

**Social Impact Comment  
Planning Proposal –  
1411 The Northern Road, Bringelly**

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Prepared for:  
**EG**

**JULY 2024**

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Sarah George Consulting acknowledges the traditional custodians of the lands on which we work. We pay our respects to Elders past, present and emerging.

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## 1.0 INTRODUCTION

Sarah George Consulting has been engaged to prepare a Social Impact Comment to accompany a Planning Proposal (PP) seeking inclusion of the subject site at 1411 The Northern Road, Bringelly as a key site as part of Clause 9 Schedule 1 of Liverpool Local Environmental Plan 2008 (LEP2008) to enable the property to be developed for a Service Station.

In response to the submitted Planning Proposal, Liverpool City Council requested the preparation of a Social Impact Assessment.

Liverpool City Council have a policy relating to Social Impact, namely *Social Impact Assessment Policy & Guidelines– March 2023*. Council's *Policy* indicates that for proposals that relate to business and retail premises, the preparation of a *Social Impact Comment* (SIC) is required. Council's *Policy & Guidelines* includes a *Table of Potential Social Impacts* at Appendix B. That table lists the following social aspects that the proposed development must be assessed against:

Social aspect	Potential impacts
Accessibility, health and wellbeing	<ul style="list-style-type: none"><li>• Access to services and facilities</li><li>• Access to public transportation</li><li>• Accessibility of building for disabled persons or people with mobility issues</li><li>• Access to fresh food and local produce</li><li>• Ageing in place</li><li>• Familiarity with the neighbourhood</li><li>• Improved community participation opportunities</li><li>• Recreation opportunities</li><li>• Relaxation and sleep patterns</li><li>• Provision of open space in the immediate area (private and communal)</li></ul>
Crime and safety	<ul style="list-style-type: none"><li>• Clear and accessible path to travel to shops and transport options</li><li>• Community cohesion and familiarity</li><li>• Domestic violence</li></ul>

	<ul style="list-style-type: none"><li>• Population clustering</li><li>• Substance consumption or abuse</li><li>• Public violence</li><li>• Usability of streets or outdoor space</li><li>• Layout of masterplan to ensure CPTED principles are met</li></ul>
Population change	<ul style="list-style-type: none"><li>• Significant population change (size and characteristics)</li><li>• Change in population density.</li></ul>
Community identity and a sense of belonging	<ul style="list-style-type: none"><li>• Sense of belonging or being unwelcome</li><li>• Access to services and facilities</li><li>• Exclusion</li><li>• Ownership</li><li>• Familiarity with the neighbourhood</li><li>• Perception of danger</li><li>• Improved community</li></ul>

This SIC includes all aspects noted in the *Policy*, as well as other relevant information and analysis.

This report describes the nature of the proposal, the exiting demographic and social character of the Bringelly area and the social implications of the proposal.

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## 2.0 SITE AND PROPOSAL

### 2.1 Subject Site and Context

The subject site is located within the suburb of Bringelly, within the Liverpool Local Government Area (LGA). The suburb of Bringelly is one traditionally characterised by semi-rural residential allotments.

The subject site is known as Lot 6 DP1217784 and has the street address of 1411 The Northern Road, Bringelly. The site has an area of 2.1ha and is currently occupied by a vacant one-storey rural residential dwelling and associated outbuildings and landscaping.

**Figure 1 – Subject site (Not to Scale)**



Basemap source: [maps.six.nsw.gov.au](https://maps.six.nsw.gov.au)

The subject site is zoned RU4 – Primary Production Small Lots under Liverpool LEP 2008.

