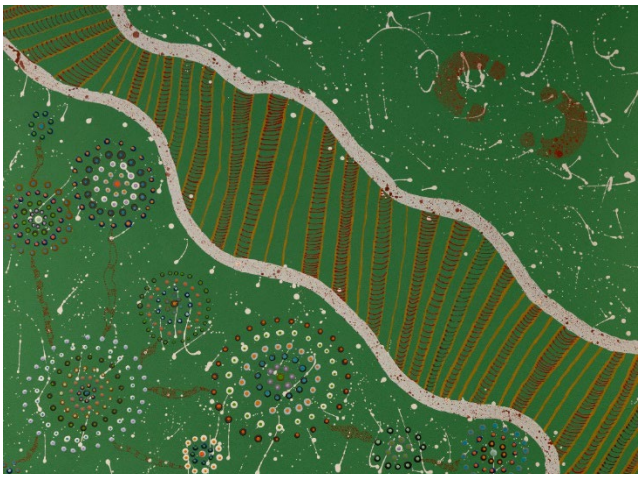
Urbis staff responsible for this report were:

Director	Allison Heller
Associate Director	Liliana Pena
Consultant	Rebekka McWhirter, Sholto Bremner
Assistant Planner	Sophie Perrott
Project Code	P0062504
Report Number	Final

Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.
We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.
We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork - **Sacred River Dreaming**.



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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Executive Summary

This Social Impact Assessment (SIA) has been prepared by Urbis Ltd (Urbis) on behalf of Goodman Property Services (Aust) Pty Ltd (the Proponent). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) in support of a State Significant Development Application (SSDA) for the site at 225-245 Martin Road, Bradfield, NSW 2556 (the site).

The site is located on Darug Country, and the project team acknowledges the Cabrogal Clan, who have cared for this Dharug Country, their elders past and present and their deep and continuing connection to their land. In preparing this SIA the project team acknowledges the importance of a Country-centred approach to the design, guided by Aboriginal people.

Report purpose and scope

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

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

The NSW Department of Planning, Housing and Infrastructure's (DPHI) Social Impact Assessment Guideline (2025) states that an SIA should consider the likely changes to the following social elements of value to people: way of life, community, accessibility, culture, health and wellbeing, surroundings, livelihoods and decision-making systems.

Methodology

A SIA social baseline, field study, impact scoping and assessment were undertaken to complete this report. A methodology for this SIA, as detailed in **Chapter 6** was informed by the guidance contained within the SIA Guideline and Technical Supplement (DPHI 2025).

The potential social impacts of the Proposal are assessed by comparing the magnitude of impact (minimal to transformational) against the likelihood of the impact occurring (very unlikely to almost certain). This risk assessment methodology follows the DPHI SIA Guideline: Technical Supplement (2025) and is outlined in **Chapter 6**.

Existing environment

The site is located at 225–245 Martin Road, Bradfield, NSW 2556, within the Liverpool Local Government Area (noting that the northern portion of the intersection of Martin Road and Elizabeth Drive falls within Penrith City Council). The site comprises a quarry and brick-making facility, with the primary operational structures and hardstand areas situated in the central portion of the site. These areas are connected by an internal road network that supports the movement of vehicles and machinery associated with quarry operations.

Three quarry pits are located along the southern and south-eastern portions of the site, forming the main extraction areas. The site is currently accessed from Martin Road at its north-eastern boundary. Future access arrangements will be delivered in accordance with the proposed design and subject to separate Part 5 approvals with Transport for New South Wales and Liverpool City Council.

The surrounding locality is undergoing significant change, transitioning from a mix of rural and industrial uses to a more urbanised environment as part of the broader Western Sydney Aerotropolis development. The site is strategically positioned near the intersection of Martin Road and Elizabeth Drive, with proximity to key transport corridors including the M7 and M12 motorways, providing connections to the Sydney metropolitan area and regional centres.

Surrounding Land Use

North: Land to the north is predominantly characterised by a mix of rural, agricultural, landscape industries, and residential properties accessed by Lawson and Martin Roads. It is noted that several sites are subject to existing SSDAs for industrial / warehouse developments. Both Martin and Lawson Roads intersect with Elizabeth Drive, a major Arterial Road that provides access to the WSI site and the broader regional road network, including the M7, Northern Road and the future M12.

South: The land to the south is currently rural; however, it is subject to the IPG Master Plan, which was approved on 11 July 2025. The approved Master Plan covers 184 hectares and aims to support over 12,400 jobs. Inghams Property Group has allocated around 625,467 sqm for employment space, focusing on advanced manufacturing, logistics, and community services. The plan includes a mix of industrial and commercial zones, a local centre, and accessible public green spaces near the Western Sydney International Airport.

East: Further east of the Wianamatta-South Creek, which bounds the site, is the suburb of Kemps Creek. This land is characterised by a mix of open space, rural and agricultural land, emerging urban development, and residential properties in non-initial precincts under the WSAP, intended for employment-generating uses.

West: To the immediate west of the Site, bound by Badgerys Creek, is Western Sydney International Airport (WSIA). Located in Badgerys Creek, WSI is a major federal infrastructure project designed to accommodate Sydney's future aviation needs. Set to commence operations in 2026, WSI will initially handle 10 million passengers annually and operate 24/7. Badgerys Creek Road also runs north-south to the west of the site. It provides a north-south connection between Elizabeth Drive and the Northern Road.

Potential positive and negative social impacts

A summary of the potential positive and negative social impacts identified is provided in the table below. The full assessment is provided in **Chapter 6**.

Table 1 Identified social impacts table

Impact category	Impact description	Mitigated assessment
Way of life	Temporary impacts to local amenity due to construction works	Low positive
Community	Changes to community character	Low positive
Accessibility	Accessibility impacts (traffic and road quality) during construction	Negligible
Culture	Potential impacts on Aboriginal culture and heritage	Medium positive
Health and well-being	Potential health and well-being impact due to noise, vibrations and dust during bulk earthworks	Low negative
	Contributions to urban heat island effect	Medium negative
Surroundings	Changed landscape character	Low negative

Impact category	Impact description	Mitigated assessment
Livelihoods	Provision of local and regional jobs during construction	High positive
Decision-making systems	Adequate communication and consultation with the local community and increased opportunities to provide feedback	Medium positive
Cumulative Impacts	Timely provision of development within the Aerotropolis	
	Future impact of Planning Approvals and Development Sequencing	
	Cumulative Construction Impacts	

Proposed mitigation, enhancement and management measures

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

1 Introduction

1 Introduction

This Social Impact Assessment has been prepared by Urbis to address the site-specific Secretary's Environmental Assessment Requirements (SEARs) received in respect of the proposed State Significant Development Application (SSDA) No. 97711727. The proposed development is being undertaken by Goodman Property Services (Aust) Pty Ltd (Proponent) on behalf of Goodman Western Sydney Pty Limited as trustee for the Goodman Western Sydney Trust (Owner). The development is located at 225 – 245 Martin Road, Bradfield, 2556 (the Site).

1.1 Report purpose and scope

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

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

The NSW Department of Planning, Housing and Infrastructure's (DPHI) Social Impact Assessment Guideline (2025) states that an SIA should consider the likely changes across eight categories, as illustrated in **Figure 1.**

Figure 1 Social elements of value to people

Source: SIA Guidelines (DPHI 2025, p.5)

1.2 SIA guidelines and SEARs requirements

This SIA aligns with the best-practice methods in DPHI's SIA Guideline (2025), which provides a framework for identifying, predicting, and evaluating potential social impacts, thereby offering greater clarity and certainty for proponents and the community.

This SIA has been prepared to satisfy the Secretary's Environmental Assessment Requirements (SEARs) for the internal works of the proposal issued on 26 November 2025. The individual SEARs item relevant to this SIA is outlined in **Table 2** below.

Table 2 SEARs item

Item	SEARs requirement	Relevant section of the report
Key issues ▪ Social	Provide a Social Impact Assessment prepared in accordance with the Social Impact Assessment Guideline for State Significant Projects, paying particular consideration to: ▪ how the development might affect people's way of life, community, access to and use of infrastructure, services and facilities, culture, health and wellbeing, surroundings, personal and property rights, decision-making systems, and fears and aspirations; ▪ the principles in Section 1.2 of the guideline; and ▪ the review questions in Appendix C of the guideline.	Sections 1.5, **Chapters 6 and 7**

Source: SEARs issued for the proposal, issued 26 November 2025 (DPHI, 2024)

1.3 Proposal description

SSD-97711727 seeks approval for the rehabilitation, quarrying and bulk earthworks to support the delivery of the future industrial land use at the Site, comprising:

- Site Preparation works only (i.e. no buildings, retaining walls or other infrastructure works)
- Rehabilitation of areas disturbed by historic mining and brick-making operations under major project approval MP10_0014 and MP10_0033.
- Bulk Earthworks to the Site to align with the Connecting to Country and Precinct Plan principles including both the disturbed and undisturbed portions to capture the following proposed works:
  - Rehabilitation of Pits 1 & 2 using predominantly on-site fill (Engineered fill import required).
  - Preparation of the remaining site area to Bulk Earthwork Levels (BEL) (not including detailed trimming) for the proposed industrial development as considered under SSD-97688711.
- Quarrying and Export of Bringelly Shale and Clay from select areas of Pit 1 & 2 to rectify the previous approved pit designs to ensure they are geotechnically stable to suit the proposed industrial masterplan.
- Vegetation Removal of 6.97Ha over land that is not certified under the Growth Centres Environmental Planning Instruments.
  - Species being cleared involve species protected under both the *Biodiversity Conservation Act 2016* (BC Act) and *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).
  - A referral under the EPBC Act has been completed as a precautionary measure given small amount of EPBC listed communities.
- Demolition of any remaining structures on the Site.
- Rehabilitation of identified and unidentified contamination and, if required, the construction of a containment cell in the proposed northeastern corner of the Site (currently identified as Lot 55 of DP 3050). The containment cell will trigger designated development threshold due to the proposed upper limit storage volume of 100,000m^3.
- Relocation of the Jemena Gas main predominantly burdening Lot 3 of DP127878.0

- If required through an Aboriginal Cultural Heritage Assessment Report (ACHAR), relocation and reburial of artefacts.

Additionally, this SSDA application looks to rely on the existing Authority Approvals issued under MP10_0014 (as modified). These are as follows:

- Mining Lease 1771 (extent of Mining Lease 1771 and MP10_0014 approval)
- Environmental Protection Licence 684
- Groundwater Access Licence WAL24346
- Groundwater Supply Works Approval No. 10WA109463

The Project is related to SSD-97688711, which seeks approval for 14 warehouse buildings, an active open space and amenities precinct (including a café), and internal site infrastructure, and is contingent on bulk earthworks being completed under SSD-97711727.

Related Applications/Activities

SSDA 97688711 – 14 warehouse buildings, Active Open Space & amenities precinct (including a café) and internal site infrastructure works

The SSDA seeks approval for the construction, fit-out (including office and standard warehouse racking) and operation of 14 warehouse buildings, Active Open Space & amenities precinct (including a café) and internal site infrastructure works.

This application assumes the bulk earthworks are completed under SSDA 97711727.

Part 5 Activity – External Works Lead in Roads and Services

The Applicant is proposing access to the Site via the following route which will be upgraded to be in accordance with the Precinct Plan

Part 1 - Martin Road / Elizabeth Drive intersection upgrades

- It is expected that these works will be approved by way of amendment to the existing Part 5 approval by Transport for New South Wales ('TfNSW')
- It is understood that Transport for NSW will construct the work with a target completion date of December 2029;

Part 2 -4 - Martin Road / East West Collector Road / Lawson Road Upgrades

- Further to Part 1, access to the site is proposed to be constructed concurrently as follows:
  - Part 2 – Access from the Martin Road / Elizabeth Drive intersection will continue down Martin Road and join the future East / West Collector road identified within the Precinct Plan through Lot 36 DP 3050.
    - The portion of road between the Intersection and future East / West Collector road will be upgraded with a temporary access strategy that is consistent with Condition DS5 of the Precinct Plan.
  - Part 3 – The East / West Collector road through Lot 36 DP 3050 is proposed to be delivered in ultimate form consistent with the Precinct Plan., connecting Martin Road and Lawson Road;
  - Part 4 – From the East / West Collector Road connection on Lawson Road, the portion of Lawson Road South through to the Site will be upgraded in ultimate form consistent with the Precinct Plan.
- It is expected that these works are completed by December 2029, based on a commencement date of June 2028

It is the Applicants expectation that the above-mentioned works (Part 1-4) are completed prior to the receipt of the first building Occupation Certificate (expected December 2029).

Notwithstanding the above, the Applicant notes that access to the site under SSD 97711727 will continue to be via Martin Road based on the intersection upgrades completed under MP10_0014.

Figure 2 Aerial Map of Site

Source: Urbis, 2025

Picture 1 Ariel View from South

Source: Sky-view-aerial

1.4 Authorship and SIA declaration

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

1.4.1 Authors

Allison Heller	Project Director
Position	Director
Qualifications	Bachelor of Town Planning, University of NSW Post-Grad Diploma in History of Architecture & Art, University of London
Affiliations	Member of the Planning Institute of Australia Member of Property Council of Australia – Social Sustainability Roundtable
Experience	Allison has deep expertise in the field of impact assessment. She has delivered social impact assessments, health and health equity impact for a range of state-significant projects and precincts for government and private sector clients.
Liliana Peña	Strategic Expertise and Review
Position	Associate Director
Qualifications	Master of Urban Planning, National University of Colombia Bachelor of Social Work, National University of Colombia
Experience	Experience in writing SIA reports for industrial projects in the context of the SIA Guideline (DPHI 2025) and best practice social research, evaluation and impact assessment.
Rebekka McWhirter	Co-author and review
Position	Consultant
Qualifications	Bachelor of Arts (Archaeology), University of Sydney Master of Planning, Macquarie University
Experience	Experience in writing SIA reports for a range of projects in the context of the SIA Guideline (DPHI 2023) and best practice social research, evaluation and impact assessment.
Sholto Bremner	Co-author
Position	Consultant
Qualifications	Bachelor of Science and Advanced Studies (Environmental Studies and International Relations), University of Sydney
Experience	Experience in writing SIA reports for a range of projects in the context of the SIA Guideline (DPHI 2023) and best practice social research, evaluation and impact assessment.
Sophie Perrott	Co-author
Position	Assistant Social Planner
Qualifications	Bachelor of City Planning (Honours) (current), University of New South Wales

Experience	Experience in writing SIA reports for industrial projects in the context of the SIA Guideline (DPHI 2025) and best practice social research, evaluation and impact assessment.

1.4.2 Declaration

The authors declare that this SIA report:

- Was completed on 23 March 2026
- Has been prepared following the EIA process under the EP&A Act
- Has been prepared in alignment with the DPHI's (2025) SIA Guideline
- Contains all reasonably available Proposal information relevant to the SIA
- As far as Urbis is aware, it contains information that is neither false nor misleading.

Rebekka McWhirter
Lead author
16/03/2026

Liliana Peña
Quality Assurance
16/03/2026

1.5 SIA guidelines review questions and responses

The review questions outlined by the SIA Guideline (2025) are designed to confirm that the requirements of the SIA Guideline have been fulfilled when considering the scale of social impacts associated with the proposed development. **Table 3** below outlines these review questions and indicates how they have been addressed in this SIA.

