



Project Marvel, 20 Kelso Crescent, Moorebank

Social impact assessment

Prepared for Mapletree SR
Australia Management

October 2025

HillPDA
CONSULTING



Contents

1.0	Introduction	7
2.0	The proposal	9
2.1	The site.....	9
2.2	Site context	9
2.3	The proposed development.....	10
3.0	Methodology.....	13
3.2	Scoping.....	13
3.4	Predicting, analysing and evaluating impacts	14
3.5	Social impact management.....	15
4.0	Social baseline	18
4.1	Study area	18
4.2	Demographic snapshot	19
4.3	Socio-economic status	20
4.4	Crime.....	20
4.5	Sensitive receivers	23
4.6	Social infrastructure.....	23
4.7	Access to services	24
4.8	Key insights	26
5.0	Community consultation.....	29
5.1	Method	29
5.2	Outcomes.....	29
5.3	Outcomes.....	30
6.0	Impact Assessment and prediction.....	33
6.1	Scoping.....	33
6.2	Area of influence.....	33
6.3	Way of life	34
6.4	Community	36
6.5	Access.....	37
6.6	Culture	39
6.7	Health and wellbeing	40
6.8	Surroundings.....	42
6.9	Livelihoods	44
6.10	Decision making systems	44
6.11	Summary of construction phase impacts and mitigations.....	46
6.12	Summary of operation phase impacts and mitigations	49
7.0	Conclusion.....	53
Appendix A:	SIA review questions.....	55

Tables

Table 1: Proposal specifications	11
Table 2: SIA process	13
Table 3: Types of social impact	13
Table 4: Types of social impacts	14
Table 5: Likelihood of impact	14
Table 6: Dimensions of social impacts	15
Table 7: Magnitude of impact	15
Table 8: Social impact significance matrix.....	15
Table 9: Incidents of motor vehicle theft from April 2023 to March 2025	22
Table 10: Incidents of theft (break and enter dwelling) from April 2023 to March 2025	22
Table 11: Incidents theft (steal from vehicle) from April 2023 to March 2025	22
Table 12: Incidents of robbery from April 2023 to March 2025	23
Table 13: Social infrastructure near the site	24
Table 14: Overview of stakeholders and engagement methods.....	29
Table 15: Summary of engagement outcomes with potentially sensitive receivers	30
Table 16: Summary of stakeholder consultation with agencies and organisations	30
Table 17: Area of influence of potential impacts	33
Table 18: Construction phase: social impact evaluation and mitigation response	46
Table 19: Operation phase: social impact evaluation and mitigation response	49
Table 20: Summary of cumulative impacts	51
Table 21: SIA Review questions and relevant report sections	55

Figures

Figure 1: Preliminary concept rendering.....	7
Figure 2: The site	9
Figure 3: Site context	10
Figure 4: Site plan.....	11
Figure 5: Study area	18
Figure 6: Identified crime hotspots near the site for incidents between April 2022 and March 2025.....	21
Figure 7: Social infrastructure in proximity to the site.....	24
Figure 8: Local transport	25
Figure 9: Mirambeena and Chipping Norton cycling infrastructure map (site identified with red marker)	26

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Declaration

This social impact assessment (SIA) relates to a proposal by Mapletree SR Australia Pty Ltd (Mapletree) for a two storey, multi-unit warehousing facility at 20 Kelso Crescent, Moorebank. This SIA has been prepared to accompany the State Significant Development Application for the proposal (SSD-58978472).

The SIA was completed on 29 August 2025.

It is my opinion that the SIA contains all relevant information as specified in the Social Impact Assessment Guideline for State Significant Projects.

I understand the legal and ethical obligations set out in the SIA Guideline and confirm that none of the information in the SIA is false or misleading.

I satisfy the requirements for lead authors of SIAs as set out in the SIA Guideline as follows:

- Qualifications: Bachelor of Science, Bachelor of Social Science, Master of Planning
- Experience: Five years preparing social impact assessments
- Professional memberships: Member of Planning Institute of Australia.



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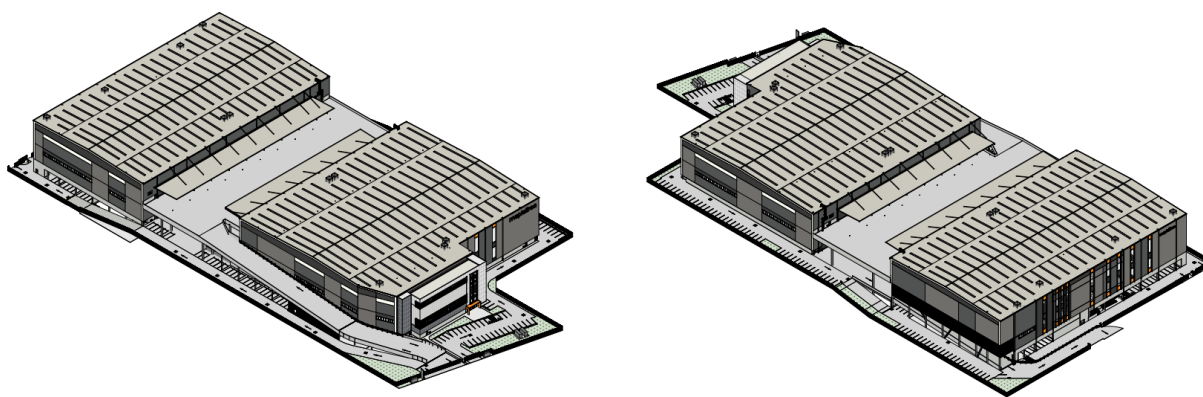
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Executive summary

This Social Impact Assessment has been prepared to accompany a State Significant Development Application (SSD-58978472) for the construction and operation of a two storey multi-level warehouse facility (Project Marvel), located at 20 Kelso Crescent, Moorebank.

This report updates the earlier Social Impact Assessment lodged with the proposal and reflects refinements made to the proposed development since the conclusion of the public exhibition period. Notably, demolition activity on the site has now also completed on the site as well.

Figure: The proposal



Source: Pace Architects (2025)

Under the revised scheme, the built form has changed from one large block to two smaller blocks. The proposal specifically calls for:

- Earthworks to achieve proposed site levels
- Provision of infrastructure comprising civil works and utilities servicing
- Construction of eight (8) warehouse tenancies, split over two (2) storeys with ramp-up access, comprising:
 - Warehouse 1a, 1b, 2a and 2c at ground level
 - Warehouse 3a, 3b, 3c and 3d at first level
 - Total Warehousing – approximately 33,700 m²
 - Ancillary office accommodation totalling 1,700 m²
 - On grade car parking around the Site and undercover car parking off Kelso Road, and loading docks across the two (2) storeys of warehousing
 - Onsite cycle parking and end of trip facility
 - Complementary landscaping and offset planting, providing 11% coverage
 - Signage, including entry, business identification and wayfinding signage
 - Diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels
 - Allowance for operations up to 24 hours per day, seven (7) days per week.

The report has considered social impacts in line with the DPHI *Social Impact Assessment Guideline for State Significant Projects 2025*. It makes the following findings

- Compared to the base case or current site use, the proposal would support a greater economic output from the site, with the EDC calculated at \$90 million. During operation the presence of more

workers on site would potentially drive expenditure at other local businesses (projected at between 120 and 160 jobs at the height of construction activities)

- By providing employment and investment, the proposed development would contribute to employment opportunities within the region (with a projected 200 to 240 jobs generated on site during operation), as well as additional services and amenity for residents.
- The proposal may have impacts on visual, noise, and air quality amenity during construction and operation. However, these impacts are expected to be managed through the application of appropriate mitigation measures.
- The proposed development may impact the health and wellbeing of surrounding residents due to changes in noise, vibration, and air quality levels, however these can also be mitigated.
- There are a limited number of sensitive receivers in the vicinity of the site, largely due to the site's location within an industrial area. Additionally, residential properties are largely separated by Ernie Smith Reserve to the east and Clinches Pond Reserve to the west.
- Being located in a largely industrial area, community consultation indicated minimal social impacts or community interest.
- Potential impacts to decision-making systems may be mitigated by further consultation, as well as maintaining pathways for further community feedback.
- Impacts to culture through damage to items of Aboriginal or historical significance were found to be unlikely due to the extremely disturbed nature of the site, and proposed mitigation measures are adequate to reduce the potential impacts if any unexpected finds occur during construction.
- Potential impacts to the site's surroundings through changes to the built and natural environments would be mitigated through the retention of 7 existing trees and the planting of a mix of large and medium evergreen indigenous and native canopy trees will be planted along Kelso Crescent landscape frontage. This would also help to mitigate views from adjacent properties and passing pedestrians and motorists, while impacts to views from residential receivers are negligible.
- Cumulative impacts from other nearby developments have been considered for this proposal. While temporary construction impacts would likely accumulate between the different developments, cumulative positive permanent impacts would also exist. Increased levels of development in the local area may have cumulative impacts associated with impacts on amenity, traffic and access. However, this proposal, alongside other proposals, would help to provide a strong centre for employment, economic investment and services for the surrounding region.

The assessment in this report demonstrates that the likely social benefits of the proposal exceed potential negative social impacts. Overall, the proposal is supported.

INTRODUCTION

1.0 INTRODUCTION

This Social Impact Assessment (SIA) has been prepared to accompany a State Significant Development Application (SSDA) (SSD-58978472) for the construction and operation of a two storey multi-level warehouse facility (Project Marvel, the proposal) located at 20 Kelso Crescent, Moorebank (the site).

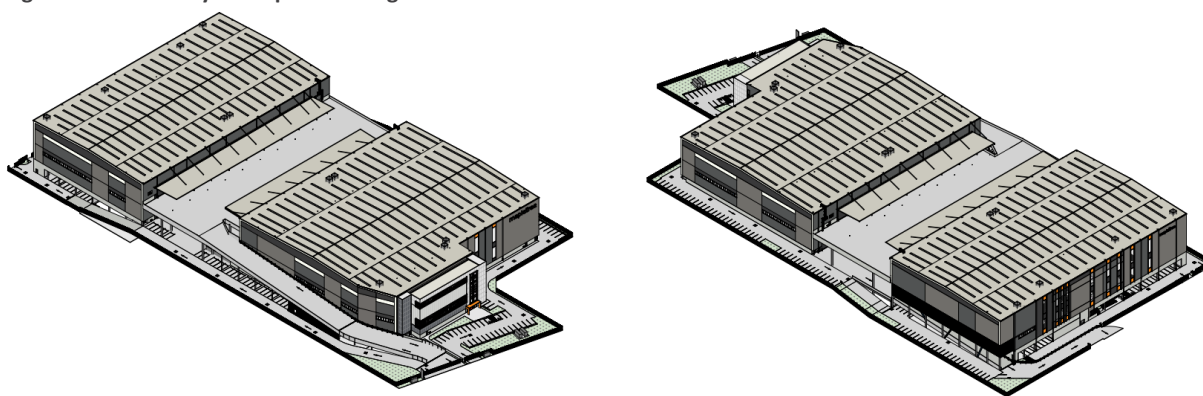
Approval is being sought by Mapletree for the construction and operation of eight warehouse spaces split over two storeys in two buildings, with ramp up access. The total proposed warehouse Gross Floor Area (GFA) is 37,749 square metres.

The Planning Secretary's Environmental Assessment Requirements (SEARs) were issued for this proposal on 8 June 2023, and state that the Environmental Impact Statement (EIS) is to address a comprehensive range of matters including:

"20. Social Impact: Provide a Social Impact Assessment prepared in accordance with the *Social Impact Assessment Guidelines for State Significant Projects.*"

This report has been prepared to satisfy this requirement. It also includes an integrated assessment of the proposal's economic impacts. The methodology used to identify potential social impacts for the proposed development is consistent with the NSW Department of Planning, Housing and Infrastructure (DPHI) *Social Impact Assessment Guideline 2023* (the SIA Guideline). This report also suggests mitigation measures that aim to maximise social benefits and minimise negative impacts to the community.

Figure 1: Preliminary concept rendering



Source: Pace Architects (2025)

THE PROPOSAL

2.0 THE PROPOSAL

2.1 The site

The site is located at 20 Kelso Crescent, Moorebank. It is located to the north of the Moorebank industrial area, which is located south of Liverpool CBD and is bound by the A34 Newbridge Road to the north and the Anzac Creek to the east. Heathcote Road forms the western boundary of the industrial area, which connects Newbridge Road to the north and the M5 South-Western Motorway to the south. The site itself is bound by Kelso Street (north), Seton Road (south) and industrial properties to the east and west. The site is legally described as Lot 1 DP 1296586. The site has a total area of 3.52 hectares and is located in the suburb of Moorebank, within the Liverpool Local Government Area (LGA).

Demolition of former improvements to the site has been completed at writing. The site is currently zoned CA Complex Area, previously IN1 General Industrial.

The site is shown in Figure 2 below.

Figure 2: The site



Imagery: Nearmap (2025)

2.2 Site context

The immediate surroundings of the site are characterised by warehousing and distribution centres with various uses, including recycling, retail, masonry, fitness and warehousing, with ancillary commercial office spaces. Access to the site is provided via both Kelso Crescent and Seton Road.

Surrounding land uses include:

- North: north of the site across Newbridge Road is a variety of retail uses with stores including flooring, shelving, tyres and wheels. To the northeast across Kelso Crescent is a gym/fitness centre.

- East: immediately east are various manufacturing uses including Civilmart Sydney and Lingel Pty Ltd. A car repair shop and coffee house are also located southeast of the site.
- South: to the site's south are various retail uses providing home goods, pet supply, animal feed, and auto repair services. A read mix concrete supplier is located south of the site, across seton road.
- West: immediately west of the site is various warehouse uses including a wheel/tyre store and tile store.

The site context is shown below in Figure 3.

Figure 3: Site context



Imagery: Google (2020) Transport data: TfNSW (2023)

2.3 The proposed development

Mapletree is proposing a development that would involve the construction and operation of a two storey multi-level warehouse at 20 Kelso Crescent, Moorebank with associated offices across 8 tenancies.

Noting that demolition has already been completed on the site, the proposal seeks approval for the following:

- Earthworks to achieve proposed site levels
- Provision of infrastructure comprising civil works and utilities servicing
- Construction of eight (8) warehouse tenancies, split over two (2) storeys with ramp-up access, comprising:
 - Warehouse 1a, 1b, 2a and 2c at ground level
 - Warehouse 3a, 3b, 3c and 3d at first level
 - Total Warehousing – approximately 33,700 m²
 - Ancillary office accommodation totalling 1,700 m²
 - On grade car parking around the Site and undercover car parking off Kelso Road, and loading docks across the two (2) storeys of warehousing
 - Onsite cycle parking and end of trip facility
 - Complementary landscaping and offset planting, providing 11% coverage
 - Signage, including entry, business identification and wayfinding signage

- Diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels
- Allowance for operations up to 24 hours per day, seven (7) days per week.

