

Social Impact Commentary



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Transitional Part 3A Concept Plan
Application

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Urbis's Social Policy team has received ISO 20252 Certification for the provision of social policy research and evaluation, social planning, community consultation, market research and communications research.

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TABLE OF CONTENTS

| | | |
|-----------------|---|-----------|
| 1 | Introduction..... | 1 |
| 1.1 | The site and locality..... | 1 |
| 1.2 | The concept plan..... | 1 |
| 2 | Document Review..... | 5 |
| 2.1 | Draft South West Subregional Strategy (November 2007)..... | 5 |
| 2.2 | North West and West Central Sydney Employment Strategies (November 2008)..... | 5 |
| 2.3 | Growing Liverpool 2021 – The Community Strategic Plan for the City of Liverpool..... | 7 |
| 2.4 | Liverpool City Council Social Impact Assessment Policy..... | 7 |
| 2.5 | LEAPS Multicultural Plan 2010 – 2014 and Action Plan 2010..... | 7 |
| 2.6 | Management Plan 2010 – 2011 Corporate Plan, Budget and Capital Works..... | 7 |
| 2.7 | Community Safety and Crime prevention Plan Liverpool 2009 – 2012..... | 8 |
| 2.8 | Key findings..... | 8 |
| 3 | Demographic Profile..... | 9 |
| 3.1 | Regional Context – Greater Western Sydney..... | 9 |
| 3.2 | Local context..... | 10 |
| 3.3 | Key findings..... | 14 |
| 4 | Crime analysis..... | 16 |
| 4.1 | Local crime trends – Liverpool LGA..... | 16 |
| 4.2 | Comparison with selected NSW recorded incidents..... | 17 |
| 4.3 | Identified crime ‘hotspots’ in Liverpool LGA..... | 19 |
| 4.4 | Key findings..... | 23 |
| 5 | Potential Social Impacts and Benefits..... | 24 |
| 5.1 | Traffic..... | 24 |
| 5.2 | Air Quality and health impacts..... | 25 |
| 5.3 | Visual impact and light spill..... | 25 |
| 5.4 | Noise and vibration impacts..... | 26 |
| 5.5 | Employment impacts..... | 26 |
| 5.6 | Crime prevention through environmental design..... | 26 |
| 6 | Conclusion and recommendations..... | 28 |
| FIGURES: | | |
| | Figure 1 - SIMTA Moorebank ITF Site Location..... | 4 |
| | Figure 2 – Location map of Greater Western Sydney Local Government Areas..... | 9 |
| | Figure 3 – Median weekly household income..... | 12 |
| | Figure 4 – Tenure type..... | 13 |
| | Figure 5 – Household type..... | 14 |
| | Figure 6 – Malicious damage..... | 20 |
| | Figure 7 – Steal from motor vehicle..... | 21 |
| | Figure 8 – Motor vehicle theft..... | 21 |
| | Figure 9 – Break and enter dwelling..... | 22 |
| | Figure 10 – Assault – non domestic violence related..... | 22 |
| | Figure 11 – Assault – domestic violence related..... | 23 |
| TABLES: | | |
| | Table 1 – Age profile and distribution in Moorebank and Liverpool LGA in 2011..... | 10 |
| | Table 2 – NSW Bureau of Crime Statistics and Research recorded criminal incidents for Liverpool LGA, 2012 | 16 |
| | Table 3 – Comparison of NSW Bureau of crime Statistics and Research rate per 100,000 population of recorded criminal incidents for Penrith LGA and NSW, 2012..... | 18 |

1 Introduction

This Social Impact Commentary has been prepared on behalf of the Sydney Intermodal Terminal Alliance (SIMTA), a consortium of Qube Logistics and QR National, in relation to a proposal for an Intermodal Terminal facility (ITF) at Moorebank Avenue, Moorebank. This report assesses the local demographic, social policy context and identifies a range of social impacts and benefits associated with the proposed development. A number of measures are also identified in order to manage some of the social impacts identified.

While the Director General's Environmental Assessment Requirements (DGRs) have no specific social impact assessment requirements, the Preliminary Environmental Assessment noted that the Environmental Assessment would identify and assess the potential social and economic impacts deriving from the SIMTA Moorebank ITF.

This document includes:

- A review of relevant documents and policies relating to the local social context and the development of an intermodal terminal at Moorebank
- A demographic profile of the Liverpool LGA and the suburb of Moorebank
- An analysis of available crime statistics
- Identification of a range of potential community impacts and benefits, building on issues identified during community consultation and the findings of the specialist reports.

1.1 THE SITE AND LOCALITY

The SIMTA site is located on Moorebank Avenue, Moorebank. Key features of the site at present include:

- A total area of approximately 83 hectares
- A regular shape, with a length of 1,382 metres and a width of 600 metres
- Relatively flat topography with a low hill on the eastern part of the site

The site is privately owned by SIMTA, and is occupied by the Department of Defence, commonly known as the Defence National Storage and Distribution Centre. The site currently supports approximately 238,000m² of low-rise buildings, including warehouses and administrative offices.

To the east and south is Federal Government-owned land, and land to the south and south west includes a 75 hectare rail corridor owned by a range of government and non-government land holders including Commonwealth of Australia, RailCorp, private owners and Crown Land held by the Department of Primary Industries. The rail line is approximately 3.5 kilometres in length, 20 metres in width (variable width) and includes two connections to the SSFL, one south and one north.

1.2 THE CONCEPT PLAN

1.2.1 RAIL CORRIDOR AND RAIL LINK

The proposed rail link is proposed to connect to the Southern SSFL, approximately 500 metres south of Casula railway station. It would then extend south, then east, crossing Georges River from the south-east corner of the Glenfield Waste Disposal Centre. The rail link would then continue east within the East Hills rail corridor, before heading north into the SIMTA Site.

The proposed rail link would be constructed over the following parcels of land:

- SSFL rail corridor on the western side of the Georges River

- Glenfield Waste Disposal Centre on the western side of the Georges River
- East Hills rail corridor
- Irregular shaped portion of land owned by RailCorp and located to the east of the intersection between Moorebank Avenue and the East Hills Railway Line.
- Land to the south of the DNSDC site owned by the Commonwealth.

The proposed rail link would include the following infrastructure:

- Culvert crossing of Anzac Creek.
- A crossing under Moorebank Avenue in proximity to the existing grade-separated crossing which supports the existing East Hills Railway Corridor.
- Bridging the Georges River.

1.2.2 INTERMODAL TERMINAL

The intermodal terminal is proposed to be located on the western part of the site, adjacent to Moorebank Avenue and away from the nearest residential properties. Key elements include:

- Five rail tracks of approximately 650 to 1,200 metres in length, including four permanent and one temporary siding.
- Container hardstand of approximately 90,000m² located on both sides of the rail tracks to be used for container sorting and storage.
- Terminal administration offices and ancillary operational facilities of approximately 2,100m².
- The intermodal terminal is proposed to operate 24 hours a day, 7 days a week to enable continuous receipt and dispatch of freight, accommodating a wide range of servicing demands. It will be serviced by world class and leading practice intermodal facilities including:
 - Automatic gantry systems
 - Modern container handling equipment
 - Modern control tower and support facilities
 - State-of-the-art rolling stock.

The final selection of mobile and static equipment will be made at the detailed application stage for the rail terminal, taking into account compliance with the criteria established by way of the Concept Plan approval, including noise levels, visual impacts and air quality.

1.2.3 WAREHOUSE AND DISTRIBUTION FACILITIES

Approximately 300,000m² of warehouses with ancillary offices are proposed to be constructed to the east of the intermodal terminal. The proposed warehouses are to be sited and designed to provide a physical barrier between the intermodal terminal and the nearest residential properties. These warehouses include:

- Intermodal Terminal Warehouse and Distribution Facilities (Terminal Warehouses) – approximately 100,000m² of warehouse floorspace will be located immediately adjacent to the intermodal terminal. These buildings will be designed for cross-dock operations and are anticipated to be occupied by large logistics operators dispatching goods in short turn-around times and with limited freight break-down.

- Large Format Warehouse and Distribution Facilities – approximately 200,000m² of warehouse floorspace will be located on the eastern part of the SIMTA site, east of the Terminal Warehouse facilities. These buildings will have perimeter loading docks and are anticipated to be occupied by logistics operators who require larger areas for operations, hold stock for longer periods and/or undertake larger amounts of freight-breakdown before dispatching.

Each of the warehouses will be serviced by the central internal road system. The road system design and location of the car park to the east of the large format warehouse buildings are proposed to maximise the separation of staff and freight vehicle movements and minimise potential vehicle conflicts.