Table 3 Guideline review questions and responses

Question	SIA Review questions	Addressed by report (yes/no), relevant section
1	Does the lead author meet the qualification and experience requirements?	Yes – **Chapter 1**
2	Has the lead author provided a signed declaration?	Yes – **Chapter 1**
3	Would a reasonable person judge the SIA report to be impartial, transparent and suitably rigorous given the nature of the project?	Yes
	Project's social locality and social baseline	
4	Does the SIA define and justify the social locality based on the spatial extent of expected impacts?	**Yes – Chapters 1 and 5**
5	Does the SIA identify and describe the social context/locality including different social groups likely to be affected by the project?	Yes – **Chapters 3, 0 and 5**
6	Does the SIA identify and describe all the built or natural features that have value or importance for people, and explain why people value those features?	Yes – **Chapters 3, 0, 5 and 6**

Question	SIA Review questions	Addressed by report (yes/no), relevant section
7	Does the SIA identify and describe historical, current, and expected social trends or social changes for people in the locality, including their experiences with this project and other major development projects?	Yes – **Chapter 0**
8	Does the social baseline study present data relevant to the social impacts, supported by relevant literature and a diversity of relevant views and likely experiences?	Yes – **Chapter 2**
9	Does the social baseline study demonstrate applied social-science research methods and explain any significant methodological or data limitations?	Yes – **Chapter 2**
	Identification and description of social impacts	
10	Does the SIA adequately describe likely social impacts from the perspectives of how people may experience them, and explain the research used to identify them? When undertaken as a part of SIA scoping and initial assessment, has the plan for the SIA been detailed?	Yes – **Chapter 3** SIA report not required Scoping report
11	Does the SIA apply the precautionary principle to identifying social impacts, and consider how they may be experienced differently by different people and groups?	Yes – **Chapter 6 and 7**
12	Does the SIA describe how the preliminary social impact analysis has influenced project design?	Yes – **Chapters 6 and 7** for recommendations on project design
	Community Engagement	
13	Were the extent and nature of engagement activities appropriate and sufficient to canvass views of those most affected, including those of vulnerable or marginalised groups?	Yes – **Chapter 0**
14	Have the views, concerns and insights of affected and interested people influenced both the project design and the impact assessment, management and monitoring?	Yes – **Chapter 0**
	Predicting and analysing social impacts	
15	Does the SIA impartially focus on the most important social impacts to people at all stages of the project, without any omissions or misrepresentations?	Yes – **Chapter 6**
16	Does the SIA analyse the distribution of both positive and negative social impacts, and identify who will benefit and who will likely experience greater costs because of the project?	Yes – **Chapter 6**
17	Does the SIA identify its assumptions, and include sensitivity analysis and alternative scenarios?	The methodology Chapter of the report sets out the key assumptions underpinning the assessment (refer to **Chapter 2**). This includes the assumption that information provided through other technical reports (e.g., traffic and noise) is accurate.

Question	SIA Review questions	Addressed by report (yes/no), relevant section
	(including 'worst-case' and 'no project' scenarios where relevant)	The SIA considers alternative Site scenarios from the perspective of the 'worst case' scenario (i.e., no technical mitigations), in alignment with the EIS. We note that consideration of alternative Site options (e.g., no development, different types of development) has been considered separately as part of the business case process, which has informed the EIS, and upon which the SIA has drawn. It is the role of the SIA, however, to assess the chosen development scenario at hand and not alternative scenarios considered at the business case stage. Therefore, our sensitivity analysis and assessment of 'worst case' scenarios relate to a 'no mitigations' scenario for the chosen development option. This evidence is assessed as part of the SIA tables in **Chapter 6**.
	Evaluation significance	
18	Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?	Yes – **Chapter 6**
	General	
19	Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Yes – **Chapter 7**
	Responses, monitoring and management	
20	Does the SIA report propose responses that are tangible, deliverable, likely to be durably effective, directly related to the respective impact(s) and adequately delegated and resourced?	Yes – **Chapter 7**
21	Does the SIA report demonstrate how people can be confident that social impacts will be monitored and reported in ways that are reliable, effective and trustworthy?	Yes – **Chapter 7**
22	Does the SIA demonstrate how the proponent will adaptively manage social impacts and respond to unanticipated events, breaches, grievances and non-compliance?	Yes – **Chapter 7**

1.6 Structure of this report

This SIA has seven chapters as summarised below:

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

2 Methodology

2 Methodology

The methodology undertaken to prepare this SIA is outlined in **Table 4.** The methodology was informed by the guidance contained within the SIA Guideline and Technical Supplement (DPHI 2025).

Table 4 Methodology Overview

Stage	Activities
Social baseline	▪ Desktop review of surrounding land uses and site. ▪ Review of relevant state and local policies and strategies to understand potential social implications. ▪ Analysis of relevant data sets to understand the existing community profile and community values, strengths and vulnerabilities. ▪ Identification of likely impacted groups and communities. ▪ Early identification of potential social impacts (positive and negative) based on research tasks undertaken.
Targeted consultation	▪ Engagement with near neighbours via in-depth interview. ▪ Analysis of field study data and identification of key themes.
Impact scoping	▪ Review of social baseline and SIA field study outcomes. ▪ Review of proposal plans, proposal documentation and relevant technical assessments. ▪ Identification of the proposal's social locality and likely impacted groups. ▪ Identification and scoping of potential social impacts (positive and negative), mitigation and enhancement measures. ▪ Identification of potential opportunities for additional measures to be incorporated into the proposal.
Assessment and reporting	▪ Assessment of social impacts (positive and negative) with and without mitigation and enhancement measures. ▪ Provision of recommendations to further reduce negative social impacts and enhance positive social impacts. ▪ Preparation of draft and final SIA reports.

Approach to assessing social impacts

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

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

Assumptions

- This report is dated 23 March 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date.
- In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

- All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and forecasts set out in this report will depend, among other things, on the actions of others over which Urbis has no control.
- Information provided through other technical reports that have informed the identification and assessment of impacts is assumed to be accurate.
- This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

3 Social baseline

3 Social baseline

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

3.1 Site description

The Site is identified as 225-245 Martin Road, Bradfield. The key features of the Site are as follows.

Table 5 Legal description

Description	Site Detail
Land Configuration	Lot 1 DP 1278780 Lot 2 DP 1278780 Lot 3 DP 1278780 Lot 55 DP 3050 Lot 56 DP 3050
Existing land use(s)	The Site is currently an operational Quarry and historically had a Brickmaking Facility. The structures and hardstand areas used for the quarry operations are located in the central portion of the Site, connected by an internal road network. In addition, three pits are located along the southern and southeast portion of the Site.
Surrounding Land Use	Surrounding land uses include: ▪ **North:** Land to the north is predominantly characterised by a mix of rural, agricultural, landscape industries and, residential properties accessed by Lawson and Martin Roads. It is noted that several sites are subject to existing SSDAs for industrial / warehouse developments. Both Martin and Lawson Roads intersect with Elizabeth Drive, a major Arterial Road that provides access to the WSI site and the broader regional road network including the M7, Northern Road and the future M12. ▪ **South:** The land to the south is currently rural however is subject to the IPG Master Plan which was approved on 11 July 2025. The approved Master Plan covers 184 hectares and aims to support over 12,400 jobs. Inghams Property Group has allocated around 625,467 sqm for employment space, focusing on advanced manufacturing, logistics, and community services. The plan includes a mix of industrial and commercial zones, a local centre, and accessible public green spaces near the Western Sydney International Airport. Further to the south-west of the, is Bradfield City Centre, a 114-hectare planned urban development adjacent to Western Sydney International Airport. Designed to be a hub for innovation, advanced industries, and economic growth, it has the potential to create 20,000 jobs and provide 10,000 homes, including affordable housing. The Bradfield City Master Plan prioritises sustainability, integrating green spaces, climate-resilient infrastructure, and a commitment to achieving net-zero emissions. ▪ **East:** Further east of the Wianamatta-South Creek which bounds the site, is the suburb of Kemps Creek. This land is characterised by a mix of open space, rural, agricultural, emerging urban development, and residential

Description	Site Detail
	properties that are non-initial precincts under the WSAP but intended for employment-generating uses ▪ **West:** To the immediate west of the Site, bound by Badgerys Creek, is Western Sydney International Airport (**WSI**). Located in Badgerys Creek, WSI is a major federal infrastructure project designed to accommodate Sydney's future aviation needs. Set to commence operations in 2026, WSI will initially handle 10 million passengers annually and operate 24/7. Badgerys Creek Road also travels in a north-south direction to the west of the site. It provides a north-south connection between Elizabeth Drive and the Northern Road.
Site Access and road network	The Site is currently accessible from Martin Road, which is located at the north-eastern boundary.

The site context is shown in **Figure 3** below.

Figure 3 Site area

Source: Urbis, 2025

Figure 4 Site photos

Picture 1 View of current neighbouring residential property

Picture 2 View of surrounding agricultural land

Picture 3 View of site from Martin Road, facing North

Picture 4 View of Martin Road and future access point to site

Source: Google Maps, 2025; Artefact, 2025; JBS&G, 2025

3.1.1 Regional context

Strategic context

The subject site is located in the western section of Liverpool LGA in Western Sydney, approximately 42km from Sydney's Central Business District (CBD) and 25km from Parramatta CBD. The site is located between key strategic centres in the Western City District, including Penrith to the north, Liverpool to the west and Campbelltown-Macarthur to the south.

The site is directly east of the Western Sydney International Airport and in close proximity to the proposed Airport Terminal Station metro station, as part of the Sydney Metro – Western Sydney Airport project. The project consists of six proposed metro stations to support connectivity to the Western Sydney Aerotropolis, including a key metro station at St Marys, connecting to the existing Sydney Trains T1 Western Line.

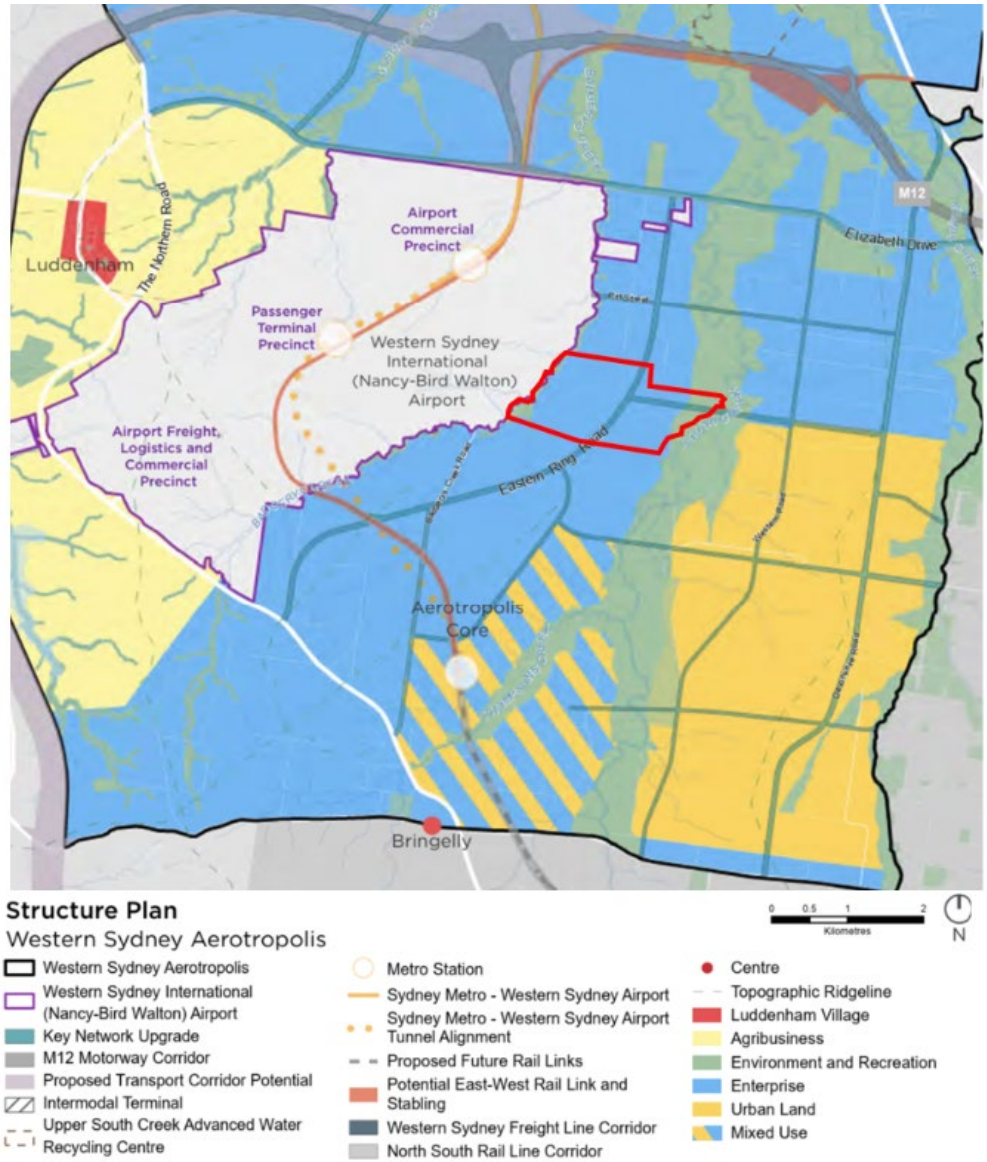
Western Sydney Aerotropolis context

The Western Sydney Aerotropolis Plan (WSAP) provides a high-level strategic plan for the Aerotropolis. The vision for the Aerotropolis is a global gateway underpinned by a landscape led and Recognise Country approach. It emphasises the importance of the aerotropolis as an employment centre.

The Site is located in the Badgerys Creek Precinct which is identified as an initial precinct under the WSAP. The project supports the vision for the Aerotropolis within the WSAP by facilitating the delivery of industrial, employment generating land to support the Western Sydney Airport. These industries will leverage its proximity to freight transport networks and can appropriately respond to the limitations of the airport operations. In addition, the eastern portion of the site identified as the ENZ zone is located within the Wianamatta-South Creek Initial Precinct.

The proposed bulk earthworks are aligned with the Western Sydney Aerotropolis Precinct Plan objectives for end use; however, this consent does not include an operational component and therefore will not deliver infrastructure or other outcomes contemplated under the Precinct Plan. The works are limited to bulk earthworks, rehabilitation associated with the MP10_0014 impacts, and quarrying activities to address the MP10_0014 mining pit layout.

Figure 5 WSAP Structure Plan (site outlined in red)



Source: Western Sydney Aerotropolis Plan (Western Sydney Planning Partnership 2020, p.27)

3.1.2 Site location implications for the SIA

The site is located within the suburb of Bradfield and the Badgerys Creek Precinct, one of the initial precincts to be redeveloped. Aligned with the vision in the Western Sydney Aerotropolis Precinct Plan (the Precinct Plan), the existing rural-residential, agricultural and light manufacturing uses within this area will be redeveloped into higher-intensity employment uses, including enterprise and light industry and business and enterprise.

There are approved and likely future developments in the social locality, where the proposal may contribute to cumulative impacts. These developments are listed in **Chapter 6** for the assessment of anticipated impacts.

The site is located close to rural-residential, agricultural uses and emerging urban developments in the suburb of Kemps Creek located within the Kemps Creek Precinct of the Aerotropolis. This precinct is one of the non-initial precincts under the WSAP but are intended for future employment generating uses. As the Kemps Creek Precinct is one of the remaining precincts that is yet to set a timeframe for redevelopment, residents are likely to remain in this area. They may experience social impacts associated with the redevelopment of the site. This may include noise and air quality impacts and traffic impacts during construction only, as SSD-97711727 does not propose operational uses, consistent with the EIS.. These impacts have been assessed in **Chapter 6** as a part of this assessment.