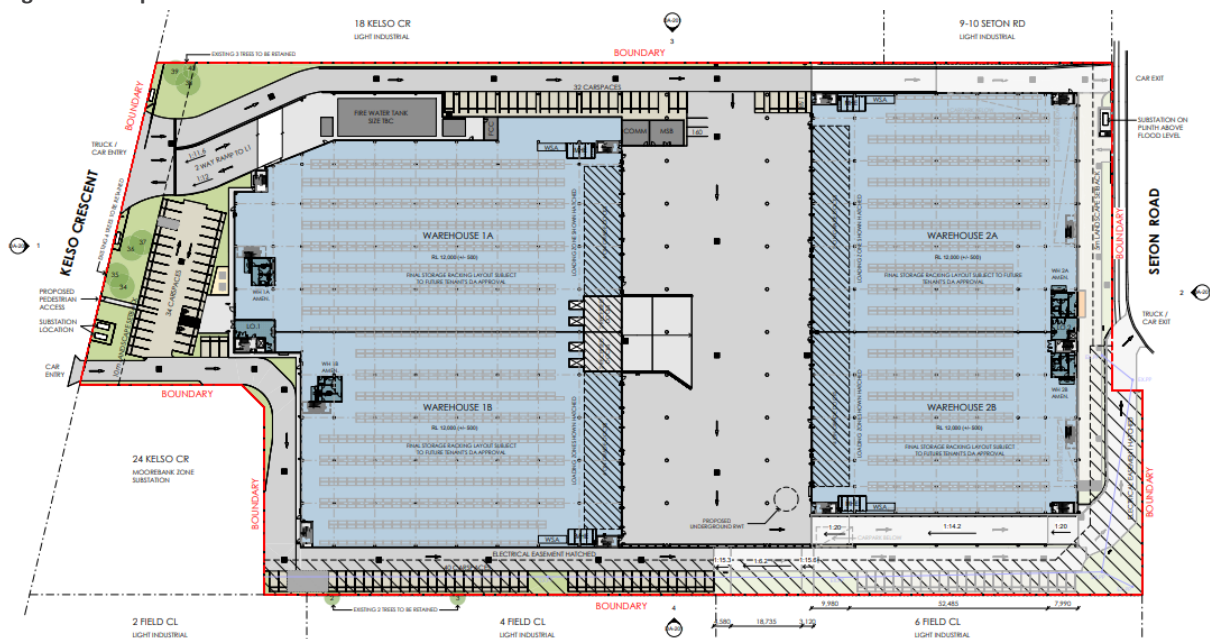
Specifications of the proposal are outlined in Table 1.

Table 1: Proposal specifications

Feature	Specification
Total Site Area	3.52 ha
Total GFA	33,749 sqm
Total GLA	37,516 sqm
Parking	160 car parking spaces

An indicative site plan of the proposed development is shown in Figure 4.

Figure 4: Site plan



Source: Pace Architects (2025)

METHODOLOGY

3.0 METHODOLOGY

The approach to conducting this SIA reflects current industry best practice including DPHI *SIA Guideline*.

The SIA aims to scope, assess, and enhance or mitigate potential positive and negative impacts that may arise from the proposed development. The method for this SIA is divided into three phases as shown in Table 2 below.

Table 2: SIA process



Source: HillPDA, DPHI (2023), *Social Impact Assessment Guideline*.

3.1 Defining social impacts

A social impact can be defined as the net effect of an activity on a community and the wellbeing of individuals and families. Social impacts may occur across a range of aspects of an individual's and a community's life, as shown in Table 3.

Table 3: Types of social impact

<i>way of life</i>	how people live, how they get around, how they work, how they play, and how they interact on a daily basis
<i>community</i>	composition, character, cohesion, function, and sense of place
<i>access</i>	how people access and use infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or groups
<i>culture</i>	both Aboriginal and non-Aboriginal culture, including shared beliefs, customs, values, and stories, and connections to country, land, waterways, places, and buildings
<i>health and wellbeing</i>	physical and mental health, especially for those who are highly vulnerable to social exclusion or substantial change, plus wellbeing of individuals and communities
<i>surroundings</i>	access to, and use of, services that ecosystems provide, public safety and security, access to and use of the natural and built environment, and its aesthetic value and amenity
<i>livelihoods</i>	people's capacity to sustain themselves, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits
<i>decision-making systems</i>	whether people experience procedural fairness; can make informed decisions; have power to influence decisions; and can access complaint, remedy and grievance mechanisms

Source: Adapted from DPHI (2023), *Social Impact Assessment Guideline*.

3.2 Scoping

Social impacts arising from a development may be positive, negative, and cumulative. Table 4 presents the outcomes of impact scoping undertaken for the project. The table identifies high level key impact areas for detailed investigation, that may be affected by the proposal.

Table 4: Types of social impacts

Type of impact	High level scoping of issues
Negative social impacts	<p>Negative social impacts result from changes to the physical or social fabric that make it worse (in any of the impact categories) than before the project took place. These may include:</p> <ul style="list-style-type: none"> Increased dust or noise levels affecting health Decreased amenity during construction Alterations to community character through land use changes.
Positive social impacts	<p>Positive social impacts result from changes to the physical or social fabric that make it better (in any of the impact categories) than before the project took place. These may include:</p> <ul style="list-style-type: none"> Increased access to jobs in the local area Improved amenity through provision of open space Stronger sense of community through provision of community space.
Cumulative social impacts	<p>Cumulative social impacts result from changes to the physical or social fabric that occur from multiple projects or activities that need similar resources or affect similar impact categories. These may include:</p> <ul style="list-style-type: none"> Increased traffic level from construction vehicles for multiple projects in one area A shortage of workers in an area due to multiple similar projects Health impacts from persistent noise or dust levels due to ongoing projects.

Source: HillPDA, DPHI (2023), *Social Impact Assessment Guideline*.

3.3 Evidence base

To assess the social impacts accurately, an SIA must also provide an accurate assessment of the social baseline of the project surrounds. This means that the existing surrounds of the proposal must be considered through the collection of data to establish benchmarks against which the impacts of the proposal can be assessed.

To establish this social baseline, HillPDA has conducted a desktop review of the available information provided by the proponent, as well as research conducted with a high degree of impartiality using trusted, industry-standard sources to inform our understanding of relevant demographic and social trends.

The evidence base for this SIA includes data from sources such as:

- Australian Bureau of Statistics
- NSW Bureau of Crime Statistics and Research
- NSW Department of Planning and Environment
- Relevant information provided by Council and/or the proponent
- Profile .id.

The findings of this work are outlined in Chapter 3.0.

3.4 Predicting, analysing and evaluating impacts

The impact assessment framework presented in this report identifies and evaluates changes to the social baseline due to the proposal. This includes the assessment of positive, negative, and cumulative impacts as outlined in section 3.1. Changes can be tangible or intangible; qualitative or quantitative; direct or indirect; and subjectively experienced.

The likelihood of social impacts arising from each matter is assessed as part of the scoping process. Matters which are identified as having potential social impacts are then assessed. Professional judgement and experience is applied on a case-by-case basis to identify the significance of impact on the social environment.

The likelihood of a potential impact is a primary element of considering each social impact and its risk rating. The criteria used to determine the likelihood of any potential impact are described in Table 5.

Table 5: Likelihood of impact

Likelihood	Description	Indicative Probability
Almost certain	Definite or almost definitely expected	Greater than 90 per cent
Likely	High probability	70 per cent

Likelihood	Description	Indicative Probability
Possible	Medium probability	50 per cent
Unlikely	Low probability	30 per cent
Very unlikely	Improbable or remote possibility	Less than 10 per cent

Source: DPHI (2023), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

The magnitude of a potential impact is a key consideration to determine a risk rating. In determining the magnitude of a potential impact there are five key characteristics that must be considered, these are shown below in Table 6.

Table 6: Dimensions of social impacts

Characteristic	Details needed to enable assessment
Extent	Who is expected to be affected? Will any vulnerable groups be impacted? Which locations and people are affected?
Duration	When is the impact expected to occur? Will it be temporary or permanent?
Intensity or scale	What is the likely scale or degree of change?
Sensitivity or importance	How sensitive/vulnerable or adaptable/resilient are affected people to the impact, or (for positive impacts) how important is it to them?
Level of concern/interest	How concerned or interested are people?

Source: DPHI (2023), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

Table 7 below identifies the overall magnitude level of impact rating.

Table 7: Magnitude of impact

Magnitude	Description
Minimal	No noticeable change experienced by people in locality.
Minor	Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Moderate	Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.
Major	Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time or affecting many people in a widespread area.
Transformational	Substantial change experienced in community wellbeing, livelihood, amenity, infrastructure, services, health and/or heritage values; permanent displacement or addition of at least 20% to a community.

Source: DPHI (2023), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

Potential impacts identified in the scoping process are analysed based on the nature of the impact and its predicted severity, and based on this, are assigned a level of significance in line with Table 8.

Table 8: Social impact significance matrix

		Magnitude				
		Minimal	Minor	Moderate	Major	Transformational
Likelihood	Almost certain	Low	Medium	High	Very high	Very high
	Likely	Low	Medium	High	High	Very high
	Possible	Low	Medium	Medium	High	High
	Unlikely	Low	Low	Medium	Medium	High
	Very unlikely	Low	Low	Low	Medium	Medium

Source: Adapted from DPHI (2023), *Social Impact Assessment Guideline*.

3.5 Social impact management

Where impacts are identified, the SIA provides mitigation and/or enhancement measures. For potential negative impacts, measures are identified to avoid or minimise impacts by amending the project or its delivery. For

potential positive social impacts, the SIA identifies measures to enhance the benefit of that impact. Social impact management is an ongoing process.

SOCIAL BASELINE

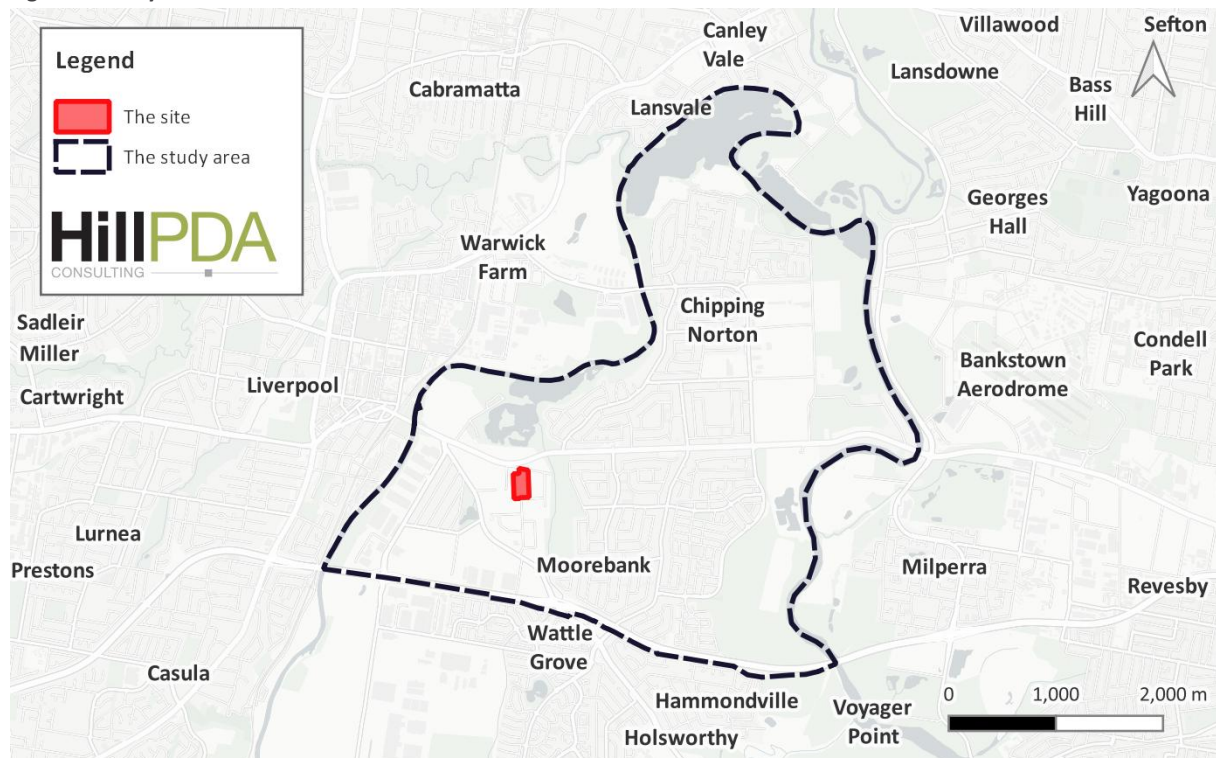
4.0 SOCIAL BASELINE

This section describes the social characteristics of the study area to enable the potential impacts of the proposed development to be considered within the local context.

4.1 Study area

For the purpose of this assessment, the study area has been defined as Chipping Norton – Moorebank Statistical Area Level 2 (SA2). The study area is bounded by the George’s River to the east, north and west and the southern boundary roughly follows Newbridge Road which runs east to west. Where necessary, certain social indicators have been provided for the wider Liverpool LGA. Where possible, these social indicators have also been benchmarked against the Greater Sydney Region.

Figure 5: Study area



Source: HillPDA (2023)

4.2 Demographic snapshot



The Census usual resident population of the Study Area in 2021 was **20,813 people**, living in **7,004 dwellings** with an **average household size of 3.1**. The usual resident population of the study area increased by 2,067 people between 2016 and 2021, representing an **11% population increase** over the period.



In 2021 the study area's **median age was 36**, slightly lower than that of Greater Sydney (37). In 2021, 35-39 year olds were the dominant age group (87.9%), followed by those aged 5-9 years (7.8%). With 4,651 residents aged 0 to 14 years, 3,148 residents aged 65 and older and 13,015 residents of working age, the study area displays a dependency ratio of 60%, suggesting those of working age face an above average burden in supporting the dependent population.



In 2021, **49.8% of people spoke a language other than English** at home, higher than the 37.4% of Greater Sydney's households. In 2021, 37.2% of the study area were **born overseas**, compared with 38.6% in Greater Sydney.



