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Submission: SSD-70818708 – DHL Logistics Facility, Badgerys Creek (South)
Submitted via the NSW Planning Portal

To the Department of Planning, Housing and Infrastructure,

Thank you for the opportunity to provide feedback on the proposed State Significant Development at 1953–2109 Elizabeth Drive, Badgerys Creek, within the Northern Gateway Precinct of the Western Sydney Aerotropolis.

While I acknowledge the strategic importance of this development and commend aspects of the proposal including its alignment with the Western Sydney Aerotropolis Plan, sustainability targets, and cultural landscape design, I believe there are several critical gaps in the proposal that must be addressed to ensure the project meaningfully benefits the local community, not just the logistics network or government infrastructure priorities.

I encourage the Department and the proponent to consider the following improvements:

1. Enhance Local Community Engagement

The lack of public submissions at EIS lodgement should not be interpreted as consent. It highlights a need for more proactive and accessible engagement strategies. I recommend:

- Hosting public information sessions in Luddenham, Badgerys Creek, and Kemps Creek
- Creating a site-based information hub and interactive digital engagement tools
- Establishing a long-term DHL **Community Liaison Group** or advisory committee

2. Strengthen Local Employment and Skills Development

The projected 628 direct operational jobs must be supported by a clear commitment to equitable, place-based access.

I recommend:

- A formal **Employment and Skills Development Plan**, with:
 - Targets for hiring local residents
 - Partnerships with TAFE NSW, Aboriginal employment agencies, and Western Sydney Workforce Skills Strategy
 - Apprenticeship and traineeship opportunities linked to DHL operations
- Public reporting of **local employment outcomes**

3. Deliver Community-Facing Infrastructure

The proposal is inward-looking and operationally focused. There is an opportunity to co-invest in community benefit.

I recommend:

- Allocating a portion of the site or built form (e.g., 1,000–2,000 sqm) for a **training hub, community room, or cultural facility**
- Embedding shared open space or educational landscape installations that can be accessed by local schools and groups
- Integrating **Dharug-led cultural interpretation infrastructure**, co-designed and co-managed with Traditional Custodians

4. Improve Interim Transport and Access Measures

Reliance on future infrastructure like the M12 and Sydney Metro creates a current accessibility gap.

I recommend:

- Implementing a **staff shuttle service** to Liverpool and/or St Marys until adequate public transport becomes available
- Contributing to early delivery of **shared path/cycleway connections** to Luddenham, Elizabeth Drive, and WSI
- Expanding EV charging facilities and developing a **Travel Demand Management Plan** with mode shift targets

5. Mandate Local Procurement and Aboriginal Business Inclusion

Connecting with Country should extend beyond design. It must include **operational and economic inclusion**.

I recommend:

- Requiring DHL to set measurable targets for **Aboriginal procurement** and **First Nations business engagement**
- Establishing a **Cultural Business Development Fund** or grant stream to support Dharug businesses in the precinct
- Continuing engagement with Dharug Elders and Registered Aboriginal Parties beyond the construction phase

6. Monitor and Govern for Long-Term Community Outcomes

A proposal of this scale must deliver ongoing public benefit.

I recommend:

- Requiring DHL to enter into a **Community Benefit Agreement** with Penrith City Council and local stakeholders
- Annual reporting on jobs, emissions, community engagement, and cultural partnerships
- Establishing a **Burrah Park Stakeholder Advisory Panel** with representatives from:
 - Penrith City Council
 - Dharug Traditional Custodians
 - Community organisations
 - NSW Government agencies

Conclusion

This proposal has the potential to set a benchmark for inclusive, sustainable, and community-aligned industrial development in the Western Parkland City. However, the current application does not yet go far enough in addressing local community needs, employment equity, or accessibility challenges.

With the recommended improvements above, DHL Stage 1 can transform from a high-quality logistics facility into a model of place-based, inclusive economic development that creates long-term value for **Western Sydney residents, workers, and Traditional Custodians**.

I urge the Department to apply conditions of consent that reflect these recommendations and to work with DHL, Penrith City Council, and local stakeholders to secure a stronger social and environmental legacy for this important precinct.

Thank you for considering this submission.

Sincerely,

Melissa Vassiliou

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