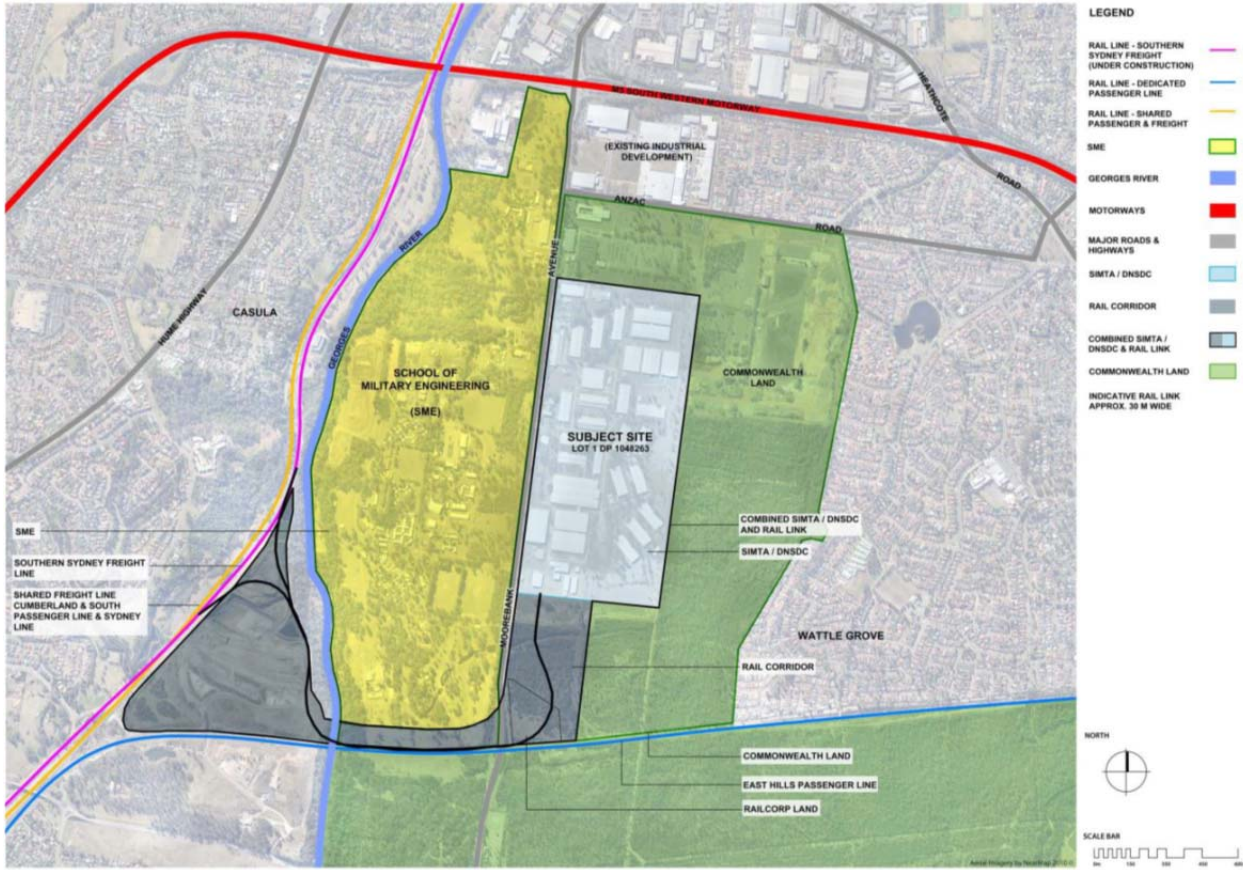
1.2.4 ANCILLARY TERMINAL FACILITIES

A range of ancillary support facilities are proposed within the SIMTA Intermodal Terminal Facility to meet the needs of employees and visitors to the site. The final composition of these facilities will be based on demand and will be privately operated by individual tenants. However, it is anticipated that a total floorspace of approximately 8,000m² will be provided and the uses are likely to include:

- Site management and security offices
- Retail and business service centre, potentially including a convenience store, banking facilities and post office
- Meeting rooms/conference facilities available for hire by individual tenants
- Sleeping facilities for drivers
- A café/restaurant.

A centralised staff car parking area provided adjacent to the ancillary facilities will enable separation of heavy vehicle movements from private vehicle movements, particularly around the intermodal terminal warehouses.

FIGURE 1 - SIMTA MOOREBANK ITF SITE LOCATION



2 Document Review

The following section provides a summary of key regional and local documents and policies of relevance to social impact and the proposed development. Documents reviewed as part of this section include:

- Draft South West Subregional Strategy (November 2007)
- North West And West Central Sydney Employment Strategies (November 2008)
- Growing Liverpool 2021 – The Community Strategic Plan For The City Of Liverpool
- Liverpool City Council Social Impact Assessment Policy
- LEAP Multicultural Plan 2010 – 2014 And Action Plan 2010
- Management Plan 2010 – 2011 Corporate Plan, Budget And Capital Works
- Community Safety and Crime prevention Plan Liverpool 2009 – 2012
- Liverpool City-Wide Recreation Strategy 2020

2.1 DRAFT SOUTH WEST SUBREGIONAL STRATEGY (NOVEMBER 2007)

The South West Subregional Strategy sets an employment capacity target of 208,500 jobs for the south western area of Sydney (comprising Liverpool, Campbelltown, Camden and Wollondilly LGAs) by 2031. This represents growth of 75% from current levels, and advocates the growth of Liverpool into a Regional City, high quality urban development in the South West Growth Centre, improved access provided by the M7 Motorway and improvements to the M5 Motorway. The employment capacity target for the Liverpool LGA set by the South West Subregional Strategy totals 35,000 for the year 2031. This is the highest growth target for the subregion.

The Strategy outlines the history of the Moorebank area from industrial zoning of the 1970s to the addition of Defence land south of the M5 Corridor in 2003. 40% of the land is currently vacant or not productively used for an industrial purpose. Land to the east, west and south of the defence land is listed as potential employment land.

Moorebank contains a full range of industrial activities including:

- Logistics and warehousing (especially west of Heathcote Road);
- Manufacturing and heavy industry (between Newbridge Road and Heathcote Road); and
- Local and light industry north of the M5 corridor.

Redevelopment of larger sites is providing an opportunity for more business and technology park type uses to locate close to Liverpool City Centre, replacing heavy industry.

According to the Strategy, the State Government regards the proposal for a transport terminal at Moorebank as a key component in meeting Sydney's intermodal capacity needs.

2.2 NORTH WEST AND WEST CENTRAL SYDNEY EMPLOYMENT STRATEGIES (NOVEMBER 2008)

This report was prepared by a consortium led by the Urban Research Centre at the University of Western Sydney. Primarily, it analyses and recommends employment strategies for two of the sub-regions of Western Sydney, North-West and West-Central. It was commissioned by the Western Sydney Regional Organisation of Councils and its project partners.

Points of note include:

- There has been a fall in both the proportion of residents working locally and as well as a fall in the ratio of total local jobs to local workers. Over a third of Western Sydney workers commute to destinations outside the region for employment.
- A simulation was conducted to reveal how the target of 235,000 net additional jobs would be generated. It was found that the rate of net job production in the Western Sydney region would fall dramatically short of the target of 235,000 net additional jobs if the economic conditions persist.
- The region has a major concentration of transport and logistics firms, which will be impacted by changing requirements associated with climate change.
- Western Sydney is the prime destination for Sydney's goods traffic, performing the major role in logistics handling, wholesaling and distribution in each of the metropolitan area's international, interstate and NSW regional supply chain linkages. Road freight transport is currently the most significant transport mode in these operations. It is reasonable to expect that this industry will undergo major transformation over time as climate change responses are enacted.
- Western Sydney is a large diversified economy containing nearly 250,000 businesses and producing around 9% of the nation's GDP. Employment growth in Western Sydney over the next 25 years will be driven by five major factors, including engagement with the global economy, population growth, access to supply and distribution chains through quality infrastructure, employment lands and investment in knowledge and skills.
- Population growth will be an employment growth driver reflected in growing employment in retailing, construction, health and community services, and education. Growth in population and of household consumption also generates the movement and distribution of freight. The North-West will play an increasingly important role as host to transport and logistics industries attracted by lower-cost greenfield sites and easy access to the Sydney orbital via the M4 and M7 motorways.
- The most significant impediments to growth in Western Sydney are identified in the report as: insufficient competitive industry clusters; transport bottlenecks; skills shortages; inadequate telecommunications infrastructure; cost pressures on households especially in housing and transportation; and ineffective governance.
- Western Sydney remains over represented in the manufacturing; construction; retail; transport and warehousing; and low value adding services segments of the workforce.

The report sets out a range of strategies to improve the socio-economic prospects of Western Sydney. It is noted that among these are strategies for coordinated provision of regional and local employment to reduce time spent in travelling to and from jobs. Relevant strategies outlined include:

- Enhancing the movement of people and goods into, out of, and across the region
- Improving the region's competitive spaces through the provision of well-provisioned employment lands, business parks and other specialist business and industrial spaces; and thereby build concentrations of successful, jobs generating products
- Enlivening the Metropolitan Strategy's City of Cities vision including by the generation of a new spatial diagram for the metropolitan area which captures Western Sydney's aspiration to be a world class regional economy that supplies quality jobs for its residents
- Enhanced infrastructure provision to employment lands including the sub-regional centres
- Significant new investments in freight handling and interchange infrastructure and facilities.

2.3 GROWING LIVERPOOL 2021 – THE COMMUNITY STRATEGIC PLAN FOR THE CITY OF LIVERPOOL

Growing Liverpool 2021 is a 10-year plan introduced to guide future development and growth in the LGA. The plan establishes a vision for Liverpool as ‘a vibrant historical regional city of growth, prosperity and diversity’.

The plan was informed by community engagement and consultation regarding the community’s visions and priorities for the future development of Liverpool LGA. A range of strategies to be implemented over the ten year period, contributing to a range of objectives, are outlined. Those relevant to this assessment include:

- Liverpool is the vibrant regional centre for South West Sydney
- Neighbourhoods and villages are well designed, safe and clean
- Liverpool is a socially inclusive and healthy community
- There is an efficient and a highly connected transport system
- Urban infrastructure meets the needs of a growing community
- Liverpool has a range of business and employment opportunities

No specific reference is made to Moorebank, the SIMTA or to infrastructure of a similar nature, however visions relating to efficient transport, appropriate urban infrastructure and ensuring business and employment opportunities are relevant.

2.4 LIVERPOOL CITY COUNCIL SOCIAL IMPACT ASSESSMENT POLICY

Released in April 2012, this Policy details Council’s commitment to incorporating social impact into decision making, development assessment and policy processes. The Policy outlines the principles of social impact assessment and most relevant to this project, the requirement for particular types of development to consider social impacts. The Policy provides guidance regarding the kinds of impacts that may be considered by Council officers in assessing applications, and these have in part informed this Social Impact Commentary.

2.5 LEAPS MULTICULTURAL PLAN 2010 – 2014 AND ACTION PLAN 2010

The *Local Equity and Access Policy Statement (LEAPS) Multicultural Plan 2010 – 2014* (including the *Action Plan 2010*) is part of Liverpool City Council’s broader commitment to delivering equitable and accessible services to Liverpool residents of culturally and linguistically diverse (CALD) backgrounds.

The LEAPS Multicultural Plan provides an overview of the cultural and demographic characteristics of the Liverpool LGA population and acknowledges the challenges associated with delivering accessible and equitable services to the LGA’s diverse community. The Plan outlines a variety of actions in the areas of program and service delivery, planning and evaluation, staffing, communication and funded services.

The Plan does not specifically mention Moorebank.

2.6 MANAGEMENT PLAN 2010 – 2011 CORPORATE PLAN, BUDGET AND CAPITAL WORKS

Published in 2010, the Liverpool Management Plan 2010 – 2011 guides the operation and activities of Liverpool City Council for the designated period. The Plan details how the LGA has grown and changed in recent years and establishes the priorities, roles and responsibilities of Council going forward.

With respect to Moorebank and the subject site, the Plan acknowledges that the Moorebank area has and will continue to experience increased residential infill development. Regional growth will continue to

occur, driven by the development of the South West Growth Centre, and will see the LGA continue to be a primary provider of residential land for development in Sydney.

The plan makes a number of commitments to the local community, including maintaining good communication between Council and the community, and striving for triple bottom line sustainability.