3.2 Policy context

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

State

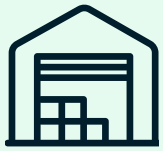
- Western City District Plan (2018)
- Western Sydney City Deal (2018)
- Western Sydney Aerotropolis Plan (2020)
- Western Sydney Aerotropolis Precinct Plan (2023)
- Aerotropolis Sector Plan (2025)
- Western Sydney Aerotropolis Social Infrastructure Strategy (2022)
- Western Sydney Aerotropolis Open Space Needs Study (2021)
- Western Sydney Aerotropolis Aboriginal Engagement Report (2020)
- NSW State Environmental Planning Policy (Precincts – Western Parkland City) (2021)
- Connection with Country Framework for the Aerotropolis (2023)

Local

- Connected Liverpool 2040: Local Strategic Planning Statement (2020)
- Liverpool Community Strategic Plan 2025-2035 (2025)
- Liverpool Centres and Corridors Strategy (2020)
- Liverpool Economic Development Strategy 2024-2034 (2025)

Table 6 Key social themes from policy review

Theme	Summary of findings
Providing complementary land uses around the Western Sydney Airport	Leveraging industry opportunities from the Western Sydney International (WSI) Airport and Badgerys Creek Aerotropolis is a planning priority within the Western City District Plan (the District Plan) (DPIE 2018). The NSW State Environmental Planning Policy (Precincts – Western Parkland City) (2021) (Western Parkland SEPP) identifies development surrounding the WSI Airport to be compatible with the long-term growth, development and operation of the airport and future transport infrastructure. The Liverpool Economic Development

Theme	Summary of findings
	Strategy 2024-2034 (Liverpool City Council, 2025) identifies Bradfield City Centre to support the productivity of the manufacturing industry through the proposed Advanced Manufacturing Research Facility. Badgerys Creek Precinct (Precinct) is estimated to accommodate 9,000 to 11,000 jobs (Western Sydney Aerotropolis Precinct Plan), where the Aerotropolis Sector Plan (Sector Plan) and Western Sydney City Deal identify 600 hectares of potential serviced employment land in Badgerys Creek to consist of mostly zoned enterprise by 2040. This land will leverage positive economic impacts of the adjacent WSI Airport. The Precinct and Sector Plans note the Badgerys Creek Precinct is expected to provide high-skill employment across technology, advanced manufacturing, freight and logistics, and industry uses to complement the WSI Airport. The Precinct will also adjoin the WSI Airport with Elizabeth Drive and the M12 Motorway such that new developments will be designed to benefit from major infrastructure nearby. This will appropriately integrate with existing resource recovery industries and new circular economy hubs. The Precinct is unsuitable for noise-sensitive land uses including residential development and will instead strategically provide land for employment-generating uses that will benefit from close proximity to the WSI Airport.
Importance of open space and social infrastructure planning 	The Western Sydney Aerotropolis Social Infrastructure Strategy (the WSA Social Infrastructure Strategy) (GHD 2022) recognises the critical role of social infrastructure and open space in creating new communities within the Aerotropolis that people will live, work and visit. This Strategy provides 12 principles to guide social infrastructure planning, design and operation. Some of these principles outline the need for social infrastructure to be affordable and accessible, equitably distributed, centrally and co-located, multipurpose and adaptable, and integrated as a network of services. Aligning open space with waterways to create blue-green infrastructure is a priority across the Western Sydney Aerotropolis, as noted in the Western Sydney Aerotropolis Open Space Needs Study (DPIE 2021) and Western Sydney Aerotropolis Plan 2020 (DPIE 2020). This will be delivered by extending and strengthening the existing blue-green corridor by linking the north-south creek systems with the east-west green connections between precincts. Planning Priority 14 of the Connected Liverpool 2040 Local Strategic Planning Statement (LSPS) outlines the implementation of the Cumberland Plain Conservation Plan, which is designed to protect the region's threatened plants and animals and support the needs of the community through conservation lands and green spaces. The WSA Social Infrastructure Strategy and Liverpool Centres and Corridors Strategy (Liverpool City Council 2020) indicates that open space should be accessible to centres, residents, workers and visitors by ensuring the distribution and quantum of open space provides equitable access for people living or working in employment and residential areas. The Liverpool Community Strategic Plan 2025-2035 (Liverpool City Council 2025) identifies the vision to connect social infrastructure, jobs, city centres and education closer together to realise the 30-minute city.
Recognising and celebrating Aboriginal culture	The Western Parkland SEPP identifies the priority of recognising the cultural connection of local Aboriginal communities within development in the Aerotropolis. The WSA Social Infrastructure Strategy recognises opportunities for

Theme	Summary of findings
	social infrastructure and open spaces to reflect and reinforce local culture, strengthening the sense of community and connecting with Country. This aligns with the outcomes identified in the Western Sydney Aerotropolis Aboriginal Engagement Report (Engagement Report) (GHD 2020). The WSA Social Infrastructure Strategy also identifies Indigenous-specific infrastructure to be provided within the Aerotropolis. This includes a cultural centre, yarning circles, an employment/training/ education hub, and an agribusiness innovation hub with dedicated spaces for Aboriginal traditional practices. This Strategy recognises the landscapes of the culturally significant Cumberland Plain and Wianamatta-South Creek corridor are subject to change as they are planned to support a mix of land uses as part of the Aerotropolis. The Engagement Report identifies opportunities to honour the original landscape of the Cumberland Plain through sparse re-vegetation and planting. It also recognises that ongoing engagement with Aboriginal communities and stakeholders is needed when planning the Aerotropolis.
Minimising the urban heat island effect 	Wianamatta-South Creek is identified in the District Plan and LSPS as a defining spatial element in the Aerotropolis. Retaining more water in the landscape and extending tree canopy is recognised as a method to mitigate the urban heat island effect and manage stormwater flows. The LSPS identifies the need to ensure a landscape-led approach to Aerotropolis development near the creek is undertaken. Additionally, creating continuous corridors of public open space and expanding the urban tree canopy is a planning priority within the District Plan, intending to deliver green grid connections across Parkland City an mitigate urban heat for future and existing residents and workers.

3.3 Demographic profile

A demographic profile identifies the demographic and social characteristics of a proposal's likely social locality. This is an important tool in understanding how a community currently lives and that community's potential capacity to adapt to changes arising from a proposal.

A demographic profile has been developed for the combined area Austral – Greendale (SA2 127011505) (referred to throughout this section as the 'Study Area'). This area captures the site, nearby residents living within the suburb of Badgerys Creek, and those living in the larger vicinity of the site. Where relevant, the demographic characteristics of Liverpool LGA and Greater Sydney have been used to provide a comparison.

The community profile uses demographic data from the Australian Bureau of Statistics (ABS) Census of Population and Housing (2021), Forecast.id (2025), ABS NSW Bureau of Crime Statistics and Research (BOCSAR) (accessed for this SIA on 17 November 2025), ABS SEIFA Index (2021) and ABS Estimating Homelessness Census (2021).

Population and age

In 2021, 12,533 people resided in the Study Area, representing 5.4% of the residents in Liverpool LGA.

Population projections from Forecast.id identify that the 'Western Area' of Liverpool LGA (comprising Greendale, Luddenham (part), Silverdale (part), and Wallacia (part)) is expected to grow from 7,111 people in 2025 to 30,097 by 2046. This represents a significant population growth (323.2%) over the next

21 years, which reflects the scale and intensity of development planned for the Aerotropolis.

The **average household size of the Study Area and Liverpool LGA was the same,** with 3.2 people per household. By 2046 the projected forecast household size within the Western Area is 3.24 people per household.

The Study Area had a **median age of 34,** similar to that of Liverpool LGA (34) but slightly lower than Greater Sydney (37). The **dominant age group of the Study Area were parents and homebuilders aged 30 to 39** (17.0%). Forecast.id identifies that between 2021 and 2031 the Western Area will have a 23.5% increase in population of working age, with those aged 35 to 39 to be the dominant age group in 2031.

Culture and diversity

Approximately 1.8% of the population of the Study Area identified as Aboriginal and/or Torres Strait Islander, compared to 1.6% in Liverpool LGA and 1.7% in Greater Sydney.

Almost half of the Study Area and Liverpool LGA residents (42.4% and 49%, respectively) were born overseas. The **top three countries of birth in the Study Area were Iraq (3.7%), Italy (3.5%) and Lebanon (2.4%).**

The Study Area had a **lower proportion of households that used a non-English language** (56.9%) than Liverpool LGA (63.5%) but this was higher than Greater Sydney (42.0%).

Of these households, the **top five languages used at home in the Study Area were Arabic (9.0%), Italian (4.4%), Assyrian Neo-Aramaic (2.9%), Nepali (2.7%) and Cantonese (2.3%).**

Education and qualifications

Of the working-age population in the Study Area, 7.8% held an Advanced Diploma or Diploma-level qualification, and 18.8% held a bachelor's degree or higher. 18.8% of residents were attending a tertiary education institution. This was slightly lower than that of Liverpool LGA with 9.5%, 20.1% and 21.4% respectively.

The **top industries of employment in the Study Area were Construction (13.4%), Health Care and Social Assistance (11.8%) and Transport, Postal and Warehousing (8.1%)**. Agriculture, Forestry and Fishing accounted for 5.1% of the employment industries.

Workforce and employment

The top industries of employment in the Study Area were Hospitals (except Psychiatric Hospitals) (4.4%), Supermarkets and Grocery Stores (3.1%), Aged Care Residential Services and Other Social Assistance Services (2.3%) and Primary Education (2.2%).

The **unemployment rate of the Study Area was 6.6%, similar to Liverpool LGA** but higher than Greater Sydney (5.1%).

Due to people being unable to work, avoiding public transport or working from home due to the COVID-19 pandemic, the 2021 Census data regarding motor vehicles and public transport does not accurately reflect current transport usage in 2025. Thus, data from the 2016 and 2021 Censuses have been compared to more accurately reflect public transport usage in the Study Area.

In the 2016 Census, **5.3% of Study Area residents reported travelling to work by public transport**, lower compared to Liverpool LGA (13.9%), and Greater Sydney (22.8%). **Residents travelling to work by car in the Study Area (64.6%) was also lower than Liverpool LGA** (74.4%), but higher than Greater Sydney (59.8%).

In 2021, only **2.9% of Study Area residents travelled to work by public transport**, which was significantly lower than residents that travelled by car (43.1%).

Transport for New South Wales Travel Zone Projections 2024 (TZP24) displays projected employed persons by place of work in travel zones. The site is in the Badgerys Creek Travel Zone, which predicts an **increase from 16 employed persons in 2025 to 2,361 employed persons by 2046** (916.0% average annual increase).

Note: These projections are based on information available in early 2025. Due to the rapid development in Western Sydney, new development projects may not be reflected in the projections, despite the data including known land-use developments and current strategic plans.

Income, housing and homelessness

The median household weekly income in the Study Area ($2,047) was higher than Liverpool LGA ($1,819) but lower than Greater Sydney ($2,077).

The majority of homes in the Study Area were standalone dwellings (92.6%), compared to Liverpool LGA (73.1%) and Greater Sydney (55.8%).

23.0% of residents within the Study Area owned their private dwelling outright, 38.7% owned it with a mortgage, and 35.2% rented it.

The Study Area had a **higher median weekly rent** ($500) than Liverpool LGA ($400) and a **higher median monthly mortgage repayment** ($2,500) than Liverpool LGA ($2,200) and Greater Sydney ($2,427).

27.1% of Study Area residents with a mortgage had repayments greater than 30% of household income. This was higher than Liverpool (23.0%) and Greater Sydney (19.8%).

Further, **42.1% of Study Area residents that were renting**, had rental payments greater than 30% of household income. This was similar to Liverpool LGA (41.2%) but higher than Greater Sydney (35.3%).

40.4% of residents have lived in the Study Area for at least five years, which was a lower proportion than in Greater Sydney (56.7%).

Data on the estimated levels of homelessness has been analysed according to the ABS 2021 Estimating Homelessness Census. This data is only available at the regional level and has been gathered as a combined data set for Liverpool LGA. Rates are per 10,000 people:

- People living in improvised dwellings, tents, or sleeping out: 7 (0.29 per 10,000)
- People in supported accommodation for people experiencing homelessness: 205 (8.78 per 10,000)

- People staying temporarily with other households: 74 (3.17 per 10,000)
- People living in boarding houses: 44 (1.88 per 10,000)
- People in other temporary lodgings: 65 (2.78 per 10,000)
- People living in 'severely' crowded dwellings: 632 (27.07 per 10,000)
- People living in other crowded dwellings: 1512 (64.76 per 10,000)
- People in other improvised dwellings: 7 (0.30 per 10,000).

Advantage and disadvantage

The four SEIFA indexes comprise of: the Index of Relative Socio-Economic Disadvantage (IRSD), which focuses on socio-economic disadvantage, the Index of Relative Advantage and Disadvantage (IRSAD), which focuses on both socio-economic advantage and disadvantage, the Index of Education and Occupation (IEO), which focuses on relative education and occupation advantage and disadvantage, and the Index of Economic Resources (IER) which focuses on economic advantage and disadvantage by summarising variables related to income and housing.

According to the 2021 SEIFA, **the Study Area ranked in the lower-middle 45% of NSW suburbs** in the relative socio-economic advantage and disadvantage index.

Liverpool LGA ranked in the 64th percentile of the ABS 2021 Index of Relative Socio-Economic Advantage and Disadvantage, placing it within the top 36% of NSW in terms of relative socio-economic advantage and disadvantage.

The Study Area ranked in the top 30% of NSW suburbs in the Index of Economic Resources (IER), while Liverpool LGA ranked in the top 40% of NSW LGAs in the Index of Economic Resources. This represents a moderate level of financial advantage through income and housing.

The Study Area ranked in the lower-middle 46% of NSW suburbs in the Index of Education and Occupation (IEO). In contrast, Liverpool LGA ranked in the 67th percentile of NSW LGAs. This indicates that the local area has a moderate level of education attainment and occupational status.

Health, wellbeing and disability

The Study Area had a lower proportion of persons living with one or more health conditions (33.1%) than Liverpool LGA (34.1%) and Greater Sydney (34.9%).

The **three most common health conditions in the Study Area were arthritis (6.1%), asthma (5.4%) and diabetes (excluding gestational diabetes) (4.7%).**

Of the working population in the Study Area, the most common long-term health conditions were asthma (6.8%), mental health condition (5.4%), and arthritis (4.9%).

10.3% of residents aged 15 and over in the Study Area provided unpaid assistance to a person with a disability, health condition or due to old age, compared to 10.9% in Liverpool LGA and 5.2% in Greater Sydney.

Crime and safety

Crime data from the Bureau of Crime Statistics and Research (BOCSAR) was analysed for the period comprising July 2024 – June 2025 to understand the crime and safety context around the site. Crime data for the Badgerys Creek suburb has been applied as it comprises the site. Data for Liverpool LGA and NSW have also been applied to compare risk against LGA and state-wide averages.

The crime data indicates Badgerys Creek's small population and largely undeveloped landscape make **the crime rates per 100,000 people and two-year trends too low to identify**. Badgerys Creek was **not a hotspot for any crimes** relevant to the proposal with the **exception a low hotspot for 'motor vehicle theft'** located north of the site on Martin Road.