In 2021, 18.2% of the dwellings were medium or high density, compared to 46 percent in Greater Sydney. **81.8 percent of houses were separate houses**, significantly higher than 53.4% for Greater Sydney. Dwellings with **4 or more bedrooms were the most common** in 2021, accounting for 54.6% of housing, compared to 24.8% in Greater Sydney.



At the 2021 Census 82.9% of households within the study area comprised of **family households**, compared with 72.6 percent in Greater Sydney. The study area had a lower proportion of **group households** (3.8%) compared with Greater Sydney 4.2%.



43.5% of households in the study area had access to two motor vehicles, compared to 32.3% in Greater Sydney. 3.6% of dwellings in the study area had no motor vehicles, compared to 11.1% in Greater Sydney. Of those that travelled to work on Census day, **42.6% travelled by car as either driver or passenger**, and 2.4% used public transport, compared to 37.8% and 5.6% across Greater Sydney, respectively. About 64% of the employed population travelled over 10km to work and 16% travelled over 30km.



In 2021, the **median weekly household income** was \$2,120, higher than Greater Sydney's at \$2,077. At the Census, 29.9% of households earned **an income of \$3,000 or more per week** in 2021, compared to 32.0% in Greater Sydney. In the same period, 11.8% of households reported a weekly income of less than \$650, compared to 16.3% across Greater Sydney.



At the 2021 Census, there were **7,434 employed persons** in the study area of which 54% worked full-time and 26% part-time. The top industries of employment in the study area were Healthcare and Social Assistance (15%), Education and Training (12%), and Construction (11%). Most working residents were employed as Professionals (23%) Clerical and Administrative Workers (17%) or Managers (14.2%).



At the 2021 Census, approximately **60.7% residents aged 15+ no longer attending school had completed year 12 or equivalent**, compared to 66.9% across Greater Sydney. Approximately 59.3% of residents aged 15+ had a non-school qualification (e.g. certificate, diploma, degree or higher), compared to 65.8% across Greater Sydney.

Source: Australian Bureau of Statistics (2021), *Australian Census of Population and Housing*

4.3 Socio-economic status

The Socio-Economic Indexes for Areas (SEIFA) are rankings of relative socio-economic status (advantage and disadvantage) for different geographic areas, within each state and nationally. The indexes rank areas against others of the same geographic type (e.g. Local Government Area or Statistical Area Level 1) based on specific socio-economic metrics, selected based on the particular SEIFA index

4.3.1 Relative socio-economic disadvantage

The Index of Relative Socio-economic Disadvantage (IRSD) examines factors including unemployment, proportion of lower income households, lower education levels or lack of internet access to compare overall levels of disadvantage in areas. When compared with other SA2s nationally, the study area placed within the 54th percentile, suggesting the area comparatively average levels of disadvantage. By comparison, Greater Sydney averaged within the 48th percentile nationally.

Average levels of disadvantage, as experienced in the study area, can indicate:

- An average number of households with lower incomes
- An average number of people with no qualifications
- An average number residents in lower skilled occupations.

4.3.2 Relative socio-economic advantage and disadvantage

The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD), in addition to the indicators of disadvantage above, examines factors like professional occupations, high income, higher education levels, larger houses to compare overall levels of advantage as well as disadvantage. At the 2021 Census Chipping Norton-Moorebank SA2 fell within the 66th IRSAD percentile when compared against other SA2s nationally. A percentile above 50 indicates the study area experiences above average levels of advantage and below average levels of disadvantage.

Higher positions on the IRSAD can mean:

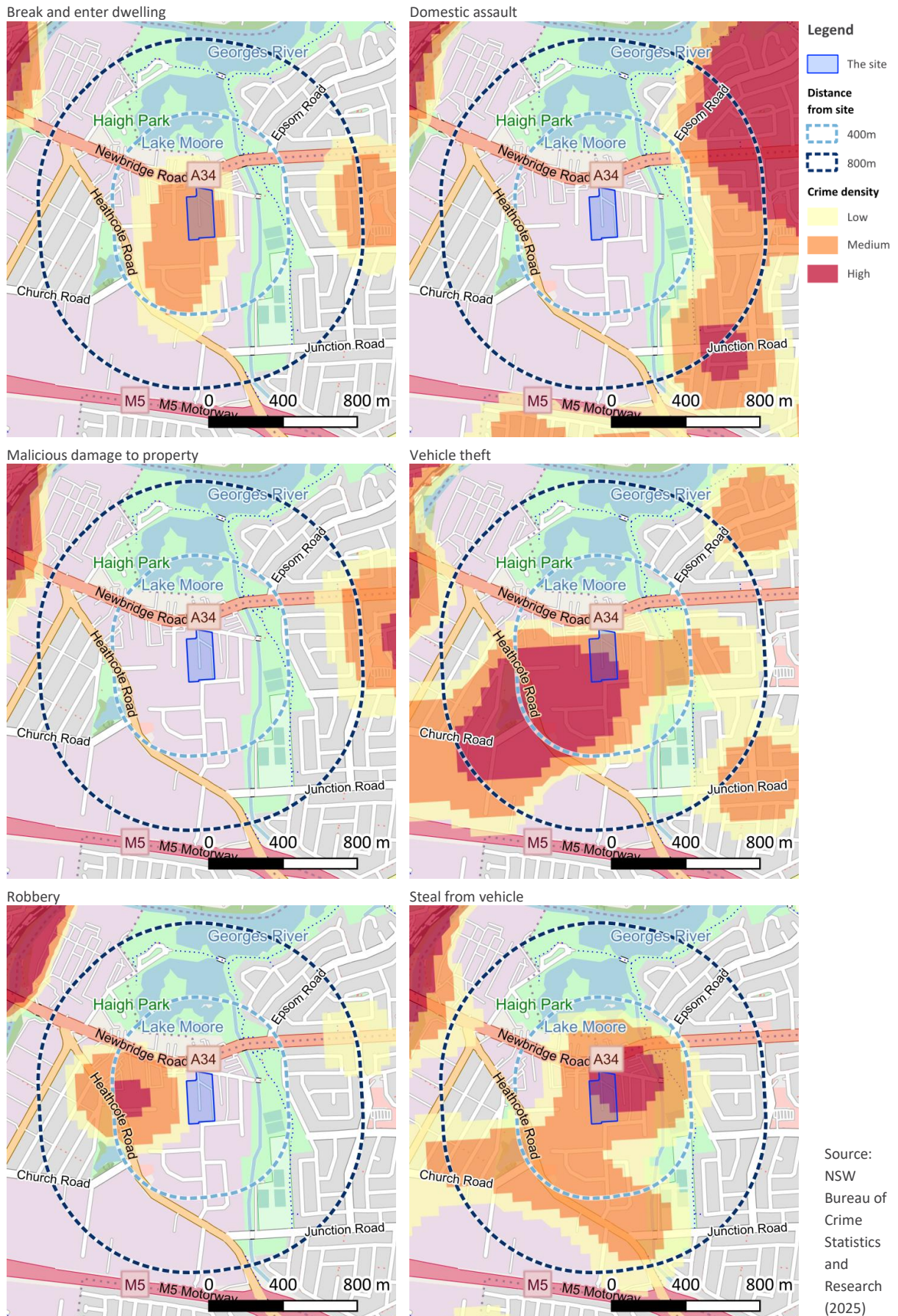
- More households with high incomes and/or more people in skilled occupations
- Fewer households with low incomes and/or less people in unskilled occupations.

4.4 Crime

Data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was reviewed for the period from April 2022 to March 2023 for a range of crime types. BOCSAR “crime hotspot” maps (shown over the page in Figure 6) reveal the following crime hotspots within 800 metres of the site:

- The site lies within a medium level break and enter dwelling hotspot
- Two high level domestic assault to property hotspots was recorded within 800 metres north east and south east of the site
- A medium level malicious damage to property hotspot was located 800 metres east of the site
- The site lies within a high level vehicle theft hotspot
- There is a high level robbery hotspot less than 400 metres west of the site
- The site lies within a high level steal from vehicle hotspot.

Figure 6: Identified crime hotspots near the site for incidents between April 2022 and March 2025



Detailed data obtained from BOCSAR for crime types that recorded hotspots within 400 metres of the site is shown in the tables below. Crime rates shown are for the suburb of Moorebank, with the relevant rates for Liverpool LGA and New South Wales provided for comparison. It is important to note that, in some instances, crime trends for Moorebank have not been calculated where too few incidents were reported for a trend to be discerned.

Two year trend data for incidents of motor vehicle theft in Moorebank indicates a stable trend. In the year to March 2022, the rate of reported incidents of motor vehicle theft was higher than that of Liverpool LGA and New South Wales.

Table 9: Incidents of motor vehicle theft from April 2023 to March 2025 (rate per 100,000 population)

Year to	To March 2025	Year to March 2024		Year to March 2025	
Area	Trend (2 year)	Count	Rate	Count	Rate
Moorebank	Stable	33	281.8	26	222.0
Liverpool (LGA)	Stable	473	191.0	532	214.8
New South Wales	Stable	14,590	174.9	15,002	179.8

Source: NSW Bureau of Crime Statistics and Research (2023)

Though there were reported incidents of theft (break and enter dwelling) in the vicinity of the site in the year to March 2025, although there were only 9 incidents recorded in Moorebank over that period. Table 10 shows the rate of incidents of theft (break and enter dwelling) decreases slightly across all comparison areas in the two years to March 2025 (although the overall two year trend is stable), although the increase in Moorebank was not sufficiently statistically significant to produce a two year trend.

Table 10: Incidents of theft (break and enter dwelling) from April 2023 to March 2025 (rate per 100,000 population)

Year to	To March 2025	Year to March 2024		Year to March 2025	
Area	Trend (2 year)	Count	Rate	Count	Rate
Moorebank	n.c.	8	68.3	9	76.8
Liverpool (LGA)	Stable	524	211.6	479	193.4
New South Wales	Stable	20,425	244.8	18,787	225.2

Source: NSW Bureau of Crime Statistics and Research (2023)

Though there were reported incidents of theft (steal from vehicle) within the vicinity of the site, only 39 incidents were recorded in the year to March 2025, decreasing from 43 in the previous year. Both comparison areas recorded decreases, although the decrease in Moorebank was not sufficiently statistically significant to produce a two year trend.

Table 11: Incidents theft (steal from vehicle) from April 2023 to March 2025 (rate per 100,000 population)

Year to	To March 2025	Year to March 2024		Year to March 2025	
Area	Trend (2 year)	Count	Rate	Count	Rate
Moorebank	Stable	43	367.1	39	333.0
Liverpool (LGA)	Stable	981	396.1	948	382.8
New South Wales	Down 9.1% per year	28,704	344.1	26,086	312.7

Source: NSW Bureau of Crime Statistics and Research (2023)

The rate of robbery between April 2023 and March 2025 increased from 0 to 25.6, though this increase represents 3 incidents of robbery recorded in the 12 months to March 2025 and as such was not sufficiently statistically significant to produce a two-year trend. Both comparison areas were stable over the two years to March 2023. Reported incidents of robbery are shown in Table 12.

Table 12: Incidents of robbery from April 2023 to March 2025 (rate per 100,000 population)

Year to	To March 2025	Year to March 2024		Year to March 2025	
Area	Trend (2 year)	Count	Rate	Count	Rate
Moorebank	n.c.	0	0.0	3	25.6
Liverpool (LGA)	Stable	76	30.7	85	34.3
New South Wales	Stable	1,953	23.4	1,902	22.8

Source: NSW Bureau of Crime Statistics and Research (2023)

Reported crime incidents were generally low in Moorebank, largely as a result of its lower population. Rates for certain crime types were higher than the equivalent LGA and state rates for crime types, the low resident population and higher number of businesses, particularly within the industrial area where the site is located mean that the rates likely appear higher than areas with higher resident populations. Figure 6 demonstrates that five categories of crime recorded hotspots within 400 metres of the site. Across all four crime types, the actual crime count was low which, when combined with a low population, makes the rate per hundred thousand population less significant in this area. Incidents of theft (steal from vehicle) had the highest count of reported incidents, followed by and incidents of motor vehicle theft. As the proposal does not represent a significant change of use, it is anticipated that it would have minimal effect on crime rates. It is also possible that the intensification of development on the site may assist in providing passive surveillance in the area associated with worker movements.

4.5 Sensitive receivers

Sensitive receivers are nearby properties, stakeholders and facilities that may be impacted by changes associated with development activities. These can include nearby residents, businesses, community facilities and recreational facilities.

The site and its surrounds are zoned general industrial and, as such, the potential sensitive receivers are somewhat limited although nearby residential dwellings would generally be particularly sensitive to noise, vibration, and visual amenity impacts from development. There are some residential properties located within 800m of the site to the west, though these are largely separated by Clinches Pond Reserve. Similarly, residential properties located to the east of the site are largely separated and buffered by Ernie Smith Reserve and Anzac Creek. Residential properties to the site’s northeast are physically separated by Newbridge Road. To an extent, these receivers can be expected to be insulated from the impacts of the development due to the separation by major roads, waterways and parks and the character of the site’s surrounds.

In terms of businesses, Café 26 is a potentially sensitive receiver located on the northern side of Kelso Crescent, approximately 130 metres from the site. Directly to the east of the site is Neale Wheels (wheel sore) and Tile Power, a tile store. Lingel PTY Ltd and Civilmart Sydney are both manufacturers located to the west of the site.

