

Social Impact Assessment

State Significant Development Application

173-183 Rickard Road

Leppington

Prepared for Leppington (1) 88 Development Pty Ltd

May 2026

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Document Control

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Disclaimer

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Acknowledgement of Country

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Notting Hill Advisory acknowledges the Traditional Custodians of the lands on which this project is located and pays respect to Elders past and present. We recognise the continuing connection of Aboriginal and Torres Strait Islander peoples to land, waters and community and acknowledge their enduring cultural, spiritual and social relationship with Country.

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Executive Summary

This Social Impact Assessment (SIA) has been prepared by Notting Hill Advisory Pty Ltd (Notting Hill) on behalf of Leppington (1) 88 Development Pty Ltd (**the Applicant**) to accompany a State Significant Development Application (SSDA) for the site located at 173-183 Rickard Road, Leppington (the Proposal), located within the South West Growth Area (**SWGA**) within the Camden Local Government Area (**LGA**).

The project seeks detailed development consent for the construction of Leppington Civic Centre, comprising shop top housing to support residential development and commercial land uses at 173-183 Rickard Road, Leppington.

Specifically, the SSDA seeks consent for:

- Demolition and earthworks to prepare the site for future development.
- Construction of 8 residential buildings to accommodate:
 - 1,493 units, with a portion allocated for affordable housing.
 - Approximately 32,321 sqm of retail/commercial Gross Floor Area (GFA).
 - Approximately 156-key hotel.
 - Loading and car parking facilities on the lower ground and basement levels.
- Approximately 6,500 sqm of open space

The proposed development is supported by a concurrent rezoning application to seek amendments to *Appendix 5 Camden Growth Centres Precinct Plan within the State Environmental Planning Policy (Precincts – Western Parkland City) 2021* pursuant to the concurrent rezoning process through the Housing Delivery Authority (**HDA**) planning pathway. This concurrent rezoning will provide the rezoning and variations to development standards required to facilitate the delivery of the Leppington Civic Centre and Leppington Town Centre, generally in accordance with the Leppington Town Centre State-Assessed Rezoning Proposal (**SARP**).

This assessment has been conducted in accordance with the NSW Department of Planning, Housing and Infrastructure Social Impact Assessment Guideline for State Significant Projects (March 2026) and draws on the international best practice principles established by the International Association for Impact Assessment (IAIA). The assessment considers the potential positive and negative social impacts of the Proposal across the eight categories of social impact defined in the Guideline: Way of Life, Community, Accessibility, Culture, Health and Wellbeing, Surroundings, Livelihoods, and Decision-Making Systems.

Engagement and Evidence Base

Notting Hill Advisory undertook a comprehensive community engagement program prior to lodgement of the SSDA, consistent with the principles set out in the *Undertaking Engagement Guidelines for State Significant Projects*. The engagement program included:

- A randomised, statistically representative telephone survey (n=101) conducted in April 2026 across postcodes proximate to the site;
- A virtual community information webinar held in May 2026; and
- A dedicated consultation email address for written feedback.

Survey findings indicate broad support for the Proposal and its locational attributes. 79% of respondents viewed the site's proximity to public transport favourably. A further 85% of respondents expressed positive views toward the pedestrian connection to Leppington Station, the highest approval rating of any specific design feature tested. Parks and green spaces are the highest-rated neighbourhood attribute (Net +24), and local shops, cafes and community facilities the second-highest (Net +19), both of which the Proposal directly delivers.

51% of respondents expressed a favourable attitude toward the Proposal prior to receiving project information, rising to 58% after learning more about the Proposal, reflecting a community that understands development is necessary but wants to see it managed well.

The primary concern raised by the community related to traffic and parking, with 33% of respondents nominating roads and transport as their primary issue and 31% raising traffic and congestion in additional comments. Housing affordability was the lowest-rated neighbourhood attribute (Net -41), underscoring the Proposal's mix of apartments and dedication of affordable housing.

Summary of Social Impacts

The Social Impact Assessment identifies a **net positive** social outcome, with significant long-term benefits arising from the delivery of new housing supply, including dedicated affordable housing, in a transit-accessible, strategic centre. The following summarises key findings across the eight impact categories:

- **Way of Life: High positive** impact, driven by the delivery of 1,493 new dwellings – including 217 affordable homes representing approximately 15% of total residential yield – in a location approximately 100 metres from Leppington Railway Station, with walkable access to a broad range of everyday services. Housing affordability is the lowest-rated neighbourhood attribute in community survey research (Net -41), and the Proposal directly responds to this expressed community priority. Further, the Proposal presents the opportunity to transform Leppington into a vibrant, mixed-used destination for residents and visitors. Temporary construction impacts on daily life are assessed as low negative and time-limited.
- **Community: Low to moderate positive** impact. The Proposal contributes to housing diversity and supports the evolution of Leppington as a vibrant, connected urban centre, with the affordable housing component supporting the presence of essential workers in a community with acute affordability pressures. No existing residential communities are displaced by the development.
- **Accessibility:** High positive impact. The site's location approximately 100 metres from Leppington Railway Station – with peak-hour train frequencies of approximately five minutes and six bus routes providing 243 services per day on weekdays – directly supports a transit-oriented development outcome. The provision of 6,500sqm of publicly accessible open space and a north-south pedestrian through-site link further enhance accessibility within the precinct. SIDRA capacity analysis confirms all intersections will continue to operate at satisfactory levels of service during operation.

- **Culture: High positive** impact. The Proposal acts as a catalyst for the development of Leppington Town Centre, introducing a high-quality built environment consistent with desired future character of the area outlined in the *Leppington Town Centre DCP* (2026). Aboriginal cultural heritage impacts are assessed as negligible to low, subject to adherence with discovery protocols. A low negative residual remains in relation to linguistic accessibility, given that 48% of catchment residents speak a language other than English at home.
- **Health and Wellbeing:** Moderate to high positive impact. The Proposal supports active, healthy lifestyles through the delivery 6,500sqm of publicly accessible open space, a swim school and gym, walkable streets and proximity to services. The affordable housing component reduces housing stress for eligible households. Short-term construction-related noise and amenity impacts are manageable and time-limited. The proximity of Leppington Public School to the southern site boundary warrants particular care in construction management.
- **Surroundings:** Low to moderate negative during construction; low negative to moderate positive in operation. Visual change arising from new high-density development, including high visual impact assessed at Leppington Station. It is noted this impact occurs within the context of a planned growth precinct and is consistent with the strategic vision for the Leppington Town Centre. 6,500sqm of publicly accessible open space and activated ground-level uses provide positive surroundings outcomes.
- **Livelihoods:** Moderate positive impact. The Proposal generates direct construction employment across approximately 40 months and creates ongoing economic activity through ground-floor retail and commercial uses. The Proposal is anticipated to generate 4,616 jobs during construction and 328 jobs during operation. An increased local resident population of approximately 1,493 households, and integration with the Leppington Station precinct is anticipated to generate positive economic activity for local businesses and improve commercial optionality and amenity for local residents. No existing businesses are displaced by the Proposal. A moderate negative residual impact remains in relation to retail worker safety. To mitigate the potential risk of crime associated with the operation of the shopping centre, the design related mitigation measures identified in the CPTED Assessment should be implemented, including surveillance, lighting, access control, territorial reinforcement, wayfinding and the ability to secure areas after hours.
- **Decision-Making Systems:** Low positive impact. A transparent pre-lodgement engagement program with community feedback informing the design and assessment of the Proposal. Ongoing mechanisms for community input are established throughout the planning, construction and operational phases.

On balance, this Social Impact Assessment concludes that the Proposal will deliver significant and enduring social benefits for both future residents and the broader Leppington community. With appropriate mitigation measures in place, the residual social impacts of the Proposal are considered acceptable.

1. Introduction

This Social Impact Assessment has been prepared by Notting Hill Advisory on behalf of Leppington (1) 88 Development Pty Ltd (the Applicant) to support a State Significant Development Application (SSDA) for the proposed Leppington Civic Centre at 173-183 Rickard Road, Leppington (the proposal).

The proposal is accompanied by a concurrent application to amend planning controls under the State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (WPC SEPP) to facilitate the proposed built form and land use outcomes.

The SIA examines the social impacts of the Proposal on the existing and future community, drawing on technical studies prepared in support of the SSDA, quantitative community sentiment research, and targeted qualitative engagement conducted with nearby residents, businesses, and government stakeholders. The assessment is structured in accordance with the Social Impact Assessment Guideline for State Significant Projects (NSW DPHI, March 2026) and addresses each of the eight social impact elements identified in that guideline.

1.1 Response to Secretary's Environmental Assessment Requirements

This SIA has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) issued for this Proposal (SSD-99319962, issued on 15 December 2025). Specifically, the report responds to SEARs Item 24, which requires the Environmental Impact Statement to consider social impacts and, where significant social impacts are identified, to prepare a Social Impact Assessment in accordance with the Social Impact Assessment Guideline for State Significant Projects (NSW DPHI, March 2026).

Social impacts have been identified as significant in the context of this Proposal, having regard to the scale of the development, the pace of growth occurring in Leppington, and the extent of change to the built environment, population and community character that the Proposal will bring about. This standalone SIA has accordingly been prepared to satisfy that requirement.

Consultant Compliance Statement

I, Berge Okosdinossian, confirm that this Social Impact Assessment addresses the requirements of SEAR Item 18 issued for SSD-99319962 and relevant State and local legislation, policies, and guidelines pertaining to social impact assessment. I further confirm that none of the information contained in this report is false or misleading.

Berge Okosdinossian – Director, Notting Hill Advisory
29 May 2026



Table 1: SEARs Requirements

SEARs Item	Requirement / Response
Item 18 Social Impact	Requirement: The EIS must consider social impacts and, if significant social impacts are identified, a Social Impact Assessment must be prepared in accordance with the <i>Social Impact Assessment Guideline for State Significant Projects</i> (NSW DPPI, March 2026). Response: This Social Impact Assessment has been prepared in direct response to this requirement. The assessment identifies, characterises and evaluates social impacts associated with the Proposal, and recommends mitigation and enhancement measures accordingly. The report is structured in accordance with the NSW DPPI (March 2026) guideline and addresses the eight social impact elements identified therein.

1.2 Site Description

The subject site is located at 173–183 Rickard Road, Leppington, in the Camden Local Government Area on Country traditionally cared for by the Dharug peoples. The site comprises Lot 1 and Lot 2 in Deposited Plan 812366 and covers approximately 3.2 hectares across two land parcels.