However, as the site is developed, Badgerys Creek could become susceptible to similar crimes that are being experienced in the Liverpool LGA. Between July 2024 to June 2025**, Liverpool LGA had higher crime rates compared to NSW averages for the following relevant offences:**

- Domestic assault
- Robbery without a weapon
- Robbery with a firearm
- Motor vehicle theft
- Steal from motor vehicle
- Drug offences

Two-year crime trends from July 2023 to June 2025 indicate that the relevant offences have **increased in the last two years in the LGA:**

- Motor vehicle theft – up 11.6% per year
- Trespass – up 44.4% per year

The following relevant offences, have **decreased in the last two years in the LGA:**

- Non-domestic assault – down 12.5% per year
- Break & enter non-dwelling – down 20.7% per year
- Drug offences – down 17.3% per year
- Liquor offences – down 80.4% per year

In addition, industrial areas and large open spaces with low pedestrian activity have increased crime incidents due to the lack of passive surveillance provided by pedestrian activity and a greater diversity of land uses. As the proposal will develop a new industrial area that will operate 24/7, a key consideration will be **designing, managing and maintaining safe access to, from, through and around the site by minimising potential levels of actual and perceived crime levels**. To maintain adequate passive surveillance across the site, **future development should consider the design of facades, ground floor uses, car parking areas and the main pedestrian and vehicular entrances to the site and how they interact with the public domain.**

4 SIA field study

4 SIA field study

This Chapter provides an overview of the community and stakeholder consultation undertaken as part of this proposal. Consultation is critical to understanding what is important to people and how they feel they may be impacted by the proposal.

In some cases, what people may expect to feel may not be what eventuates as part of the proposal. The consultation summary below does not distinguish between this and summarises the consultation as it was heard to provide an accurate sentiment of people's thoughts, feelings and feedback. The assessment of social impacts (**Chapter 6**) considers the outcomes from consultation against the details of the proposal and other technical report findings.

Summary of engagement activities

The following engagement activities were undertaken as part of the engagement program for the internal works. Outputs relevant to the bulk earthworks were considered for this assessment.

Table 7 Methods of engagement and consultation

METHOD	ADMINISTERED	TIMEFRAMES	INVITED	PARTICIPATED
Project Newsletter	Distributed to properties surrounding the site.	November 6, 2025	Surrounding businesses, landowners and residents	1,403 properties
Proposal Interviews	Emailed to propose a time and a follow up email	November 12, 2025	Liverpool City Council Western Sydney Aerotropolis Community Consultative Committee (WSA CCC) Western Sydney International Airport	No interviews as of 19 December 2025
Project Letter	Distributed to the sites closet neighbours	November 6, 2025	Near neighbours and businesses immediately surrounding the site	44 properties
Key Stakeholder briefings	Goodman offered briefing via letter as well as reaching out to specific stakeholders	Early November 2025	Liverpool City Council Mayor and Councillors State and Federal South Western Sydney Local Health District (SWSLHD)	Online meetings were attended by Cleanaway, Formus, EMKC, Heidelberg, Suttons, Mirvac, Ingham Property Group, Boral, and ESR. In-person briefings were attended by 13 residents and members of the WSACCC.
Community survey	Online, distributed via Community Newsletter to 1,403 properties	Between 6 November 2025 and 26 June 2025	Neighbouring commercial and residential properties	1 completed response received

METHOD	ADMINISTERED	TIMEFRAMES	INVITED	PARTICIPATED
Enquiry Lines	Distributed on the newsletter, letter and survey		Surrounding businesses, landowners and residents Elected officials (Councillors & Parliamentary representatives)	No phone calls and one email enquiry have been received at the time of this report.

4.1 Summary of South Western Sydney Local Health District Letter Response

As part of stakeholder engagement for the proposed bulk earthworks at 225–245 Martin Road, Bradfield (SSD-97711727), the South Western Sydney Local Health District (SWSLHD) was invited to provide input from a public health perspective. SWSLHD's review focused on key considerations including air quality, noise and traffic. Outcomes of this submission are outlined below.

Table 8 Summary of South Western Sydney Local Health District Letter

Key themes	Feedback summary
Noise, Air Quality and Health	▪ There is concern that cumulative noise impacts, including airport flight path noise, are not yet adequately addressed. ▪ Potential increases in airport activity over time are seen as likely to compound construction and operational noise impacts. ▪ Air quality impacts are viewed as potentially underestimated, particularly when considered alongside urban heat in South Western Sydney. ▪ Stronger assurance is sought that health risks to workers and nearby residents will be properly assessed and managed over the life of the development.
Land, Water and Contamination	▪ Reliance on a 'cap and contain' remediation approach for contaminated land raises concern. ▪ This approach is viewed as a least-preferred option with potential long-term health risks if not rigorously maintained. ▪ Greater confidence is sought that alternative remediation options have been fully explored. ▪ Clearer identification and management of contaminants that could enter the water cycle is requested.
Traffic, Access and Road Safety	▪ While overall traffic generation is acknowledged as potentially limited, concerns remain about pedestrian safety. ▪ Particular attention is drawn to the treatment of nearby bus stops and key intersections. ▪ Reassurance is sought that internal street design will prioritise walking, cycling and public transport in line with Transport for NSW policy.
Social Impacts and Community Engagement	▪ It is considered premature to undertake community engagement before noise and air quality assessments are finalised. ▪ There is concern that early engagement may limit informed and meaningful participation. ▪ Respectful, inclusive and in-person engagement with nearby residents and sensitive receivers is strongly supported.
Green–Blue Grid, Open Space and Biodiversity	▪ The proposed location of a future arterial road is seen as potentially conflicting with land identified for biodiversity and open space.

	▪ This element of the proposal is viewed as undermining objectives for the Wianamatta–South Creek corridor. ▪ Stronger reassurance is sought that ecological protection and waterway restoration will be prioritised.
Urban Design, Heat and Amenity	▪ Urban heat is identified as a significant concern in the context of South Western Sydney. ▪ Clearer commitments are sought for canopy cover, shade, heat-resilient materials and pervious surfaces. ▪ Concerns remain about the quality, comfort and usability of open space, including access, seating and noise-sensitive design.
Airport Safeguarding and Design Constraints	▪ The need to comply with airport safeguarding requirements is acknowledged. ▪ There is concern that these controls may limit the achievement of sustainability, landscape and amenity outcomes. ▪ Confidence is sought that alternative design solutions will be explored to meet precinct objectives despite these constraints.

4.2 Key implications of SIA field study findings

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

Table 9 Identified positive impacts, negative impacts and opportunities

Positive impacts	Negative impacts	Opportunities
▪ Strong support for economic growth and job creation linked to the Aerotropolis. ▪ Opportunity to attract a diverse mix of industries, including higher-value employment. ▪ Anticipated improvements to infrastructure, services and regional connectivity. ▪ Broad alignment with the strategic vision for Western Sydney International Airport.	▪ Concerns about construction and operational impacts, including noise, dust, air quality and heavy vehicle traffic. ▪ Anxiety about cumulative impacts alongside future airport operations. ▪ Ongoing concerns about land contamination and long-term remediation effectiveness. ▪ Localised concerns about pedestrian safety, access and amenity. ▪ Frustration with planning processes, timing and perceived lack of transparency.	▪ Apply clear and enforceable mitigation measures for noise, air quality and traffic. ▪ Prioritise walking, cycling and public transport in street and precinct design. ▪ Strengthen responses to urban heat through canopy cover, shade and high-quality open space. ▪ Improve transparency around planning decisions, remediation and staging. ▪ Maintain consistent, respectful and inclusive community engagement over the life of the project.

5 Social locality

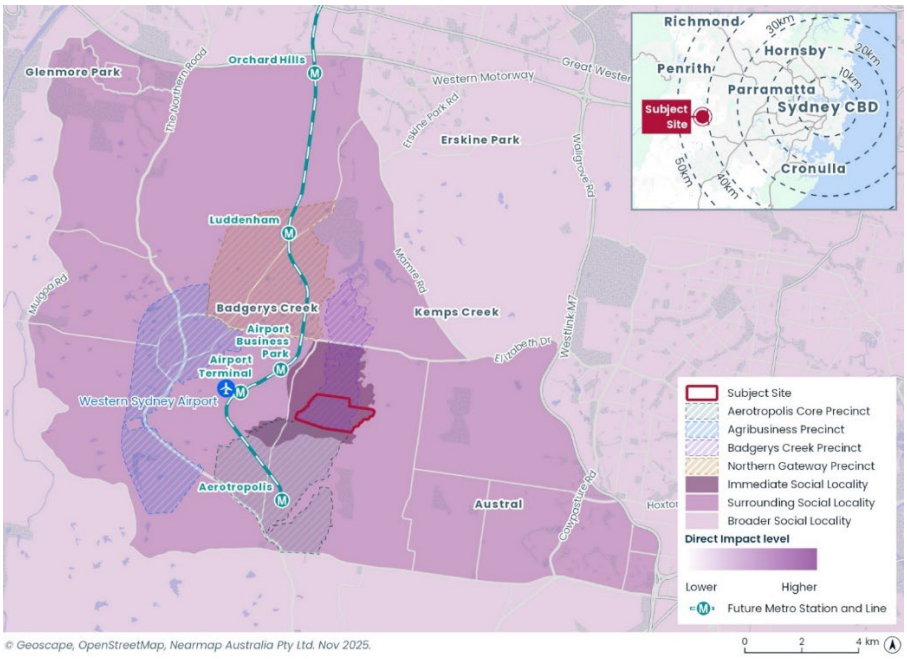
5 Social locality

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

This proposal's likely social locality (shown in **Figure 6** below) was determined based on a review of the proposal, surrounding context and consultation outcomes. The social locality considers three key areas and likely impacted groups. These include:

- **Immediate social locality**: This area includes existing residents, workers and local rural businesses surrounding the site. These communities may experience localised impacts during construction, such as noise, dust, traffic and pedestrian network changes. Badgerys Creek and Kemps Creek precinct residents may also experience social impacts due to changes to the area's local character during the operational phase which may include improved access to facilities. The immediate social locality also considers the impacts on future workers, visitors and businesses within the immediate social locality, once the site is developed, as part of the broader in line with the Precinct Plan and Aerotropolis Sector Plan.
- **Surrounding social locality**: This area encompasses residents, employees, and businesses within the suburb of Bradfield, where the site is located, and those in the surrounding vicinity, including current and future users of the surrounding road network, who may be either directly or indirectly impacted by the proposal. The surrounding locality also considers likely travel patterns and possible access impacts, experienced by the future workforce and communities as the area develops.
- **Broader social locality:** The site, situated within the broader Western Sydney Aerotropolis framework, offers a strategic opportunity to deliver employment-focused development that integrates seamlessly with major infrastructure projects and supports the vision of the Western Parkland City. The site's proximity to the Western Sydney International Airport and proposed blue-green infrastructure corridors further bolsters its suitability for development aligned with the broader regional vision. Surrounding land uses will continue transitioning toward higher-value employment and industrial activities, aligning with the Western Sydney District Plan and Liverpool Local Strategic Planning Statement (Connected Liverpool 2040).

Figure 6 Social locality



Source: [Urbis, 2025]

6 Social impact assessment

6 Social Impact Assessment

This Chapter provides a ranking of the identified social impacts of the Proposal. It is structured by the social impact categories outlined in the SIA Guideline (DPHI 2025) – as shown in **Table 10** below.

6.1 Assessment approach

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

This methodology and associated assessment parameters are outlined in the tables below.

Table 10 Social impact category definitions

Social impact category	Definition
Way of life	including 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.

Source: SIA Guideline (DPHI 2025, p.13)

Figure 7 Significance matrix

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

Source: SIA Guideline: Technical Supplement (DPHI, 2025, p.17)

Table 11 Likelihood levels

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

Source: SIA Guideline: Technical Supplement (DPHI 2025, p. 16)

Table 12 Magnitude levels

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

Source: SIA Guideline: Technical Supplement (DPHI 2025, p. 17)

Table 13 Dimensions of social impact magnitude

Dimension	Explanation
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.

Source: SIA Guideline: Technical Supplement (DPHI 2025, p. 16)

Mitigation and enhancement measures

Social impacts are assessed before and after the implementation of mitigation measures (for negative social impacts) and enhancement measures (for positive social impacts). These measures can take various forms and may be incorporated into the design, planning, construction, or operational stages of the proposed development. Mitigation measures, enhancement measures, and SIA recommendations are summarised in **Chapter 7.**

SIA recommendations

SIA recommendations are proposed throughout the impact assessment to further enhance positive social impacts and mitigate negative social impacts. These measures have not been included in the assessment of mitigated or enhanced impacts but have been recommended as additional measures for consideration by the proponent to enhance the social outcomes of the proposal. Mitigation and enhancement measures which are committed to and have informed the assessment of mitigated and enhanced social impacts are detailed in the 'mitigated' and 'enhanced' sections of each social impact throughout this section and summarised in Section 7.1. SIA recommendations are identified separately from the mitigated and enhanced assessment for each impact and are summarised in Section 7.2.

6.2 Assessment of impacts across categories

This section provides an assessment of the key impacts of the projects, as per the categories set out in the SIA Guideline.

6.2.1 Way of life

Guideline definition: *Way of life, including how people live, how they get around, how they work, how they play, and how they interact each day.*

6.2.1.1 Temporary impacts to local amenity due to construction works

Affected stakeholders	**Duration of impact**
Regional social locality, including future workers and businesses	Construction
Assessment – without mitigation: Low negative	
Construction activities can temporarily affect local amenity by altering the immediate environment through changes such as increased noise, dust, traffic movements and visual activity, which may influence how people experience and go about their daily lives during the construction period. The site currently comprises a quarry and brick-making facility, with the main operational structures and hardstand areas located in the central part of the site. These areas are serviced by an internal road network that facilitates the movement of vehicles and machinery associated with quarry operations. Three quarry pits are located along the southern and south-eastern parts of the site and form the primary extraction areas. Other than workers associated with these existing land uses, the site is not publicly accessible and does not currently contribute to local amenity or social infrastructure. The proposal involves site preparation works only, with no buildings, retaining walls or permanent infrastructure, and focuses on the rehabilitation of areas previously disturbed by historic mining and brick-making activities approved. Within the existing Aerotropolis environment, temporary impacts to local amenity may occur during construction activities, including increased vehicle movements, construction noise, dust generation and the presence of construction plant. These impacts have the potential to cause short-term inconvenience to nearby land users and may affect daily routines, particularly during active work periods. As per the Preliminary Construction Traffic Management report (Ason group, 2026) timeframes on staging and duration of work have not been determined but will be addressed in the construction phase. However, given the temporary nature of the works, the absence of permanent structures, and the already disturbed character of the site, these impacts are expected to be localised, short in duration and consistent with typical site preparation activities within the Aerotropolis. Amenity impacts such as noise, dust and vibration are addressed in detail in section 6.2.5 of this report. With consideration to the existing environment and the temporary impact the bulk earthworks may have on the broader way of life of residents in the area, this unmitigated impact is assessed as **low negative**, given the **unlikely likelihood** and **minor magnitude.**	
Assessment – with mitigation/ enhancement: Low positive	
The proposal is aligned with the objectives of the Western Sydney Aerotropolis due to its proximity to the Airport and surrounding future development and infrastructure. It is anticipated it will enable the delivery of social and economic benefits, support employment generation, and contribute to development of the precinct. Mitigation measures have been outlined in the Preliminary Construction Traffic Management report (Ason group, 2026). A detailed Construction management plan will be prepared before the construction phase. Assuming these are adhered to during the construction phase, this mitigated impact would be low positive, given the likely likelihood and minor magnitude.	