2.7 COMMUNITY SAFETY AND CRIME PREVENTION PLAN LIVERPOOL 2009 – 2012

The Community Safety and Crime Prevention Plan provides an overview of criminal activities and crime statistics for the Liverpool area, and identifies a number of key actions to particularly assist in reducing high rates of assault and theft from motor vehicles. The Plan does not mention Moorebank or the subject site. It is understood that Council are planning to update the Plan in 2013.

Local crime statistics are considered further at Section 4 of this report.

2.8 KEY FINDINGS

Key findings from the above document review include:

- The local environment is characterised by a high level of labour market regionalisation with a low job to resident ratio exacerbated by rapid growth of the local labour market, which has grown faster than the overall population.
- There is significant population and employment growth anticipated in the LGA. Growth will occur across a number of areas and industries. Liverpool is assigned the highest employment growth target for the region. Residential growth is anticipated to occur in Moorebank in the form of infill development.
- There is an existing strong employment base in logistics, with Western Sydney well represented in manufacturing, construction, retail, transport and warehousing. Many employment opportunities at the fringe have tended to occur in low skilled areas, including manufacturing, wholesaling, transport and construction, with fewer opportunities in more skilled employment sectors.
- Local planning documents identify a number of priorities that relevant to the ITF, including:
 - Reduce unemployment particularly for young people and those experiencing long term unemployment
 - Support initiatives that improve employment outcomes for Aboriginal people
 - Support economic development and access to local employment opportunities
 - Support development of Liverpool City Centre into a regional City with accessible services and employment opportunities
 - Support affordable goods and services.

3 Demographic Profile

The following provides an overview of the demographic characteristics of the local area population, as well as that of the broader Liverpool and Greater Western Sydney regions.

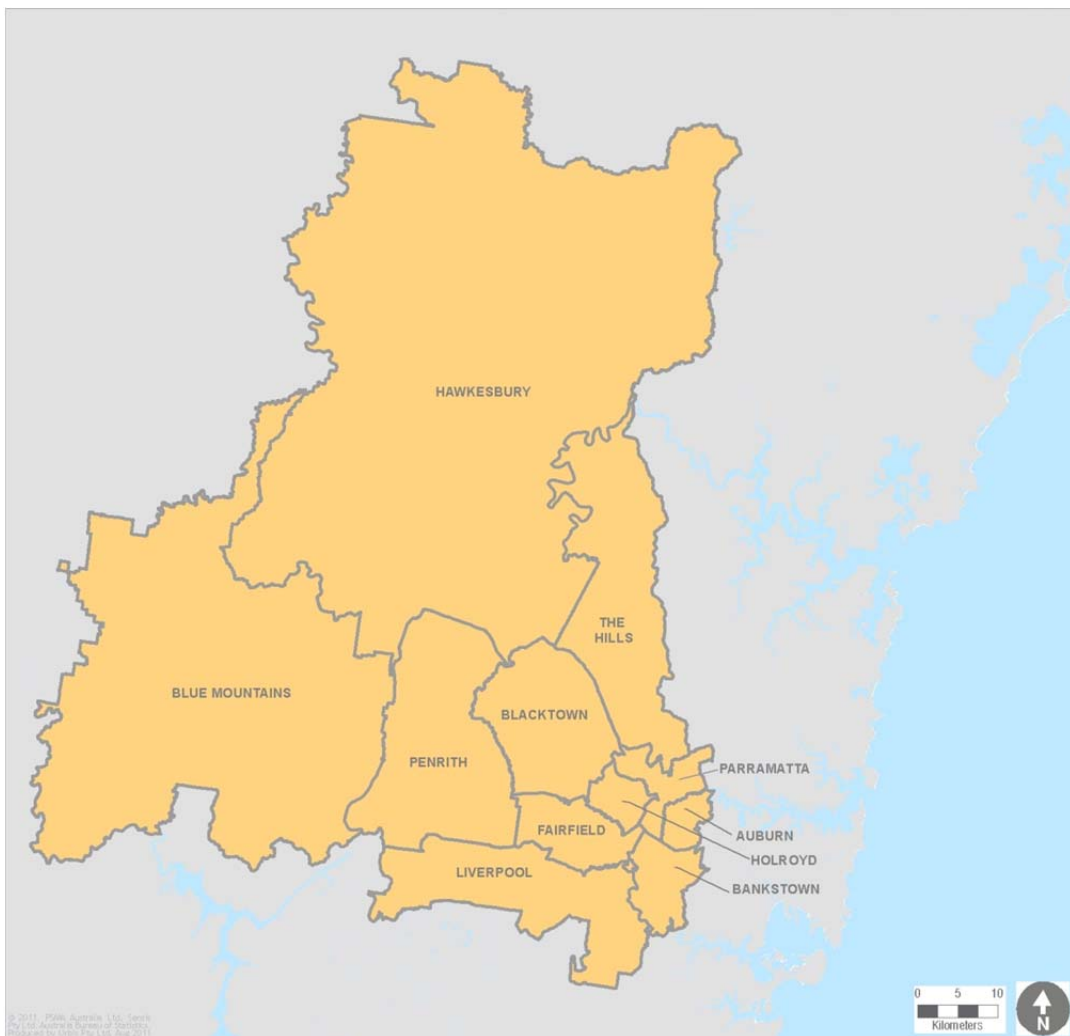
3.1 REGIONAL CONTEXT – GREATER WESTERN SYDNEY

Moorebank is a suburb of the Liverpool Local Government Area in Greater Western Sydney. Greater Western Sydney is home to approximately 1.85 million people, or over 43% of the metropolitan Sydney population. The map below shows the location of Liverpool LGA within the local context of Western Sydney (the yellow area being those Councils that are members of the Western Sydney Regional Organisation of Councils).

Urbis Property Economics forecast an average annual growth rate of between 2.1% and 3.3% between 2006 and 2036 for the South West Subregion. Liverpool LGA is expected to account for 30% to 35% of this growth. Development of the Growth Centres is expected to affect the need for future employment lands within the region.

The development of employment lands is considered integral in local government areas such as Liverpool which face the added pressure of population growth associated with nearby Growth Centres. Apart from the North and South Subregions, the South West Subregion has the lowest provision of jobs, with just 0.72 job opportunities per person in the labour force.

FIGURE 2 – LOCATION MAP OF GREATER WESTERN SYDNEY LOCAL GOVERNMENT AREAS



Source: Western Sydney Regional Organisation of Councils (WSROC)

Analysis of the Greater Western Sydney context identifies a number of issues of potential consideration with relation to social infrastructure requirements. Some key social characteristics of relevance include:

- A high proportion of residents born overseas creating an environment of cultural, linguistic, religious and ethnic diversity. The demographic profile of Moorebank reflects this profile, as does that of Liverpool LGA.
- The region has a young population profile which is rapidly ageing with a trend towards smaller households and with single person households increasing at a significantly higher rate than Sydney as a whole.
- A large retired workforce, with impacts for the provision of health and social services to an older population. The policy implications of decreased mobility and increased social isolation, coupled with increased housing and transport stress are also important.¹

Significant new development in the release areas and redevelopment in established areas places pressure on social infrastructure in the region. As identified within the Issues Paper prepared for the 2007 State Election by the Western Sydney Councils, social sustainability within Western Sydney has been declining over recent years. The Issues Paper attributed this to a number of factors, including increased socio-economic polarisation, high unemployment in some parts of south-western Sydney and under-provision of social infrastructure relative to population growth.

Employment issues warrant special attention and priority in the region, which endures the spatial impact of distance from most major employment centres, such as Sydney’s Global Economic Corridor, along with structural factors including high regional unemployment.

3.2 LOCAL CONTEXT

The following summarises available demographic data, providing an overview of the local population and current trends of relevance occurring in Moorebank suburb and Liverpool LGA. The analysis is based on recently released 2011 census data, published by the Australian Bureau of Statistics. Comparison is made with 2006 data to identify emerging trends.

3.2.1 CURRENT DEMOGRAPHIC TRENDS

At the time of the 2011 Census, the suburb of Moorebank had a total population of 7,595. The population remained steady with a very slight decrease of 4 residents from 2006. Aboriginal and Torres Strait Islanders comprise approximately 0.8% of the Liverpool LGA population.

3.2.2 AGE PROFILE AND DISTRIBUTION

The age profile of the Moorebank suburb is evenly spread and is relatively similar to that of the Liverpool LGA. Table 1 below details the age distribution of the Moorebank population, compared with that of the Liverpool LGA.

TABLE 1 – AGE PROFILE AND DISTRIBUTION IN MOOREBANK AND LIVERPOOL LGA IN 2011

| AGE GROUP | 2011 | | 2006 | |
|-------------------------|--------------|----------------|--------------|----------------|
| | MOOREBANK | LIVERPOOL LGA | MOOREBANK | LIVERPOOL LGA |
| Total population | 7,595 | 180,143 | 7,599 | 164,602 |
| Median age | 35 | 33 | 34 | 32 |
| 0 – 4 years | 8.4% | 7.8% | 8.1% | 8.3% |

¹ Future West Final Report, September 2006, Western Sydney Regional Organisation of Councils

| AGE GROUP | 2011 | | 2006 | |
|-------------------|-----------|---------------|-----------|---------------|
| | MOOREBANK | LIVERPOOL LGA | MOOREBANK | LIVERPOOL LGA |
| 5 – 14 years | 13.2% | 15.6% | 12.7% | 16.6% |
| 15 – 24 years | 12% | 14.5% | 13.2% | 14.5% |
| 25 – 54 years | 42.3% | 43.3% | 41.8% | 43.8% |
| 55 – 64 years | 11.3% | 9.5% | 14.4% | 8.6% |
| 65 years and over | 12.8% | 9.2% | 9.7% | 8.2% |

As can be seen, the largest age group in both Moorebank and the Liverpool LGA was those aged 25-54 years, comprising 42.3% and 43.3% of the total populations respectively. The Moorebank population aged slightly between 2006 and 2011, with a growth in the number of residents aged 25-54 years, 55-64 years and over 65 years. The Moorebank population is slightly older than the Liverpool LGA population, with a larger proportion of residents aged over 55 and 65 years and a higher median age overall.