The site occupies a strategically significant position within the Leppington Town Centre. It is situated south of Leppington Train Station and its associated commuter car park, providing direct rail services to Liverpool, Cabramatta and the broader Sydney metropolitan network via the T2 Inner West and Leppington Line. The station proximity, approximately 100 metres from the northern site boundary, makes the site one of the most accessible transit-oriented development locations in Sydney's South West Growth Area.

The surrounding context reflects a precinct in active transition:

- To the north, beyond the rail corridor, the suburb of Austral is shifting from rural residential and agricultural uses toward low and medium density residential development.
- To the east, rural residential and market gardening landholdings remain, with progressive residential subdivision underway further south
- Leppington Public School is located to the south-east, directly adjacent to the site's southern boundary.
- Land to the west continues this pattern of rural holdings transitioning into urban development.

The site is currently developed with two single-storey dwellings and ancillary structures and is zoned B3 Commercial Core under the WPC SEPP 2021. A concurrent rezoning application accompanies the SSDA to facilitate the proposed development outcome, including the introduction of new planning controls consistent with those anticipated under the Leppington Town Centre State-Assessed Rezoning Proposal (SARP), which is expected to be finalised by the Department of Planning, Housing and Infrastructure (DPHI) in mid-2026.

Specifically, the concurrent rezoning seeks to amend the WPC SEPP as follows:

- Amend the Land Zoning Map to rezone the site from B3 Commercial Core to MU1 Mixed Use.
- Amend Clause 4.3 to increase the height of buildings control from 24 metres to 133.1 metres.
- Introduce a floor space ratio (FSR) control of 6.5:1 for the site.
- Introduce a site-specific provision requiring a minimum of 6,500m² of publicly accessible open space.

1.3 Proposal Description

The Proposal constitutes State Significant Development under the HDA pathway, assessed under the Environmental Planning and Assessment Act 1979. It is intended as a transit-oriented, mixed-use precinct that directly responds to the NSW Government's strategic vision for Leppington Town Centre as a key growth node within the Western Parkland City.

The SSDA seeks detailed development consent for the following works:

Demolition, site preparation, and subdivision

- Demolition of existing structures, clearing of vegetation and site preparation works across the site.
- Bulk earthworks and civil infrastructure works across the site.
- Construction of an internal street network.

Residential development

The Proposal delivers 1,493 apartments across eight buildings, comprising:

- Build to Sell Apartments: 864
- Build to Rent Apartments: 412
- Affordable Apartments 217 (representing circa 15% of total residential yield)
- Hotel (with ancillary function spaces)

Non-Residential Floor Space - 40,500m²

- Centre-based child care facility, accommodating approx. 70 children.
- Pub (licensed)
- Shop – neighbourhood supermarket, discount department store (DDS), other retail
- Retail liquor store
- Food and beverage premises
- Vehicle repair station – Tyre and auto, carwash
- Recreation facility (indoor) – Indoor swim school, Gym

Parking

- Delivery of retail and residential parking spaces across seven (7) basement levels

Public Domain and Open Space

- Approximately 6,500sqm of public open space in the form of north-south and east-west linear parks that connect with the broader town centre.
- Communal open space for all residential occupants and visitors.
- Street landscaping, tree planting and public domain works throughout the site.
- Installation of building signage to support wayfinding and building identification across the precinct.

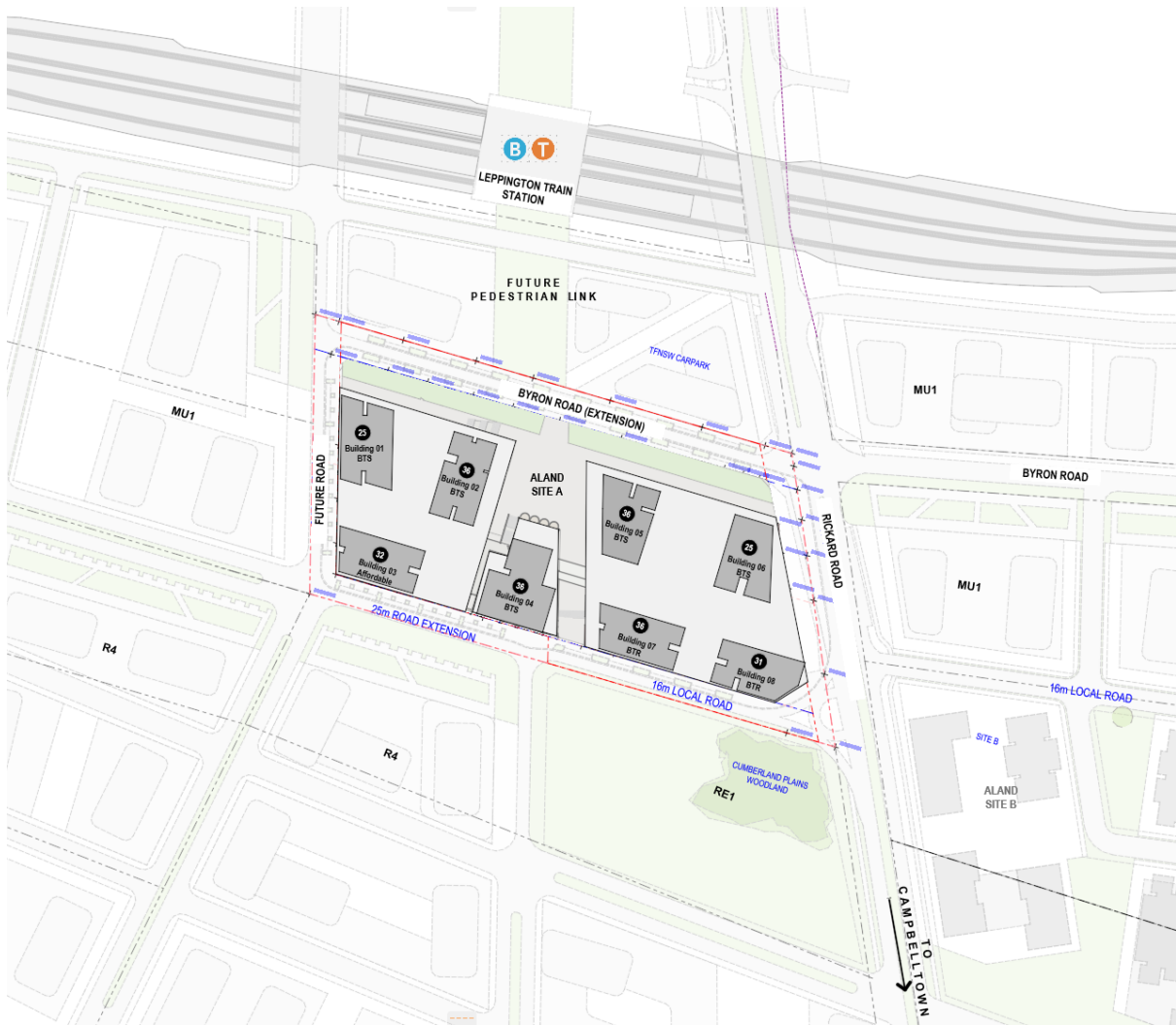


Figure 1 – SSDA Proposed Works (Source: Urbis)

2. Methodology

2.1 NSW Social Impact Assessment Guideline

The assessment of social impacts has been conducted in accordance with the NSW Department of Planning, Housing and Infrastructure Social Impact Assessment Guideline (March 2026). The Guideline establishes that for State Significant housing projects, the EIS must consider social impacts and, where significant social impacts are identified, a Social Impact Assessment must be prepared consistent with its requirements.

This assessment also draws on guidelines published by the International Association for Impact Assessment (IAIA), *International Principles for Social Impact Assessment* (Vanclay, 2003), which defines Social Impact Assessment as:

'The process of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions. Its primary purpose is to bring about a more sustainable and equitable biophysical and human environment.' (IAIA)

2.2 Eight Categories of Social Impact

The impact assessment considers the potential positive and negative social impacts of the Proposal in relation to the following eight categories of impact defined in the NSW SIA Guideline:

- **Way of Life:** How people live, how they get around, how they work, play and interact each day
- **Community:** Composition, cohesion, character, how the community functions, resilience, and people's sense of place
- **Accessibility:** 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, including connections to Country, land, waterways, places and buildings
- **Health and Wellbeing:** Physical and mental health, especially for people vulnerable to social exclusion or substantial change, psychological stress, access to open space and effects on public health
- **Surroundings:** Ecosystem services, public safety and security, access to and use of the natural and built environment, aesthetic value, and amenity
- **Livelihoods:** People's capacity to sustain themselves through employment or business
- **Decision-Making Systems:** The extent to which people can have a say in decisions that affect their lives and have access to complaint, remedy and grievance mechanisms

2.3 Key Stages of Assessment

The key stages of the impact assessment approach undertaken for this SIA include:

- **Baseline Review:** Examination of the social, demographic and economic context of the Leppington area, drawing on publicly available data including the ABS 2021 Census, Camden LGA strategic documents and relevant State planning policies.
- **Literature Review:** Review of key national, state and local planning policy frameworks relevant to the Proposal to establish the strategic context for social impact assessment.
- **Stakeholder Engagement:** Assessment of community engagement outcomes, including the public sentiment research survey, virtual webinar and written feedback, to understand community values, concerns and aspirations.
- **Technical Report Review:** Review of technical reports prepared across various disciplines – including traffic and transport, urban design, acoustic and heritage – to inform conclusions and recommendations relating to social impact management.
- **Impact Scoping and Assessment:** Comprehensive analysis of potential social impacts during construction and operation phases, with particular attention to directly affected communities and key stakeholder groups, assessed in relation to likelihood and magnitude.
- **Mitigation and Enhancement:** Identification of mitigation and enhancement measures, followed by a residual impact assessment to determine the resulting significance of social impact following implementation of measures.

2.4 Author Declaration

This Social Impact Assessment has been prepared by Notting Hill Advisory in accordance with the *NSW Social Impact Assessment Guideline* (NSW Department of Planning, Housing and Infrastructure, March 2026) and in alignment with the best practice principles established by the International Association for Impact Assessment (IAIA).

This assessment has been undertaken with professional independence, diligence and adherence to ethical practice standards. All reasonable steps have been taken to ensure the information, data and analysis contained in this report are accurate, evidence-based and reflective of the social context and community values relevant to the Proposal.

The author confirms that the methodology used is consistent with recognised SIA practice, including early scoping of potential impacts, stakeholder engagement, analysis of social baseline conditions, assessment of positive and negative impacts, and identification of mitigation and enhancement measures to support equitable and sustainable outcomes.