SIA recommendations – additional social mitigations
No additional SIA recommendations.

6.2.2 Community

Guideline definition: *Community, including composition, cohesion, character, how the community functions, resilience, and people's sense of place.*

6.2.2.1 Changes to community character

Affected stakeholders	Duration of impact
Regional social locality, including future workers	Construction
Assessment – without mitigation: Low negative	
As outlined in Section 3.2, the Badgerys Creek Precinct is planned to transition over time from lower-density rural and agricultural uses to more intensive employment-focused land uses in line with the strategic vision for the Precinct (see Section 6.2.1). The bulk earthworks would not, in themselves, deliver the ultimate employment outcomes envisaged for the Proposal site or the Western Sydney Aerotropolis. However, they would enable a change in land use character, signalling the shift toward industrial, transport and airport-related activities that support the future operation of Western Sydney International Airport. This change will occur in a context where established and emerging residential communities remain in the surrounding area. The bulk earthworks phase will introduce temporary construction activity and a short-term on-site workforce. While this activity is temporary, it may influence how nearby communities experience and perceive change during this early stage of transformation. It is understood that the works are compatible with surrounding and future land uses, and any potential social impacts during construction will be managed through noise, dust, traffic, water management and biodiversity protection mitigation measures. It is noted the site currently has an approved consent to quarry and rehabilitate the site (i.e MP10_0014) thus on-going impacts which are being managed. Anticipated social impacts are largely transitional and reflect the initial reshaping of the site rather than the full realisation of the Precinct's planned employment and urban outcome. Over the longer term, subsequent development enabled by the bulk earthworks is expected to positively contribute to employment growth and changes in community composition. With consideration to the above, this unmitigated impact is assessed as **low negative**, given the likely likelihood and moderate magnitude.	
Assessment – with mitigation/ enhancement: Low positive	
To ensure that the existing surrounding community is kept up to date and feels involved in decision-making processes, the Proponent has undertaken extensive consultation with key stakeholders and community groups, including the Badgerys Creek Resident Group. The Consultation Outcomes Report (Urbis, 2026), prepared to support the Proposal, notes that community members were briefed and will continue to receive updates on the status of planning applications and discussions with authorities, Importantly, during consultation, residents did not express concerns regarding the transformation associated with the proposed development. Additional consultation with community stakeholders was undertaken by Urbis (2026), prepared to support the Proposal. During the consultation period, no additional community concerns were raised regarding the impact of bulk earthworks on community composition.	

Social outcomes are expected to be positive, with the bulk earthworks supporting future land uses that enhance connectivity, accessibility and employment opportunities in the region. Furthermore, with consideration of the proposed development's commitment to ongoing communication and engagement, the enhanced impact is assessed as **low positive,** given the likely likelihood and minimal magnitude.

SIA recommendations – additional social mitigations

- Follow the recommendations regarding engaging and informing the community from the communication and engagement strategy being prepared.
- Consider workforce procurement strategies which support employment opportunities for local, First Nations and underrepresented communities.

6.2.3 Accessibility

Guideline definition: *Accessibility, including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation*

6.2.3.1 Accessibility impacts (traffic and road quality) during construction

Affected stakeholders	**Duration of impact**
Immediate and surrounding social locality, including current and future residents, workers and visitors	Construction

Assessment – without mitigation: Medium negative

Construction activities associated with the proposed bulk earthworks have the potential to affect local traffic conditions and road quality due to increased heavy vehicle movements to and from the site. These impacts would primarily occur during periods of active earthworks and material transport.

As outlined in Section 1.3 of this report, the proposal seeks approval for extensive earthworks and remediation activities to be undertaken on the site. The delivery of these works relies on statutory approvals that have already been issued and that permit construction and earthworks activities of a similar nature and scale. In this regard, the SSDA application seeks to rely on the following existing approvals: Mining Lease 1771, Environmental Protection Licence 684, Ground Water Access Licence WAL24346, and Ground Water Supply Works Approval No. 10WA109463. These approvals authorise ground disturbance and earthworks, while we are using the approved vehicles under MP10_0014 as a benchmark .

- The Preliminary Construction Management Plan (Ason, 2026) identifies from the estimated peak vehicle movements, construction traffic associated with the bulk earthworks alone may generate up to approximately 800 construction vehicle movements per day, which is consistent with previously approved operational thresholds under MP10_0014..

In addition to heavy vehicle movements, the proposed works will generate light vehicle traffic associated with staff travel to and from the site. These movements are expected to predominantly occur at the start and end of the working day, corresponding with staff arrival in the morning and departure in the evening. Having regard to the permissible operating hours, staff travel is anticipated to generally occur outside traditional peak periods on the surrounding road network and is therefore not expected to result in adverse impacts on external traffic conditions.

With consideration to proposed earthworks and anticipated traffic generated during construction, this unmitigated impact is assessed as **medium negative**, given the likely likelihood and moderate magnitude.

Assessment – with mitigation/ enhancement: Negligible

The proposed works are not expected to result in accessibility impacts, traffic disruption or road quality effects beyond those already contemplated and managed under the existing approval regime. Subject to compliance with the relevant

approval conditions, construction-related impacts on accessibility are anticipated to be temporary, manageable and acceptable.

A Preliminary Construction Traffic Management Plan (PCTMP) has been prepared by Ason Group, noting that no operational traffic is generated by the proposal, therefore traffic is limited to construction activities undertaken during site preparation and bulk earthworks. The PCTMP sets out a mitigation measures that include restricting heavy vehicle movements to approved Restricted Access Vehicle (RAV) routes. This approach will minimise road safety risks and reduce impacts on local roads and heavily pedestrianised areas. In addition, Traffic Guidance Schemes will be implemented for site access and designed to minimise impacts on vehicles, pedestrians and cyclists along Martin Road, as far as practicable.

A detailed Construction Traffic Management Plan (CTMP) will be prepared following approval and the appointment of a contractor. The CTMP will provide a more detailed assessment of construction staging, traffic volumes and management measures, ensuring that traffic and accessibility impacts are appropriately managed throughout the construction period.

Therefore, this mitigated impact is assessed as **negligible.**

SIA recommendations – additional social mitigations

- Implement the communication and engagement strategy for the construction period (as part of the CTMP, which is being prepared) to ensure effective and ongoing communication with the surrounding community (including in relation to traffic/ local road access changes), provide an opportunity for the community to express queries and concerns, and enable the Proponent to address any issues that may arise.

6.2.4 Culture

Guideline definition: *Culture, both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings*

6.2.4.1 Potential impacts on Aboriginal culture and heritage

Affected stakeholders	**Duration of impact**
Broader social locality, including local Aboriginal community members and stakeholders, future workers, and visitors on the site	Construction

Assessment – without mitigation: Low negative

Bulk earthworks have the potential to interact with Aboriginal cultural heritage values by altering landforms, disturbing subsurface deposits and changing the physical and cultural landscape, and therefore require careful consideration in the context of Aboriginal connections to Country.

The proposal includes bulk earthworks across the site to align with the Connecting to Country and Precinct Plan principles. This includes works within both disturbed and undisturbed areas of the site to facilitate the following activities:

- Remediation of Pits 1 and 2, primarily using on-site fill, with some engineered fill required to be imported.
- Preparation of the remaining site to Bulk Earthwork Levels (BEL), excluding detailed trimming, to support the future industrial development as assessed under SSDA 97688711.

While parts of the site have historically been used as a quarry and brick-making facility, with three main extraction pits located in the southern and south-eastern portions of the site, other areas may contain items of Aboriginal cultural significance.

The policy context outlined in Section 3.2 emphasises the need to recognise and respect Aboriginal heritage. In particular, the Western Parkland SEPP prioritises the cultural connection of local Aboriginal communities in Aerotropolis

developments, including the protection of areas of significance and the incorporation of measures that acknowledge custodians' connection to Country. This includes consideration of potential impacts on Aboriginal objects, the broader landscape, and spiritual relationships with the land.

The study area demonstrates varying levels of significance across historic, aesthetic, socio-cultural and scientific values. Historic significance is evident through the identification of past Aboriginal activity and land use, reflected in low-density artefact scatters that indicate ongoing occupation and cultural practices. However, the absence of evidence for specific significant events or activities suggests that the study area has low overall historic significance.

Three AHIMS sites are currently valid and present within the study area, along with one area of Potential Archaeological Deposit (PAD). These are:

- AHIMS ID 45-5-5164 (BCBW18 AS 02) – a subsurface artefact scatter comprising 21 stone artefacts and a clay heat retainer hearth, assessed as being of high archaeological, scientific and cultural significance;
- AHIMS ID 45-5-4099 – a subsurface artefact scatter adjacent to Badgerys Creek, assessed as being of low archaeological and scientific significance;
- AHIMS ID 45-5-2704 – a surface artefact scatter of low archaeological and scientific significance; and
- An area of Potential Archaeological Deposit (PAD) extending along Badgerys Creek, identified based on landform context and previous test excavation results.

While avoidance is the preferred management option in principle, the ACHAR confirms that avoidance of direct impacts to AHIMS ID 45-5-5164 and AHIMS ID 45-5-4099 is not feasible within the context of the adopted final landform, Sydney Water scheme and requirements of the Western Sydney Aerotropolis Precinct Plan.

Overall, while the proposed works have the potential to impact identified Aboriginal heritage items, these impacts are considered within the context of the site's historical disturbance and will be managed in accordance with statutory requirements and culturally informed mitigation measures.

Any additional statutory requirements and mitigation measures will be further detailed and assessed within the Environmental Impact Statement, ensuring that impacts on Aboriginal culture and heritage are appropriately addressed. Therefore, the unmitigated impact is assessed as **low negative**, given the possible likelihood and minor magnitude.

Assessment – with mitigation/ enhancement: Medium positive

The Aboriginal Cultural Heritage Assessment Report (ACHAR) identifies the potential impacts associated with the proposed bulk earthworks and indicates that these impacts will be managed in accordance with relevant statutory requirements and culturally informed mitigation measures.

While bulk earthworks will result in disturbance to the ground surface and surrounding environment, the ACHAR outlines specific mitigation measures to be implemented to avoid, minimise or appropriately manage impacts on Aboriginal heritage. Through the application of these measures, impacts on Aboriginal culture and heritage are expected to be appropriately addressed.

Further, the proponent has undertaken engagement with Dharug Traditional Custodians and community representatives to inform the project's vision and design direction, bringing together individuals with diverse skill sets, knowledge areas, and lived experiences. In addition to this, the Proposal has embedded Connecting with Country principles with the aim to deliver outcomes that are culturally respectful, environmentally responsible and reflective of Dharug Country values over the long term. Assuming these recommendations are upheld throughout the construction, the mitigated impact is assessed as **medium positive**, given the likely likelihood and moderate magnitude.

SIA recommendations – additional social mitigations

- Continue engagement with local Aboriginal stakeholders throughout the bulk earthworks process to ensure that any previously unidentified Aboriginal objects or areas of significance are identified promptly and managed in accordance with agreed procedures

6.2.5 Health and wellbeing

Guideline definition: *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*

6.2.5.1 Potential health and well-being impact due to noise, vibrations and dust during bulk earthworks

Affected stakeholders	**Duration of impact**
Immediate and surrounding social locality, including visitors and sensitive receivers	Construction
Assessment – without mitigation: Medium Negative	

The extensive and ongoing groundworks and construction activities associated with the proposal have the potential to adversely affect neighbouring properties, workers and the wellbeing of the surrounding community. These activities may generate elevated levels of noise, vibration and dust, which may contribute to increased stress, sleep disturbance and the aggravation of existing health conditions. The impacts are likely to be most pronounced for nearby residents and workers in close proximity to the site. However, effects may also extend more broadly across the Aerotropolis and surrounding communities over the construction period.

As outlined in Section 3.3, the most common health conditions in the Study Area include arthritis (6.1%), asthma (5.4%) and diabetes (excluding gestational diabetes) (4.7%). These conditions may increase sensitivity to construction-related impacts, particularly dust and prolonged noise exposure.

As outlined in Section 4.1, the South West Health District provided feedback on the health and wellbeing implications of the proposed bulk earthworks. Key concerns include consideration of cumulative noise impacts, particularly in combination with existing and future airport flight path noise, and the potential for increased airport activity to compound construction and operational impacts.

Air quality impacts are also highlighted as a priority, especially when assessed alongside urban heat conditions in South Western Sydney. Accordingly, stronger assurance is sought that health risks to workers and nearby residents will be thoroughly assessed and managed over the life of the development. The submission also raised concern regarding reliance on a 'cap and contain' approach to contaminated land remediation, which is generally viewed as a less preferred option and may pose long-term health risks without rigorous ongoing management. Greater confidence is sought that alternative remediation options have been fully explored, along with clearer identification and management of contaminants with the potential to enter the water cycle. Urban heat was identified as a significant issue, with clearer commitments sought for canopy cover, shade provision, heat-resilient materials and pervious surfaces. Concerns also remain regarding the quality, comfort and usability of open space, including access, seating and noise-sensitive design.

The Proposal site and surrounding land is predominantly characterised by a mix of rural, agricultural, landscape industries and residential properties. While the existing landscape supports some industrial activity, the scale and intensity of the proposed bulk earthworks have the potential to exacerbate noise, vibration and air impacts beyond those typically experienced in the area.

Noise

As outlined in the Noise and Vibration Impact Assessment (SLR, 2026), the nearest sensitive receivers are located within three Noise Catchment Areas surrounding the site. To the north and south (NCA01), receivers are within the Western Sydney Aerotropolis precinct, which is transitioning from rural residential and commercial uses to enterprise and industrial development. The closest residences are approximately 10–35 metres north of the site and around 1.5 kilometres to the south, with the nearest commercial receivers about 180 metres north and 1 kilometre south.

To the east (NCA02), residential receivers in Kemps Creek are located around 150 metres along Victor Avenue and 550 metres along Braikfield Avenue. To the south (NCA03), within the Aerotropolis Core, existing rural residential receivers are

about 2 kilometres away, with future higher-density residential development anticipated at approximately 1 kilometre from the site.

The assessment predicts that standard daytime noise management levels would be exceeded at the nearest receivers during all construction stages, but only when noisy works occur close to site boundaries. Receivers near the northern boundary are expected to be highly noise affected for most construction activities, excluding demolition and rehabilitation. All works would occur during standard daytime construction hours.

Vibration

The NVIA (SLR, 2026) also assessed the potential for vibration disturbance to building occupants, building damage, and damage to sensitive equipment. The vibration generated from construction works will vary depending on the level and type of activity carried out at each stage. During site establishment, demolition, excavation, and road works, vibration-intensive plant and equipment are involved in the construction schedule, including excavators, rock breakers, and vibratory rollers. Potential impacts are limited to short-term disturbance to occupants if vibration-intensive activities occur near sensitive receivers.

Dust

The Air Quality Assessment (SLR, 2026) identifies dust from bulk earthworks as the main potential air quality impact. Modelling, undertaken using conservative assumptions, indicates that short- and long-term $PM_{2·5}$ and PM_{10} criteria could be exceeded if mitigation measures are not implemented. However, the results are likely to overstate actual impacts, as the modelling assumes peak earthworks activity occurring at all times and cannot fully account for the effectiveness of mitigation measures, rainfall, or local dispersion conditions.

Considering the combined potential for noise, vibration and dust impacts to affect the daily activities and wellbeing of current and future residents and workers, particularly during periods of peak construction activity, these impacts may result in temporary disturbance if not appropriately managed.