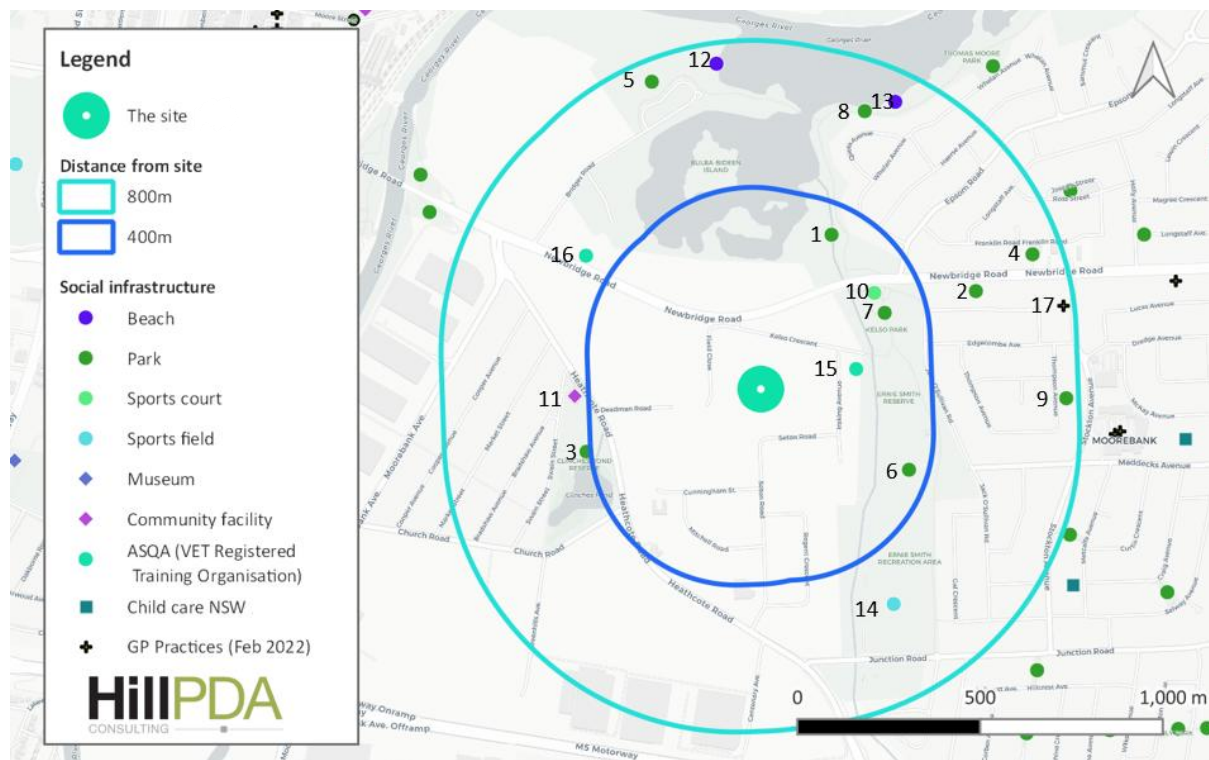
4.6 Social infrastructure

Social infrastructure is comprised of the facilities, spaces, services and networks that support the quality of life and wellbeing of our communities. Social infrastructure is important to a community as it provides the tangible infrastructure to support the safety, health and wellbeing of that community which allows individuals to be happy, safe and healthy, to learn, and to enjoy life. Access to high-quality, affordable social services has a direct impact on the social and economic wellbeing of all community members.

The site is located within the Moorebank industrial area and is predominantly surrounded by industrial developments and large format warehouse and distribution centres. To some extent, the site’s industrial nature limits the availability of social infrastructure, although some infrastructure has been identified. There are an assortment of parks and sports facilities located within 400m of the site, and one education and training institution, BFP Global Security. Within 800m of the site are additional parks, beaches along Lake More to the

north, and a community recreation hall to the west. No seniors housing, aged care facilities, childcare facilities or schools are located within 800m of the site. The social infrastructure present within 800m of the site has been mapped in Figure 7 and listed in Table 13.

Figure 7: Social infrastructure in proximity to the site



Source: HillPDA, NSW Department of Planning and Environment (2023)

Table 13: Social infrastructure near the site

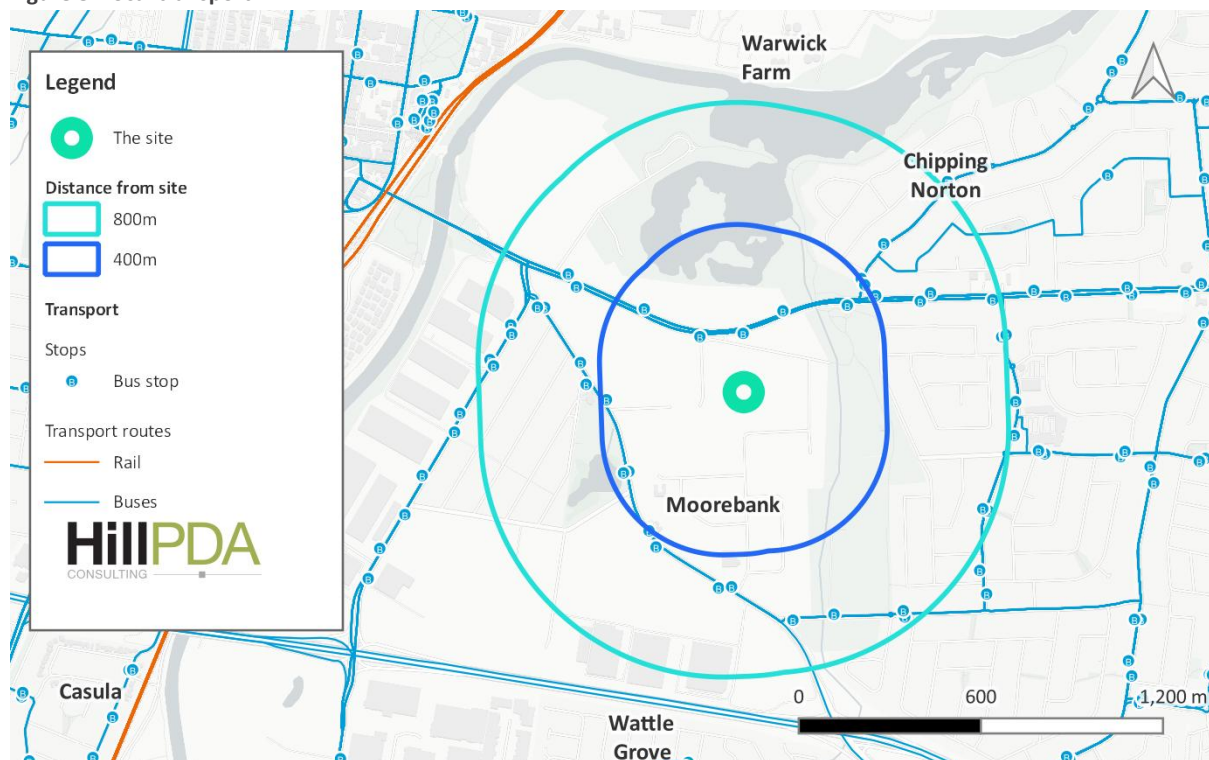
ID	Name	Type	Within distance from site
1	McMillan Park	Park	400m
2	Mac Macartney Reserve	Park	800m
3	Clinchs Pond Park	Park	800m
4	Gollins Reserve	Park	800m
5	Haigh Park	Park	800m
6	Ernie Smith Reserve	Park	400m
7	Kelso Park	Park	400m
8	Quota Park	Park	800m
9	Edgecombe Park	Park	800m
10	Kelso Skate Park	Park	400m
11	Seton Recreation Hall	Community facility	800m
12	Haigh Beach	Beach	800m
13	Backwater Beach	Beach	800m
14	Liverpool City Hockey Complex	Sports field	800m
15	BFP Global Enterprises	VET Registered Training Organisation	400m
16	Rex Total Solutions Pty Ltd	VET Registered Training Organisation	800m
17	Health Focus Family Medical	Medical centre	800m

4.7 Access to services

Access to the site is currently provided via Kelso Road and Seton Street. The site is well served by Newbridge Road to the north of the site, which connects with Henry Lawson Drive to the west. Heathcote Road forms the

western and southern boundary of the site and provides access to the M5 motorway. Public transport routes have been mapped below in Figure 8.

Figure 8: Local transport



Source: HillPDA (2023); Imagery: CartoDB (2023)

The most easily accessible railway station is Liverpool Station, located approximately 1.4 km northwest of the site, across the Georges River. Liverpool Station is served by Sydney Trains T2 Inner West & Leppington, T3 Bankstown and T5 Cumberland services.

The site has excellent access to public transport services. The nearest bus stop is located approximately 100 metres west of the site on Newbridge Road, which is serviced by the M90 Burwood to Liverpool service and the 903 Liverpool to Chipping Norton loop service. The M90 service connects Westfield Burwood, Bankstown Station and Liverpool Station. The M90 operates approximately every 10 minutes between 6:50am and 9:15pm (with reduced frequencies during early morning and late night). The 903 is a local service, connecting residential areas in Chipping Norton with Liverpool station, operating approximately 30 minutes in the peak and hourly at other times.

Route number	Route	Frequency
M90	Burwood to Liverpool via Strathfield Station, Milperra and Bankstown	Monday to Friday 5:00-21:30 approx. every 10 minutes Saturday 6:30-20:40 approx. every 20 minutes Sunday 7:50-20:40 approx. every 20 minutes
903	Liverpool to Chipping Norton loop service	Monday to Friday 6:30-19:30 hourly (half hourly in peak)

The site's location provides access to active connections including the nearby Mirambeena and Chipping Norton Lakes cycle path roughly following the Georges River and providing separated cycle access to many nearby suburbs. The site's location also provides access to on-road heavy traffic cycle routes (shown in purple) to the south. The cycleway network is shown below in Figure 9 with the site denoted by a red marker.

Figure 9: Mirambeena and Chipping Norton cycling infrastructure map (site identified with red marker)



Source: Liverpool Bicycle User Group Inc (2023)

4.8 Key insights

The site is located in an industrial precinct and largely surrounded by other industrial developments. The study area is notable for:

- A greater proportion of households that speak a language other than English at home, however a similar proportion of residents born in Australia to Greater Sydney, potentially suggesting a higher proportion of second or third generation migrant families
- The region is suburban in nature, with a considerably lower proportion of the dwellings are medium or high density (18 per cent), compared with 46 per cent in Greater Sydney. This is consistent with high rates of vehicle ownership, a significantly lower proportion of residents using public transport to get to work and a higher proportion of workers travelling over 10 kilometres to their place of work.
- A high proportion of family households, accounting for 82.9 per cent compared with 72.6 per cent for Greater Sydney, suggests more parents with families

- **The area registered dependency ratio of 60 per cent**, suggesting those of working age face an above average burden in supporting the dependent population, although the majority of the non-working age population is from residents under 14, suggesting a high proportion of families with children
- Despite hotspots having been identified within the vicinity of the site, theft (motor vehicle), **the count across all crime types was extremely low** between April 2021 to March 2023. Combined with the study area's low population, the crime rate per 100,000 population is less significant
- The study area exhibits an average level **of socio-economic advantage and disadvantage**, placing around the middle of equivalent statistical areas nationally
- The area benefits from excellent public services, with a direct bus to Liverpool and Bankstown stations every 10 minutes throughout the day
- Due to the site's location within an industrial area, **limited social infrastructure** in close proximity to the site
- Residential properties (**sensitive receivers**) are **largely separated by parks**, Ernie Smith Reserve to the east, and Clinches Pond Reserve to the west, making them less susceptible to construction and operational impacts.

COMMUNITY CONSULTATION

5.0 COMMUNITY CONSULTATION

HillPDA was commissioned by Mapletree to deliver the community consultation and stakeholder engagement to satisfy the requirements of the SEARs. The engagement process was undertaken in alignment with DPHI’s *Undertaking Engagement Guidelines for State Significant Projects*. This chapter summarises the method and findings of stakeholder engagement activities undertaken in relation to the proposal, with full details available in the *Engagement Report* under a separate cover.

5.1 Method

To achieve appropriate coverage of the social locality and provide the opportunity for different stakeholders to participate, the engagement was undertaken using a tiered approach. HillPDA considered the different groups within the social locality and determined an appropriate level and methods of engagement for.

Stakeholders were identified and compiled into two groups (tiers):

- Tier 1: Surrounding occupants (predominantly businesses) including potential sensitive receivers.
- Tier 2: Relevant agencies and organisations.

An overview of the of the stakeholders and method of engagement are outlined in Table 14.

Table 14: Overview of stakeholders and engagement methods

Stakeholder / stakeholder group	Engagement method(s)
Tier 1: Potential sensitive receivers	
Surrounding residences	● Project information newsletter
Surrounding businesses	● Online survey
	● Invitation to provide submissions
Tier 3: Relevant agencies and organisations	
NSW Government agencies	
Local Government	● Email project details
Services / utility providers	● Semi-structured phone interview/video conference call
Aboriginal community	

5.2 Outcomes

5.2.1 Responses received

The engagement process generated a range of insights from the responses received. Overall, across the stakeholder groups and engagement methods, we received:

- 91 views to the project website and 54 unique visitors
- 1 submissions to our online survey
- No submissions via the phone line or email
- No utility providers engaged with the proponent or one of its subconsultants via email

The following sections provide an overview of the findings from the above responses.

5.2.2 Potentially sensitive receivers

Community stakeholders, including the occupants of surrounding buildings, were notified of the proposal and invited to engage via a formal letter delivered via post. Correspondence included a newsletter detailing an overview of the project, a phone line, email address and links to an online engagement portal. The engagement portal allowed respondents to participate in an online survey and provided a link to the project details on the NSW Planning Portal website. A total of 336 addresses were included in the consultation. No responses were received on either the phone line or the email address. Additionally, although there were 37 unique visitors to the project’s online engagement portal, only one survey response was received. The one survey respondent

raised some queries and concerns related to parking and traffic congestion. The concerns and the proposal response arising from the survey are outlined in Table 15.

Table 15: Summary of engagement outcomes with potentially sensitive receivers

Issue	Detail	Response(s)
Parking	<ul style="list-style-type: none"> Survey response indicated concern regarding a perceived lack of existing parking on Kelso Crescent. 	<ul style="list-style-type: none"> Construction Traffic Management Plan (CTMP) to includes provisions related to construction worker parking. The proposal will meet an average of TfNSW (RMS) and Liverpool DCP car parking requirements by providing 160 car parking spaces. Additionally, 16 bicycle parking spaces are being provided.
Congestion	<p>Traffic congestion on Kelso Crescent and surrounding streets was identified as a concern. One survey response indicated that truck movements and the unloading/reloading of trucks along Kelso Crescent causes delays. The survey response referred to smash repair located opposite the proposed site, and noted existing delays caused by loading and unloading.</p>	<ul style="list-style-type: none"> A preliminary Construction Traffic Management Plan (CTMP) was provided in the Transport Impact Assessment (TIA) prepared by Genesis Traffic for the proponent, dated 25 September 2025. The CTMP includes provisions related to construction traffic vehicle movements and parking, including: <ul style="list-style-type: none"> Site access and circulation – construction vehicles to use existing vehicle driveways to access site All vehicles are expected to be able to turn around internally, enabling forward direction entry and exit Onsite parking – construction workers may park in hardstand area on the site Vehicle movements will occur during standard work hours and are to have a staggered arrival schedule occurring outside of peak hours, where possible Truck loading or unloading will occur within the Works Zone, or within the site boundaries Overall the Traffic Impact Assessment concluded that traffic generation of the proposed development will not present any adverse traffic implications on the local road network.