Role	Author / Reviewer
Lead Author	Berge Okosdinossian – B.Bus (Econ), University of Technology Sydney – Managing Director, Notting Hill Advisory.
Peer Review	Sarah George – BA Sociology & Psychology, Macquarie University; Social Planning Consultant

3. Literature Review

In addition to the key technical reports prepared in support of the SSDA, Notting Hill conducted a review of policy and planning frameworks at the national, state and local government levels relevant to the SSDA for 173–183 Rickard Road, Leppington.

3.1 National Housing Accord 2022

Introduced in October 2022, the National Housing Accord commits to facilitating the construction of one million new well-located homes from 2024, supported by partnerships between all levels of government, investors, and the construction industry. The Accord emphasises delivering housing in locations with access to employment, services, and public transport, and within established or planned urban growth areas. The Proposal directly aligns with these objectives by delivering approximately 1,493 new homes within a designated strategic centre, immediately adjacent to Leppington Railway Station.

3.2 Greater Sydney Region Plan

The Greater Sydney Region Plan articulates a vision for Sydney as a metropolis of three cities: the Western Parkland City (WPC), the Central River City and the Eastern Harbour City. The development site is located within the Western Parkland City, which is identified as a focus for housing and employment growth to achieve a 30-minute city for its residents. The Plan promotes housing delivery close to jobs, education, and transport. The site's delivery of housing, employment, and services within the Leppington Town Centre – a designated Strategic Centre – directly supports these objectives.

3.3 Western City District Plan

The Western City District Plan provides district-level planning direction for the Western Parkland City. The Plan identifies the South West Growth Area (SWGA), including Leppington, as a key focus for housing supply and infrastructure delivery, with planning priorities including: provision of housing supply, choice and affordability in accessible locations; delivering integrated land use and transport planning to support growth; and enhancing social infrastructure and open space to support growing communities. The Proposal responds directly to these priorities.

3.4 State Environmental Planning Policy (Precincts – Western Parkland City) 2021

The WPC SEPP provides the primary planning framework for the Western Parkland City, including the Leppington Town Centre. The site is currently zoned B3 Commercial Core under the WPC SEPP. The concurrent rezoning application seeks to amend the SEPP to rezone the site to MU1 Mixed Use, increase the maximum building height from 24m to 133.1m, and introduce a floor space ratio of 6.5:1, aligning the site's planning controls with its strategic context as a transit-oriented growth centre.

3.5 Future Transport Strategy 2056

The NSW Future Transport Strategy establishes a long-term vision for an integrated, efficient, and sustainable transport system. Leppington is identified as a key node within the South West Growth Area, served by rail and with planned improvements to bus connectivity. By concentrating new residential development immediately adjacent to Leppington Railway Station, the Proposal directly supports the Strategy's objectives to optimise existing transport infrastructure, reduce car dependency and encourage sustainable travel behaviour.

3.6 NSW Government Architect – Better Placed

The Better Placed policy outlines the NSW Government's design principles for the built environment, emphasising health, responsiveness, integration, equity, and resilience. The Proposal has been informed by these principles through a design-led approach that seeks to deliver a high-quality urban environment, with activated ground-floor retail and commercial uses, approximately 6,500sqm of publicly accessible open space, pedestrian connectivity to Leppington Railway Station, and considered transitions to the surrounding context including Leppington Public School.

3.7 NSW Government Architect — Connecting with Country Framework

The Connecting with Country Framework guides proponents in embedding Aboriginal perspectives and values into the planning, design and delivery of projects. The site is located on Dharug Country. A Preliminary Aboriginal Cultural Heritage Assessment has found no Aboriginal objects within the site and assessed it as having low Aboriginal cultural heritage significance. The principles of respect for Country and acknowledgement of Aboriginal connections to place are relevant to this Proposal and are addressed in the Cultural section of this assessment.

3.8 Camden Local Strategic Planning Statement (LSPS)

The LSPS sets out Camden's 20-year strategic planning vision and identifies priority locations for housing, jobs, and infrastructure across the LGA. The statement recognises Leppington Town Centre as a strategic centre within the South West Growth Area, intended to accommodate higher-density residential development supported by employment uses, retail activity and public transport. The LSPS promotes compact urban centres that provide housing choice, improved accessibility to services and public transport, and a mix of land uses that support economic activity. The Proposal aligns strongly with the LSPS vision by delivering high-density mixed-use development within the Leppington Town Centre.

3.9 Camden Local Housing Strategy

The Local Housing Strategy provides a framework for housing delivery and diversity across Camden to accommodate forecast population growth. The strategy identifies Leppington Town Centre and surrounding growth areas as key locations for higher-density residential development, particularly near town centres and public transport. It emphasises the importance of delivering housing diversity, including apartments, affordable housing and

rental housing options, while aligning housing delivery with infrastructure provision. The Proposal supports the Local Housing Strategy by delivering 1,493 new dwellings within a designated growth area, including build-to-rent apartments and an affordable housing component comprising 217 apartments, aligning with the strategy's objective of improving housing choice and diversity within the Camden LGA.

4. Stakeholder Engagement

Stakeholder engagement is central to the assessment of social impacts, providing the primary evidence base for understanding how people experience change and the issues they consider most important. Engagement for this proposal was designed to ensure community views were captured in a structured, transparent and proportionate manner, consistent with the *Undertaking Engagement Guidelines for State Significant Projects*.

The engagement program combined quantitative and qualitative methods to capture both statistically representative public sentiment and detailed qualitative feedback. Activities were designed to ensure perspectives were obtained from a broad cross-section of the community, including groups who may otherwise be under-represented in traditional consultation processes – such as renters and younger residents. A full account of the engagement program is provided in the Engagement Outcomes Report prepared by Notting Hill Advisory.

4.1 Public Sentiment Research

Between 13 and 17 April 2026, live person-to-person telephone surveys were conducted with n=101 residents living in postcodes proximate to the Proposal. The survey targeted the suburbs of Leppington, West Hoxton, and Denham Court. Each survey averaged approximately 10 minutes in duration and was conducted using Computer-Assisted Telephone Interviewing (CATI) methodology. The survey catchment was selected as best representing residents with a personal, economic and civic interest in the Proposal.

The survey tested sentiment across a range of issues including housing affordability and supply, attitudes towards the Proposal, neighbourhood amenity, traffic and parking, and the perceived benefits of the project. Key findings are summarised below.

Table 2: Summary of Survey Findings (Notting Hill Advisory, 2026)

Key Survey Finding	Result
Initial attitude towards Proposal (pre-information)	51% Favourable 16% Neutral 17% Unfavourable 16% Unsure (Net: +34)
Attitude after learning more about the Proposal	58% Favourable 20% Neutral 8% Unfavourable 14% Unsure (Net: +44)
Rating of neighbourhood's access to public transport	35% Good 34% Acceptable 4% Unsure 27% Poor
Attitude to proposal's proximity to public transport viewed favourably	79% Favourable
Attitude to proposal's pedestrian connection to train station	85% Favourable

Attitude to proposal's inclusion of 15% affordable housing	50% agree will help maintain housing options for lower-income residents in Leppington and Camden LGA.
Traffic and parking: most common open-ended concern	33% roads/transport 16% parking
Neighbourhood: lowest-rated attributes	Housing affordability (Net -41) Traffic and Parking (Net -36)
Neighbourhood: highest-rated attributes	Parks/green spaces (Net +24) Local shops, cafes and community facilities (Net +19)

The survey findings provide strong evidence that the Leppington community is broadly open to new housing growth – particularly where it is well-located near public transport and includes an affordable housing component. The primary concerns raised - traffic, parking and infrastructure capacity – are directly addressed through the technical studies accompanying the SSDA and through design refinements informed by community feedback.

4.2 Community Information Flyer

A community information flyer was distributed to **1,180** nearby residences and businesses on 20 April 2026. The flyer provided recipients with information about the proposal and details to register for the virtual webinar as well as the dedicated consultation email address for written feedback.

4.3 Virtual Information Webinar

A virtual community information webinar was held at 6pm on Thursday 7 May 2026. The webinar provided project information and an opportunity for community members to engage directly with the project team through a moderated question-and-answer session. The webinar was advertised to nearby residents and businesses through the community information flyer. A total of 15 people registered for the webinar, with 7 participants attending the session.

Themes raised during the webinar included:

- **Project Status & Approvals:** An attendee sought clarification on the current status of the project, referencing a media article which had suggested that the proposal had previously been rejected. The project team confirmed the earlier article related to a previous iteration of the proposal and outlined the current SSDA and concurrent rezoning pathway.
- **Construction & Community Disruption:** An attendee raised concerns about construction impacts on local traffic and residents, noting existing congestion on Rickard Road associated with the concurrent construction of Leppington High School. The project team confirmed that a Traffic Impact Assessment and Construction Management Plan will be prepared as a condition of consent, and that construction activity will be coordinated with other major works in the Town Centre where possible.

- **Inclusive & Accessible Design:** An attendee asked whether the design had considered the needs of people and children, including the provision of safe open spaces. The project team confirmed that inclusive and accessible design is a key consideration, with approximately 6,500sqm of publicly accessible open space to be delivered incorporating a mix of active and quieter landscaped areas.

4.4 Email Feedback Mechanism

A dedicated consultation email address (consultation@nhadvisory.com.au) was made available to community members throughout the engagement period for written feedback. The email address was promoted through the community information flyer. Two written submissions were received via the email addressing during the engagement period.

4.5 NSW Government and Camden Council Engagement

The Applicant has engaged proactively with relevant NSW Government agencies and Camden Council throughout the pre-lodgement phase including the Department of Planning, Housing and Infrastructure (DPHI), Housing Delivery Authority (HDA), Camden Council and Transport for NSW (TfNSW).

Engagement focused on strategic planning considerations, built form and urban design outcomes, transport and movement networks, public domain and open space provision and broader integration with the evolving Leppington Town Centre planning framework. Feedback received through the consultation process informed the ongoing refinement of the proposal, including access and circulation arrangements, public domain outcomes and alignment with emerging planning controls and future infrastructure requirements.

4.6 Engagement Summary

Overall, the engagement program undertaken for the SSDA provided a balanced and proportionate understanding of community views, combining statistically representative public sentiment research with targeted qualitative engagement. Feedback indicates that while concerns remain regarding traffic, parking, and how the Proposal's scale relates to Leppington's context, the Leppington community is open to new housing growth due to the site's proximity to public transport networks and green space.