While exceedances of relevant criteria are predicted under conservative assessment assumptions, they are expected to be localised, intermittent and limited to standard daytime construction hours. On this basis and having regard to the impacts when considered across the construction period, the overall unmitigated impact is assessed as **medium negative,** given the likely likelihood and minor magnitude.

Assessment – with mitigation/ enhancement: Low Negative

Bulk earthworks and ground disturbance impacts on nearby homes require careful management to minimise disruption. Various technical reports have outlined specific mitigation measures in their reports, and the resulting mitigated impacts are summarised below.

Noise

The NVIA outlines a list of mitigation measures to reduce general noise during construction, including equipment usage, equipment operation and timing, a management plan, equipment location and distance between equipment and receivers, and open communication between residents, industrial, and commercial receivers.

The NVIA also outlines how construction works are proposed to take place during the standard construction hours, Monday to Saturday (7:00 am to 6:00 pm) This helps limit the time of construction noise for nearby sensitive residential receivers. The volume of heavy-vehicle traffic is not expected to increase existing traffic noise along Elizabeth Drive significantly. Therefore, construction traffic from the site onto public roads is unlikely to generate a significant noise impact and is not addressed further in this report.

Vibration

The NVIA only covers the closest vibration-sensitive receivers, as the distances to sensitive receiver buildings are generally considered low to negligible risk of vibration impact, depending on the location of the construction works. The cosmetic damage levels from the Proposal are deemed to be in 'safe limits' with no damage due to vibration effects. Further mitigation measures and management are outlined in the NVIA to help limit vibrations at sensitive receivers.

Dust

The Air Quality Impact Assessment (SLR Consulting Australia, 2026) recommends dust mitigation and management measures. These recommendations are outlined under site management, monitoring, preparing and maintaining the site, operating vehicles/machinery, and sustainable travel, operation, and waste management. The report found that the proposed construction activities can be completed without any significant impact on the surrounding receptors. Assuming that the proposed development implements the recommended mitigation and monitoring measures, the air quality impacts, the development is not expected to result in unacceptable impacts on surrounding sensitive receptors during either the construction or operational phases.

Assuming adoption and alignment with the above mitigation measures, the mitigated impact is assessed as a short-term, **low negative** impact during construction, given the possible likelihood and minimal magnitude.

SIA recommendations – additional social mitigations

- Consider signage to indicate the timing of the most disruptive construction activities outside of sensitive hours to provide advance notice to nearby residents and businesses.

6.2.5.2 Contributions to urban heat island effect

Affected stakeholders	Duration of impact
Immediate social locality, including workers and visitors of the site	Site preparation and construction

Assessment – without mitigation: Medium negative

An urban heat island occurs when natural land cover is replaced with dense concentrations of urban structures and hard pavement such as roads, car parks and buildings. These structures absorb solar radiations and re-radiate them into the environment, creating high localised temperatures. This can have flow-on health and wellbeing impacts for people, such as dehydration, fatigue and heat stress. The *Western City District Plan* emphasises the importance of considering the impact of extreme heat on communities and infrastructure networks, noting that more highly developed parts of the *Western City District Plan* have been exposed to extreme heat as a result of urban heat island.

The site is currently a Quarry and Brick Making Facility, with the structures and hardstand areas used for operations located in the central portion of the site, connected by an internal road network. In addition, three pits are located along the southern and southeastern portion of the site, along with open space throughout the site.

The proposal has the potential to contribute to the urban heat island effect, through the removal of existing vegetation, exposure of bare soil, and creation of large expanses of disturbed ground. These conditions can increase surface temperatures by reducing evapotranspiration and increasing the absorption and re-radiation of solar heat, particularly during warmer months.

Earthworks associated with remediation, bulk filling and landform regrading may also alter local microclimatic conditions by reducing shading and increasing wind exposure across the site. In the short term, this can contribute to higher daytime temperatures within and immediately surrounding the site, particularly where works extend across both previously disturbed and undisturbed areas. These potential impacts are largely transitional and occur during the construction and site preparation phase. They would be addressed through subsequent stages of development, including revegetation, landscape establishment and the delivery of built form and public domain outcomes designed to mitigate urban heat island effects in accordance with the Connecting to Country and Precinct Plan principles

While the proposal's scale has the potential to contribute to the urban heat island effect, this outcome is a recognised challenge in the context of the Western Sydney Aerotropolis, where significant urbanisation is planned as part of the strategic vision for the Western Parkland City. The *Western City District Plan* notes that Western Sydney already experiences some of the highest urban heat levels in Greater Sydney and that urban development can intensify these conditions. It emphasises the need for climate-responsive mitigation measures in construction phase and the need for

increased tree canopy, and integrated green infrastructure to mitigate heat impacts to be implemented in future stages. Given the likely likelihood and moderate magnitude, the unmitigated assessment is **medium negative,** given the likely likelihood and moderate magnitude.
Assessment – with mitigation/ enhancement: Medium negative
No further mitigations proposed at this time. Therefore, this impact rating remains as **medium negative.**
SIA recommendations – additional social mitigations
No additional SIA recommendations.

6.2.6 Surroundings

Guideline definition: *Surroundings, including ecosystem services such as shade, pollution control, and erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.*

6.2.6.1 Changed landscape character

Affected stakeholders	**Duration of impact**
Immediate social locality, including workers and visitors of the site	Construction
Assessment – without mitigation: Low negative	
The proposal would bring noticeable changes to the visual landscape, particularly in areas adjacent to Badgerys Creek and Kemps Creek. These changes have the potential to influence the aesthetic appeal and amenity experienced by nearby residents and visitors. The visual environment is an important part of how people connect with their surroundings, and alterations to vegetation and the broader landscape can affect community attachment and sense of place. The site surrounds are undergoing a rapid transition from rural and agricultural uses to a mix of industrial, transport, and airport-related employment uses, supporting the operations of the Western Sydney International Airport. While this transformation is consistent with strategic plans for the Badgerys Creek Precinct, the Western Sydney District, and the Aerotropolis Precinct, it may be perceived by existing residents and businesses as a significant change to local character. The Demographic Profile (refer to Section 3.3) indicates that the local community is characterised by large-lot rural residential areas, with agriculture, forestry, and fishing being the second-largest employment sector. The broader transformation of the area will be most acutely felt by these residents and the surrounding community. However, during consultation (refer to **Chapter 4**) no stakeholder concerns were raised in relation to the change in existing rural landscape, rather key community stakeholders were in favour of the transition. This suggests the community generally views the proposal as a positive change to the existing landscape and character of the site. The site is currently not publicly accessible or readily visible, having operated as an open-cut mine for an extended period. While the proposal would contribute to a change in the broader rural landscape character, the site's existing disturbed condition means there would be minimal direct loss of rural visual amenity.The transition from an open-cut mining environment to a rehabilitated landform represents a change to the local landscape in the short term. The VIA report (Urbis, 2026) analysis found the visual effect from the proposal ranged from nil to low, reflecting low public and private view sensitivity, limited visibility, short viewing periods and the surrounding landscape's capacity to absorb visual change. Extensive earthworks and remediation activities would result in an immediate and more intensive level of on-site activity, temporarily altering landform, surface appearance and visual character. These changes reflect an interim condition associated with site preparation and rehabilitation, prior to the establishment of longer-term land uses	

and landscape outcomes. Therefore, this unmitigated impact is assessed as **low negative,** given the unlikely likelihood and minor magnitude.
Assessment – with mitigation/ enhancement: Low negative
No further mitigation is proposed at this time. Therefore, the impact rating remains **low negative.**
SIA recommendations – additional social mitigations
No additional SIA recommendations.

6.2.7 Livelihoods

Guideline definition: *Livelihoods, including people's capacity to sustain themselves through employment or business, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits.*

6.2.7.1 Provision of local and regional jobs during construction

Affected stakeholders	**Duration of impact**
Local, surrounding and broader social locality, including current and future workers within the Aerotropolis.	Construction
Assessment – without mitigation: High positive	

Strategically located within the Western Sydney Aerotropolis and adjacent to the Western Sydney International Airport, the site is well-placed to contribute to regional economic growth and align with government targets for job creation in the Western Parkland City. The *Greater Sydney Region Plan – A Metropolis of Three Cities* and the *Western City District Plan* set a target of 200,000 new jobs in the Western Parkland City by 2056, with the Aerotropolis identified as a key driver of this growth. The *Liverpool Local Strategic Planning Statement* reinforces this target, highlighting the importance of industrial and logistics precincts in delivering high-skilled, high-value employment.

The site's transition to warehouse and distribution centre land uses would create a diverse range of local and regional jobs during the proposal's construction and operation. This is expected to stimulate economic activity and provide residents in the local and surrounding communities with access to new employment through local hiring programs and training partnerships. There would also be potential for future workers in the broader social locality to seek employment at the site, given its accessibility by major roads and the future WSI Metro.

The introduction of a substantial workforce at the site would also contribute to a change in community composition, alongside the influx of new residents in the broader Badgerys Creek Precinct. Given the scale of the proposal, this change in community composition could reshape the local economy and support long-term regional growth, consistent with local and State-level economic growth objectives (see Section 3.2).

The site forms part of the Badgerys Creek Precinct in the Western Sydney Aerotropolis and is strategically located adjacent to the Western Sydney International Airport, which is expected to support between 9,000 and 11,000 direct jobs upon completion. The proposal would generate approximately 70 jobs during construction, spanning a range of trades, technical services, and project management roles.

Demographic data indicate that 15.2% of the study area's workforce is employed in the construction industry, suggesting a strong potential for local labour participation. This alignment between available skills and project needs increases the likelihood that construction jobs will be filled locally, supporting both employment and local economic activity.

Given the alignment of job opportunities with local skill sets and strategic employment targets, the proposal is expected to provide significant economic benefits during construction. With an almost certain likelihood and moderate magnitude, the unenhanced construction impact is assessed as **high positive**.
Assessment – with mitigation/ enhancement: High positive
No further enhancement measures are proposed. The impact, therefore, remains assessed as **high positive**.
SIA recommendations – additional social mitigations
No additional SIA recommendations.

6.2.8 Decision-making systems

Guideline definition: *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.*

6.2.8.1 Adequate communication and consultation with the local community and increased opportunities to provide feedback

Affected stakeholders	**Duration of impact**
Local, surrounding and broader social locality, including workers, visitors and residents	Construction
Assessment – without mitigation: Medium positive	

The ability for the community to stay informed and provide feedback throughout the decision-making process is fundamental to ensuring that development aligns with local needs and values. Meaningful engagement with those directly affected enables local perspectives to be identified and considered. This process supports the establishment of a social licence for the project by building trust, fostering a sense of shared ownership, and supporting informed decision-making.

The proposal relates to bulk earthworks activities during the construction phase only. The Proponent has provided multiple opportunities for community and stakeholder input throughout the planning process, including key stakeholder interviews, an online Social Impact Assessment (SIA) survey and project newsletters, as outlined in the SIA Field Study (**Chapter 4**). The Badgerys Creek community and the broader Liverpool LGA have therefore been afforded ongoing and accessible opportunities to provide feedback on the proposal.

The Consultation Outcomes Report (Urbis, 2026) indicates that targeted engagement was undertaken with the closest neighbours to the site and the surrounding community, including landowners along Lawson Road. This engagement focused on understanding local concerns, expectations and potential impacts associated with construction-phase activities, including bulk earthworks, such as noise, dust, traffic and changes to local amenity.

Consultation was also undertaken with relevant NSW and Commonwealth government agencies across planning, infrastructure, transport, environmental, heritage, emergency services and utilities portfolios; Liverpool City Council; Western Sydney Airport Co Limited; the Bradfield Development Authority; Traditional Owners, including the Deerubbin Local Aboriginal Land Council and Registered Aboriginal Parties; nearby residents, landowners and businesses; and the Western Sydney Aerotropolis Community Consultative Committee and Independent Community Commissioner. Feedback was also received from South Western Sydney Local Health District, with specific input relating to the potential health implications of bulk earthworks during construction, including air quality, noise and general community amenity.

Overall, minimal feedback was received during the SIA Field Study. In the context of the proposal being limited to construction-phase bulk earthworks and the extensive engagement undertaken, this may indicate a low level of

concern, consultation fatigue, or that issues of importance have been addressed through earlier regional and strategic planning processes for the Western Sydney Aerotropolis (refer Section 6.3 on Cumulative Impacts). Having regard to the temporary nature of the proposal, the range of communication and feedback mechanisms provided, and the limited issues raised through consultation, the potential impact associated with opportunities for the local community to influence development in the area is assessed as **medium positive,** reflecting a likely likelihood and moderate magnitude.
Assessment – with mitigation/ enhancement: Medium positive
Considering the depth and breadth of engagement undertaken, this mitigated impact remains as **medium positive.**
SIA recommendations – additional social mitigations
No additional SIA recommendations.

6.3 Cumulative impacts

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

There are several state-significant and local projects operating or intended to operate in and around the social locality that may contribute to cumulative impacts to the Proposal. Approved and likely future developments which may be relevant in the cumulative impact assessment of the proposal are summarised in **Table 14** below:

Table 14 Nearby projects

SSDA Reference	Development Description	Current Status
Project Maverick Site Internal Works No. 01	Seeks approval for the construction, fit-out and operation of 14 warehouse buildings, Active Open Space & amenities precinct (including a café) and internal estate infrastructure works in line with Connecting to Country and Precinct Plan objectives. Scoping reports only submitted for Bulk Earthworks and Internal SSDA	Scoping Request lodged October 2025
SSD-70316465 Burrah Park	The SSDA was lodged in November 2024 for a State Significant Concept Masterplan Burrah Park warehouse and logistics estate at 1953-2109 Elizabeth Drive, Badgerys Creek. The development comprises forty-two (42) building envelopes, site access, internal road network layout, building locations, GFA, car parking, concept landscaping, building heights and setbacks, Design Excellence Strategy and Connection with Country framework.	Under Assessment
SSD-74191717 Badgerys Creek Industry Park	SSDA was lodged in May 2025 for the construction and operation of a large-format warehouse and distribution estate comprising four warehouse buildings with ancillary offices delivered across two development stages (three warehouses in Stage 2, one warehouse in Stage 2), associated services, supporting infrastructure, site access, on-site parking and landscaping.	Post Exhibition Response to Submissions