5.2.3 Agencies and organisations

In preparation of the EIS, engagement with agencies and organisations was largely undertaken by subcontractors of the proponent. A variety of engagement methods were used to consult with agencies and organisations. Table 16 provides an overview of the various methods of communication, the agencies consulted, summaries of consultation and proposal responses. Only feedback from organisations with relevance to the SIA have been included.

Table 16: Summary of stakeholder consultation with agencies and organisations

Organisation	Outcome(s)
Indigenous community	
Gandangara Local Aboriginal Land Council	<ul style="list-style-type: none"> Contacted via email by HillPDA on 2 August 2023 An Aboriginal Cultural Heritage Assessment, prepared by Travers Archaeology, assessed the site as demonstrating low archaeological sensitivity and potential for Aboriginal objects and/or in situ archaeological deposits, concluding that , the proposed works within the study area will not impact on identified Aboriginal objects or areas where Aboriginal objects are likely to occur beneath the ground surface.

5.3 Outcomes

Overall, the engagement raised no significant matters that have not been able to be addressed in the project design and SSDA / EIS documentation. Only limited feedback has been received and no significant concerns or issues have been raised to date. Of the five agencies and organisations and five utility service providers contacted, none raised any objections to the proposal. The online survey available to residents and businesses received only one response, in which concerns relating to parking and congestion were raised. These concerns

were addressed through the Transport Impact Assessment and Construction Traffic Management Plan, prepared by Genesis Traffic on behalf of the proponent. The lack of community engagement with the phone line, email and online portal suggests that there is limited community interest in the proposal, and that the proposal is appropriate within the context of the local environment.

Ongoing consultation and engagement will also be undertaken through all future stages of the proposal, including formal notification to be undertaken by DPPI during the assessment period of the SSDA. This will provide further opportunities for the community and stakeholders to raise concerns. It will also provide Mapletree opportunities to address these concerns and mitigate any negative socio-economic impacts resulting from the proposed development.

IMPACT ASSESSMENT AND PREDICTION

6.0 IMPACT ASSESSMENT AND PREDICTION

The social impacts to arise from the proposed development will be influenced by the baseline situation, the eventual consequences of the proposed development, and measures put in place to mitigate against any negative impacts and enhance positive impacts. The assessment is informed by the analysis from the previous chapters and scoping of potential impacts using DPHI’s Social Impact Assessment Guidelines for State Significant Projects.

Social issues already in existence are relevant only as context, within which the isolated and cumulative impacts of the proposed development must be examined. Issues have been assessed based on their impact during the construction and operational period of the development.

The method for assessing social impacts is set out in Appendix A. The method is consistent with that of the DPHI’s *Social Impact Assessment Guidelines for State Significant Projects (2023)* (the SIA Guidelines).

6.1 Scoping

Should the proposed development be constructed, the social impacts that may arise would be influenced by:

- The social and geographic context of the site
- The construction process, final built form, and operations of the proposed development
- Any measures put in place to mitigate against identified negative impacts and enhance positive impacts.

Social issues already in existence are relevant only as context, within which the impacts of the proposed subdivision must be examined. Issues have been assessed based on their impact during the construction and operational period of the development.

Social impacts can involve changes to:

- | | | |
|---------------|------------------------|---------------------------|
| ■ Way of life | ■ Culture | ■ Livelihoods |
| ■ Community | ■ Health and wellbeing | ■ Decision-making systems |
| ■ Access | ■ Surroundings | |

6.2 Area of influence

The potential social impacts of the proposed development can extend beyond the immediate surroundings of the site.

The social impacts to arise from the proposed development will be influenced by the existing situation, the eventual consequences of the proposed development, and measures put in place to mitigate against any negative impacts and enhance positive impacts.

Social issues already in existence are relevant only as context, within which the impacts of the proposed subdivision must be examined.

Issues have been assessed based on their impact during the construction and operational period of the development. The social impact matters are as stated in Chapter 3.0.

Table 17: Area of influence of potential impacts

Impact type	Meaning	Area of impact	
		Local Community	Broader Community
Way of life	How people live, how they get around, how they work, how they play, and how they interact on a daily basis	<ul style="list-style-type: none"> ● Construction disturbance ● Noise ● Light pollution 	<ul style="list-style-type: none"> ● Increased truck movements on road network during construction

Impact type	Meaning	Area of impact	
		Local Community	Broader Community
Community	Composition, character, cohesion, function, and sense of place	<ul style="list-style-type: none"> Introduction of new local workforce 	<ul style="list-style-type: none"> None
Access	How people access and use infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or groups	<ul style="list-style-type: none"> Access to employment Construction vehicle movements Operational road congestion On street parking availability Additional pressure on community facilities 	<ul style="list-style-type: none"> Road congestion
Culture	Both Aboriginal and non-Aboriginal culture, including shared beliefs, customs, values, and stories, and connections to country, land, waterways, places, and buildings	<ul style="list-style-type: none"> Potential impacts to non-Aboriginal heritage items Potential impact to Aboriginal heritage items 	<ul style="list-style-type: none"> Cultural heritage
Health and wellbeing	Physical and mental health, especially for those who are highly vulnerable to social exclusion or substantial change, plus wellbeing of individuals and communities	<ul style="list-style-type: none"> Health Air quality Safety 	<ul style="list-style-type: none"> None
Surroundings	Access to, and use of, services that ecosystems provide, public safety and security, access to and use of the natural and built environment, and its aesthetic value and amenity	<ul style="list-style-type: none"> Visual impact and local character Passive surveillance Overshadowing 	<ul style="list-style-type: none"> Visual impact and local character (for visitors)
Livelihoods	People's capacity to sustain themselves, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits	<ul style="list-style-type: none"> Job creation Livelihood Increased local spending/flow on effects Development of underutilised site/efficient use of infrastructure 	<ul style="list-style-type: none"> Construction expenditure (direct and indirect) Operational expenditure (direct and indirect)
Decision making systems	Whether people experience procedural fairness; can make informed decisions; have power to influence decisions; and can access complaint, remedy and grievance mechanisms	<ul style="list-style-type: none"> Feelings of exclusion from decision making processes 	<ul style="list-style-type: none"> Feelings of exclusion from decision making processes

Each of the above impacts has been considered in the context of the area of influence, with findings outlined below.

6.3 Way of life

Way of life refers to how people live, how they get around, how they work, how they play, and how they interact on a daily basis. It can include impacts on people's daily routines caused by construction activities and/or operational arrangements. Impacts on people's commuting/travelling times, their experience of travel, and their ability to move around freely. Impacts on people's experience of privacy, peace, and quiet enjoyment, especially if affected by increased noise. Impacts on people's general experience of life in their community, especially if the project might cause a 'tipping point' of cumulative impacts on their lives (e.g. through property acquisitions, severance of communities, or major disruption during construction).

6.3.1 During construction

The construction process has the potential to affect the way of life of through disturbance to the neighbourhood and changes in amenity, particularly for sensitive receivers within the surrounding area, causing changes in routines and day to day activities. Sensitive receivers include residential properties but may also include child

care centres, places of worship, community and recreational facilities, or businesses (such as cafes and restaurants) that rely on the amenity of a locality to attract customers.

During construction, the following may affect local amenity:

- The introduction of construction facilities
- Noise and dust arising from construction activities
- Unpleasant odours
- Increased traffic volumes and/or congestion.

These can have a range of impacts to way of life, including:

- Loss of peace and quiet for workers, businesses and any residents near the site with consequential impacts to surroundings, way of life and health and wellbeing
- Loss of sleep for residents, particularly for shift workers
- Disturbance, inconvenience and safety concerns caused by construction vehicle movements and increased congestion on surrounding roads impacting travel times, access to services and livelihoods for residents, workers and businesses in the surrounds
- Potential for interruptions to daily life caused by interruptions to utilities service(s) for neighbouring residents and businesses
- Disturbance to workers (at nearby businesses or working from home) and students ability to concentrate with associated impacts to productivity and stress levels.

A Transport Impact Assessment (TIA) was prepared by Genesis Traffic, dated 25 September 2025. The TIA contains a preliminary Construction Pedestrian and Traffic Management Plan (CTMP), which has been prepared to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity. The contractor (once appointed) will prepare a more detailed CPTMP prior to the commencement of works. The CTMP identified that hours of works would be limited to standard construction working hours, with works restricted to 7:00am-6:00pm from Monday to Friday, 8:00am-1:00pm Saturdays, and no works to be undertaken on Sundays or public holidays. Whilst these standard construction hours may be beneficial in addressing concerns and potential amenity impacts in residential areas, impacts associated with construction works at the site would be limited to times when workers and visitors would be likely to be attending the site, i.e., during standard construction hours. Construction will occur during school drop of and pick up times, and this impact may require mitigation at these hours of the day during weekdays. Where possible, Delivery and removal trucks are to have a staggered arrival schedule and occur outside of peak hours. The CTMP anticipates that traffic generation of the proposed development will not present any adverse traffic implications on the local road network.

Construction impacts are considered to be temporary as they will be present only during the construction phase of the proposed development. Construction impacts on local amenity are also generally contained within close proximity to a construction site. A short-term reduction in amenity may impact the neighbouring properties within the immediate vicinity of the site. It would be appropriate for the proponent to engage in consultation with neighbouring businesses regularly throughout the construction period to inform them of construction timelines, expectations and standards that will be met.

6.3.2 During operation

Benefits to way of life are likely to flow from additional employment being located within an existing employment area, improving employment access for local residents and the broader community. The high proportion of working families and longer commute times identified in the social baseline, suggest that the addition of jobs closer to local residential areas could be of benefit to way of life through reduced commute times and location of jobs closer to alternative local means of travel, potentially freeing more time for workers to spend with family

or other personal pursuits. This would have positive impacts to way of life, and livelihoods. These benefits would be felt both by future residents of the proposal and by the community more broadly.

The introduction of more jobs on the site will increase the number of people accessing the site, and therefore congestion on surrounding transport and street networks, thereby potentially impacting routines and daily travel patterns.

6.3.3 Mitigation and management

A range of mechanisms can be applied to minimise any potential construction impacts on amenity. Such mechanisms are typically required as a condition of development consent and are employed by most building contractors and implemented through a Construction Management Plan. Such plans tend to focus on issues such as demolition and construction staging, noise, air and water quality, construction traffic management, pedestrian safety and site management. They can include simple but effective measures such as screening, noise mitigation at source and varying work hours.

These mechanisms can be as simple as avoiding noisy or disruptive construction activities during the hours when residents are likely to want to enjoy surrounding open space or rest, for example on evenings and weekends. Considering the context of the site and its proximity to residential and mixed-use developments, there are likely to be amenity impacts from construction. Additionally, proximity to other construction sites may contribute to a cumulative impact to amenity from construction works.

The TIA prepared by Genesis Traffic included a Preliminary Construction Traffic Management Plan (CTMP), with a range of mitigations to minimise potential amenity impacts, specifically:

- Nominated vehicle haulage routes largely be limited to arterial and/or sub-arterial roads
- Supervised pedestrian movements by on-site personnel
- Road serviceability - nominated contractor will ensure the road pavement, kerb, and gutter along each frontage shall remain clean and serviceable.
- Public notification and communication – notification letters prepared by contractor and approved by Council delivered to nearby properties

These measures, in conjunction with a broader Construction Management Plan, would minimise amenity impacts during construction and are thus supported by this assessment.

Operational impacts to way of life will be largely positive. However, additional vehicle movements to and from the site may increase congestion in the surrounds, disrupting way of life. Mitigations can be introduced as part of traffic planning, which is explored in further detail under the Access impact category in section 6.5.

6.4 Community

Community refers to the composition, character, cohesion, function, and sense of place that people experience. There are several aspects to community impacts, including:

- **Composition:** impacts on demographic characteristics and community structure. Can be changed by in-migration and out-migration over time, including the presence of newcomers and loss of longer-term residents or sections of the community. Also, inflow/outflow of temporary residents, e.g. during construction.
- **Character:** Impacts on a community's shared identity and attributes, and natural and built features that people value. Can be affected by changes to buildings, vegetation, landscapes, land uses/industries, or land ownership and management.
- **Cohesion and function:** Impacts on social connections, interrelationships, networks and interactions, trust and cooperation, participation in community activities and institutions, and the potential for

harmony or conflict. Lack of cohesion can result in social dislocation, alienation, division, dispossession, tensions, impoverishment, and crime.

- **Sense of place:** Impacts on feelings of belonging in a place, or identity with a place, which may derive from cultural or historical connections.

6.4.1 During construction

Whilst construction activities typically have the potential to impact upon the community’s sense of place, due to the lower aesthetic value of the existing structures on site, and the lack of any significant change of use, it is not considered that the proposed construction activities would impact upon any of the matters considered under community. Proposed construction activities are also not going to lead to the separation of community groups.

As noted above, some aspects of community impacts, particularly those aspects of local character and sense of place as it related to cultural identity can affect communities over different timescales. Aboriginal communities have a significant connection to place. As such, Travers Bushfire & Ecology were commissioned to prepare an Aboriginal Cultural Heritage Assessment (ACHA) for Mapletree. The study involved a pedestrian survey of the study area, undertaken 11 July 2023 and a database search for sources of information including relevant archaeological reports. The pedestrian survey was attended by Samuel Riley (Archaeologist) and Timothy Porter (Manager of Depots NSW and Adbri Masonry).

6.4.2 During operation

The proposed development concerns the redevelopment of a site currently in use as a paving material supplier facility to a proposed warehouse facility with associated office spaces. As such, the proposal is largely consistent with the broader expectations that the public would have for the site.

The proposed development concerns the construction of a warehouse in an industrial area. As such, the proposal is considered to be consistent with the locality and surrounding development, and is located away from residential development, thereby having a minimal effect on the community. The social infrastructure review in section 4.6 revealed few community meeting places nearby the site. By being an employment-based land use it is also not considered that the proposal would materially affect the makeup of the surrounding community.

By creating additional employment opportunities, the proposed development would provide benefits to community cohesion and resilience by adding many opportunities for meaningful engagement in the workforce. The proposed development also creates more opportunities for residents in the area to work closer to home, thereby adding to time that they can spend in their communities. At the 2021 Census, 9 per cent of residents in the Chipping Norton - Moorebank study area was employed in the construction industry, supporting this potential benefit.