3.2.3 CULTURAL AND LINGUISTIC CHARACTERISTICS

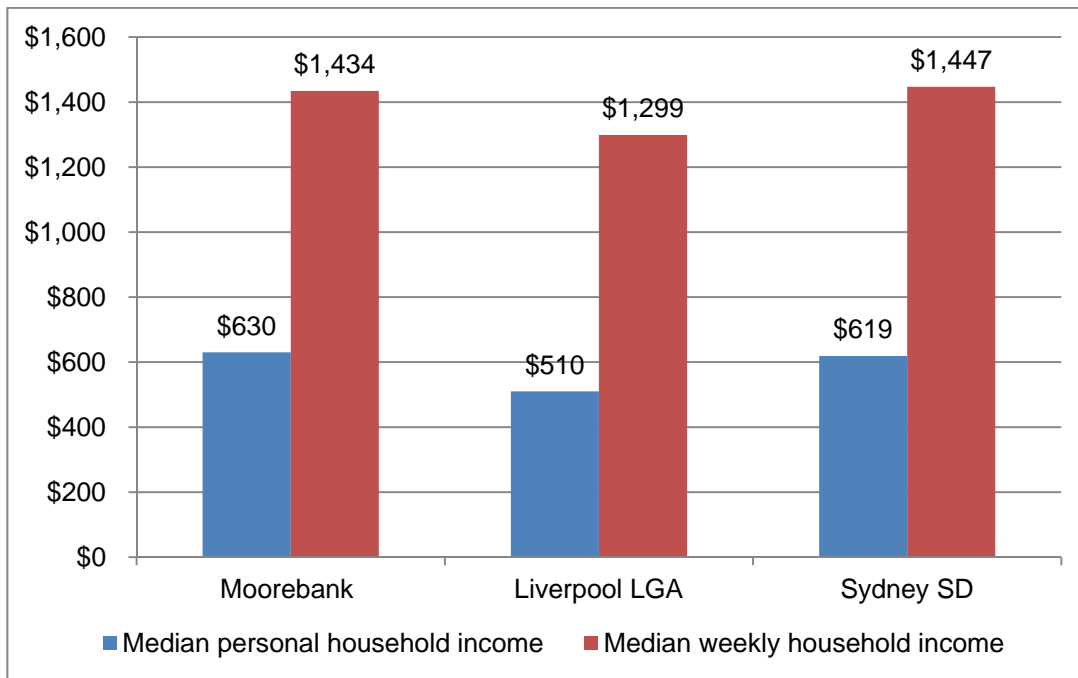
In 2011, approximately 34.2% of the Moorebank population were born overseas, with the most common countries of birth being New Zealand (2.3%), Fiji (2.2%), Vietnam (2.2%) and England (2%). The population of Liverpool LGA is generally more culturally diverse, with a significantly larger proportion of the population born overseas (46.2%). The most common countries of birth were Fiji (2.6%) and Iraq (3.4%).

61.3% of the Moorebank population reported speaking only English at home, compared to a lower 44.4% who reported speaking only English at home at the LGA level. Common languages spoken in Moorebank and Liverpool LGA include Arabic, Greek, Vietnamese, Italian and Hindi.

3.2.4 INCOME AND RELATIVE AFFLUENCE

As illustrated in Figure 3 below, the median individual and household incomes of Moorebank residents are higher than Liverpool LGA medians, but comparable to Sydney SD medians. Individual and household incomes in the Liverpool LGA (\$510 individual, \$1,299 household) are lower those of Moorebank (\$630 individual, \$1,434 household) and Sydney (\$619 individual, \$1,447 household).

FIGURE 3 – MEDIAN WEEKLY HOUSEHOLD INCOME



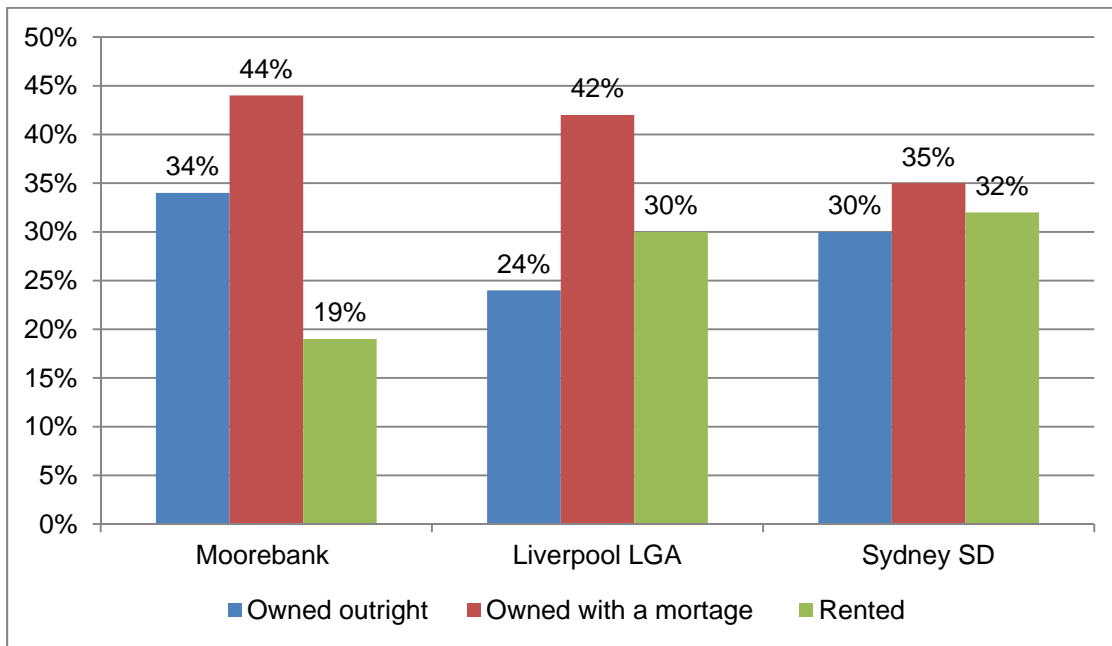
The SEIFA Index of Relative Socio-economic Disadvantage² produced by the ABS provides an indication of the socio-economic status of residents within the suburb of Moorebank and the Liverpool LGA. The index focuses primarily on disadvantage, and is derived from Census variables including low income, low educational attainment, unemployment, and dwellings without motor vehicles. The Liverpool LGA has a SEIFA index score of 968, which is indicative of some disadvantage. Disadvantage is slightly less apparent within the suburb of Moorebank, which has a SEIFA index score of 1,023.

3.2.5 HOUSING TENURE, AFFORDABILITY AND HOUSEHOLD STRUCTURE

Figure 4 below provides an overview of the proportions of tenure types in Moorebank, the Liverpool LGA and Sydney SD. In 2011, there was a lower proportion of rental households in Moorebank (19%) than in the Liverpool LGA (30%) and Sydney SD generally (32%). Reflecting this, over three quarters (78%) of the Moorebank population own their home outright or with a mortgage. There are generally fewer home owners in Liverpool, with 24% of homes owned outright.

² Socio-economic Index for Areas, ABS data, 2011, accessed at: <http://www.abs.gov.au/AUSSTATS/abs@.nsf/DetailsPage/2033.0.55.0012011?OpenDocument>

FIGURE 4 – TENURE TYPE

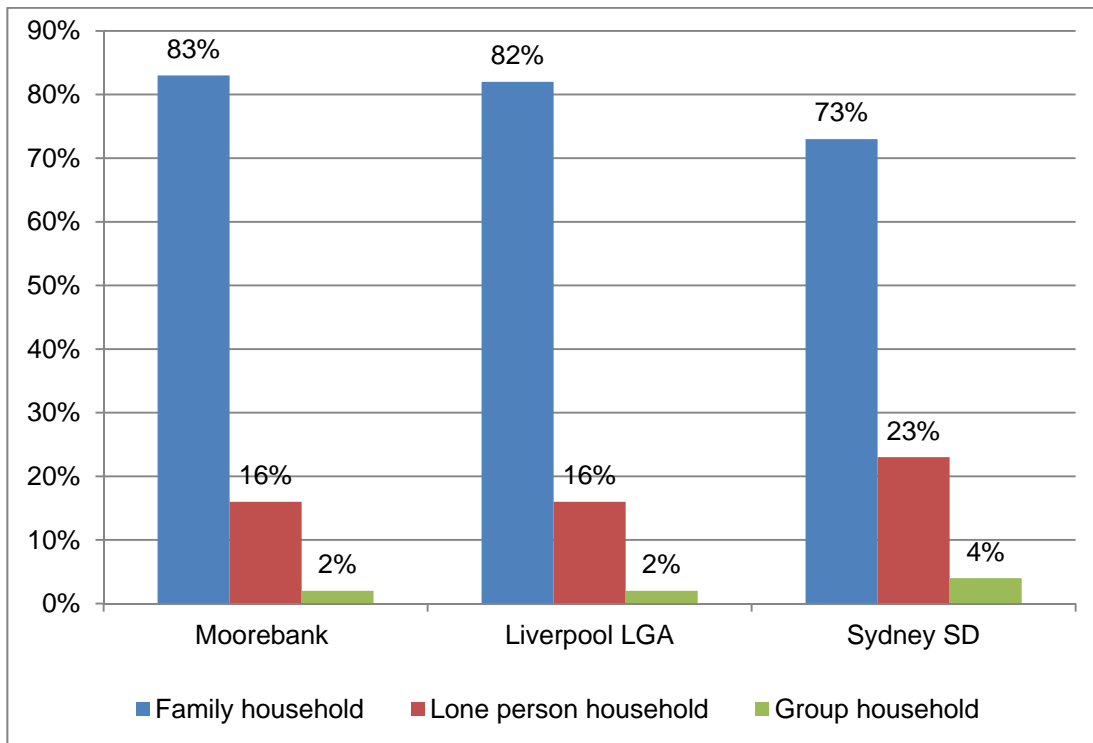


Affordability has been assessed based on the Australian Housing and Urban Research Institute's finding that housing stress occurs when housing costs exceed 30% of the household income³. In 2011, the median weekly rent in Moorebank (\$350) was comparable to the Sydney SD (\$351), while the median weekly rent was lower in Liverpool (\$295). In Moorebank, the rent equates to 24% of the median weekly household income (\$1,434/week) and is therefore considered affordable.

According to ABS data, the proportion of households in Moorebank where rent is 30% or greater of household income is 6.3%, while in Liverpool the proportions of households where rent is 30% or greater of household income is around double that of Moorebank at 12.2%.