SSDA Reference	Development Description	Current Status
SSD-76913969 Aldi Automated Distribution Centre	SSD-76913969 was lodged on 12 May 2025 on Lots 5, 6 & 7 within the IPG Badgery's Creek Road Master Plan. The application seeks consent for a 'warehouse and distribution centre', referred to in the application as an Automated Distribution Centre.. Site preparation works consist of cut and fill, installation of landscaped batters and retaining walls where necessary and the potential provision of a haul road to facilitate works.	Approved 26 February 2026
WSA_MP01 IPG Master Plan	A Master Plan for the IPG site was lodged, seeking amendments to the WPC SEPP, Aerotropolis Precinct Plan and DCP. Development of the IPG site will provide critical employment opportunities and services to the Aerotropolis and the broader Western Parkland City. The masterplan will allow for the generation of: ▪ nearly 12,500 jobs. ▪ over 625,000 sqm of mixed-use gross floor area. ▪ a 184-hectare development hub of industry and innovation, attracting local and global companies to the Western Parkland City and the airport that serves it. ▪ more than 45 hectares of open space and landscaped areas. ▪ mixed-use development, road networks and open areas comprising 25 lots for enterprise, commercial and retail use.	Approved 11 July 2025
SSD-65529236 EMKC3 Industrial Development	The SEARs were issued on 21 December 2024 for the construction and operation of two warehouse and distribution centres with ancillary offices and landscaping. Warehouse 1 seeks consent for manufacturing operations comprising of steel cutting. Subdivision, earthworks and site preparation works are required, as well as interim and ultimate access scenarios from Martin Road.	Preparing EIS
SSD-19618251 Elizabeth Enterprise Precinct - Stage 1	Mirvac Projects submitted an SSDA for the Elizabeth Enterprise Precinct (EEP) – Stage 1 in March 2025. The Concept Masterplan and Stage 1 Development comprises seven warehouse or distribution centres and the first stage of development works.	Approved 4 February 2026
SSD-104185710 Elizabeth Enterprise Precinct - Stage 2 Concept Plan and Stage 2A	The SEARs were issued on the 13 February 2026 for q concept masterplan for 10 industrial buildings and a stage 2A development including sitewide earthworks, construction, fit-out and operation of 5 industrial buildings, ancillary offices, regional stormwater basins, internal roads, public open space and landscaping.	Preparing EIS
SSD-81662708 Cross Link Industrial Estate	The SEARs were issued on 23 April 2025 for the construction of the Cross Link Industrial Estate within Badgerys Creek. The project seeks detailed approval for a new Industrial Estate comprising large and small format warehousing and distribution centres.	Preparing EIS

SSDA Reference	Development Description	Current Status
SSD-48438209 Barings Industrial Park	An SSDA was lodged in November 2023 for the development of 19.4 ha of land within the Agribusiness Precinct of the Aerotropolis. The application sought approval for the development of 2289-2309, 2311 Elizabeth Drive, Luddenham for warehouse and distribution purposes. The approved works comprised of the demolition and clearance of existing vegetation, site preparation works, development of seven (7) warehouses and distribution centre buildings, carparking and associated landscaping works.	Approved 15 April 2025
Elizabeth Drive Upgrades	The upgraded road will provide two lanes in each direction together with a median island, landscaping and paths. The proposed upgrades relate to 11.4km of road.	Consultation on the REF closed 31st October 2023

Timely provision of development within the Aerotropolis

The proposed bulk earthworks form part of a broader program of enabling works supporting development within the Western Sydney Aerotropolis. These works are occurring alongside major infrastructure projects, including the Western Sydney International Airport, the Sydney Metro – Western Sydney Airport line, the M12 Motorway, and multiple State Significant Development Applications for industrial and logistics estates.

When considered cumulatively, bulk earthworks and associated enabling infrastructure have the potential to accelerate the delivery of key infrastructure, including road upgrades, drainage networks and open space, ahead of the timeframes originally envisaged in the Precinct Plan. Through the Voluntary Planning Agreement with Liverpool City Council, the proposal will deliver critical infrastructure such as lead-in access roads (including Lawson Road), an east–west collector road, internal collector roads, and active open space. These works will integrate with regional transport and open space networks, supporting freight efficiency, workforce accessibility and overall amenity.

The timely delivery of bulk earthworks and associated infrastructure, in conjunction with other developments across the Aerotropolis, will support earlier activation of employment lands and provide benefits to businesses, workers and the broader community through improved connectivity and service provision.

Future impact of Planning Approvals and Development Sequencing

The site is located within the Western Sydney Aerotropolis, where development is intended to occur in a coordinated and sequential manner, with bulk earthworks forming a critical enabling stage for future physical site development. It is understood that the proposed bulk earthworks would contribute to the orderly planning and delivery of development within the Aerotropolis.

The works would also contribute to the remediation of previously disturbed land and the establishment of compliant and geotechnically stable landforms. This would support the progression of subsequent development applications for built form and infrastructure and contribute to outcomes that are consistent with the precinct-based planning framework.

Should delays in approvals or development occur, further consideration may be required through future social impact reporting to understand how the land could be repurposed or managed in the interim. This would be necessary to assess potential community, amenity and land-use implications while the site remains in a transitional state.

Cumulative Construction Impacts

Construction works associated with the proposed bulk earthworks will occur within a broader context of significant and ongoing construction activity across the Western Sydney Aerotropolis. This includes

concurrent works for major infrastructure projects such as the Western Sydney International Airport, the Sydney Metro – Western Sydney Airport line, the M12 Motorway, and multiple industrial and logistics developments approved or under assessment.

When considered cumulatively, construction activities across the precinct have the potential to result in temporary increases in heavy vehicle movements, construction noise, dust generation and general disruption to surrounding road networks and communities. These impacts are expected to be most pronounced during periods where multiple projects are undertaking earthworks and early construction phases at the same time.

However, the proposed construction works are consistent with the scale and nature of development anticipated within the Aerotropolis under the Western Parkland City planning framework. Construction impacts will be managed through compliance with existing approvals, implementation of project-specific management plans, and coordination with broader infrastructure delivery programs. Measures such as staged construction, use of approved haulage routes, adherence to construction hours, and traffic management planning will assist in minimising cumulative impacts.

Overall, while cumulative construction impacts are acknowledged, they are expected to be temporary and manageable and are not anticipated to result in unacceptable impacts on surrounding communities or the functioning of the Aerotropolis, given the strategic planning context and the application of appropriate mitigation measures.

7 Mitigation, enhancement and management

7 Mitigation, enhancement and management

This Chapter provides a summary of:

- Identified negative and positive social impacts.
- Proposed mitigation and enhancement measures and corresponding assessment.
- Additional recommendations for consideration.

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

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

7.1 Proposed mitigation, enhancement and management of social impacts

Proposed measures to mitigate potential negative impacts and enhance positive impacts and are provided in **Table 15** below.

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

Social impact	Unmitigated /Unenhanced	Mitigated /Enhanced	Proposed mitigation, enhancement and management	Section of Report
Temporary impacts to local amenity due to construction works	Low negative	Low positive	Mitigation measures have been outlined in the Preliminary Construction Traffic Management Plan, with a detailed Construction Management Plan prepared before the construction phase to mitigate other construction impacts.	6.2.1.1
Changes to community character	Low negative	Low positive	Extensive consultation with key stakeholders and community groups.	6.2.2.1
Accessibility impacts (traffic and road quality) during construction	Medium negative	Negligible	Mitigation measures have been outlined in the Preliminary Construction Traffic Management Plan, with a detailed Construction Traffic Management Plan prepared before the construction phase to mitigate other construction impacts.	6.2.3.1
Potential impacts on Aboriginal culture and heritage	Low negative	Medium positive	Implemented mitigation measures outlined in the Aboriginal Cultural Heritage Assessment Report.	6.2.4.1
Potential health and well-being impact due to noise, vibrations and dust during bulk earthworks	Medium negative	Low negative	The NVIA outlines a list of mitigation measures to reduce general noise and vibration impacts during construction, and the Air Quality Impact Assessment recommends dust mitigation and management measures.	6.2.5.1
Contributions to urban heat island effect	Medium negative	Medium negative	No further mitigations proposed at this time.	6.2.5.2
Changed landscape character	Low negative	Low negative	No further mitigations proposed at this time.	6.2.6.1
Provision of local and regional jobs during construction	High positive	High positive	No further enhancement measures are proposed.	6.2.7.1
Adequate communication and consultation with the local community and increased opportunities to provide feedback	Medium positive	Medium positive	No further enhancement measures are proposed.	6.2.8.1

7.2 Further SIA recommendations

The following provides a summary of the recommendations are proposed to further enhance positive impacts and mitigate negative impacts as previously identified in **Chapter 6** and Section 7.1. These measures have not been included in the assessment of mitigated or enhanced impacts but have been identified as additional measures for consideration by the Proponent to enhance the social outcomes of the proposal. Mitigation measures which have informed the assessment of mitigated negative social impacts and enhanced positive social impacts are summarised in Section 7.1 above.

Table 16 Further SIA recommendations

Project stage	SIA recommendations
Construction management	▪ Consider workforce procurement strategies which support employment opportunities for local, First Nations and underrepresented communities. ▪ Implement the communication and engagement strategy for the construction period (as part of the CTMP, which is being prepared) to ensure effective and ongoing communication with the surrounding community (including in relation to traffic/ local road access changes), provide an opportunity for the community to express queries and concerns, and enable the Proponent to address any issues. ▪ Continue engagement with local Aboriginal stakeholders throughout the bulk earthworks process to ensure that any previously unidentified Aboriginal objects or areas of significance are identified promptly and managed in accordance with agreed procedures ▪ Consider signage to indicate the timing of the most disruptive construction activities outside of sensitive hours to provide advance notice to nearby residents and businesses.

8 Acronyms, references and disclaimer

8 Acronyms

Acronym	Term
ABS	Australian Bureau of Statistics
ACECQA	Australian Children's Education and Care Quality Authority
BOCSAR	NSW Bureau of Crime Statistics and Research
COLA	Covered Outdoor Learning Area
CMP	Construction Management Plan
CSP	Community Strategic Plan
CwC	Connecting with Country
DA	Development Application
DEL	Director Educational Leadership
DoE	NSW Department of Education
DPHI	NSW Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Assessment
EP&A Act	Environmental Planning and Assessment Act 1979
GCCSA	Greater Capital City Statistical Area
kVA	Kilo-volt-amperes
LALC	Local Aboriginal Land Council
LHD	Local Health District
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
ICSEA	Index of Community Socio-Educational Advantage
NSW DoE	New South Wales Department of Education
OSHC	Outside of School Hours Care
PIHAI	Preliminary Indigenous Heritage Assessment and Impact
The proposal	The proposed development
T&I SEPP	Transport and Infrastructure State Environmental Planning Policy
REF	Review of Environmental Factors
SEIFA	Socio-Economic Indexes for Areas
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment

Acronym	Term
SCC	State Suburbs
TfNSW	Transport for NSW
VIA	Visual Impact Assessment

9 References

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

Demographic, crime and health data

Social Impact Assessment (SIA) Survey Results, Urbis, 2025.

Demographic data – Australian Bureau of Statistics (ABS), various years.

Crime statistics – NSW Bureau of Crime Statistics and Research (BOCSAR), various years.

Health data – NSW Health, various years.

Policy documents

Department of Planning, Industry and Environment (DPIE) 2018, Greater Sydney Region Plan – A Metropolis of Three Cities, NSW Government, Sydney.

Greater Sydney Commission 2018, Western City District Plan, NSW Government, Sydney.

Department of Planning, Industry and Environment (DPIE) 2020, Western Sydney Aerotropolis Plan, NSW Government, Sydney.

Department of Planning, Industry and Environment (DPIE) 2021, Western Sydney Aerotropolis Open Space Needs Study, NSW Government, Sydney.

NSW Government 2018, Western Sydney City Deal, NSW Government, Sydney.

NSW Government 2022, Industrial Lands Action Plan, NSW Government, Sydney.

Liverpool City Council 2020, Local Strategic Planning Statement (LSPS), Liverpool City Council, Sydney.

State Environmental Planning Policy (SEPP) – Western Parkland City, NSW Government, Sydney.

Technical studies prepared for this proposal

Consultation Outcomes Report (Urbis, 2026)

Preliminary Construction Management Plan (Ason, 2026)

Aboriginal Cultural Heritage Assessment Report (Artefact, 2026)

Noise and Vibration Impact Assessment (SLR, 2026)

Air Quality Assessment (SLR, 2026)

Other

Planning Institute of Australia (PIA) (2019). *Healthy Spaces and Places*.

CSIRO (2020). *Cooling Cities: Urban Heat Mitigation Strategies*.

Disclaimer

This report is dated 23 March 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Goodman Property Services (Aust) Pty Ltd **(Instructing Party)** for the purpose of Social Impact Assessment **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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

Appendix A Social Impact Assessment Consultation Materials

225-245 Martin Road, Bradfield Social Impact Assessment Survey

https://urbis.questionpro.com.au/t/ARokgZR6VI

Introduction

Goodman Property Services (Aust) Pty Ltd (Goodman) has engaged Urbis Ltd (Urbis) to undertake a Social Impact Assessment (SIA) to inform two State Significant Development Applications (SSDA) to develop the proposed Industrial Estate at 225-245 Martin Road, Bradfield, NSW 2556.

Stakeholder feedback is crucial in informing the SIA. This survey aims to gather insights from community stakeholders about how the proposed development may impact them and the local area. Survey responses will inform the SIA on potential positive and negative impacts as perceived by community members and other stakeholders, and impact mitigation and benefits enhancement measures that could be implemented during the design, construction, and operation of the proposed development.

This survey should take approximately 5-10 minutes to complete, and all responses will be kept anonymous. The survey closes at **5:00 p.m. on Sunday, November 30, 2025.** Thank you in advance for your contribution.

The SIA will be available for public viewing during the SSDA exhibition period, during which it will be open to receive public submissions via the NSW Major Projects website: https://www.planningportal.nsw.gov.au/major-projects

Proposal overview

Goodman is seeking to transform its site at 225–245 Martin Road, Bradfield, NSW 2556 into a large-format warehouse and logistics estate.

The proposal site covers approximately 116 hectares of developable area opposite the new Western Sydney International Airport, and includes:

- 14 warehouse buildings (ranging from 14.6-16.8 metres in height) and ancillary offices

- Internal roads and supporting onsite infrastructure, including parking
- Active open space & amenities precinct along with landscaped areas to protect environmental features and provide a high-quality working environment.

Approval for the proposal is being sought from the NSW Department of Planning, Housing and Infrastructure (DPHI) through two concurrent State Significant Development Applications (SSDAs). This enables Goodman to present the proposal as a cohesive master plan that spans the entire site. The two SSDAs cover:

1. Bulk earthworks and rehabilitation SSDA (SSD-97688711) – site rehabilitation, excavation, contamination remediation, relocation of the internal gas main, and preparation of the land for development.
2. Internal works SSDA (SSD-97711727) – construction, fit-out and operation of the warehouses, amenities precinct, internal roads, landscaping, stormwater infrastructure and subdivision of the precinct

Further to the above, Goodman is also working with Liverpool City Council and TfNSW to review options to deliver upgrades to local roads and intersections. This will likely involve work along Lawson Road and Martin Road, including the installation of essential services. Further details will be shared on this once available.

Goodman is currently preparing Environmental Impact Statements (EIS) for both SSDAs. These will assess potential impacts, detail the outcomes of technical assessments undertaken as part of the proposal and recommend mitigation measures. Assessments to be undertaken include visual impact, noise, vibration, traffic and parking and aviation impact.

*********Page break**********

Proposed industrial precinct design:

Artist impression of 225-245 Martin Road (indicative only and subject to change).

********Page break**********

Proposed site area

Source: Urbis

*********Page break**********

Proposed Master Plan

Source: SBA Architects

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

Social Impact Assessment

A Social Impact Assessment (SIA) is an objective, independent study undertaken to identify and analyse a proposed development's potential positive and negative social impacts. The SIA is being developed in accordance with the Department of Planning, Housing and Infrastructure (DPHI) *Social Impact Assessment Guideline* (2025) and best practice to ensure the assessment reflects stakeholder views.

Social impacts could include both perceived and actual positive or negative effects on nearby residents, businesses, the workforce, and other stakeholders, encompassing both short-term and long-term effects, as well as impacts during the construction and operational phases of the proposed development.

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Questions

Part One: About the surrounding area

1. **Which of the following best describes you? *Please select all that apply.***

i. Resident of Bradfield

ii. Resident of a nearby suburb (please specify below)

iv. Worker or business owner in a neighbouring or nearby property

v. Regular visitor to the area

vi. Other (specify)_____

Tick box – select all that apply

2. **What do you like most about living in, working in, or visiting the area?**

Long answer.