Overall, the proposed development is considered “likely” to have “moderate” positive impacts on the wider community. Consequently, the proposed development has an “high” positive social impact.

6.4.3 Mitigation and management

No significant community impacts have been identified, so no specific mitigation or management mechanisms are proposed.

6.5 Access

Access refers to how people access and use infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or groups. It includes impacts on how people use roads and other access routes; severance, restrictions, and/or improvements in access. Impacts of project (including project-related transport) on pedestrian routes and people's access to schools, medical services, community services, and businesses.

6.5.1 During construction

Construction activities have the potential to impact upon access to locations near the site, temporarily removed or changed access arrangements, and changes to local parking. These impacts would primarily affect the properties immediately adjacent to the property on Kelso Crescent.

The indicative CTMP notes that during construction, vehicular access to the site would be provided via the existing vehicle driveways at Kelso Street and Seton Road. In addition, all vehicles associated with the works are expected to be able to turn around internally, enabling forward direction entry and exit at the site boundaries. The preliminary CTMP notes that the proposal would allow for construction workers to park in the existing hardstand car park on the site. Encouraging public transport ridership and carpooling would significantly reduce the risk of workers and visitors at the site relying on street parking or parking shared with nearby premises, negating impacts to access for nearby premises.

Construction activity also has the potential to temporarily affect access to essential infrastructure, including gas, electricity, water, sewerage, and telecommunications. Several utility providers were contacted at the preliminary feedback stage, with no significant issues raised. Additionally, a Service Infrastructure Assessment undertaken by Land Partners confirmed that the proposed development would result in no impacts to potable water systems, telecommunications or gas assets. The report found that water reticulation pipes were unlikely to require adjustment, unless a driveway reconstruction was required on Seton Road. In terms of electrical reticulation systems, consultation with Endeavour Energy will be required for any construction within the easement corridor, which includes driveways and hard-stand areas.

Although short-term impacts to neighbouring premises' ability to access utilities services may be possible during the construction phase of the project, any impacts would be short term and arranged with the affected parties in advance.

6.5.2 During operation

The proposed development would make no change to the existing access arrangements in the locality. Vehicular traffic to the proposed development would be via existing roads, and there is unlikely to be obstruction on existing roads. Though the design is yet to be finalised, the site will involve five new access driveways, three on Kelso Crescent and two on Seton Road. The TIA anticipates that all light vehicles associated with the car park will access the car park via the northern access at Kelso Crescent and southern access at Seton Road. Drivers will proceed to the car park and exit via the same driveways. Truck entry and exit points will be restructured to three driveways, one entry only on Kelso Crescent, one entry and exit providing access to Level 1 warehouses on Kelso Crescent, and an exit only located on Seton Road. In terms of parking, the proposal includes the provision of 160 car parking spaces and 16 bicycle storage spaces. These light vehicles will access the site via the northern access at Kelso Crescent and southern access at Seton Road. Drivers will proceed to the carpark and exit via two exits on Seton Road. Emergency vehicles will be able to access the site from all construction access points.

As noted in Chapter 4.0, while the resident profile suggests a higher than average level of car dependency, the site benefits from excellent access to alternative transport options to access the site, particularly public transport, with frequent direct connections to major public transport hubs throughout the day.

A Service Infrastructure Assessment was prepared by Land Partners to accompany the proposal, dated June 2023. That report found the site to be currently connected to potable water and wastewater, telecommunications, and gas, and that these services were all capable of meeting the needs of the proposal. Regarding electricity, the report notes that the site's location in a well-established industrial area will ensure sufficient electrical service will be available to support the proposed development.

On the basis of the TIA, HillPDA considers the social impacts arising from reduced access to property from the proposal would be an "unlikely" and "minor" negative impact. As such, the proposal is deemed to present "low" social risk in terms of access to property.

6.5.3 Mitigation and management

The TIA prepared by Genesis Traffic included Preliminary CTMP, with a range of mitigations to minimise potential impacts to access, specifically:

- Onsite parking – provision of 160 car spaces and 16 bicycle storage spaces
- Accessible pedestrian footpaths with on-site trained personnel to supervise pedestrian movements
- Traffic controllers employed to monitor site access gates and minimise entry delays
- Road serviceability monitored and maintained by nominated contractor
- Restriction of heavy vehicle activity to arterial and/or sub-arterial roads which are designed to accommodate heavy vehicle movements

As part of the above, the preliminary CTMP proposes practical measures such as traffic controllers present on site and driver induction processes for workers on site.

It is further recommended that the Green Travel Plan prepared by Genesis Traffic be implemented, including information be provided to future tenants on the availability of alternative transport modes to and from the site (e.g. information regarding active transport networks, public transport service information and coordinating carpooling) to encourage awareness and takeup of these services.

6.6 Culture

Cultural impacts refer to both Aboriginal and non-Aboriginal culture, including shared beliefs, customs, values, and stories, and connections to country, land, waterways, places, and buildings. Specifically, it encompasses impacts on people’s values, customs, and beliefs associated with (or embedded in) the site or locality, e.g. as secondary effects of changes to scenic quality, landforms, or water flows. Strengthening of community values and culture through project design elements. There are also potential intangible cultural impacts, particularly concerning Aboriginal cultural heritage, with risks of ‘cultural or spiritual loss’ (i.e., loss or diminution of traditional attachment to the land or connection to country, or loss of rights to gain spiritual sustenance from the land).

6.6.1 During construction

Construction activities have the potential to impact on community and culture through impacts to Aboriginal and Non-Aboriginal historic cultural heritage during construction. This is often through disturbance of archaeological items or otherwise culturally significant locations by construction activities.

Mapletree has procured an Aboriginal Cultural Heritage Assessment Report (ACHAR) from Travers Bushfire & Ecology, dated July 2023.¹ The ACHAR determined that the study area to demonstrate low archaeological sensitivity and potential for Aboriginal objects and/or in situ archaeological deposits. As such, it was assessed that the proposal will not impact on identified Aboriginal objects or areas where Aboriginal objects are likely to occur beneath the ground surface.

6.6.2 During operation

The proposal is unlikely to substantially change the existing function of the site within the community and the operation of the proposal is unlikely to impact upon any culturally sensitive locations or activities, hence, is considered to have a low impact.

¹ Travers Bushfire & Ecology (2023), *Aboriginal Cultural Heritage Assessment*

6.6.3 Mitigation and management

The ACHAR prepared by Artefact noted that the site had been heavily modified over an extended period, with no known archaeological value remaining. As such, the proposal is unlikely to impact upon any significant archaeological sites. Nonetheless, it recommended the following mitigations to ensure that ongoing management was undertaken, including:

- The implementation of an unexpected finds policy. If any archaeologically significant objects, or potential objects, are uncovered in the course of the activity, all work in the vicinity should cease immediately. A qualified archaeologist must be contacted to assess the find and Heritage NSW and La Perouse LALC must be notified.
- If expected human remains are discovered, the remains must not be harmed, works are to be ceased immediately, area to be secured, and NSW police Environmental Line to be notified as soon as practicable.

These ongoing management measures are supported by this assessment.

Owing to the minimal impact to culture assessed for the proposal when operational, no additional mitigation or management strategies are proposed for operational impacts.

6.7 Health and wellbeing

Health and wellbeing concerns both physical and mental health, especially for those who are highly vulnerable to social exclusion or substantial change, plus wellbeing of individuals and communities.

This includes health impacts and well-founded concerns/fears about health impacts associated with noise, dust, odour, vibration, lighting, and toxic materials. It also includes:

- Stress, anxiety, and uncertainty - or hopes - about a proposal, about changes to adjacent uses, and about cumulative change to a neighbourhood
- Psychological stress and fears/hopes for the future. Potential impact of the project on social behaviours such as alcohol/drug use, domestic or other violence
- Impacts of project elements on ability to sleep, people's general health and wellbeing, and overall community health.

6.7.1 During construction

Construction activities can produce a range of environmental disturbances that can produce social impacts, including:

- Loud and continuous noise or vibration disturbance from activities such as piling, cutting or drilling could impact upon nearby residents' health and wellbeing.
- Dust and unpleasant odours arising from exposed loads the operation of machinery could impact upon air quality
- Residents and workers could also experience impacts to mental health caused by increased stress through loss of convenience, increased noise, sleep disturbance for shift workers and loss of amenity.

While construction impacts are considered to be temporary, as they will be present only while construction is occurring, their intensity requires mitigations to minimise the impact. Construction impacts on local amenity are also generally contained within close proximity to a construction site.

An Air Quality Impact Assessment (AQIA) was prepared by Northstar Air Quality Pty Ltd to accompany the proposal, dated 26 July 2023, with a subsequent Addendum prepared to address the design changes following the RTS, dated 10 September 2025. The AQIA found there to be a high risk of health impacts and a medium risk

of dust soiling associated during the construction phase. The report concluded that there are a number of standard mitigation measures available to ensure that short-term construction activity impacts are minimised. With respect to the operational phase, the AQIA determined that the impact on sensitive receptors will likely be low-risk as the Proposal is not predicted to result in any additional exceedance of the air quality criteria. The AQIA provided a selection of mitigation measures to be implemented should the proposal be constructed, including minimisation of vehicle idling and the observation of speed limits. The report concluded that no air quality monitoring is required or proposed, for either the construction phase or the operational phase.

The Transport Management and Accessibility Plan prepared by Genesis Traffic to accompany the proposal assessed the predicted impacts of traffic on road safety related to the proposed development. The report reviewed historic crash data between 2017 and 2021 to gain an understanding of existing road safety levels near the site, and the potential implications of any increase in traffic volumes. The assessment reveals no apparent physical safety deficiency on the local road network.

The Construction Noise and Vibration Management Plan (CNVMP) prepared by Acoustic Works dated 8 December 2023 identified that the methods to be used during construction may exceed the relevant vibration limits at the nearest receivers. To mitigate this risk, it recommends that the proponent actively monitor complaints from sensitive receivers and if complaints regarding vibration are received, a detailed investigation be initiated. It also recommends vibration monitoring is recommended throughout the construction period of the piling for the receivers to the east and west (2-8 Field Close and 18 Kelso Crescent) and management strategies detailed with other mitigations below in 6.7.3.

6.7.2 During operation

The proposal, while relatively isolated from more sensitive residential land uses, could have potential health and wellbeing impacts to workers at surrounding businesses. Construction activities can introduce potential health hazards arising through disturbance of any hazardous substances.

Developments can increase or decrease perceived and actual safety. The earlier investigation of the community identified crime hotspots for some crimes in the surrounding areas, though none of these were co-located with the site (see section 4.4). Data from the NSW Bureau of Crime Statistics and Research (BOCSAR) revealed some crime hotspots within the vicinity of the site. While the area exhibits a higher per head crime rate for some crime types, this should be considered in the context of the low resident population, with crime incidence being too low to infer a statistically significant trend. It is anticipated that the increased passive surveillance resulting from longer hours of operation and increased personnel will increase perceived and actual safety of the site. The proposed development would also be constructed to be secure and illuminated, which would boost passive surveillance during hours of operation, increasing safety.

6.7.3 Mitigation and management

The Air Quality Impact Assessment prepared by Northstar recommended a range of mitigation measures related to the construction phase, and determined that if these were adequately managed, the mitigation would result in a low or negligible residual risk (post-mitigation).

This report also supports the mitigation measure recommended in the CNVMP, specifically:

- Limiting construction hours as follows: Monday to Friday, from 7am to 5pm. Saturday, from 8am to 1pm. No construction work to take place on Sundays or Public Holidays
- Assigning a nominated contact to oversee the management of vibration complaints or recorded exceedance of the criteria that is likely to be present on-site most of the time that activity is occurring (usually the Site Manager). This person would be responsible for handling vibration complaints and ensuring that work does not commence before the specified allowable times. The name and contact details of the responsible person should be displayed outside the principal construction office.

- If complaints arise regarding vibration, the complaint will be directed to the ‘responsible person’, who will determine the source of the vibration or engage the acoustic consultant to investigate immediately. This may involve moving the vibration source further away from affected premises, replacing the equipment, operating at a reduced speed, or excavating a ditch 0.5 metre wide and 1 metre deep between the receiver and the site.
- The Responsible Person should notify the adjacent industrial premises of the intention to commence work that may cause adverse impacts on surrounding occupants. If plant is to be operated in close proximity to sensitive receivers, the Responsible Person should advise the occupants of the premises the length of time that the plant will be in operation proximate to the property boundary.
- Any moveable vibrating plant (e.g. compressors) should be located as far as practical from the adjacent industrial premises.
- The Responsible Person maintain a register of complaints with time and date of the complaint; contact details of the complainant, the nature of the complaint, and the resolution.
- If a complaint is raised regarding a particular piece of plant, the plant shall be inspected for working condition, with particular attention given to the condition of equipment operating components. If machinery is in good condition, attended vibration measurements shall be undertaken to determine the cause with recommendations provided by a qualified acoustic consultant to rectify the situation.
- If complaints continue regarding excessive vibration and this is confirmed that vibration levels exceed the criteria continually, then respite periods can be adopted in consultation with council officers and the acoustic consultant to reduce non-compliant impacts to sensitive receivers.

In relation to traffic safety, it is recommended that measures to enhance pedestrian safety during construction be incorporated into the final CTMP, when prepared.

The presence of crime hotspots in the vicinity of the site has been noted, and though some are located nearby the site, the actual crime count was low. We note that Crime Prevention Through Environmental Design (CPTED) principals are reflected in:

- Clear, visible and well-defined pathways and entry points to manage movement and prevent unauthorized access
- Buildings and windows have maximum views of public areas to increase passive surveillance
- Use of palisade and chainwire fences to define boundaries, guide movement and not obstruct vision
- Estate signage will be lit and office lighting to deter crime and improve visibility.

With these mitigations in place, it is considered that the proposal would produce a low (negative) impact to health and wellbeing.

6.8 Surroundings

Impacts to surroundings can include access to, and use of, services that ecosystems provide, public safety and security, access to and use of the natural and built environment, and its aesthetic value and amenity.

Impacts to surroundings extends to:

- Anything provided by the environment and that is useful for people, e.g. food and clean water supply, flood or fire defences.
- The safety of pedestrians, children, drivers, and cyclists.
- Levels of crime and violence, perceptions of crime, safety, and security, especially for women.
- Loss or enhancement of public spaces.
- Impacts on the perceived quality and uses of a natural or built area.
- Impacts on the valued features, the soundscape, and aesthetics of a place and how people use or appreciate it.