The findings of the engagement program have directly informed the assessment of social impacts presented in this SIA and provide a sound evidence base for understanding how the proposed amendments may be experienced by the community.

5. Social Baseline

5.1 Social Locality

The site at 173-183 Rickard Road is located within the Leppington Town Centre, a rapidly evolving urban precinct situated within the South West Growth Area of Greater Sydney. The broader social locality is shaped by one of Australia's most significant planned urban growth programmes, with Camden LGA consistently recognised as among the fastest-growing local government areas in the nation.

Leppington represents the western frontier of metropolitan Sydney's urban expansion and is undergoing transformative change – transitioning from a rural residential and agricultural character to a modern, mixed-use urban environment supported by rail connectivity. The opening of Leppington Railway Station in 2015 marked a pivotal shift in the area's accessibility and attractiveness, catalysing significant residential development activity across the surrounding precincts.

Leppington Town Centre has been identified by the NSW Government as a key growth precinct intended to accommodate significant additional housing, employment and supporting infrastructure. In December 2024, the Leppington Town Centre was declared a State Assessed Rezoning Proposal (SARP) under the NSW Government's State Significant Rezoning Policy, with the Department of Planning, Housing and Infrastructure (DPHI) now responsible for finalising the rezoning.

The SARP seeks to introduce new planning controls across the 440-hectare precinct – spanning both Camden and Liverpool local government areas – to accommodate over 10,500 new homes and approximately 11,000 jobs over the coming decades, alongside new schools, community facilities, open space, and health infrastructure. The Rickard Road corridor has attracted early development investment consistent with this vision, with a residential development proposed at 156-166 Rickard Road, Leppington representing a further contribution to the emerging town centre. The proposed development at 173-183 Rickard Road is consistent with this strategic vision and will contribute to the realisation of a vibrant, mixed-use town centre as anticipated by the emerging planning framework.

Existing community infrastructure in and around the Leppington area includes:

- **Education:** Leppington Public School (immediately adjoining the southern site boundary), Leppington Anglican College, Camden Haven Preschool, and a range of early learning centres across the precinct.
- **Health:** GP practices and allied health services operating within Leppington and nearby centres including Camden, with Campbelltown Hospital serving as the major acute care facility for the region.
- **Open Space and Recreation:** Edmondson Park, South Creek Corridor, and a network of local parks serving the growth area. Significant new public open space is planned as part of the Leppington Town Centre's development.
- **Transport:** Leppington Railway Station (T2 South West Line and Intercity services), with bus connections planned to expand as the precinct grows.

- **Retail and Services:** Leppington Town Centre retail facilities, with significant expansion planned. Nearby centres at Edmondson Park and Camden provide supporting services.

5.2 Population Profile

This section provides an overview of the social environment in and around Leppington, drawing on the Australian Bureau of Statistics (ABS) 2021 Census, Camden LGA strategic documents and relevant State planning policies. It establishes the demographic and socio-economic context against which potential social impacts of the Proposal are assessed.

Table 3: Camden LGA Demographics (ABS 2021 Census)

Indicator	Camden LGA
Total population	Approximately 119,000 persons
Population growth	Second fastest-growing LGA in Australia; 6.4% growth over 5 years
Median age	33
Average household size	3.1 persons
Residents born overseas	Approximately 26%
Languages other than English at home	Approximately 26%
Median weekly household income	Approximately \$2,353/week
Owner-occupiers	Approximately 73%
Renters	Approximately 24%
Separate houses	Approximately 92.5% of all dwellings
SEIFA Index of Relative Socio-Economic Disadvantage	Approximately 997 (44th percentile nationally – moderate)

Camden LGA exhibits a distinctly family-oriented demographic profile, shaped by the dominance of greenfield residential development, high rates of car ownership, and strong housing demand from first home buyers and young families. The LGA's median age of 33 is notably lower than the NSW average, reflecting a young, working-age population actively forming households. Household sizes are substantially larger than the NSW average, indicating the prevalence of family households. In common with other growth area suburbs, Leppington currently exhibits high car dependency, with rail connectivity improving since the opening of Leppington Station in 2015.

Cultural diversity is growing rapidly in Camden LGA, driven by population growth across the SWGA. Communities with South Asian, Southeast Asian and Middle Eastern backgrounds are among the most significant and growing cohorts, with Hindi, Tagalog, Arabic and Korean

among the most common languages other than English spoken at home. This growing diversity is an important consideration in understanding the future social character of the Leppington Town Centre.

In South West Sydney, professionals make up the largest share of the working-age population (15+) at 19.5%, followed by clerical and administrative workers at 15.2%. The region also has a notably strong blue-collar workforce, with technicians and trade workers (12.2%), machinery operators and drivers (11.2%), and labourers (10.2%) all well-represented – reflecting the area's significant presence in the construction and trades industries.

Housing stress – driven by the combination of rising land and construction costs and high household formation rates – is an emerging challenge across the South West Growth Area. This is reflected in survey findings showing housing affordability as among the lowest-rated aspects of the local neighbourhood, with a net rating of -41. The delivery of dedicated affordable housing as part of the Proposal directly responds to this established community need.

5.3 Social Baseline Findings

The following social baseline findings are relevant to the assessment of social impacts arising from the Proposal:

- The Leppington Town Centre is designated as a Strategic Centre within the Western Parkland City and is planned to accommodate significant housing and employment growth. The Proposal is consistent with this strategic vision and contributes directly to its realisation.
- The site is well-located with respect to public transport, being approximately 100 metres from Leppington Railway Station. This highly accessible position is a key asset for transit-oriented residential development and was recognised by 78% of survey respondents.
- The local community is broadly open to new housing growth, with 50% of surveyed residents supporting building more housing in the council area.
- Traffic, parking, and infrastructure provision are the most raised concerns in the local community, reflecting sensitivity to the pace of growth and the importance of coordinating development with infrastructure delivery. These concerns are addressed in the technical studies accompanying the SSDA.
- Leppington Public School adjoins the southern boundary of the site. The design of the Proposal has been developed with appropriate regard for the school's presence, including the provision of open space, traffic management and acoustic treatments.
- The site is located on Country traditionally cared for by the Dharug and Gandangara peoples. Cultural heritage and connection to Country are important considerations in the assessment of social impacts.
- No Aboriginal objects or heritage items of significance have been identified on the site; however, standard discovery procedures will apply during construction.

6. Social Impact Assessment and Prediction

This section presents a comprehensive assessment of the potential social impacts of the Proposal across the eight categories of social impact defined in the NSW SIA Guideline. For each category, the assessment considers:

- The existing social baseline conditions relevant to that category;
- The potential positive and negative social impacts of the Proposal, including impacts during construction and operation;
- The likelihood and magnitude of each identified impact; and
- Proposed mitigation and enhancement measures, together with an assessment of residual impact significance following implementation of those measures.

Throughout this assessment, findings from the community engagement program undertaken by Notting Hill Advisory – including the public sentiment research survey and virtual webinar – have been integrated across relevant impact categories to substantiate the analysis.

6.1 Way of Life

How people live, how they get around, how they work, play and interact each day

The Proposal will meaningfully and permanently change the way of life of future residents of Leppington Civic Centre and will make a substantive contribution to the quality of daily life for the broader Leppington community by delivering new housing across a range of tenures, a full complement of everyday services, publicly accessible open space, and a connected, walkable urban environment in a strategically located position within the Western Parkland City.

The findings of community engagement directly support these outcomes. Community survey research (n=101, April 2026) found that 79% of respondents viewed the site's proximity to public transport favourably, while 85% expressed positive views toward the pedestrian connection to Leppington Station.

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Housing Supply and Affordability	Moderate positive impact with high likelihood. The proposed development delivers 1,493 new apartments across eight residential flat buildings within Leppington Town Centre, making a substantial direct contribution to housing supply in one of Sydney's fastest-growing South West Growth Area corridors. The tenure mix is diversified to serve a broad cross-section of the community: • Build to Sell Apartments: 864 • Build to Rent Apartments: 412 • Affordable Apartments 217 (representing circa 15% of total residential yield) Housing affordability is the lowest-rated neighbourhood attribute in community survey research (Net -41), reflecting acute sensitivity to cost-of-living pressures in the catchment. 50% of survey respondents agreed that the affordable housing component would help maintain housing options for lower-income residents — including teachers, nurses and essential service workers — in Leppington and across the Camden LGA (Engagement, 2026). The catchment is currently dominated by separate house dwellings (95.4%), with comparatively few higher-density housing options available. The Proposal introduces a significantly different housing typology in direct response to the strategic planning framework for the Western Parkland City.	To enhance the social benefits of including affordable housing in the design, integrating affordable dwellings within market residential buildings is recommended. Distributing affordable housing across the precinct avoids the stigmatisation risks associated with a dedicated standalone building. Where a standalone building is retained, the affordable housing building should be designed to the same architectural standard and materials palette as the market residential buildings, affordable housing residents should have equal access to all shared amenities and open space, and signage should not identify or distinguish the building by tenure type. The 217 affordable dwellings are to be managed by a registered Community Housing Provider at a rent not exceeding 30% of gross household income, in accordance with SEPP (Housing) 2021 and the HDA pathway.	Medium Positive

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Reduced Vehicle Dependency	High positive impact with high likelihood. The site is positioned approximately 100 metres south of Leppington Railway Station, making it one of the most accessible transit-oriented development sites in Western Sydney. The station operates on the T2 Inner West & Leppington Line (services to the City via Liverpool and Cabramatta) and the T5 Cumberland Line (services to Richmond). The typical weekday journey to Central Station takes approximately 76 minutes, with peak-hour train frequencies of approximately five minutes (Varga, 2026). Six bus routes serve Leppington Station – Routes 841, 855, 856, 858, 861 and N31 – providing approximately 243 bus services per day on weekdays and 145 services per day on weekends and public holidays (Varga, 2026). 79% of community survey respondents viewed the site's proximity to public transport favourably, and 85% expressed positive views towards the pedestrian connection to the train station — the highest approval rating of any specific design feature tested (Notting Hill, 2026). Residents of the Proposal will benefit from materially reduced reliance on private motor vehicles for daily commuting and errands — a shift that supports financial wellbeing, physical health and lower household transport costs. This is particularly significant in a suburb where car ownership has historically been high and public transport access has been limited for most residents beyond the immediate station catchment.	Provision of bicycle parking spaces in accordance with AS2890.3 (Varga, 2026). Car share spaces and EV charging spaces to be provided at minimum rates consistent with the draft Leppington Town Centre DCP (1 space per 60 residential car spaces; 1 space per 40 commercial spaces) (Varga, 2026).	High Positive