3. The local area is currently undergoing significant redevelopment, including Western Sydney Aerotropolis and the Bradfield City Centre Master Plan. **What do you think are the most significant challenges and opportunities for the area?**

Long answer.

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Part Two: Potential Social Impacts

The following questions relate to understanding how, in your opinion, the proposal may impact you and your community.

1. **How well do you think the proposal at Badgerys Creek Precinct aligns with the vision for the area?**

i. Very Well

ii. Somewhat well

iii. Neutral

iv. Not well

vii. Not at all well

viii. Unsure

2. **To what extent do you think the proposal would deliver economic benefits and create employment opportunities in the local area?**

i. Very significant benefits and job creation

ii. Moderate benefits and job creation

iii. Minimal benefits and job creation

iv. No benefits or job creation

Unsure

3. **Please describe any positive impacts you expect the proposal to generate.**

Long answer.

4. **How could positive impacts be enhanced?**

Long answer.

5. **Please describe any negative impacts you expect the proposal to generate.**

Long answer.

6. **What specific measures could be implemented to avoid or reduce these negative impacts?**

Long answer.

7. **What specific groups or community members would be particularly impacted (positively or negatively) by the proposal?**

Long answer.

7. **Do you have any additional comments about the proposal?**

Long answer.

Thank you for your participation**.** Please contact the Urbis Engagement Team at 1800 244 863 or engagement@urbis.com.au if you have any questions or would like to discuss the SIA with us directly.

Social Impact Assessment Consultation Materials

225-245 Martin Road Discussion Guide: Liverpool City Council

Introduction

Goodman Property Services (Aust) Pty Ltd (Goodman) has engaged Urbis Ltd. (Urbis) to undertake a Social Impact Assessment (SIA) to accompany two State Significant Development Applications (SSDAs) at 225-245 Martin Road, Bradfield.

As part of the SIA process, Urbis is interested in speaking with key stakeholders to inform our understanding of the local context and community, potential social impacts (both positive and negative), and any mitigation or enhancement measures that may be required.

The interview will last approximately 45 minutes and will be conducted online via Microsoft Teams by two representatives from Urbis. The following interview questions provide a starting point for discussion. We will share concept plans for the proposal with you during the interview.

Thank you in advance for your time and for sharing your knowledge and insight.

Proposal overview

Goodman is seeking to transform its site at 225–245 Martin Road, Bradfield, NSW 2556 into a large-format warehouse and logistics estate.

The site is strategically located opposite the Western Sydney International Airport. It aims to deliver essential employment opportunities and warehouse space, bolstering the freight and logistics industry in the region. It also aims to:

- Create a future-ready estate that is designed having regard to environment and ecosystems, sustainability, country, place and function, aiming to attract global customers and redefining industrial master planning and design on a global scale.
- Deliver critical infrastructure comprising road design and upgrades, and lead in services to unlock future planned industrial land.
- Support industrial and employment land to generate jobs in line with the Western Parkland City SEPP and Precinct Plan.

- Leverage the industrial and logistics benefits by being strategically located in proximity to the future Western Sydney Airport to deliver high-quality and in-demand warehousing operations.
- Deliver a range of small, medium and large format warehouses to contribute additional industrial floorspace to support the growth of the freight and logistics industry in the Badgerys Creek Precinct.

The proposal will help unlock the full potential of the Aerotropolis by creating local jobs, improving infrastructure and transport connections, and supporting a thriving and sustainable community in Western Sydney.
The proposal site covers approximately 116 hectares of developable area opposite the new Western Sydney International Airport, and includes:

- 14 warehouse buildings (ranging from 14.6-16.8 metres in height) and ancillary offices
- Internal roads and supporting onsite infrastructure, including parking
- Active open space & amenities precinct along with landscaped areas to protect environmental features and provide a high-quality working environment.

Approval for the proposal is being sought from the NSW Department of Planning, Housing and Infrastructure (DPHI) through two concurrent State Significant Development Applications (SSDAs). This enables Goodman to present the proposal as a cohesive master plan that spans the entire site. The two SSDAs cover:

1. Bulk earthworks and rehabilitation SSDA (SSD-97688711) – site rehabilitation, excavation, contamination remediation, relocation of the internal gas main, and preparation of the land for development.
2. Internal works SSDA (SSD-97711727) – construction, fit-out and operation of the warehouses, amenities precinct, internal roads, landscaping, stormwater infrastructure and subdivision of the precinct

Further to the above, Goodman is also working with Liverpool City Council and TfNSW to review options to deliver upgrades to local roads and intersections. This will likely involve work along Lawson Road and Martin Road, including the installation of essential services. Further details will be shared on this once available.
Goodman is currently preparing Environmental Impact Statements (EIS) for both SSDAs. These will assess potential impacts, detail the outcomes of technical assessments undertaken as part of the proposal and recommend mitigation measures. Assessments to be undertaken include visual impact, noise, vibration, traffic and parking and aviation impact.

Please find the proposed design, site area and master plan drawing for the site on the following pages.

Proposed industrial precinct design

Artist impression of 225-245 Martin Road (indicative only and subject to change).

Proposed site area

Source: Urbis

Proposed Master Plan

Source: SBA Architects

SIA Discussion Questions

Social and Strategic Site Context

As part of the SIA, we have examined ABS 2021 Census data to understand the key demographic characteristics of the Liverpool LGA population. In addition to this, we are seeking the Council's feedback on the following topics:

1. Are there any observations or insights you can share on the key characteristics, needs, and aspirations of the local community?
2. In what ways has the local community changed in recent years, and how do you predict this community may change in the future?
3. Are there any vulnerable people or groups that you think may be particularly impacted by the proposal?
4. How does the proposed development align with the strategic vision for both the Liverpool LGA and the Western Sydney Aerotropolis area?
5. Are there any existing challenges facing local services and/or infrastructure that should be considered as part of the SIA (e.g. access to transport and road networks, difficulty accessing services)?

Potential Social Impacts

Potential social impacts could include both positive and/or negative effects on adjacent residents, the Liverpool community, or the broader Greater Sydney Community, as well as short- and long-term effects, impacts during construction, and effects during the site's operation.

6. Do you anticipate the proposed development will generate any positive impacts?
7. How could these positive impacts be further enhanced?
8. Do you anticipate that the proposed development will generate any negative impacts?
9. How could these negative impacts be mitigated or reduced?
10. Do you anticipate there to be any additional cumulative impacts (positive/negative) from the nearby Aerotropolis and/or nearby projects?

Other

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

225-245 Martin Road Discussion Guide: Aerotropolis Community Consultative Committee

Introduction

Goodman Property Services (Aust) Pty Ltd (Goodman) has engaged Urbis Ltd. (Urbis) to undertake a Social Impact Assessment to accompany two State Significant Development Applications (SSDAs) at 225-245 Martin Road, Bradfield.

As part of the SIA process, Urbis is interested in speaking with key stakeholders to inform our understanding of the local context and community, potential social impacts (both positive and negative), and any mitigation or enhancement measures that may be required.

The interview will last approximately 45 minutes and will be conducted online via Microsoft Teams by two representatives from Urbis. The following interview questions provide a starting point for discussion. We will share concept plans for the proposal with you during the interview.

Thank you in advance for your time and for sharing your knowledge and insight.

Proposal overview

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The site is strategically located opposite the Western Sydney International Airport. It aims to deliver essential employment opportunities and warehouse space, bolstering the freight and logistics industry in the region. It also aims to:

- Create a future-ready estate that is designed having regard to environment and ecosystems, sustainability, country, place and function, aiming to attract global customers and redefining industrial master planning and design on a global scale.
- Deliver critical infrastructure comprising road design and upgrades, and lead in services to unlock future planned industrial land.
- Support industrial and employment land to generate jobs in line with the Western Parkland City SEPP and Precinct Plan.
- Leverage the industrial and logistics benefits by being strategically located in proximity to the future Western Sydney Airport to deliver high-quality and in-demand warehousing operations.
- Deliver a range of small, medium and large format warehouses to contribute additional industrial floorspace to support the growth of the freight and logistics industry in the Badgerys Creek Precinct.

The proposal will help unlock the full potential of the Aerotropolis by creating local jobs, improving infrastructure and transport connections, and supporting a thriving and sustainable community in Western Sydney.

The proposal site covers approximately 116 hectares of developable area opposite the new Western Sydney International Airport, and includes:

- 14 warehouse buildings (ranging from 14.6-16.8 metres in height) and ancillary offices
- Internal roads and supporting onsite infrastructure, including parking
- Active open space & amenities precinct along with landscaped areas to protect environmental features and provide a high-quality working environment.

Approval for the proposal is being sought from the NSW Department of Planning, Housing and Infrastructure (DPHI) through two concurrent State Significant Development Applications (SSDAs). This enables Goodman to present the proposal as a cohesive master plan that spans the entire site. The two SSDAs cover:

1. Bulk earthworks and rehabilitation SSDA (SSD-97688711) – site rehabilitation, excavation, contamination remediation, relocation of the internal gas main, and preparation of the land for development.
2. Internal works SSDA (SSD-97711727) – construction, fit-out and operation of the warehouses, amenities precinct, internal roads, landscaping, stormwater infrastructure and subdivision of the precinct

Further to the above, Goodman is also working with Liverpool City Council and TfNSW to review options to deliver upgrades to local roads and intersections. This will likely involve work along Lawson Road and Martin Road, including the installation of essential services. Further details will be shared on this once available. Goodman is currently preparing Environmental Impact Statements (EIS) for both SSDAs. These will assess potential impacts, detail the outcomes of technical assessments undertaken as part of the proposal and recommend mitigation measures. Assessments to be undertaken include visual impact, noise, vibration, traffic and parking and aviation impact.

Please find the proposed design, site area and master plan drawing for the site on the following pages.

Proposed industrial precinct design

Artist impression of 225-245 Martin Road (indicative only and subject to change).

Proposed site area

Source: Urbis

Proposed Master Plan

Source: SBA Architects

SIA Discussion Questions

Social and Strategic site context

As part of the SIA, we have examined a range of datasets to understand the key demographics. As part of the SIA, we are also seeking key inputs from a range of stakeholders. We would appreciate your input on the following:

1. From the airport's perspective, how might the proposed industrial estate influence freight and logistics operations connected to Western Sydney International Airport, both during construction and once operational?
2. Are there any specific operational, safety or regulatory considerations the airport would like addressed in the design and delivery of the estate, particularly given its proximity to the runway and flight paths?
3. How does the airport see this development contributing to — or potentially challenging — its broader vision for economic growth, employment generation, and connectivity in the Aerotropolis?
4. Are there infrastructure or access priorities (e.g. road upgrades, public transport links, utility connections) that the airport believes should be coordinated between the estate and airport developments to maximise efficiency and minimise disruption?
5. Are there opportunities for collaboration between the airport and the estate to enhance community benefits, such as workforce development programs, sustainability initiatives, or shared facilities?

Potential Social Impacts

Potential social impacts could include both positive and/or negative impacts to adjacent residents, the Liverpool community, or Greater Sydney Community, short- or long-term impacts, impacts during construction and/or impacts during the operation of the site.
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6. Do you anticipate there will be any positive impacts generated by the proposed development?
7. How could these positive impacts be further enhanced?
8. Do you anticipate that there will be any negative impacts generated by the proposed industrial park development?
9. How could these negative impacts be mitigated or reduced?

Other

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

225-245 Martin Road Discussion Guide: Badgerys Creek Business Council

Introduction

Goodman Property Services (Aust) Pty Ltd (Goodman) has engaged Urbis Ltd. (Urbis) to undertake a Social Impact Assessment (SIA) to accompany two State Significant Development Applications (SSDAs) at 225-245 Martin Road, Bradfield.

As part of the SIA process, Urbis is interested in speaking with key stakeholders to inform our understanding of the local context and community, potential social impacts (both positive and negative), and any mitigation or enhancement measures that may be required.

The interview will last approximately 45 minutes and will be conducted online via Microsoft Teams by two representatives from Urbis. The following interview questions provide a starting point for discussion. We will share concept plans for the proposal with you during the interview.

Thank you in advance for your time and for sharing your knowledge and insight.

Proposal overview

Goodman is seeking to transform its site at 225–245 Martin Road, Bradfield, NSW 2556 into a large-format warehouse and logistics estate.

The site is strategically located opposite the Western Sydney International Airport. It aims to deliver essential employment opportunities and warehouse space, bolstering the freight and logistics industry in the region. It also aims to:

- Create a future-ready estate that is designed having regard to environment and ecosystems, sustainability, country, place and function, aiming to attract global customers and redefining industrial master planning and design on a global scale.
- Deliver critical infrastructure comprising road design and upgrades, and lead in services to unlock future planned industrial land.
- Support industrial and employment land to generate jobs in line with the Western Parkland City SEPP and Precinct Plan.
- Leverage the industrial and logistics benefits by being strategically located in proximity to the future Western Sydney Airport to deliver high-quality and in-demand warehousing operations.
- Deliver a range of small, medium and large format warehouses to contribute additional industrial floorspace to support the growth of the freight and logistics industry in the Badgerys Creek Precinct.

The proposal will help unlock the full potential of the Aerotropolis by creating local jobs, improving infrastructure and transport connections, and supporting a thriving and sustainable community in Western Sydney.

The proposal site covers approximately 116 hectares of developable area opposite the new Western Sydney International Airport, and includes:

- 14 warehouse buildings (ranging from 14.6-16.8 metres in height) and ancillary offices
- Internal roads and supporting onsite infrastructure, including parking
- Active open space & amenities precinct along with landscaped areas to protect environmental features and provide a high-quality working environment.

Approval for the proposal is being sought from the NSW Department of Planning, Housing and Infrastructure (DPHI) through two concurrent State Significant Development Applications (SSDAs). This enables Goodman to present the proposal as a cohesive master plan that spans the entire site. The two SSDAs cover:

1. Bulk earthworks and rehabilitation SSDA (SSD-97688711) – site rehabilitation, excavation, contamination remediation, relocation of the internal gas main, and preparation of the land for development.
2. Internal works SSDA (SSD-97711727) – construction, fit-out and operation of the warehouses, amenities precinct, internal roads, landscaping, stormwater infrastructure and subdivision of the precinct

Further to the above, Goodman is also working with Liverpool City Council and TfNSW to review options to deliver upgrades to local roads and intersections. This will likely involve work along Lawson Road and Martin Road, including the installation of essential services. Further details will be shared on this once available. Goodman is currently preparing Environmental Impact Statements (EIS) for both SSDAs. These will assess potential impacts, detail the outcomes of technical assessments undertaken as part of the proposal and recommend mitigation measures. Assessments to be undertaken include visual impact, noise, vibration, traffic and parking and aviation impact.

Please find the proposed design, site area and master plan drawing for the site on the following pages.

Proposed industrial precinct design

Artist impression of 225-245 Martin Road (indicative only and subject to change).

Proposed site area

Source: Urbis

Proposed Master Plan

Source: SBA Architects

SIA Discussion Questions

Social and Strategic site context

As part of the SIA, we have examined a range of datasets to understand the key demographics. As part of the SIA, we are also seeking key inputs from a range of stakeholders. We would appreciate your input on the following:

1. From the airport's perspective, how might the proposed industrial estate influence freight and logistics operations connected to Western Sydney International Airport, both during construction and once operational?
2. Are there any specific operational, safety or regulatory considerations the airport would like addressed in the design and delivery of the estate, particularly given its proximity to the runway and flight paths?
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