³ Australian Housing and Urban Research Institute, 2006, Housing Affordability in Australia National Research Venture 3: Housing Affordability for Lower Income Australians. Retrieved from: http://www.ahuri.edu.au/downloads/NRV3/NRV3_Research_Paper_3.pdf#nameddest=NRV3_02

FIGURE 5 – HOUSEHOLD TYPE



As shown in Figure 5 above, the household structure in Moorebank mirrors that of the Liverpool LGA, with a high proportion of family households and fewer lone person households. There are a large proportion of family households in Moorebank (83%), with 2,031 families recorded in 2011, and the number of families in Moorebank increased by 3.5% between 2006 and 2011. Family households are less dominant at the Sydney SD level, with a greater proportion of group and lone person households.

3.2.6 EMPLOYMENT

Of the Moorebank labour force in 2011, 88.8% were employed in full- or part-time work. The unemployment rate is 4.7% of the labour force, lower than the Liverpool LGA (7%) and Greater Sydney (5.7%).

Defence is the most common industry of employment (4.8%), following by school education (4.5%) and road freight transport (3.3%). This profile is quite different to that of the Liverpool LGA, where school education (3.8%) is the most common, followed by food services(3.6%) and road freight transport (3.2%).

3.3 KEY FINDINGS

This section has considered the demographic profile of Moorebank and the wider Liverpool LGA. Key findings include:

- The population of Moorebank has remained largely static in recent years. The population of the Liverpool LGA on the other hand has increased by 8.6% between 2006 and 2011, which is reflective of broader regional growth driven in part by the nearby Growth Centre.
- The LGA currently has a younger population with a median age of 33 years compared with 37 years for Australia as a whole. Moorebank suburb has a median age of 35 years and an increasing proportion of families. However like much of Sydney, the Moorebank and Liverpool populations aged slightly between 2006 and 2011, with a growth in the number of residents aged 25-54 years, 55-64 years and over 65 years.
- Moorebank is less culturally diverse than the broader Liverpool LGA, which has high and increasing levels of ethnic diversity and language groups. The proportion of the Moorebank population born overseas did however increase by 6.1% between 2006 and 2011.

- There is some level of disadvantage in Moorebank, but particularly in Liverpool LGA, with SEIFA index scores indicating comparative disadvantage. Reflecting this, median incomes in Moorebank are higher than that of Liverpool, however comparable to Greater Sydney.
- Employment in Moorebank is high, with unemployment rates lower in Moorebank than Liverpool LGA and Greater Sydney. Reflecting local land uses, the most common industries of employment in Moorebank are defence, school education and road freight transport. Road freight transport is similarly common across the Liverpool LGA.

4 Crime analysis

This section outlines crime trends in Liverpool Local Government Area (LGA), which encompasses the suburbs of Moorebank, Wattle Grove and Casula, using the most current NSW Bureau of Crime Statistics and Research (BOCSAR) data, in order to address this concern. It is noted that BOCSAR crime statistics are only available at LGA level.

It is important to note that the crime figures discussed in this section relate to those crimes that have been recorded by BOCSAR (i.e. Recorded Incidents (RI)), not necessarily all crimes committed in Liverpool LGA. Levels of crime are sensitive to the willingness of ability of people to report crime, levels and nature of police detection and actual levels of criminal activity.

In addition, crime data must be interpreted with caution as many factors may influence apparent trends, for example a Police 'crackdown' on particular types of offences may push up recorded crime rates for those categories. An increase in figures therefore does not necessarily translate to an increase in that type of crime, but rather an increase in detection of, and potentially convictions for, that type of crime.

4.1 LOCAL CRIME TRENDS – LIVERPOOL LGA

The following outlines the local crime trends in Liverpool LGA. A combination of BOCSAR statistical data and visual thermal 'hotspot' maps has been reviewed to provide an understanding of crime trends in the area. According to BOCSAR data outlined in Table 2 the offence categories where incidents were most frequently recorded in Liverpool LGA from January to December 2012 were:

- Malicious damage to property (1,871 offences)
- Fraud (1,432)
- Steal from motor vehicle (1,390)
- Break and enter dwelling (1,123)
- Assault - domestic violence related (880)
- Steal from retail store (861).

TABLE 2 – NSW BUREAU OF CRIME STATISTICS AND RESEARCH RECORDED CRIMINAL INCIDENTS FOR LIVERPOOL LGA, 2012

| OFFENCE TYPE | NUMBER OF INCIDENTS | 24-MONTH TREND | 60-MONTH TREND | 2012 LGA RANK |
|--|---------------------|----------------|----------------|---------------|
| Murder | 0 | nc** | nc** | |
| Assault - domestic violence related | 880 | Stable | +9.6% | 43 |
| Assault - non-domestic violence related | 746 | -14.1% | Stable | 82 |
| Sexual assault | 124 | Stable | Stable | 81 |
| Indecent assault, act of indecency and other sexual offences | 129 | Stable | Stable | |
| Robbery without a weapon | 108 | Stable | Stable | 11 |
| Robbery with a firearm | 12 | nc** | nc** | |

| OFFENCE TYPE | NUMBER OF INCIDENTS | 24-MONTH TREND | 60-MONTH TREND | 2012 LGA RANK |
|-------------------------------------|---------------------|----------------|----------------|---------------|
| Robbery with a weapon not a firearm | 68 | Stable | Stable | |
| Break and enter dwelling | 1,123 | -11.6% | Stable | 49 |
| Break and enter non-dwelling | 259 | Stable | -12.0% | 109 |
| Motor vehicle theft | 624 | Stable | -8.3% | 26 |
| Steal from motor vehicle | 1,390 | Stable | Stable | 38 |
| Steal from retail store | 861 | Stable | +6.4% | 16 |
| Steal from dwelling | 385 | Stable | +4.1% | 114 |
| Steal from person | 143 | Stable | - 11.3% | 32 |
| Fraud | 1,432 | +28.4% | Stable | 12 |
| Malicious damage to property | 1,871 | Stable | -4.3% | 83 |

Source: NSW Bureau of Crime Statistics and Research 2013

** Trend information was not calculated (nc) for the 12-month period if the selected offence category has less than 20 incidents.

The data in Table 2 below indicates that the majority of offence categories in Liverpool LGA in the two year period to December 2012 have remained stable. Non-domestic violence related assault reduced by approximately 14.1%, and the number of break and enter dwelling offences reduced by 11.6%. The only crime reported by BOCSAR to have increased over 24 months is fraud, increasing by 28.4%.

The last five years have seen increases to assault – domestic violence related (increased by 9.6%), steal from retail store (increased by 6.4%) and steal from dwelling (increased by 4.1%). This period also saw decreases to the following offence categories break and enter non-dwelling (by 12.0%), steal from person (by 11.3%), motor vehicle theft (by 8.3%) and malicious damage to property (by 4.3%).

Liverpool LGA ranked number 11 out of all NSW LGAs for incidences of robbery without a weapon, 12 for fraud and 19 for steal from retail store.

4.2 COMPARISON WITH SELECTED NSW RECORDED INCIDENTS

Table 3 shows the number of recorded criminal incidents for each offence category for Liverpool LGA in comparison to those in NSW for the period from January to December 2012.

The number of incidents for each offence category is listed, together with the rate of offending per 100,000 population. The trend for these incidents occurring in both Liverpool LGA and NSW over a 24 month period has also been included.

TABLE 3 – COMPARISON OF NSW BUREAU OF CRIME STATISTICS AND RESEARCH RATE PER 100,000 POPULATION OF RECORDED CRIMINAL INCIDENTS FOR PENRITH LGA AND NSW, 2012

| | LIVERPOOL LGA | | | NSW | | |
|--|---------------------|--|----------------|---------------------|--|----------------|
| OFFENCE TYPE | NUMBER OF INCIDENTS | JAN-DEC 2012 RATE PER 100,000 POPULATION | 24-MONTH TREND | NUMBER OF INCIDENTS | JAN-DEC 2012 RATE PER 100,000 POPULATION | 24-MONTH TREND |
| Murder | 0 | 0.0 | nc** | 71 | 1.0 | Stable |
| Assault - domestic violence related | 880 | 466.7 | Stable | 27,399 | 375.2 | Stable |
| Assault - non-domestic violence related | 746 | 395.6 | -14.1% | 35,230 | 482.5 | -5.7% |
| Sexual assault | 124 | 65.8 | Stable | 4,629 | 63.4 | Stable |
| Indecent assault, act of indecency and other sexual offences | 129 | 68.4 | Stable | 5,646 | 77.3 | Stable |
| Robbery without a weapon | 108 | 57.3 | Stable | 2,799 | 38.3 | Stable |
| Robbery with a firearm | 12 | 6.4 | nc** | 353 | 4.8 | Stable |
| Robbery with a weapon not a firearm | 68 | 36.1 | Stable | 1,402 | 19.2 | Stable |
| Break and enter dwelling | 1,123 | 595.5 | -11.6% | 40,487 | 554.5 | Stable |
| Break and enter non-dwelling | 259 | 137.3 | Stable | 16,245 | 222.5 | -4.9% |
| Motor vehicle theft | 624 | 330.9 | Stable | 18,221 | 249.5 | -7.0% |
| Steal from motor vehicle | 1,390 | 737.1 | Stable | 47,072 | 644.6 | Stable |
| Steal from retail store | 861 | 456.6 | Stable | 21,904 | 300.0 | Stable |
| Steal from dwelling | 385 | 204.2 | Stable | 21,849 | 299.2 | Stable |
| Steal from person | 143 | 75.8 | Stable | 8,092 | 110.8 | Stable |

| | LIVERPOOL LGA | | | NSW | | |
|------------------------------|---------------------|--|----------------|---------------------|--|----------------|
| OFFENCE TYPE | NUMBER OF INCIDENTS | JAN-DEC 2012 RATE PER 100,000 POPULATION | 24-MONTH TREND | NUMBER OF INCIDENTS | JAN-DEC 2012 RATE PER 100,000 POPULATION | 24-MONTH TREND |
| Fraud | 1,432 | 759.4 | +28.4% | 42,644 | 584.0 | 14.6% |
| Malicious damage to property | 1,871 | 992.2 | Stable | 82,461 | 1,129.3 | Stable |

Source: NSW Bureau of Crime Statistics and Research 2013

Table 3 shows that a larger proportion of crime trends are occurring in greater frequency in Liverpool LGA than NSW which suggests a higher prevalence of incidences of crime in Liverpool LGA. Offence categories with a higher rate of incidence per 100,000 population in Liverpool LGA compared to NSW include:

- Assault – domestic violence related (Liverpool LGA, 466.7; NSW, 375.2)
- Sexual assault (Liverpool LGA, 65.8; 63.4)
- Robbery without a weapon (Liverpool LGA, 57.3; NSW; 38.3)
- Robbery with a firearm (Liverpool LGA, 6.4; NSW, 4.8).
- Robbery with a weapon not a firearm (Liverpool LGA, 36.1; NSW, 19.2)
- Break and enter dwelling (Liverpool LGA, 595.5; NSW, 544.5)
- Motor vehicle theft (Liverpool LGA, 330.9; NSW, 222.5)
- Steal from motor vehicle (Liverpool LGA, 737.1; NSW, 644.6)
- Steal from retail store (Liverpool LGA, 456.6; NSW, 300.0)
- Fraud (Liverpool LGA, 759.4; NSW, 584.0).