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Expanded Walkable Access to Services and Amenities	High positive impact with high likelihood. The Proposal delivers 40,500sqm of non-residential gross floor area, including an exceptionally broad range of uses that will meaningfully expand the everyday services and amenities available to Leppington residents on foot. This includes a childcare centre, supermarket, pub, tyre and auto, and swim school. Local shops, cafes and community facilities are the second-highest-rated neighbourhood attribute in community survey research (Net +19), confirming strong community appetite for expanded ground-level services and social infrastructure (Notting Hill, 2026).	All ground-floor commercial and retail tenancies are to maintain active frontages to public streets and the public open space, in accordance with the design principles established in the Urban Design Report. The public open space is to be designed to CPTED principles, incorporating clear sightlines, adequate lighting, low groundcover planting with high-canopy trees, and a mix of active and quieter landscaped areas — consistent with the project team's commitment at the community webinar in May 2026 (The Design Partnership, 2026; Notting Hill, 2026). Street landscaping, tree planting and public domain works are to be delivered throughout the site to create an attractive, legible and walkable public realm (Terras, 2026).	High positive
Cumulative Growth and Town Centre Realisation	Moderate to high positive impact and high likelihood of occurring. The proposal will contribute to a meaningful increase in population, activity, and demand for services within the precinct. This is consistent with the strategic vision established through the SARP process – the planning framework has been specifically designed to accommodate this scale of uplift. The proposed development is consistent with the emerging character of the broader town centre context and will contribute positively to the critical mass of residents and activity needed to support a functioning, vibrant town centre. The	Coordination between the proponent, DPHI and Camden Council through the SARP process should ensure infrastructure and service delivery keeps pace with cumulative population growth across the town centre precinct.	Moderate to High Positive

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
	cumulative social impact on way of life is therefore assessed as positive, as residents across all developments will benefit from the progressive delivery of services, retail, open space, and community infrastructure that only becomes viable at this scale of population.		
Construction Disruption to Daily Routines	Low negative impact with high likelihood during construction. Construction will extend over approximately 40 months, during which nearby residents, commuters, and the Leppington Public School community may experience temporary disruption from construction, noise, vibration, dust, and increased heavy vehicle activity (Varga, 2026). Residents adjacent to the site may experience temporary impacts from construction noise, dust, traffic and activity. The magnitude is expected to be low, given the transitional nature of the surrounding area and temporary duration of works.	Comply with CTMP to mitigate the impact of noise and vibration during construction through noise, dust, and traffic management measures (Varga, 2026; Acouras, 2026). This involves restricting heavy vehicle movements, limiting construction hours, and placing TfNSW-accredited traffic controllers to monitor truck movements. Establish a clear community communication mechanism with a nominated contact point.	Low Negative (Construction only)

6.2 Community

Composition, cohesion, character, how the community functions, resilience and people's sense of place

Leppington is a community in formation. Historically characterised by rural residential properties, hobby farms and low-density housing, the suburb is now experiencing one of the most rapid urban transformations in Australia – driven by the opening of Leppington Railway Station in 2015, large-scale residential subdivision, and the progressive delivery of community infrastructure across the South West Growth Area. Its social fabric is actively being shaped by the arrival of new residents, the development of schools, retail and open space, and the gradual emergence of a distinctive local identity. In this context, new residential development that contributes housing diversity, community space and local activation plays a generative role in community formation, rather than disrupting an established community character.

The pace of this transformation brings its own pressures. The CPTED report identifies a condition of 'transitional stress' characteristic of growth area communities navigating the shift from rural to high-density urban living – marked by ongoing construction, changing neighbourhood dynamics and the introduction of new built forms into a previously open landscape (The Design Partnership, 2026). Leppington's catchment population grew at 14.46% per year between the 2016 and 2021 censuses, with the dominant household types being Parents and Homebuilders (21.8%), Young Workforce (18.8%) and Primary Schoolers (10.7%) – a young, family-oriented community with a strong stake in the quality of the environment being built around them (The Design Partnership, 2026). Community engagement reflects this pragmatic disposition: 51% of survey respondents expressed an initial favourable attitude toward the Proposal, rising to 58% after learning more – a community that understands development is necessary but wants to see it managed well (Notting Hill Advisory, 2026).

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Integration of New Residents and Social Diversity	Moderate positive impact with high likelihood. The Proposal will deliver 1,493 residential apartments, representing a substantial addition to Leppington's resident population across a range of housing tenures and household types. Camden LGA's growing multicultural character is reflected in the catchment — 48% of Leppington residents speak a language other than English at home, and South Asian, Southeast Asian and Middle Eastern backgrounds are among the fastest-growing cohorts	Support community integration through well-designed communal open spaces, activated ground-floor uses and building management practices that foster social connection among residents and with the broader Leppington community. Engage multicultural community organisations during the operational phase to support community formation programs.	Moderate Positive

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
	(The Design Partnership, 2026). The arrival of a large, diverse residential population is consistent with the evolving local community fabric and will contribute positively to the social diversity and long-term resilience of the Leppington community.		
Housing Diversity and Community Resilience	Moderate positive impact with high likelihood. The site will deliver eight buildings containing four build-to-sell apartments, two build-to-rent apartments, one residential apartment building for affordable housing, and one mixed-use building. The inclusion of affordable housing directly supports the presence of essential workers – including teachers, nurses and service industry workers – in a community where housing affordability is the lowest-rated neighbourhood attribute (Net -41) (Notting Hill Advisory, 2026). The 217 affordable dwellings are to be managed by a registered Community Housing Provider at a rent not exceeding 30% of gross household income, in accordance with SEPP (Housing) 2021 and the HDA pathway.	To enhance the social benefits of including affordable housing in the design, integrating affordable dwellings within market residential buildings is recommended as the preferred approach — distributing affordable housing across the precinct and avoiding the stigmatisation risks associated with a dedicated standalone building. Where a standalone building is retained, the affordable housing building should be designed to the same architectural standard and materials palette as the market residential buildings, affordable housing residents should have equal access to all shared amenities and open space, and signage should not identify or distinguish the building by tenure type.	Moderate Positive
Cumulative Community	High positive impact. The Proposal, alongside the adjoining development at 156–166 Rickard Road (Site B), will accelerate the transition of Leppington	The Applicant should engage constructively with DPHI and Camden Council through the SARP process to ensure community infrastructure —	High Positive

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Formation Across Leppington Town Centre	from a nascent urban environment to an established community with sufficient population to support schools, health services, retail, recreation and social infrastructure. This critical mass effect is assessed as a high positive social impact – the town centre's uses and services only become financially viable at this scale of population, generating benefits that extend to all current and future Leppington residents. Growing cultural diversity in the catchment means that signage and wayfinding that relies solely on English text may not be accessible to all community members, contributing a low negative dimension to this otherwise strongly positive impact (The Design Partnership, 2026).	including open space, schools and health facilities — is planned and delivered in a coordinated manner that keeps pace with cumulative residential growth across the precinct. Universal pictogram-based wayfinding signage should be used throughout the public domain and buildings, with multilingual information provided in residential lobby areas.	
Community Gathering and Sense of Place	Moderate positive impact. The strong public transport connection to Sydney's CBD brings a risk of the 'bedroom suburb effect' – where residents commute elsewhere for work and daytime activity, reducing local engagement and the vibrancy needed to animate the town centre during the day. However, the public plaza and north-south pedestrian through-site link create new spaces for community gathering and informal social interaction in a precinct that currently has no comparable public domain (The Design Partnership, 2026).	To enhance community gathering and mitigate the bedroom suburb effect, plaza edges should be activated with food and beverage uses, regular community events and markets should be programmed into the public domain management plan, and high-quality lighting and landscaping should encourage after-hours use. The provision of co-working facilities and local employment-generating uses within the commercial tenancies would further foster Leppington as a self-sufficient town centre rather than a commuter suburb.	Moderate Positive

6.3 Accessibility

How people access and use infrastructure, services and facilities, whether provided by a public, private or not-for-profit organisation

The Proposal places 1,493 new apartments within 100m of Leppington Railway Station, making the site one of the most transit-accessible residential developments in Sydney's South West Growth Area. The proposal represents a direct realisation of the NSW Government's strategic planning framework, which prioritises housing growth in well-located, transport-accessible centres, by delivering new homes, services, and employment within walking distance of metropolitan rail and an expanding bus network.

The co-location of 40,500sqm of non-residential floor space – including a supermarket, discount department store, childcare centre, swim school, food and beverage premises, pub, liquor store, tyre and auto and carwash – among the residential buildings provides future residents with walkable, everyday access to services that currently require car-dependent trips. Approximately 6,500m² of publicly accessible open space in the form of north-south and east-west linear parks, a public through-site pedestrian link, and a new internal street network will further enhance the walkability and legibility of the precinct for new and existing residents alike.

Community engagement strongly reflects recognition of this locational advantage. 79% of survey respondents viewed the site's proximity to public transport favourably, and 85% expressed support for the pedestrian connection to Leppington Station — the highest approval rating of any design feature tested. By contrast, traffic and parking remain the most commonly raised concerns, with 33% of respondents nominating roads and transport as their primary issue – a sensitivity that the technical assessment directly addresses (Notting Hill Advisory, 2026).