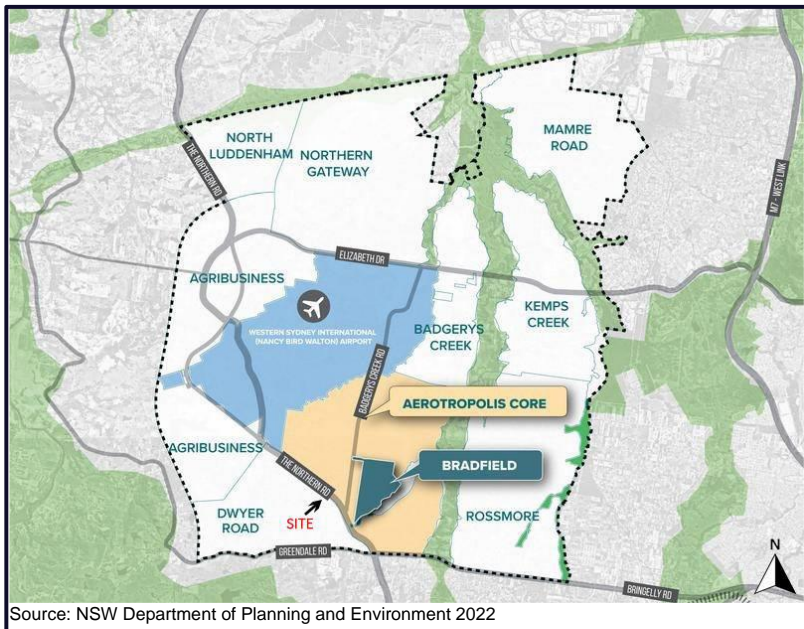
The site is located within close proximity to the new Western Sydney International Airport (Nancy-Bird Walton), being approximately 2km from the boundary of the airport, and is within 60m to the 'Aerotropolis' core precinct. Land within this precinct has been zoned Enterprise, pursuant to State Environmental Planning Policy – (Precincts) Western Parkland City, which

permits commercial development. In addition, as shown in Figure 2 below, the Site is located within the Dwyer Road Precinct. Although currently a Deferred Precinct, it will ultimately be rezoned to Enterprise which will permit commercial uses such as this Proposal within the zone.

Development immediately surrounding the site is a mix of rural residential allotments fronting The Northern Road which traverses north-south, connecting Richmond Road in the north and Narellan Road in the south. It is anticipated that The Northern Road will become the main connection through the future Aerotropolis Core area.

The subject site also has access to a number of major transport routes.