4.3 IDENTIFIED CRIME 'HOTSPOTS' IN LIVERPOOL LGA

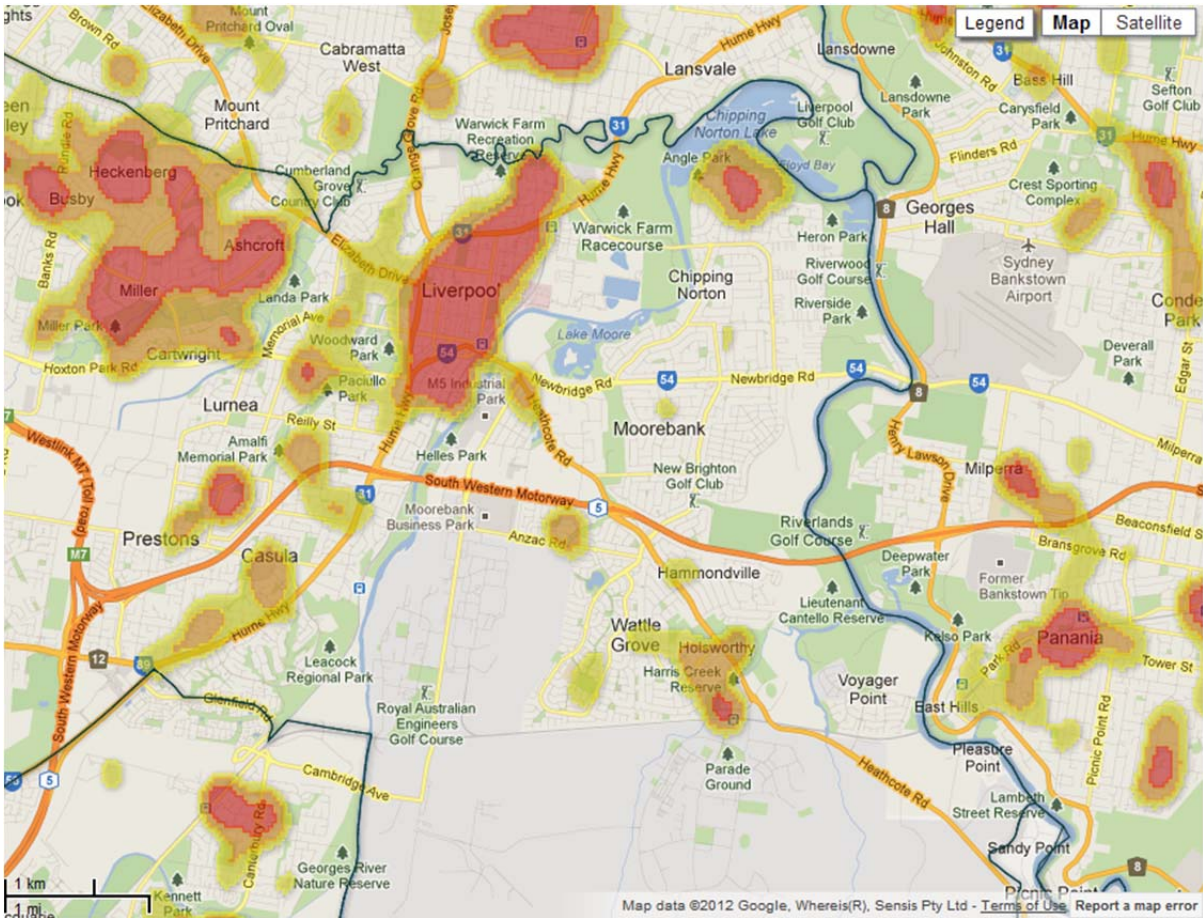
BOCSAR publish density 'hotspot' maps to illustrate areas of high crime density relative to crime concentrations across NSW. The 'hotspots' indicate areas with a substantially higher than average density of recorded criminal incidents for selected offence categories. Areas in the top three deciles of crime concentrations are illustrated by the 'hotspots', with the 10th group denoting the highest crime density in red, the 9th group coloured orange, and the 8th group coloured yellow. It is noted that hotspots are not adjusted for the number of people residing in or visiting the LGA.

'Hotspot' maps shown below reflect relevant high frequency crime trends in Liverpool LGA in 2010 (the most recent data available), and include:

- Malicious damage
- Steal from motor vehicle
- Motor vehicle theft
- Break and enter dwelling

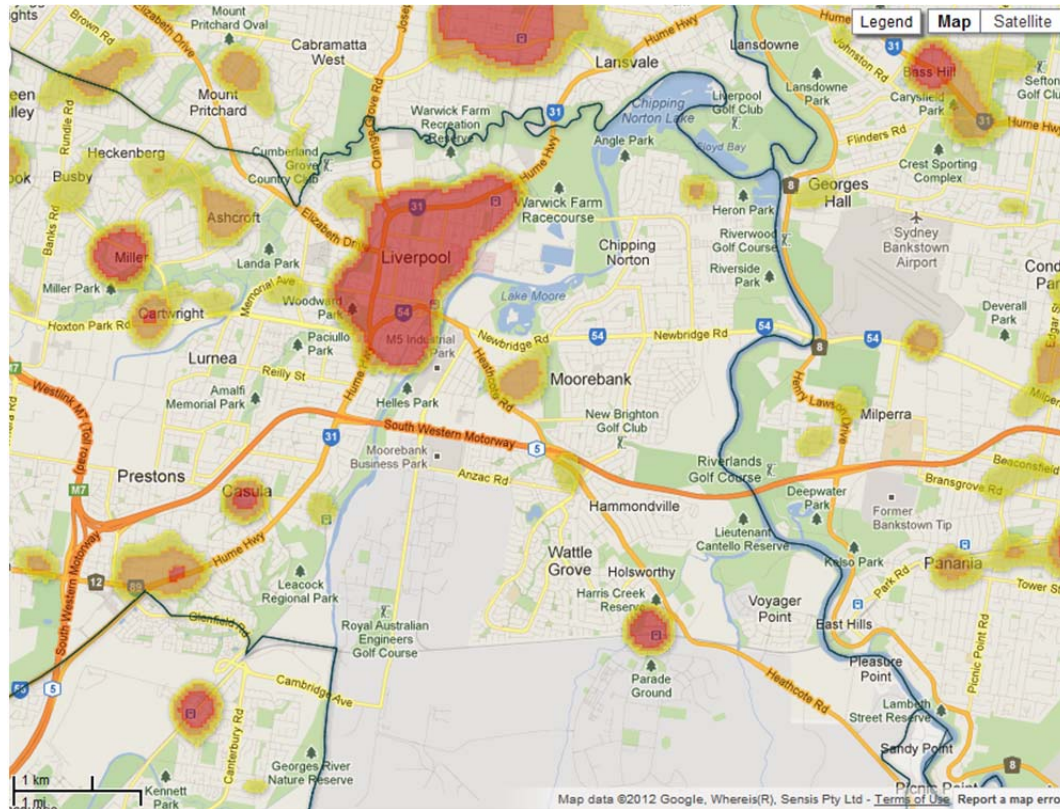
- Assault – non-domestic violence related
- Assault – domestic violence related.

FIGURE 6 – MALICIOUS DAMAGE



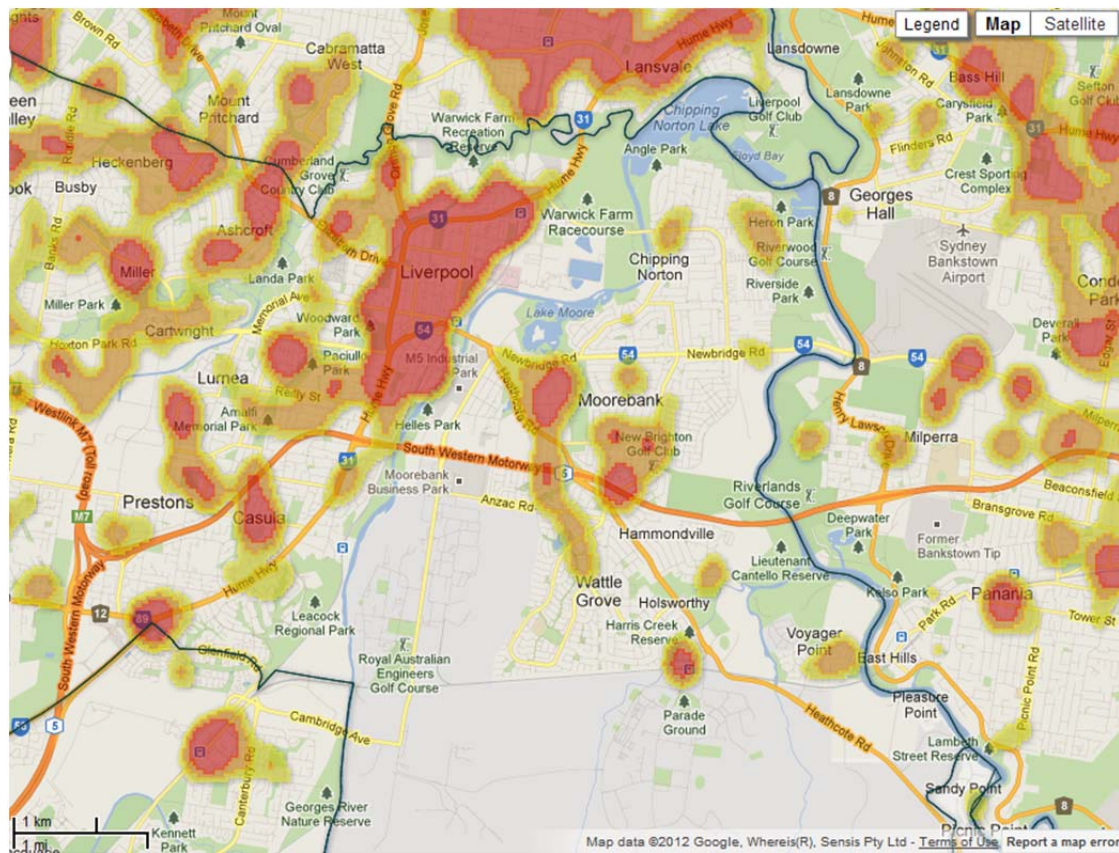
Source: NSW Bureau of Crime Statistics and Research 2012