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Access to Public Transport	High positive impact with high likelihood. The site's position approximately 100 metres from Leppington Railway Station provides exceptional transit accessibility for future residents. The station operates on the T2 Inner West and Leppington Line (services to Liverpool, Cabramatta and the City) and the T5 Cumberland Line (services to Richmond), with peak-hour frequencies of approximately five minutes and a typical journey to	Implement Green Travel Plan (Varga, 2026). Provide legible wayfinding from all building lobbies to the station; activate Rickard Road frontage to encourage walking.	High Positive

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
	Central Station of approximately 76 minutes. Six bus routes — 841, 855, 856, 858, 861 and N31 — provide approximately 243 services per day on weekdays and 145 services per day on weekends (Varga, 2026). 79% of survey respondents viewed the site's proximity to public transport favourably, and 85% supported the pedestrian connection to the station (Notting Hill Advisory, 2026). Together, these services place future residents within one of the best-connected residential locations in Western Sydney, enabling access to employment, education and services across the metropolitan area without dependence on a private vehicle.		
Publicly Accessible Open Space and Active Transport	High positive impact. The development involves a public north-south through-site pedestrian link through the centre of the site between Byron Road and the Proposed Local Road. Pedestrian access is provided via separate residential pedestrian lobbies, as well as direct access to the supermarket/retail tenancies off the new local roads as well as via the north-south pedestrian through-site link. These paths are separate from vehicular access and provide safe and convenient pedestrian access to the nearby Leppington Railway Station. By facilitating active transport, this brings a positive social impact.	Design publicly accessible open space to be safe, inclusive, legible, and directly connected to the surrounding street network and pedestrian paths leading to the station and town centre.	High Positive
Increased Demand on	Low positive cumulative impact. The introduction of approximately 1,493 new dwellings will generate additional demand on the local road network,	Implement traffic management measures consistent with the Traffic and Transport Assessment (Varga, 2026). Design vehicle access,	Low Positive

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Local Transport Network	including Rickard Road and associated intersections. Community engagement findings indicate that traffic and parking are existing concerns for the local community, with 31% of respondents raising traffic and congestion in their additional comments. However, the Transport Impact Assessment (Varga, 2026) conducted a SIDRA capacity analysis of the development proposal which concludes that the development will not have any unacceptable traffic implications in terms of road network capacity, all intersections will continue to operate at current/satisfactory levels of service, and no road improvements or intersection upgrades are required as a consequence of the development proposal. In the long term, the proposal is consistent with growth scenarios that have informed Transport for NSW's planning for the South West Growth Area. Cumulatively, the arrival of more residents also strengthens the case for service frequency improvements and additional active transport investment, which will benefit all town centre users. The cumulative impact on accessibility is therefore assessed as manageable and broadly positive in the medium to long term, as population thresholds are reached that justify and enable enhanced service delivery.	basement parking and loading arrangements to minimise interaction with pedestrian and cyclist movements. The proponent should engage with Transport for NSW and Camden Council through the SARP process to ensure transport infrastructure planning accounts for cumulative demand across all town centre development. Pedestrian and cycling connections delivered as part of Stage 1 and Stage 2 should be designed to integrate with the broader active transport network anticipated for the precinct.	

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Construction-Related Access Disruption	Low negative impact with high likelihood of occurring during construction only. Construction traffic (trucks, workers) will temporarily disrupt pedestrian and cyclist movement along Rickard Road and Byron Road (Varga, 2026).	Manage all construction impacts in accordance with the CTMP, providing advanced warning signage to alert pedestrians and cyclists approaching the construction site, providing alternative pathways where required, and ensuring TfNSW-accredited Traffic Controllers are on site at all times during construction to direct and guide pedestrian and cyclist movements in the immediate vicinity of the works.	Low Negative (Construction)

6.4 Culture

Aboriginal and non-Aboriginal culture, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings

Cultural considerations for the Proposal relate to two principal domains: the recognition and respect of Aboriginal cultural heritage and connections to Country, and the contribution of the built environment to the evolving cultural identity and sense of place in Leppington.

The site is located on Country traditionally cared for by the Dharug peoples, within the broader South West Growth Area of Sydney — a landscape of deep cultural and spiritual significance to its Traditional Custodians. While no Aboriginal objects or heritage items have been identified on the site, this does not diminish the ongoing importance of Country to Aboriginal communities, and the principles of the Connecting with Country Framework remain relevant to the Proposal's design and engagement approach. An Aboriginal Cultural Heritage Assessment has been prepared as part of the SSDA, which will inform the management of any unexpected heritage discoveries during construction. The Visual Impact Assessment acknowledges the limitations of conventional European landscape assessment frameworks in capturing the holistic nature of First Nations relationships to Country and commits to a Connecting with Country approach in the design of the landscape and public domain (Terras, 2026).

Leppington's non-Aboriginal cultural identity is one in active formation. The catchment community is young, diverse and growing rapidly — 48% of residents speak a language other than English at home, with South Asian, Southeast Asian and Middle Eastern backgrounds among the fastest-growing cohorts (The Design Partnership, 2026). This cultural diversity is an asset, and the design of the public domain — its open spaces, signage, activated frontages and community gathering places — has a meaningful role to play in shaping a precinct that is legible, welcoming and inclusive for all residents regardless of background or language. The Proposal, as the anchor development of Leppington Town Centre, carries particular responsibility in establishing the cultural and civic character of the emerging centre.

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Aboriginal Cultural Values and Connection to Country	Magnitude assessed as negligible subject to protocol compliance. No Aboriginal objects or items of cultural heritage significance have been identified on the site. An Aboriginal Cultural Heritage Assessment accompanies the SSDA, and standard discovery procedures will apply during construction. The magnitude of impact is assessed as negligible, subject to adherence with discovery protocols.	Implement an Aboriginal Cultural Heritage Management Plan consistent with the findings of the Aboriginal Cultural Heritage Assessment. Ensure standard unexpected finds procedures are in place during all ground disturbance works. Engage with the Tharawal Local Aboriginal Land Council and relevant Aboriginal community groups regarding opportunities to acknowledge and celebrate Dharug and Gandangara Country through design elements, public art or interpretive signage within the publicly accessible open space and through-site link.	Negligible to Low
Contribution to Place Identity and Cultural Character	Moderate positive impact with high likelihood. The Proposal represents a significant investment in the cultural and civic character of the Leppington Town Centre. High-quality architecture, publicly accessible open space and ground-level activation will create a precinct that supports everyday cultural activity, informal social encounter and community identity formation. The hotel and food and beverage uses introduce a visitor economy dimension that extends the cultural reach of the precinct beyond its immediate residential catchment, supporting Leppington's	Ensure design quality, material selection and landscape character contribute to a distinctive, welcoming and inclusive public realm consistent with the Better Placed design principles. Pursue opportunities for public art, cultural expression and acknowledgement of Country within the open space and public domain, prioritising works by Aboriginal artists and local community members. Activate plaza edges with uses that support casual cultural participation – outdoor dining, markets and community events – through the precinct's operational management plan.	Moderate Positive

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
	emergence as a genuine town centre rather than a dormitory suburb (The Design Partnership, 2026).		
Cultural Inclusion and Linguistic Accessibility	Low negative impact. Leppington's growing multicultural community means that design solutions relying solely on English-language text – for wayfinding, safety information and building identification – will be inaccessible to a meaningful proportion of future residents and visitors. 48% of catchment residents speak a language other than English at home, and 5.6% report speaking English not well or not at all (The Design Partnership, 2026). The CPTED report identifies this as a specific risk, noting that signage-dependent safety measures have reduced effectiveness in linguistically diverse communities. This is both a safety and an equity issue, warranting active design response rather than a standard signage approach.	Adopt universal pictogram-based design for all wayfinding, safety and directional signage throughout the public domain, basement car parks and residential lobbies, supplementing rather than replacing text-based signage. Provide multilingual information in residential lobby areas and key community touchpoints. Engage multicultural community organisations during the operational phase to support resident integration and ensure community programs and communications are accessible across language groups (The Design Partnership, 2026).	Low Negative
Heritage and Built Environment Context	Low positive impact. The site is not located within a heritage conservation area and does not contain or adjoin any heritage items. A Heritage Impact Statement confirms no adverse impacts on nearby heritage values. Development occurs in an area where contemporary urban growth and infrastructure delivery define the existing character — the Proposal's built form is consistent with, and indeed anticipated by, the strategic planning framework for the Leppington Town Centre.	Ensure materials and built form respond to the emerging urban character of the Leppington Town Centre and demonstrate design quality consistent with the Better Placed principles. Where possible, incorporate landscape elements referencing the site's rural and agricultural history, contributing to a layered sense of place that acknowledges Leppington's past as its future is built.	Low Positive

6.5 Health and Wellbeing

Physical and mental health, especially for people vulnerable to social exclusion or substantial change, psychological stress, access to open space and effects on public health

The Proposal has the potential to make a meaningful and lasting positive contribution to the health and wellbeing of both future residents and the broader Leppington community, through the delivery of well-located, quality housing, accessible open space and reduced housing stress for eligible affordable housing residents.

Strong evidence links transit-oriented development with positive health and wellbeing outcomes. Residents of walkable, well-connected neighbourhoods close to public transport are more likely to engage in regular physical activity, have lower rates of car dependency, experience lower transport-related financial stress and report stronger social connections. The Proposal's design – with 6,500sqm of public open space, activated ground floors and direct pedestrian links to Leppington Station – is specifically structured to support these outcomes.

Housing affordability is among the most significant social determinants of health for Leppington's community. Survey findings show housing affordability rated as the lowest-scoring neighbourhood attribute, with 7% of respondents rating housing affordability 'Good'. This underscores the degree of stress experienced by residents in accessing suitable, affordable accommodation. The Proposal's affordable housing component – representing approximately 15% of residential floor area – directly addresses this challenge for eligible households.

Construction-related health and wellbeing impacts – primarily noise, vibration and dust – are anticipated and will be managed through the CEMP. The proximity of Leppington Public School to the southern site boundary necessitates particular care in construction management during school hours.

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Housing Stability and Reduced Housing Stress	High positive impact with high likelihood. The delivery of approximately 15% affordable housing — managed by a registered CHP at a rate not exceeding 30% of gross household	Ensure affordable housing is managed by a registered CHP in accordance with Housing SEPP requirements. Provide appropriate	High Positive

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
	income — will significantly reduce housing stress for eligible households. Survey data shows housing affordability as the lowest-rated neighbourhood attribute, underscoring strong community need for this outcome.	transition support and tenancy information for incoming affordable housing residents.	
Access to Open Space and Recreational Amenity	High positive impact with high likelihood. The provision of 6,500sqm of publicly accessible open space, and addition of swim school and gym/fitness centre supports active lifestyles and access to quality outdoor amenity.	Design publicly accessible open space to accommodate diverse uses and age groups, with inclusive amenities, shade, seating and play elements. Ensure spaces are well-lit, accessible and connected to the broader pedestrian network. Apply CPTED design recommendations – clear sightlines, adequate lighting, diverse activation and publicly accessible 24-hr through-site link (Terras, 2026; The Design Partnership, 2026).	High Positive
Walkable, Active Lifestyles	Moderate to high positive impact. The site's location in a walkable, transit-accessible centre and the development's provisions of services and amenities within walking distance of residential apartments, supports residents to meet daily needs on foot, reducing car dependency and encouraging regular physical activity. This is consistent with established evidence linking transit-oriented living with improved physical and mental health outcomes.	Ensure ground-floor design and streetscape treatments support active, pedestrian-friendly environments. Provide secure bicycle storage and facilities consistent with best practice standards.	High Positive