The proposed development is appropriately located within an existing industrial area and, as such is consistent with the present and desired character of the immediate surrounds.

6.8.1 During construction

During construction, some activities may impact upon the ability of visitors and passers-by to access and enjoy their natural environment. Standard project measures such as appropriate temporary screening and hoarding will form part of the construction management plan and would mitigate these impacts on a temporary basis. To date, no significant concerns have been raised through the preliminary consultation process about potential impacts and no significant natural features have been identified on the site or its immediate surrounds that may be affected during construction.

6.8.2 During operation

The proposed two-storey warehouse and associated office spaces is the highest and best use of the site. There is a strong demand for last mile logistics uses in Sydney's middle ring and increasingly the market is accepting a multi-storey offering. The importance of increased building heights for buildings with logistics functions linked to freight infrastructure networks have been identified in the Greater Sydney Regional Plan, specifically for the Central River City.

The two-storey warehouse building would include vast hardstand areas and loading facilities with vehicle access points located along Kelso Crescent and Seton Road. The principles of site access, circulation, and approach/departure route management have been considered in the design, all of which have an impact on the site's surroundings. Those cars accessing the parking areas will do so via the entrances on Kelso Crescent and Seton Road, and will exit via two separate exits at Seton Road.

The development concept achieves 11 per cent landscaped area at ground level and has a minimum of 10 metre and 5 metre landscape setbacks at the primary (Kelso Crescent) and secondary frontages respectively. The proposal will deliver an efficient warehouse design that meets the needs of the market and incorporates best practice environmental sustainable design and operational measures that will consider and maintain the existing amenity of residents located in the vicinity of the site. The proposal would increase the supply of industrial floor space within Moorebank, maximising the potential of its strategic location.

This potential impact would be mitigated through the proposed retention of 7 trees on the site and additional planting as identified in the Aboricultural Impact Assessment and Tree Protection Management Plan prepared by Urban Arbor dated 18 September 2025. The landscaping plans recommend for a mix of locally indigenous shrubs and groundcovers to be planted at street frontages. Where it has been identified that the development may impact visual amenity for residential properties, hedge planting or narrow trees have been proposed to provide screening and to soften the development. Landscaping is proposed to cover 11 per cent of the site area.

The public domain plays an important role in supporting public and community life, in this instance, largely affecting the experience of vehicles, pedestrians, and bicycle users as they pass the site. The potential for the proposed development to impact on the public domain would be confined to roadways and the aesthetic quality of the areas immediately surrounding them, including footpaths. In general, the proposed development would represent a continuation of the surrounding character of the industrial area. Additionally, no social infrastructure was identified near the site (refer to section 4.5) likely to be impacted by a change to its built environment context.

A Visual Impact Assessment (VIA) was prepared by Geoscapes for the proposal.² Visual impacts were assessed from a variety of viewpoints and locations nearby the proposal. The assessment deemed the landscape value of the development to be negligible due to the present and former uses on-site. It was determined that though some residential properties east and southeast of the development may receive minor visual impacts, they are

² Geoscapes (2025) *Visual Impact Assessment Report: Kelso Crescent Multi Level Warehouse, Moorebank- SSD 59878472*

expected to be largely screened by existing vegetation. Overall, the report determined all visual impact to be either minor, minor/negligible, or negligible for nearby residential properties.

6.8.3 Mitigation and management

As no significant impacts to the surrounds have been identified during construction or operation, no non-standard mitigation mechanisms are proposed.

6.9 Livelihoods

A person's livelihood is their capacity to sustain themselves, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits.

It can include change in livelihood from new employment and business opportunities (positive), or from disruption during construction (negative). For Aboriginal people, it also includes rights to land and to gain spiritual and cultural sustenance from the land. The proposal would affect the local and regional economy both during construction and operation. The extents of economic effects are discussed in the following sections.

6.9.1 During construction

The development's construction is expected to have short and long-term benefits with respect to construction employment and the purchase of materials. The Estimated Development Cost (EDC) report prepared by Currie & Brown dated 11 September 2023 has determined a EDC for the construction of the proposal at \$90 million. During construction, in addition to the EDC value itself, it projects that the proposed development would generate between 120 and 160 additional jobs at the height of construction activities, with indirect benefits flowing to local businesses as workers spend on local services (e.g. lunch). The construction industry has strong linkages with other sectors, so its impact on the economy goes further than the direct contribution of construction. The procurements of construction materials would be one such activity generator.

6.9.2 During operation

The EDC prepared by Currie and Brown projects that the proposal would generate between 200 and 240 jobs from 2025 onwards when operational. The situation of these jobs on site would again yield benefits to surrounding businesses. The location of businesses on site would also generate further economic activity through expenditure on supplies and the like. The proposal would produce a range of other less quantifiable benefits to livelihoods.

6.9.3 Mitigation and management

The proposed development stands to make a very positive contribution to the livelihood of residents across the wider region, creating new employment opportunities closer to residents' homes, as such no mitigations are proposed.

6.10 Decision making systems

Decision making systems concerns whether people:

- Experience procedural fairness
- Can make informed decisions
- Have power to influence decisions
- Can access complaint, remedy and grievance mechanisms.

It concerns matters such as the capacity of affected people to influence project decisions, including elements of project design and the:

- Extent to which they can navigate large amounts of technical material and make informed decisions.
- Effectiveness of engagement mechanisms at enabling all groups (especially vulnerable or marginalised groups) to participate in the assessment process. Levels of trust in the rigour and impartiality of the assessment process
- Extent to which people feel empowered to determine their futures, including after a project closes
- Opportunities for people to have a say in the project's community investment decisions
- Accessibility and effectiveness of complaint and remedy procedures/mechanisms.

6.10.1 During construction

During the construction process, there is the potential for people to feel powerless or that they have a lack of means to have input or say on the proposal during construction. In the case of this project, the proposal seeks to retain a similar use of the site to the existing use. Owing to the reduced scale of the change, the surrounding community is less likely to experience this feeling of powerlessness. Furthermore, the project has had a targeted engagement process, which has approached residents, businesses, and local community entities to provide input to the proposal.

6.10.2 During operation

As the nature of operations on the site are remaining relatively unchanged, it is not anticipated the proposal would introduce additional fears relating to decision making systems above the baseline. Notwithstanding, a range of mitigations and enhancements are proposed below.

6.10.3 Mitigation and management

Stakeholder Management Plan (SMP) should be implemented at the construction phase, this would provide for triggers to notify neighbours of disruptive construction activity, with minimum notice periods to allow neighbours to prepare. It would also nominate a single point of contact for neighbours with issues or concerns.

The Plan of Operation and Management should identify a clear participatory structure for residents to make suggestions or raise issues in the operation of the proposal. This process should be transparent, with clear timeframes for resolution of matters.

Tenants will be required to adhere to a code of conduct as part of their lease, which would specify activities considered to unduly impact the amenity and peace of neighbouring residents in the building and surrounds.

The Plan of Operation and Management should identify a transparent process for resolving complaints by neighbours and community members. This process should be transparent, with clear timeframes for resolution of matters, as well as a clear system tenant management where tenants are breaching the agreed code of conduct.

6.11 Summary of construction phase impacts and mitigations

Table 18: Construction phase: social impact evaluation and mitigation response

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
<p>Dust from construction activity could cause a decline in air quality, potentially impacting the amenity of surroundings and health and wellbeing of neighbouring residents and workers.</p> <p>Release of hazardous building materials could potentially impact the health and wellbeing of neighbouring residents and workers.</p>	Possible + Moderate = Medium	<ul style="list-style-type: none"> Construction phase air quality impacts shall be minimised or avoided by incorporation of appropriate dust suppression and air quality control measures at various stages of the project. 	<ul style="list-style-type: none"> Implement the recommended controls from the Air Quality Impact Assessment including: <ul style="list-style-type: none"> Communications (implement stakeholder communications plan, display relevant contact details, implement dust management plan (DMP)) Site management (record all complaints and incidents, record exceptional incidents of dust and /or air emissions on or off site, and actions taken) Monitoring of dust via daily inspections of receptors and increase frequency of inspections when activities with a high potential to produce dust are being carried out and during prolonged dry and windy conditions. Site preparation and maintenance (plan for dust generating activities to occur as far away as possible from receptors, cover, seed, or fence stockpiles, and remove materials with potential to produce dust as soon as possible). Vehicle management (no idling vehicles, switch of engines when stationary) Measures specific to haulage (water assisted dust-sweepers, avoid dry sweeping, covering vehicles, haul route inspections, wheel washing system, locating access gates away from sensitive receivers). 	Unlikely + Minor = Low
<p>Clearing of trees on the site required to facilitate the construction of the proposed development would temporarily reduce the quantity of natural environment features in the surroundings of the site, reducing aesthetic value and amenity.</p>	Almost certain + Minimal = Low	<ul style="list-style-type: none"> Retain street trees where possible. 	<p>Implement landscaping plans as outlined in the Arboricultural Impact Assessment and Tree Protection Management Plan, including:</p> <ul style="list-style-type: none"> 7 existing trees to be retained Narrow trees planted south of the building to help screen development from neighbouring property 2m high hedge to be planted in north western boundary to help screen the Moorebank Zone Substation Locally indigenous planting mix of shrubs and groundcovers. 	Almost certain + Minimal = Low
<p>Noise and vibration from construction activity may negatively affect amenity for residents, workers and businesses surrounding the site, impacting upon quiet enjoyment of surroundings, way of life and health and wellbeing.</p> <p>This impact is most likely to affect workers at neighbouring businesses.</p>	Likely + Minor = Medium	<ul style="list-style-type: none"> When planning construction work that will generate significant noise or vibration, consider: <ul style="list-style-type: none"> Substitution by an alternative process. Restricting times when work is carried out. Screening or enclosures. 	<ul style="list-style-type: none"> Implement mitigation measures as recommended in Construction Noise and Vibration Management Plan, specifically: <ul style="list-style-type: none"> Limiting construction hours as to Monday to Friday, from 7am to 5pm. Saturday, from 8am to 1pm. No construction work to take place on Sundays or Public Holidays Assign the task of managing vibration complaints or recorded exceedance of the criteria to a person (the 'responsible person') that is likely to be present on-site most of the time that activity is occurring (usually the Site Manager). This person would be responsible for handling vibration complaints and ensuring that work does not commence before the specified allowable times. The name 	Unlikely + Minor = Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
		<ul style="list-style-type: none"> Utilisation of temporary supports where deemed necessary. 	<p>and contact details of the 'responsible person' should be displayed outside the principal construction office.</p> <ul style="list-style-type: none"> If complaints arise regarding vibration, the complaint will be directed to the 'responsible person', who will determine the source of the vibration or engage the acoustic consultant to investigate immediately. This may involve moving the vibration source further away from affected premises, replacing the equipment, operating at a reduced speed, or excavating a ditch 0.5 metre wide and 1 metre deep between the receiver and the site. The Responsible Person should notify the adjacent industrial premises of the intention to commence work that may cause adverse impacts on surrounding occupants. If plant is to be operated in close proximity to sensitive receivers, the Responsible Person should advise the occupants of the premises the length of time that the plant will be in operation proximate to the property boundary. Any moveable vibrating plant (e.g. compressors) should be located as far as practical from the adjacent industrial premises. The Responsible Person maintain a record of complaints, which records time, complainant details, complaint nature and resolution If a complaint is raised regarding a particular piece of plant, the plant shall be inspected for working condition, with particular attention given to the condition of equipment operating components. If machinery is in good condition, attended vibration measurements shall be undertaken to determine the cause with recommendations provided by a qualified acoustic consultant to rectify the situation If complaints continue regarding excessive vibration and this is confirmed that vibration levels exceed the criteria continually, then respite periods can be adopted in consultation with council officers and the acoustic consultant to reduce non-compliant impacts to sensitive receivers. 	
Additional construction vehicle movements may increase congestion on surrounding roads, impacting way of life, access and livelihoods for surrounding residents, workers, and businesses.	Unlikely + Minor = Low	<ul style="list-style-type: none"> Manage access to/from adjacent properties. Restrict construction vehicle movements to designated routes to/from the site. Manage and control construction vehicle activity in the vicinity of the site. Provide an appropriate and convenient environment for pedestrians and minimise the 	<ul style="list-style-type: none"> Implement of recommended measures from the Preliminary CTMP, including: <ul style="list-style-type: none"> Complete a full CTMP at the appropriate time No queuing of heavy vehicles is to occur on the surrounding streets unless approved by the Council. Truck loading and unloading activities are to occur within the Works Zone or within the site. All construction deliveries are to occur during the approved working hours only. construction works to be restricted to approved hours of construction. Emergency vehicle access to be provided at all times when occupied by construction workers and emergency protocols to be developed by contractor. Movement to and from the site is to be undertaken in a forward direction 	Unlikely + Minor = Low
Impacts to surrounding businesses and pedestrians from changed access during construction, potentially affecting livelihoods and way of life.	Unlikely + Minor = Low			Unlikely + Minor = Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
		<ul style="list-style-type: none"> impact on pedestrian movements. Maintain appropriate capacity for pedestrians at all times on footpaths adjacent to the site. Maintain appropriate public transport access. 	<ul style="list-style-type: none"> Any Traffic Guidance Scheme signage to be approved by Council and/or Traffic Management Centre prior to commencement for works to which they relate. 	
Potential changes to access for surrounding businesses and residences from parking for workers on site during construction, impacting way of life and access.	Unlikely + Minor = Low	Ensure dedicated parking is provided for workers, or that they are encouraged to travel via alternative means (e.g. public transport, shuttle to external parking site).	<ul style="list-style-type: none"> Implementation of recommended measures from the Preliminary CTMP, including: <ul style="list-style-type: none"> Limited construction worker parking to be provided Manage and control construction traffic movement on the adjacent road network and vehicle movements to and from the site Restrict construction vehicle activity to designated truck routes Construction vehicles to use the existing vehicle driveways to access the site 	Unlikely + Minor = Low
Additional employment opportunities on site arising from construction activity (direct and indirect) positively impacting livelihoods	Likely + Moderate (positive) = High (positive)	Construction activity will draw resources from surrounding areas and thereby generate economic activity in Liverpool LGA as well as from outside the LGA.	<ul style="list-style-type: none"> The EDC has been determined in the report by Currie & Brown dated 11 September 2023 at \$90 million. Much of this expenditure would flow to businesses and workers in the area through wages, procurement, and indirect expenditure The EDC has projected that the proposal would generate between 120 and 160 jobs at the height of construction activities. 	Likely + Moderate = High
Potential feeling of powerlessness or lack of means to have input or say on the proposal during construction for surrounding properties and the wide community, negatively impacting decision-making systems	Possible + Minor = Medium	Standard engagement mechanisms as part of SSDA process	<ul style="list-style-type: none"> Implementation of Stakeholder Management Plan as part of Construction Management Plan, including identification of potentially sensitive receivers, clear protocols for notification of activities, transparent resolution processes and timeframes and a clearly identified point of contact for complaints/issues/queries during the construction phase Implementation of recommended measures around Noise Management Plan in the case of any future complaints (monitoring and acoustic assessment). 	Unlikely + Minor = Low
Potential impact on community and culture through fear of impacts to historical cultural heritage sites during construction.	Very unlikely + Minimal = Low	<ul style="list-style-type: none"> Engagement with Local Aboriginal Land Council Adherence to requirements under AHIP (if required) 	<ul style="list-style-type: none"> Implementation of recommended measures from the Aboriginal Cultural Heritage Assessment Report (ACHAR), including: <ul style="list-style-type: none"> Implementation of an unexpected finds policy in the event of any unexpected finds of Aboriginal sites, objects or archaeological deposits being identified during construction No further assessment or works are required to be undertaken for the study area. In the event that unexpected finds occur during any activity within the study area, all works must in the vicinity must cease immediately. The find must be left in place and protected from any further harm and depending on the nature of the find, appropriate processes must be followed. 	Unlikely + Minor (positive) = Low (positive)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
			<ul style="list-style-type: none"> All contractors undertaking earthworks on site should be briefed on the protection of Aboriginal heritage objects under the National Parks and Wildlife Act 1974 and the penalties for damage to these items. 	