FIGURE 7 – STEAL FROM MOTOR VEHICLE



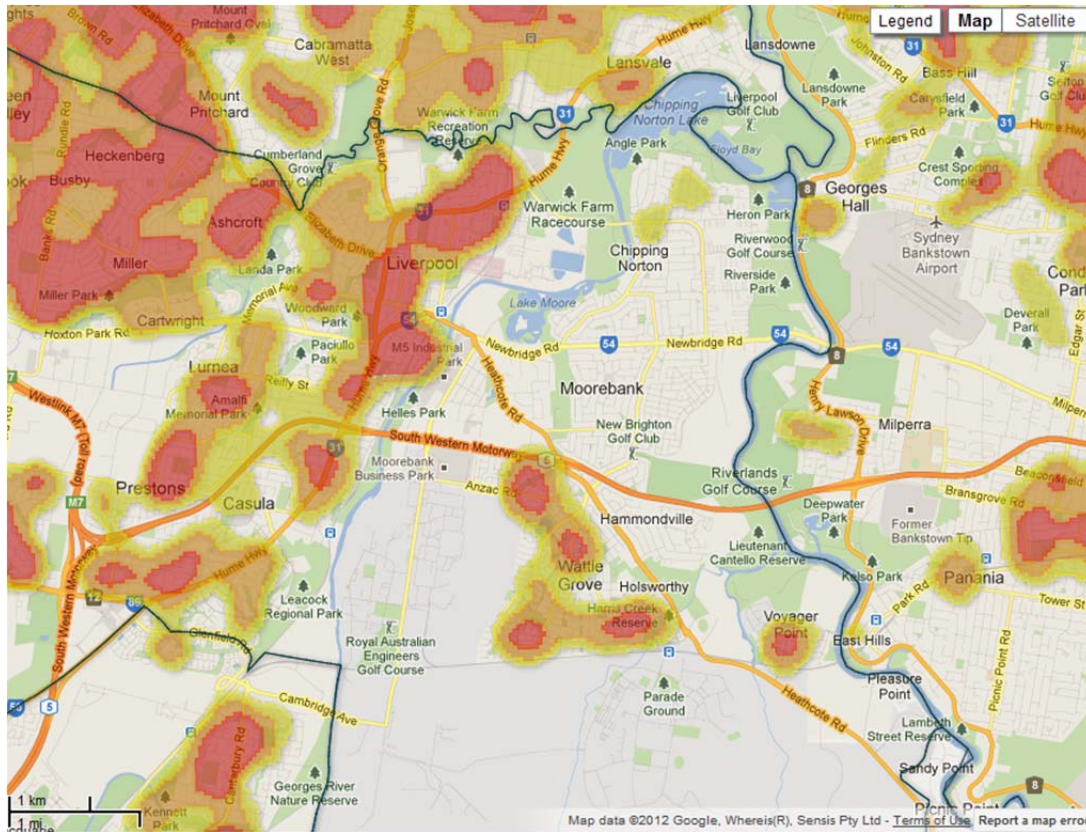
Source: NSW Bureau of Crime Statistics and Research 2012

FIGURE 8 – MOTOR VEHICLE THEFT



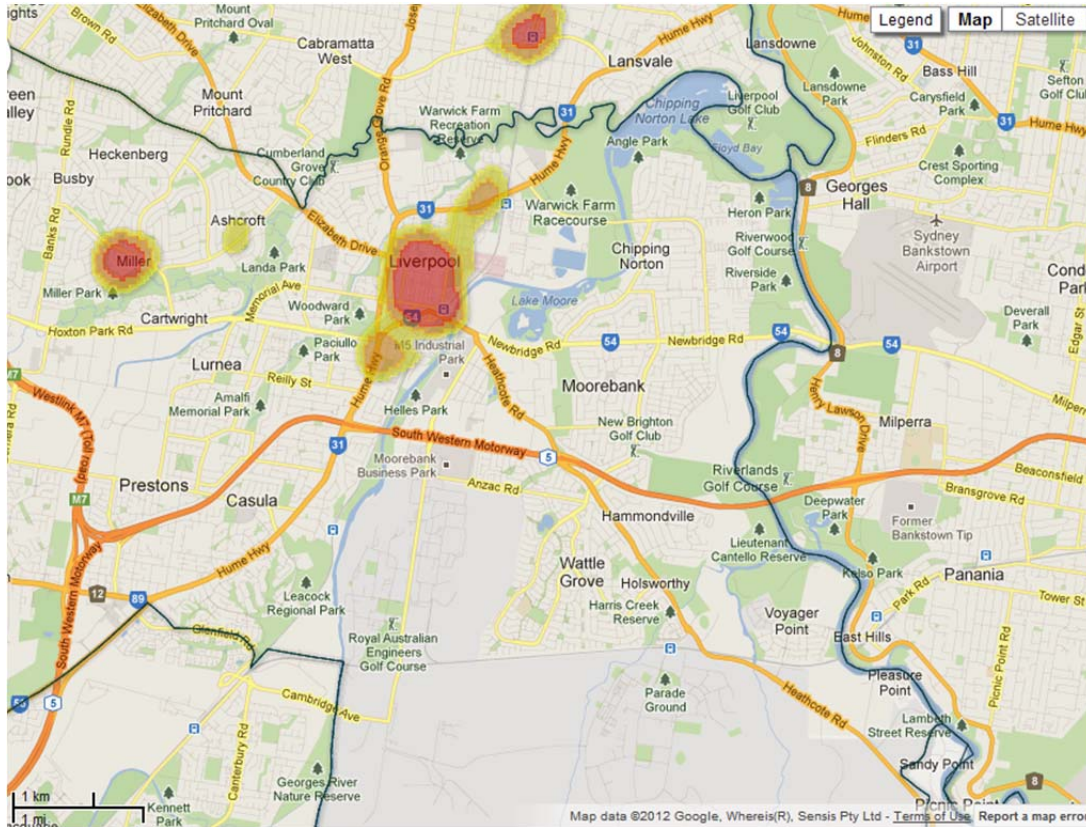
Source: NSW Bureau of Crime Statistics and Research 2012

FIGURE 9 – BREAK AND ENTER DWELLING



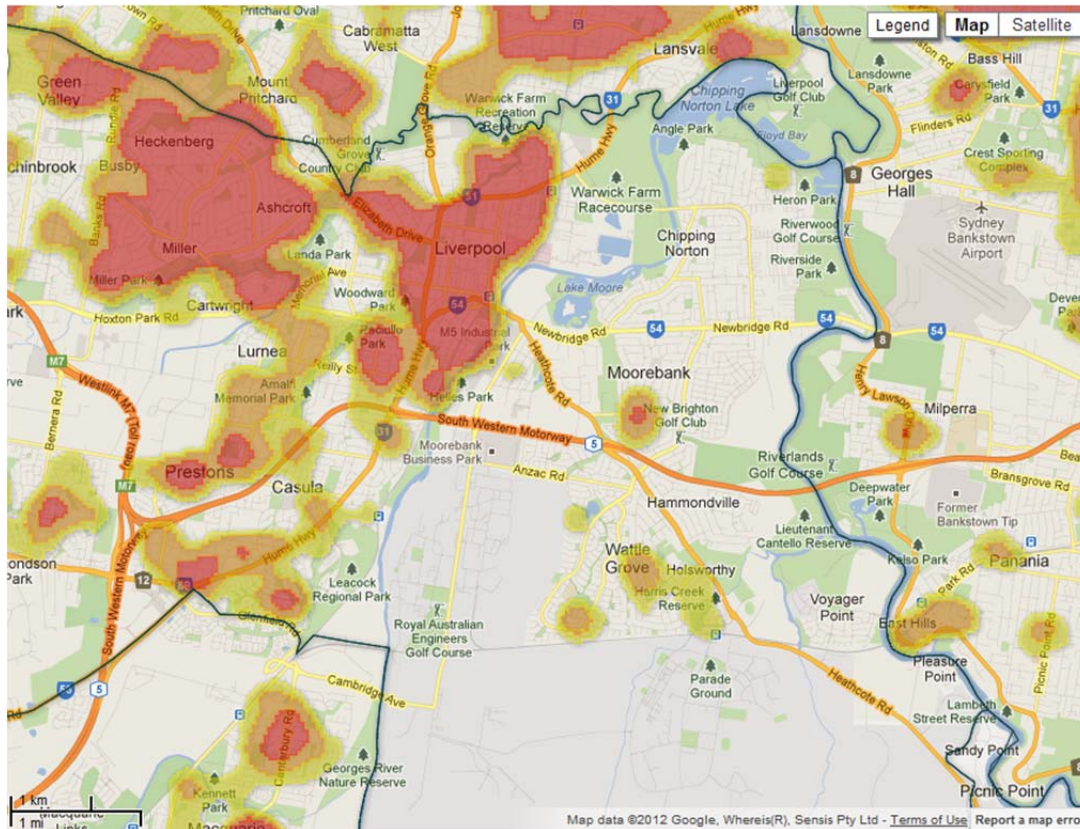
Source: NSW Bureau of Crime Statistics and Research 2012

FIGURE 10 – ASSAULT – NON DOMESTIC VIOLENCE RELATED



Source: NSW Bureau of Crime Statistics and Research 2012

FIGURE 11 – ASSAULT – DOMESTIC VIOLENCE RELATED



Source: NSW Bureau of Crime Statistics and Research 2012

The 'hotspot' maps do not show any current incidences of crime occurring at the proposed site of the Moorebank Intermodal. The majority of crimes are concentrated around Liverpool station and town centre, with incidents of crime occurring in smaller density at Casula Mall shopping centre and Casula station, Holsworthy Station, and near areas of activity or open space.

4.4 KEY FINDINGS

Crime has remained largely stable in the Liverpool LGA over the last two years, despite occurring at higher rates than the NSW average. The most common crimes in 2012 were malicious damage to property, fraud, steal from a motor vehicle and break and enter dwelling. Available suburb level data (primarily hot spot maps) indicate that crime is not currently an issue in the area surrounding the Moorebank Intermodal site. but that crime rates are comparatively high in the LGA in general.

5 Potential Social Impacts and Benefits

A number of potential social impacts and benefits have been identified based on a review of consultation outcomes and specialist reports, and taking into account the findings of the above demographic profiling, crime statistics analysis and document review.