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Construction Noise, Vibration and Dust	Low negative impact during construction. Nearby residences and Leppington Public School may experience temporary impacts from construction noise, vibration and dust. The Noise and Vibration Assessment accompanying the SSDA identifies appropriate management measures to address these impacts.	Implement noise and vibration management measures in accordance with the Construction Noise and Vibration Assessment. Schedule high-noise activities to avoid school hours where practicable. Maintain a community contact line for raising concerns during construction.	Low Negative (Construction)
Liveability of Completed Precinct	High positive impact in operation. The completed precinct will deliver a high-quality urban environment that contributes to the physical and mental wellbeing of residents through housing quality, access to sunlight and ventilation, activated public spaces, access to services and a strong sense of community.	Ensure building design meets or exceeds relevant livability standards, including access to natural light, cross-ventilation, acoustic performance and communal space provision.	High Positive
Visual Amenity Impacts on Wellbeing	Low negative residual. High visual impact from VP8 (Leppington Train Station, 50m away). This represents a heavily trafficked route in the precinct, used daily by commuters, school children and local residents.	Proposal is consistent with long-term planning controls for Leppington Major Centre, reducing the weight of residual visual amenity impacts in the planning balance (Terras, 2026).	Low negative
Noise and Light Spillage	Low negative impact during construction, manageable in operation. F&B licensed to 11pm Fri-Sat; pub trading hours TBC. Construction is estimated to last approximately 40 months: one month of demolition, five months of bulk earthworks and 34 months of building construction. The Traffic	Apply CTMP, such as Left-in/left-out arrangement on Rickard Road and ensuring TfNSW-accredited traffic controllers control all truck movements (Varga, 2026). Detailed CTMP to be prepared prior to Construction Certificate.	Low Negative

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
	Assessment (Varga, 2026) identifies up to 40–50 heavy truck movements per day during major concrete pour events, with approximately 40 such events across the program. Demolition generates approximately nine truck movements per day. Construction works are proposed between 7am–5pm Monday to Friday and 8am–12pm Saturday. No works are proposed on Sundays or public holidays without a specific out-of-hours permit. Leppington Public School adjoins the southern boundary of the site and is directly affected by construction traffic on Rickard Road. This proximity was specifically raised by a webinar attendee who also noted the concurrent construction of Leppington High School as a compounding source of disruption.		
Mental Health Impacts – Construction Stress and Safety Perceptions	Moderate negative residual. The CPTED report identifies 'transitional stress' — a recognised condition associated with the rapid transformation of Leppington from a semi-rural to high-density urban environment — as a risk factor affecting community mental health and social cohesion. The CPTED Assessment rates the risk of assault within the shopping centre environment as High to Extreme, reflecting risks commonly associated with mixed use retail, entertainment and public gathering environments where interactions	Overall CPTED risk rating for the development is low — the design demonstrates a high proportion of compliant conditions. Specific measures include: fob/key access to all residential lobbies and basement residential levels; secure gated entry to all basements; CCTV throughout (consultant engagement recommended); adequate lighting to AS 1158; active retail frontages maintaining natural surveillance; and a public through-site pedestrian link with 24-hour access.	Neutral with Mitigation

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
	between customers, patrons, staff and members of the public occur. The assessment notes that this risk profile is not unique to the proposal and is consistent with risks commonly experienced across retail and entertainment precincts more broadly. While such risks cannot be entirely eliminated through design alone, the proposal incorporates a range of CPTED mitigation measures, including surveillance, lighting, access control, territorial reinforcement, wayfinding and the ability to secure areas after hours. Ongoing operational management and tenancy specific procedures will also play an important role in managing risk over time.		
Environmental hazards – lighting pollution, fauna impacts, and bushfire	Low negative impact with appropriate management. VIA flags potential impact on fauna through obtrusive lighting. The five-level basement car park will generate vehicle and artificial lighting movements 24 hours a day. Hotel operations (156 keys, 24-hour lobby) and licensed F&B premises (to 11pm weekdays, 11pm Fri–Sat) will also contribute to after-hours light levels in the public domain. Bushfire risk identified as requiring management (site adjacent to rural/semi-rural fringe).	Apply National Light Pollution Guidelines for Wildlife (2020). Bushfire consultation/ landscape architect performance objectives to be agreed. Warm-white lighting used and curfew switches applied to decorative lighting (Terras, 2026).	Low Negative

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
	Construction lighting and permanent building lighting both flagged (Terras, 2026).		

6.6 Surroundings

Ecosystem services, public safety and security, access to and use of the natural and built environment, aesthetic value and amenity

The Proposal will materially change the visual character and amenity of the Leppington Town Centre precinct. The introduction of up to 36-storey residential towers on a currently underdeveloped landscape represents a significant transformation of the built environment. However, this transformation occurs within a planned growth context – the Leppington Town Centre is specifically designated for high-density mixed-use development, and the Proposal represents an intended and anticipated outcome of this strategic planning designation.

The Visual Impact Assessment and Landscape Report prepared for the SSDA address the built form, massing, setbacks and visual relationships in detail. These reports confirm that the Proposal's built form has been designed to manage visual impacts through appropriate building separation, articulation, podium treatment and transitions to the adjacent Leppington Public School.

On balance, the surroundings impacts of the Proposal are considered manageable. While some visual change and amenity impact during construction is unavoidable, the completed development will contribute positively to public safety through passive surveillance, improved public domain quality and activated street edges.

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Visual Change and Built Form Character	Low to moderate negative impact during construction; low negative in operation for nearby sensitive receivers. The introduction of high-density development in a previously flat and largely undeveloped landscape	Ensure built form, massing, materials and articulation are consistent with the Urban Design Report and Visual Impact Assessment recommendations by selecting recessive tones to reduce contrast and	Low Negative (mitigated)

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
	context will result in a perceptible visual change for nearby residents and users of Rickard Road. Buildings will be visible from up to 4km in most directions and visual impact on Leppington Station was assessed as high in the VIA (Terras, 2026). The Visual Impact Assessment confirms that impacts are localised and consistent with the planned character of the Leppington Town Centre.	landscape open space at ground level to soften podium interface. Proposal is consistent with Leppington's transformation into a higher density urban precinct and with the strategic vision for Western Parkland City Strategic Centre. The cumulative impact will enhance public open space, activated streetscapes, and landscaped public domain across multiple development sites, positively impacting the quality of surroundings for all town users.	
Public Open Space and Landscape Quality	Moderate to high positive impact and high likelihood. The provision of 6,500sqm of publicly accessible open space, streetscape upgrades and landscaped communal areas will significantly improve the quality of the public domain in the Rickard Road precinct, delivering tangible amenity benefits for the broader community.	Deliver publicly accessible open space to a high standard of landscape quality, with appropriate species selection, shade canopy, furniture, lighting and maintenance commitments. Ensure spaces are accessible to people of all ages and abilities.	Moderate - High Positive
Public Safety and Passive Surveillance	Moderate positive impact and high likelihood. The introduction of 1,493 new dwellings and activated ground-floor uses will dramatically increase the level of passive surveillance and activity along Rickard Road and within the precinct, contributing to improved perceptions of public safety.	Implement CPTED principles in the design of ground-level uses, public spaces and building entries. Ensure consistent lighting of pedestrian paths, open space and building entries.	Moderate Positive

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Acoustic Amenity During Construction and Operation	Low negative impact during construction; negligible in operation. Construction noise and vibration will temporarily affect nearby sensitive receivers, particularly the adjacent school. In operation, traffic noise and any mechanical plant will require appropriate acoustic treatment consistent with the Acoustic Assessment.	Implement construction noise management consistent with the Acoustic Assessment and Noise Policy for Industry (NSW EPA). Ensure building envelopes and façade design achieve internal noise objectives for residential use consistent with SEPP 33 and relevant acoustic standards.	Low Negative (Construction); Negligible (Operation)

6.7 Livelihoods

People's capacity to sustain themselves through employment or business

The Proposal presents a significant opportunity to support livelihoods across the Leppington community and the broader western Sydney economy. The development of a major mixed-use precinct – comprising 1,493 residential dwellings, a hotel, 6,500sqm of ground-floor retail and commercial space, and an affordable housing component – will generate substantial economic activity across construction and operation.

The construction phase will require a significant multi-year workforce, generating direct employment across a range of trades and professions. As evidenced in the social baseline findings, South West Sydney has a strong construction industry workforce, and the scale and duration of the Proposal's construction programme represents a meaningful contribution to regional employment. The Western City District Plan's objectives to support economic activity and local employment in the Western Parkland City are directly advanced by the Proposal.

In operation, the ground-floor retail and commercial component, hotel, and increased resident population will generate ongoing employment and local economic activity. The concentration of approximately 1,493 households within a single precinct creates a strong local consumer catchment, supporting nearby retail and hospitality businesses and underpinning the economic viability of town centre uses.

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Employment and Economic Activity	Moderate to high positive impact and high likelihood. The construction of a major mixed-use precinct comprising eight residential buildings, a hotel and associated infrastructure over approx. 40 months will generate a significant and sustained construction workforce over a multi-year build programme, supporting direct and indirect employment across Western Sydney. In operation, the supermarket, DDS, F&B (multiple), pub, liquor store, childcare, swim school, gym, tyre/auto, carwash, hotel (156 keys, 25 staff noted in Traffic Report) will generate ongoing employment at the precinct. The Proposal is anticipated to generate 4,616 jobs during construction and 328 jobs during operation (EDC, Construction Consultants 2026)	Encourage the use of locally-based construction subcontractors and suppliers where practicable, to maximise regional employment and economic benefits during the construction phase. Support the operation of ground-floor uses that meet local and visitor needs and are compatible with the residential amenity of the precinct. Consider a local employment strategy during occupation and activation phases.	Moderate - High Positive
Increased Local Economic Activity	Moderate positive impact and high likelihood. The arrival of approximately 1,493 new households will create a significant new consumer catchment for existing and planned businesses in Leppington Town Centre and surrounding areas. This population growth is critical to establishing the commercial viability of the emerging town centre.	Facilitate pedestrian connectivity between the development and surrounding retail and service areas through site access arrangements, footpath design and public domain improvements along Rickard Road.	Moderate Positive
Impacts on Existing	Negligible impact. The site is currently occupied by single-storey dwellings and ancillary	Maintain clear access to nearby businesses during construction and provide advance notice	Negligible

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Businesses and Land Uses	structures. No established businesses are located on the site. No existing business operations will be displaced by the Proposal.	of activities likely to affect access or amenity for nearby commercial operators on Rickard Road.	
Retail Worker Safety and Working Conditions	The CPTED Assessment rates the risk of assault within the shopping centre environment as High to Extreme, reflecting risks commonly associated with mixed use retail, entertainment and public gathering environments where interactions occur between customers, patrons, staff and members of the public. Theft and malicious damage risks are rated Moderate. The assessment notes that these risks are not unique to the proposal and are common to comparable retail environments. The proposal incorporates a range of CPTED mitigation measures, including surveillance, lighting, access control, territorial reinforcement, wayfinding and after hours security measures, which are intended to reduce opportunities for conflict, concealment, unauthorised access and unsafe movement throughout the precinct.	Safe team exits for retail staff. CCTV coverage of back-of-house and service areas. Secure after-hours parking access. Management procedures for patron behaviour at pub.	Moderate with Mitigation Measures

6.8 Decision-Making Systems

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

Decision-making systems shape how communities experience development, influencing perceptions of fairness, trust and legitimacy in planning outcomes. In New South Wales, the State Significant Development framework provides formal mechanisms for public participation through statutory exhibition, agency consultation and the receipt and consideration of public submissions. These processes are important in a high-growth area like Leppington, where the community is actively forming and where decisions about the shape and scale of development have lasting implications for quality of life.