6.12 Summary of operation phase impacts and mitigations

This section considers impacts that may occur once construction is completed, and the development is occupied and in operation. An evaluation of social impacts and the proposed mitigation response during the operational phase is summarised in Table 19.

Table 19: Operation phase: social impact evaluation and mitigation response

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Increased employment opportunities available on site, benefitting way of life and livelihood	Likely + Moderate (positive) = High (positive)	<ul style="list-style-type: none"> None (positive) 	<ul style="list-style-type: none"> The EDC prepared by Currie and Brown dated 11 September 2023 projects that the proposal will generate between 200 and 240 jobs during operation from 2025 onwards. 	Likely + Moderate (positive) = High (positive)
Increased provision of landscaping and tree plantings on site (along the street frontages and in setbacks), positively impacting surroundings through amenity, aesthetic, and natural environment improvements.	Likely + Minimal (positive) = Low(positive)	<ul style="list-style-type: none"> None (positive) 	<ul style="list-style-type: none"> N/A 	Likely + Minimal = Low (positive)
Noise emissions from the operation of mechanical plant facilities and vehicle movements could potentially impact residents, workers, business, and students (on site and surrounding) enjoyment of surroundings, way of life and health and wellbeing	Unlikely + Minimal (negative) = Low (negative)	<ul style="list-style-type: none"> Locating mechanical equipment as far as practicable from noise sensitive receivers Using in-duct treatments such as internally lined ductwork or silencers Building barriers or enclosures around equipment. 	<ul style="list-style-type: none"> The Noise and Vibration Impact Assessment (NVIA) prepared by Acoustic Works, dated 22 September 2025, indicates that 24 hour operation of the site is predicted to comply with the assessment criteria without the need for further treatment. Acoustic Works recommends that once mechanical plant selection is finalised, an assessment by qualified acoustic consultant be conducted prior to installation to determine any requirements for acoustic treatments, in line with the recommended noise criteria in the NVIA Implementation of recommended measures around Noise Management Plan in the case of any future complaints (monitoring and acoustic assessment). 	Unlikely + Minimal = Low
Additional demand for and pressure upon child care services arising from increase in local population on site. This could	Unlikely + Minimal = Low	N/A	<ul style="list-style-type: none"> Your Kids Our Kids Childcare Centre is the nearest childcare centre to the site, located approximately 1 kilometre southeast of the site. Any increase in demand would likely be absorbed by this facility, or 	Unlikely + Minimal = Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
potentially impact upon way of life, and access for local residents and workers.			other childcare centres located northwest of the site near Liverpool Station.	
Impact to surrounding parking availability from on-site uses, impacting accessibility and way of life for surrounding residents, workers and visitors, and livelihoods for nearby businesses who rely on existing parking.	Unlikely + Minor = Low	<ul style="list-style-type: none"> Parking is to be constructed in line with relevant requirements for the uses on site Information regarding public transport options is to be made available for workers on site. 	<ul style="list-style-type: none"> The proposal will meet an average of parking requirements under the DCP and RMS parking requirements by providing 160 car parking spaces within the site. 	Unlikely + Minor = Low
Increased traffic congestion on local roads from increased number of vehicle movements to the site could impact on way of life and access for local residents and workers, and livelihoods for nearby businesses.	Unlikely + Minor = Low	<ul style="list-style-type: none"> Alternative transport options (e.g. cycling) are to be provided in accordance with relevant requirements Information regarding public transport options is to be made available for workers on site. 	<ul style="list-style-type: none"> The TMAP identified that the traffic generation of the proposed development will not present any adverse traffic implications on the local road network Implementing the Green Travel Plan proposed by Genesis Traffic, including circulation of up to date information on active and public transport networks, and coordination of carpooling on site. 	Unlikely + Minor = Low
Increased intensity of development at the site could improve passive surveillance in the area, increasing safety.	Possible + Minimal (positive) = Low (positive)	<ul style="list-style-type: none"> None (positive) 	<ul style="list-style-type: none"> The proposal would be constructed and operated to be secure and well-illuminated. 	Possible + Minimal (positive) = Low (positive)

Table 20: Summary of cumulative impacts

Project name	Description and status	Relationship to proposal	Cumulative impacts
Moorebank Intermodal Terminal Project	The construction of an Intermodal Terminal (IMT), a transfer point in the logistics chain for shipping containers and to handle both international Import and Export cargo, and domestic interstate and intrastate cargo. Intended to enhance Australia’s Supply Chain and drive freight efficiencies between Sydney, Melbourne and Brisbane. Construction commenced in April 2022, with tenancies coming online from 2024.	Located just over 800m southwest of the site, south of the M5 Southwestern Motorway and east of the Georges River. Though the development is located over 800m south, and separated by a major arterial road, the project has been included for its large size, involving the development of approximately 220 hectares of land.	The Moorebank Intermodal Precinct is located suitably far enough away from the site so that it is unlikely to result in significant cumulative impacts. Construction activity impacts to local amenity including increases and changes in traffic, potential traffic congestion, construction noise, visual impacts, potential air emissions and dust impacts. The distance of the terminal site from the proposal negates cumulative impacts from construction activities, with the exception of amenity impacts stemming from road network congestion. However, given that vehicles accessing the site would largely do so via the M5 and Moorebank Avenue further south of the site’s location, largely removing the possibility potential cumulative road congestion impacts. The site may bring positive social impacts, including increased employment opportunities and agglomeration effects on the combined industrial and logistics precincts.
Moorebank Avenue Realignment	SIMTA is seeking approval to realign a section of Moorebank Avenue from a point approximately 130m south of the Anzac Road/Moorebank Avenue intersection to the bridge over the East Hills railway, (east of the Moorebank Intermodal Precinct).	Located approximately 800m south of the project and south of the M5 South Western Motorway. Related to the above Moorebank Intermodal Terminal Project.	Given that the Moorebank Intermodal Precinct is likely to increase construction traffic movement, the proponent has been required to undertake these road improvements. This project is located far enough away from the Proposal that it is unlikely to have a significant impact.
Paper Trade Processing Resource Recovery Facility	Seeking approval for the retrospective use of the existing premises for the purpose of a ‘waste or resource management facility’ being a paper, cardboard and plastic processing facility	Located approximately 980m south of the site, north of the M5 motorway.	Construction may result in cumulative impacts including traffic. Owing to the increased product received at the site, there will likely be increased traffic volumes. However, the project’s scoping report details that suitable provision will be made to accommodate and service the development in terms of traffic and transport, and a Traffic Impact Assessment will be submitted. The development is also separated from the Kelso Stret development by the M5, a major arterial road. As such, it is not expected that the increased traffic generation will be an issue.

CONCLUSION

7.0 CONCLUSION

The potential social and economic impacts of a proposed warehouse and distribution centre at 20 Kelso Crescent, Moorebank are summarised in the following:

- Compared to the base case or current site use, the proposal would support a greater economic output from the site, with the EDC calculated at \$90 million. During operation the presence of more workers on site would potentially drive expenditure at other local businesses (projected at between 120 and 160 jobs at the height of construction activities)
- By providing employment and investment, the proposed development would contribute to employment opportunities within the region (with a projected 200 to 240 jobs generated on site during operation), as well as additional services and amenity for residents.
- The proposal may have impacts on visual, noise, and air quality amenity during construction and operation. However, these impacts are expected to be managed through the application of appropriate mitigation measures as outlined in section 6.11.
- The proposed development may impact the health and wellbeing of surrounding residents due to changes in noise, vibration, and air quality levels. These impacts may be mitigated by adopting the suggestion of relevant specialist reports.
- There are a limited number of sensitive receivers in the vicinity of the site, largely due to the site's location within an industrial area. Additionally, residential properties are largely separated by Ernie Smith Reserve to the east and Clinches Pond Reserve to the west.
- Community consultation has been undertaken by HillPDA, with a variety of relevant agencies and stakeholders engaged with. Being in a largely industrial area, no significant social impacts have been identified to date.
- Potential impacts to decision-making systems may be mitigated by further consultation, as well as maintaining pathways for further community feedback.
- Impacts to culture through damage to items of Aboriginal or historical significance were found to be unlikely due to the extremely disturbed nature of the site, and the mitigation measures specified in the ACHA are adequate to reduce the potential impacts if any unexpected finds occur during construction.
- Potential impacts to the site's surroundings through changes to the built and natural environments would be mitigated through the retention of 7 existing trees and the planting of a mix of large and medium evergreen indigenous and native canopy trees will be planted along Kelso Crescent landscape frontage. This would also help to mitigate views from adjacent properties and passing pedestrians and motorists, while impacts to views from residential receivers are negligible.
- Cumulative impacts from other nearby developments have been considered for this proposal. While temporary construction impacts would likely accumulate between the different developments, cumulative positive permanent impacts would also exist. Increased levels of development in the local area may have cumulative impacts associated with impacts on amenity, traffic and access. However, this proposal, alongside other proposals, would help to provide a strong centre for employment, economic investment and services for the surrounding region.

The assessment in this report demonstrates that the likely social benefits of the proposal exceed potential negative social impacts. Overall, the proposal is supported.

APPENDICES

APPENDIX A: SIA REVIEW QUESTIONS

Appendix C of the *Social Impact Assessment Guideline for State Significant Projects* sets out review questions. This appendix indicates where the required information is located within this report.

Table 21: SIA Review questions and relevant report sections

	Impact area	Section
General		
1	Does the lead author meet the qualification and experience requirements?	Yes. Quality assurance provided on Page .
2	Has the lead author of provided a signed declaration?	
3	Would a reasonable person judge the SIA report to be impartial, rigorous, and transparent?	HillPDA has been engaged as an independent expert and Chapter 3.0 transparently details the approach taken.
Project's social locality and social baseline		
4	Does the SIA report identify and describe all the different social groups that may be affected by the project?	Chapter 4.0
5	Does the SIA report identify and describe all the built or natural features that have value or importance for people, and explain why people value those features?	Chapters 4.0 and 6.0
6	Does the SIA report identify and describe historical, current, and expected social trends or social changes for people in the locality, including their experiences with this project and other major development projects?	Chapter 4.0
7	Does the social baseline study include appropriate justification for each element, and provide evidence that the elements reflect both relevant literature and the diversity of views and likely experiences?	Chapter4.0
8	Does the social baseline study demonstrate social-science research methods and explain any significant methodological or data limitations?	Chapters 3.0 and 4.0
Identification and description of social impacts		
9	Does the SIA report adequately describe likely social impacts from the perspectives of how people may experience them, and explain the research used to identify them? When undertaken as a part of SIA scoping and initial assessment, has the plan for the SIA report been detailed?	The method and approach for preparing the SIA is described in Chapter 3.0
10	Does the SIA report apply the precautionary principle to identifying social impacts, and consider how they may be experienced differently by different people and groups?	Yes, the precautionary principle is applied in Chapter 6.0
11	Does the SIA report describe how the preliminary analysis influenced both the project design and EIS Engagement Strategy?	Yes, the design of the Engagement approach is summarised in Chapter 5.0. The analysis in Chapter 4.0 identified the area as industrial in character, so the local engagement was targeted at businesses and workers, in addition to institutional stakeholders.
Community engagement		
12	Were the extent and nature of engagement activities appropriate and sufficient to canvass all relevant views, including those of vulnerable or marginalised groups?	Chapter 5.0
13	How have the views, concerns and insights of affected and interested people influenced both the project design and each element of the SIA report?	Outcomes including changes arising from engagement are described in 5.0
Predicting and analysing social impacts		
14	Does the SIA report impartially focus on the most important social impacts to people at all stages of the project, without any omissions or misrepresentations?	Yes, see Chapter 6.0
15	Does the SIA report analyse the distribution of both positive and negative social impacts, and identify who will benefit and who will lose from the project?	Yes, see Chapter 6.0

Impact area	Section
16 Does the SIA report identify its assumptions, and include sensitivity analysis and alternative scenarios? (including 'worst-case' and 'no project' scenarios where relevant)	Yes, see Chapter 6.0
Evaluating significance	
17 Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?	Yes, see Chapter 6.0
18 Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Yes, as relevant, however no significant impacts to vulnerable groups have been identified.
Responses, monitoring and management	
19 Does the SIA report propose responses that are tangible, deliverable, likely to be durably effective, directly related to the respective impact(s) and adequately delegated and resourced?	Section 6.0.
20 Does the SIA report demonstrate how people can be confident that social impacts will be monitored and reported in ways that are reliable, effective and trustworthy?	HillPDA has been engaged as an independent expert. Evidence presented here is from impartial sources. Engagement has been undertaken in conjunction with the Engagement Report to ensure that any perceived impacts are also incorporated and addressed.
21 Does the SIA report demonstrate how the proponent will adaptively manage social impacts and respond to unanticipated events, breaches, grievances and non-compliance?	The SIA identifies a need for ongoing monitoring and proposes a coordinated approach as part of the day-to-day operation of the site in section 6.10.3.

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