A consultation report prepared by Elton Consulting in 2011, documenting engagement activities undertaken in relation to the proposal, has been used to structure the assessment against areas of identified community concern, with additional commentary is added based on review of technical reports and findings of research documented earlier in this report.

5.1 TRAFFIC

A major concern identified in the draft Consultation Outcomes Report included the potential for congestion, mainly truck traffic on major roads, on local roads and on residential streets. Some of the key impacts on the community, identified from the Consultation Report are related to potential for increased trucks on residential streets, congestion and truck impact on the M5 and truck traffic along Anzac Road and Moorebank Avenue. The Consultation Report identified the need for traffic modelling, particularly on Moorebank Avenue.

A Transport and Accessibility Impact Assessment was prepared by Hyder in June 2013 to model the potential impacts of the ITF. The assessment models the potential traffic generated, identifies potential issues at key intersections and identifies mitigation measures to minimise impacts. The modelling assumed the following figures:

- 1,035 rigid truck movements per weekday
- 1,603 articulated truck movements (both directions) each weekday
- 3,613 car movements each weekday (based on 2,258 personnel working on site with 80% of daily movements made by private car)
- The project proposes up to 1,800 car parking spaces.

Hyder identified that the proposed development will contribute to existing poor levels of service in the local area and there will be some additional congestion at peak hours. However, a range of mitigation measures are proposed in the technical assessment and it is considered that observing these will assist in managing potential impacts. Some of these mitigation measures that will reduce potential social impacts include:

- A range of intersection and road upgrades to increase the local road capacity, including:
 - Potential upgrade of Moorebank Avenue between the M5/Moorebank Avenue interchange and the SIMTA northern access, to four lanes when SIMTA site is fully developed;
 - Concurrent with four lane widening on Moorebank Avenue, the Moorebank Avenue/Anzac Road signal will require some form of widening at approach roads.
 - A new traffic signal at SIMTA's northern access with the Moorebank Avenue.
 - Additional capacity improvements in the form of widening at the following ramp locations including: M5 westbound off ramp; M5 westbound on ramp and M5 eastbound off ramp.
- A range of 'travel demand management actions' that seek to encourage more active modes of transport and public transport to reduce potential peak hour congestion associated with journey to work.
- Provision of pedestrian and cycle infrastructure which will serve the new development as well as the surrounding community.

5.2 AIR QUALITY AND HEALTH IMPACTS

Issues relating to poor air quality in South Western Sydney and its impacts on population health (in particular on asthma rates) are well-documented in academic studies and reflected in various planning documents. Reflecting this, the Consultation Outcomes Report indicates concern about potential impacts on local air quality; the question of increased particulates through diesel fumes; the effects of idling trucks; the methodologies for assessing current and future air quality and the effect of the proposal on the existing 'asthma zone'.

Pacific Environment Limited completed an Air Quality Impact Assessment in June 2013 to assess the potential impacts of the proposal. It notes that from an air quality perspective, the potential emissions during operation of the proposed ITF are primarily from diesel vehicle exhaust (locomotives, trucks and container handling equipment) and ancillary equipment. During construction, dust emissions can also be expected from the site; however, construction impacts are proposed to be staged, temporary and relatively short. In regards to regional air quality, the operation of the SIMTA proposal is expected to have a net positive impact by reducing freight transport by truck and reducing the overall emissions to the local area.

A technical Health Risk Screening was completed by Toxicology Consultants Toxicos in November 2012 to assess the potential local health impacts associated with air quality concerns. The cumulative health impacts were assessed and considered the existing air quality data with the addition of the proposed ITF. The report found that the emissions from the terminal facility were unlikely to have acute or chronic direct health effects on the local residents. Individual concentrations of Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}) are modelled to be below their respective health guidelines. The report does note that in a there may be some rare incidences where the accumulation of particulate matter and nitrogen dioxide can exceed the combined standards. This does not mean health effects are probable or imminent in the vicinity of the facility.

From a social impact perspective in relation to the concerns raised in the Consultation Outcomes Report, the Air Quality impacts have not been identified as significantly exceeding the standards and determined as unlikely to have acute or chronic direct health effects on the local residents.

5.3 VISUAL IMPACT AND LIGHT SPILL

A specialist report was prepared by Reid Campbell in June 2013 which assesses the potential visual impact of the facility as well as the potential impact of light spill. This report concludes that the proposed development would generally be in keeping with the existing general industrial character of the area. The visual impacts were considered generally low, with some limited and localised visual impacts associated with higher and bulkier structures. In addition, in those areas where negative visual impacts were identified, mitigation measures have been proposed including intensive landscaping and planting, built-form screening and mounding.

The Consultation Outcomes Report identified concerns about the potential brightness and extent of light spill. It indicates that SIMTA proposes to measure light spill and to mitigate against its effects through the design and location of light poles. From a light spill perspective the report concludes that:

The light spill from the site has been modelled based on a preliminary lighting concept and results suggest that 1 lux in residential dark surrounds during curfew hours is achieved approximately 150 metre from the light source. The nearest residential properties are approximately 400 metres away and hence the impact of spill light to the residential properties will be well within the required criteria as specified in Australian Standard AS4282-1997 "Control of the Obtrusive Effect of Outdoor Lighting."

Source: Reid Campbell, Visual Impact Assessment

This conclusion indicates that light spill does not exceed regulated levels, and the proposed landscaping and works associated with reducing visual impacts will also assist in mitigating the effects of light spill.

5.4 NOISE AND VIBRATION IMPACTS

The Consultation Outcomes Report identified concerns about the methods of assessment for monitoring of noise levels, the extent of the areas included in noise level studies, how impacts on existing noise levels might occur, impacts of rail noise and ongoing noise monitoring plans.

In June 2013, Wilkinson Murray conducted a Noise Assessment as part of the preparation of the Environmental Assessment. The Assessment considered noise emissions from operations on site, rail noise, road traffic and during construction. It was concluded that noise levels at non-residential receivers in the proximity of the site comply with relevant criteria, but that operational noise, particularly from trucks, will exceed relevant criteria for some residential uses west of the site. To manage this, Wilkinson Murray recommend that provision be made at more detailed design stages for the construction of a noise barrier along the western boundary of the site. No additional noise impacts are identified as a result of traffic increases on Moorebank Avenue, or as a result of additional rail traffic. Noise impacts during construction were however identified, mainly for residential areas near the site.

With respect to vibration, the report acknowledges that there will vibration generated during the construction phase. Wilkinson Murray note however that there are no vibration receivers within several hundred metres of the site and no human comfort impacts are likely to occur.

The Assessment recommends the preparation of a Construction Noise and Vibration Management Plan prior to the commencement of any work, to manage potential impacts particularly around noise. The Plan should include activities to monitor noise and vibration associated with construction activities.

5.5 EMPLOYMENT IMPACTS

There are local employment opportunities associated with both the construction and operation of the terminal facilities. This has the potential to provide a significant social benefit to the region considering the regional demographic and policy context. Potential benefits include:

- Reduced travel distance and commuting time for local potential employees
- New jobs created in construction, operation, maintenance, logistics and transport, including a range of skilled and unskilled roles
- Potential opportunities could be investigated for particular groups including young people, Aboriginal people or the long-term unemployed.

5.6 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

There are currently few incidences of crime at or in the vicinity of the subject site. LGA-level 'hotspots' indicate that crime is more prevalent around Liverpool station and town centre, Casula Mall shopping centre and Casula and Holsworthy stations. The higher frequency of crimes in the Liverpool LGA overall, suggests a need for the incorporation of Crime Prevention through Environmental Design (CPTED) principles in the design of the site. As stated by the NSW Department of Urban Affairs and Planning (2001), CPTED techniques aim to influence the design of buildings and places by:

- Increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture
- Increasing the effort required to commit crime, by increasing the time, energy or resources which need to be expended
- Reducing the potential rewards of crime, by minimising, removing or concealing "crime benefits"
- Removing conditions that create confusion about required norms of behaviour.

In order to ensure that any crime and safety impacts of the proposal are low, it is recommended that the following CPTED principles be considered in the preparation of more detailed designs:

- Natural surveillance – maximising opportunities for passers-by or residents to observe what happens in an area (the ‘safety in numbers’ concept). This may be achieved through, for instance, the placement of physical features, activities and people.
- Access control – control of who enters an area so that unauthorised people are excluded, for instance, via physical barriers such as fences and grills.
- Territorial reinforcement/ownership – people are more likely to protect territory they feel they own and have a certain respect for the territory of others. This can be expressed through installation of fences, paving, signs, good maintenance and landscaping.
- Space management – ensures that space is appropriately utilised and cared for. Space management strategies include; activity coordination, site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned out lighting and the removal or refurbishment of decayed physical elements.

The adoption of these principles in design should be combined with management in such a way that design supports and accommodates good management practices, leading to the production of a safe and healthy environment.

6 Conclusion and recommendations

This Social Impact Commentary has considered the potential social impacts and benefits associated with the development of the intermodal terminal facility at Moorebank, drawing on demographic analysis, crime statistical analysis and review of relevant policies and technical studies.

Potential social impacts include those associated with traffic increase on the surrounding road network, noise during construction and visual impacts from increased height on site and light spill. On the other hand, benefits have been identified as including employment generation and reduced traffic at a regional scale. Technical studies considering these areas of impact have identified a number of measures to manage and mitigate negative impacts and adherence to these is supported. In addition, further mitigation measures may include:

- Further consider landscaping design to minimise visual impacts and light spill, and enhance the local environment.
- Consider the development of a vehicle efficiency and emissions reduction program for the facility to encourage good maintenance and efficient vehicle selection.
- Potentially extend the reach of the pedestrian and cycle infrastructure including signage to encourage local pedestrian and cycling trips. Further, consider providing appropriate cyclist facilities in the development including under cover bike storage, showers and change facilities. The site is a 7-10 minute bike ride from Liverpool train station.
- Ensure the development of a Construction Noise and Vibration Management Plan at the appropriate stage, containing effective noise management and complaints reporting procedures, as recommended by the Noise Assessment.
- Consider the potential to include social service facilities on site that would serve the local employees and wider community. These may include such things as a child care facility or recreational facilities, as identified above. Provision of these would require further needs assessment and stakeholder consultation to ensure appropriate infrastructure was provided.
- Ensure the principals of Crime Prevention Through Environmental Design are considered and incorporated into the detailed design stages.
- Continue to assess social impact in relation to subsequent stages of design and development.

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