The engagement program undertaken by Notting Hill Advisory prior to lodgement of the SSDA has been designed to ensure that community members have had a meaningful opportunity to understand the Proposal and raise issues before a decision is made. The program was conducted in accordance with the *Undertaking Engagement Guidelines for State Significant Projects* and incorporated quantitative and qualitative methods to ensure broad and representative community input.

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
Opportunities for Community Participation	Low to moderate positive impact. The engagement program undertaken prior to lodgement – including a statistically representative telephone survey (n=101) and a virtual community webinar – has provided genuine opportunities for community input. The SSDA will also be publicly exhibited upon lodgement, providing a further formal opportunity for community comment.	Clearly document how community and stakeholder feedback has informed the design and assessment of the Proposal within the Engagement Outcomes Report. Provide a summary of key themes and project team responses accessible to community members.	Low to Moderate Positive
Community Confidence in Planning Transparency	Low impact. Some community members have expressed concern about the scale of development and the State Significant Development pathway. While these concerns are understandable, the HDA pathway provides a rigorous assessment	Provide clear, accessible information to the community about the SSDA assessment process, exhibition timeline and opportunities to make submissions. Respond promptly and substantively	Negligible

Identified Impact	Characteristic of Impact	Mitigation & Enhancement Measures	Residual Impact
	framework with mandated community engagement, public exhibition, and agency consultation. The engagement program has been designed to build community confidence through early, transparent, and responsive communication.	to community enquiries during the assessment period.	
Complaints and Grievance Mechanisms During Construction	Low positive impact. Nearby residents, businesses and the adjacent school will require clear and accessible mechanisms for raising concerns during construction. The establishment of a dedicated community contact point is a standard and effective measure that supports community trust in construction management.	Establish and maintain a clearly advertised community contact point (phone and email) throughout construction. Implement a formal complaints handling process with documented response procedures and timeframes. Provide regular community construction updates, particularly for periods of elevated activity.	Low Positive
Voice of First Nations People	Low negative impact. Site is located on Dharug Country and is located within the Tharawal LALC area. The VIA identifies limitations with using European landscape assessment frameworks which do not fully encompass the deep, inter relational practice of Country that underpins First Nations' lore and connection to landscape.	Connecting with Country approach in landscape design. Standard discovery procedures. VIA recommends advancing analysis reflecting First Nations' relationship to the land and conducting further engagement with Tharawal LALC (Terras, 2026).	Low Negative
Decision-Making for Future Residents	Low positive impact. Future residents will require clarity on how decisions relating to building management, shared facilities and operations are made, and how to raise issues effectively within the precinct.	Provide clear induction information for incoming residents outlining rights, responsibilities and avenues for participation in building governance and issue resolution. Establish appropriate owners corporation or building management governance structures.	Low Positive

7. Residual Social Impacts

The following summary of residual social impacts is predicated on the basis that the Applicant adopts the mitigation and enhancement measures identified throughout this Social Impact Assessment. The residual impact ratings reflect the anticipated significance of impacts following the application of those measures across both the construction and operation phases of the Proposal.

Category	Residual Social Impact
Way of Life	Overall, high positive residual social impact. The Proposal delivers 1,493 new homes – including an affordable housing component of approximately 15% - in a transit-accessible strategic centre, directly addressing housing supply and affordability challenges identified as the lowest-rated neighbourhood attribute by the local community (Net -41). Future residents will benefit from walkable access to public transport, open space, and an exceptionally broad range of everyday services. Some low residual concern remains regarding construction disruption to daily routines; this is time-limited and manageable through standard CEMP measures.
Community	Low to moderate positive residual social impact. The Proposal contributes to the formation of a diverse, resilient community in the Leppington Town Centre without displacing any existing residents. The affordable housing component supports social inclusion and the presence of essential workers in a community with acute affordability pressures. Temporary construction-related impacts result in a low residual negative impact during works, limited in duration and managed through appropriate measures.
Accessibility	High positive residual social impact in operation, reflecting the Proposal's exceptional transit accessibility approximately 100 metres from Leppington Station, 6,500sqm of publicly accessible open space and new pedestrian connections including a north-south through-site link. Low residual negative impacts during construction from temporary access disruption are manageable and short-term. Traffic impacts during operation are assessed as low positive following implementation of the Traffic and Transport Assessment recommendations, with SIDRA analysis confirming all intersections will continue to operate at satisfactory levels of service.
Culture	Low positive residual social impact. No Aboriginal objects or heritage items are impacted. Respect for Dharug and Gandangara Country is embedded in the discovery protocols and the Applicant's approach to engagement and design. The Proposal supports the development of Leppington's emerging cultural identity through high-quality built form, public space and place-making. A low negative residual impact remains in relation to linguistic accessibility, given that 48% of catchment residents speak a language other than English at home; this is addressed through the recommended adoption of universal pictogram-based wayfinding. Impacts are assessed as negligible to low for cultural heritage, and low to moderate positive for place identity and culture.

Category	Residual Social Impact
Health & Wellbeing	Moderate to high positive residual social impact. Long-term benefits arise from affordable housing provision reducing housing stress for eligible households, walkable access to 6,500sqm of public open space and everyday services, and a high-quality built environment designed to support active lifestyles. Low residual negative impacts may occur during construction due to noise, vibration and amenity impacts, particularly given the adjacency of Leppington Public School to the southern site boundary; these are manageable through the CEMP.
Surroundings	Low negative to moderate positive residual social impact. Localised visual change – including high visual impact assessed at Leppington Station – and construction-related amenity impacts are unavoidable but acceptable within a planned growth and strategic centre context. These impacts are materially offset by the positive surroundings outcomes delivered by 6,500sqm of quality public open space, improved streetscape character along Rickard Road, and increased passive surveillance through activated ground-level uses.
Livelihoods	Moderate positive residual social impact overall. The construction phase generates significant multi-year employment across approximately 40 months. In operation, ground-floor retail and commercial uses — including a supermarket, pub, childcare centre, swim school and hotel — and approximately 1,493 new households create a sustained economic stimulus for Leppington Town Centre. No existing businesses are displaced by the Proposal. Further, the Proposal is anticipated to generate 4,616 jobs during construction and a further 328 jobs during operation. Priority should be given where possible to local businesses and subcontractors to promote investment across Western Sydney. A moderate negative residual impact remains in relation to retail worker safety, noting the CPTED Assessment identifies the risk of assault within the shopping centre environment as High to Extreme due to the nature of mixed use retail, entertainment and public gathering environments. The assessment notes that these risks are common to comparable retail precincts and cannot be entirely eliminated through design alone. The implementation of the design related mitigation measures identified in the CPTED Assessment, together with ongoing operational management measures, will assist in reducing opportunities for conflict and unsafe behaviour. Low negative impacts on nearby businesses during construction are expected to be temporary and manageable.
Decision-Making	Low positive residual social impact. A transparent and responsive pre-lodgement engagement program — including a statistically representative community survey and virtual webinar — has been undertaken, with community feedback directly informing the design and assessment. The SSDA framework provides ongoing formal mechanisms for community input through public exhibition and agency consultation. Clear complaints and grievance procedures during construction and governance mechanisms for future residents support continued low positive outcomes across both project phases. A low negative residual remains in relation to the voice of First Nations people, addressed through the recommended Connecting with Country approach and further engagement with the Tharawal LALC.

It is recognised that not all social impacts can be avoided in a development of this nature and scale. Some level of change and disruption is an inherent part of urban growth and renewal. The key consideration is that impacts are identified early, transparently managed and appropriately mitigated – and that when managed effectively, impacts are minimised to acceptable levels, ensuring the process remains fair, predictable and respectful of those affected.

The redevelopment at 173-183 Rickard Road is anticipated to deliver substantial net social benefits – improved housing supply and affordability, enhanced access to transport and services, a high-quality public realm, significant economic activity and employment, and a vibrant new precinct that contributes positively to the realisation of the NSW Government's vision for the Leppington Town Centre and Western Parkland City.

8. Conclusion

This Social Impact Assessment has been prepared by Notting Hill Advisory on behalf of Leppington (1) Development Pty Ltd in accordance with the *NSW Social Impact Assessment Guideline for State Significant Projects* (March 2026). The assessment considers the potential social impacts of the proposed State Significant Development at 173-183 Rickard Road, Leppington – a high-density mixed-use precinct comprising 1,493 residential apartments, affordable housing, ground-floor retail and commercial uses, a hotel, publicly accessible open space and associated infrastructure.

The assessment draws on a robust evidence base comprising: a statistically representative telephone survey (n=101 residents), community engagement activities including a virtual information webinar and letterbox flyer distribution, pre-lodgement engagement with Camden Council and NSW Government agencies, ABS 2021 Census demographic data, a comprehensive literature review of planning policy and strategic frameworks, and specialist technical studies prepared in support of the SSDA.

The Social Impact Assessment identifies a **net positive social outcome** for the Proposal. Significant and enduring social benefits are anticipated in relation to housing supply, housing affordability, transport accessibility, health and wellbeing, livelihoods, and place-making – each of which is identified as a priority for the Leppington community and the broader Western Parkland City.

With the implementation of the mitigation and enhancement measures identified throughout this assessment, residual social impacts are considered acceptable. The Proposal is assessed as delivering a material and lasting social benefit to Leppington and to the broader Western Parkland City community.