**Figure 2: Site & Location Plan (Not to Scale)**



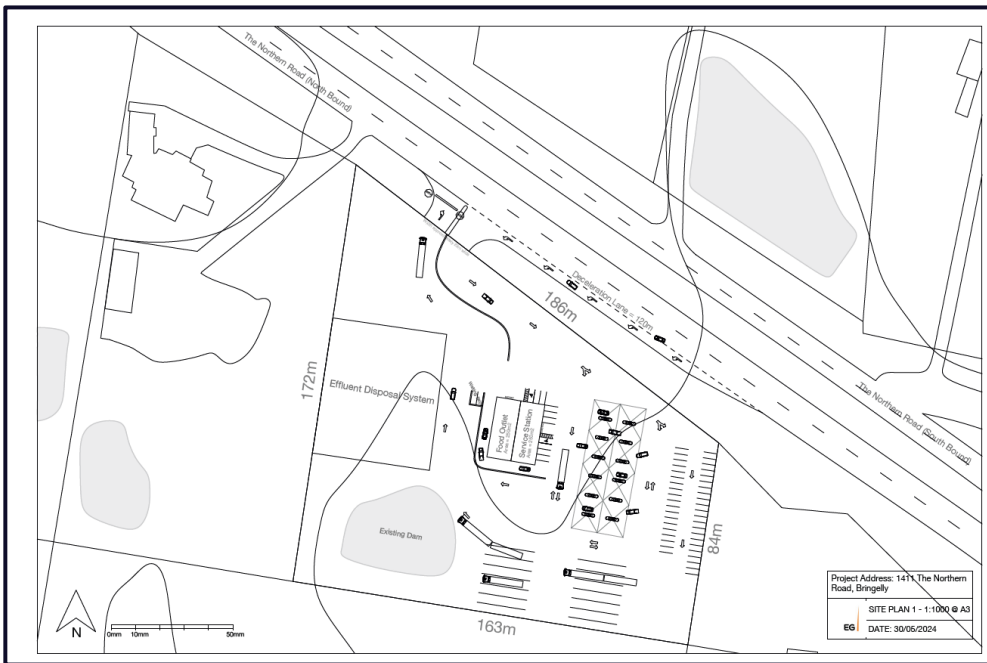
## 2.2 Proposal

The proposal seeks an amendment to the LEP seeks to facilitate redevelopment of the land to enable the following uses:

- Approximately 7,400m<sup>2</sup> of service station, including 6 double-sided bowser pumps for passenger vehicles, in addition to 3 double-sided bowsers for trucks; overhead canopy; and hardstand
- Approximately 250m<sup>2</sup> of service station retail shop.

The proposal is illustrated on the following indicative Site Plan. We note a separate Development Application for the detailed design of the Site will be required.

**Figure 3: Indicative Site Layout**



### **3.0 COMMUNITY CONSULTATION**

While typically a key component of the preparation of a Social Impact Assessment, community consultation was not undertaken as part of the preparation of this report given the nature of the proposal; the rapidly changing nature of zoning and development in the broader area; and given that the local community will have the opportunity to provide comment on the proposal once it is advertised by Council.







Should any social impacts be raised during the exhibition period, these can be addressed by way of supplementary information.








## 4.0 SOCIAL PROFILE

### 4.1 Existing socio-economic and demographic characteristics

A *Demographic Profile Table* including data describing the socio-economic and demographic characteristics of residents of the suburb of Bringelly and the Liverpool LGA, compared to Greater Sydney and New South Wales (NSW) (as at the 2016 & 2021 Census) is included at Appendix A to this report.

The socio-economic and demographic profile reveals:

	A reduction in the population of the suburb of 3.0% from 2016 to 2021
	<ul style="list-style-type: none"> <li>A greater proportion of the population who identify as Aboriginal and/or Torres Strait Islander in the suburb of Bringelly (2.3%) compared to the Liverpool LGA (1.6%) and Greater Sydney (1.7%) but less than that in NSW (3.4%)</li> <li>a smaller proportion of people born overseas in a non-English speaking country in the suburb of Bringelly (27.7%) compared to the Liverpool LGA (48.8%), Greater Sydney (32.6%) and NSW (30.3%)</li> <li>a smaller proportion of the population who speak a language other than English at home in the suburb of Bringelly (34.5%) compared to the Liverpool LGA (60.5%), Greater Sydney 37.4%) and NSW (26.5%)</li> </ul>
	An older median age of residents in the suburb of Bringelly (42) compared to the Liverpool LGA (34), Greater Sydney (37) and NSW (39)
	A wealthier population with the median weekly household income in the suburb of Bringelly being \$1,833, compared to the Liverpool LGA (\$1,819), and NSW (\$1,829) but less than that in Greater Sydney (\$2,077).
	A higher median weekly rent in the suburb of Bringelly (\$500), compared to the Liverpool LGA (\$400), Greater Sydney (\$470) and NSW (\$420).
	Lower unemployment rates in the suburb of Bringelly (2.4), compared to the Liverpool LGA (6.6), Greater Sydney (5.1) and NSW (4.9)

	Residents are more likely to be married in the suburb of Bringelly (52.5%), the Liverpool LGA (50.2%), Greater Sydney (48.3%) and NSW (47.3%)
	The Catholic faith is the most represented in the suburb of Bringelly (52.5%) and in the Liverpool LGA 25.8%)
	More likely to be a couple family with dependent children in the suburb of Bringelly (49.0%) and in the Liverpool LGA (55.8%), compared to Greater Sydney (48.4%) and NSW (37.9%)
	The majority of households report owning three or more cars in the suburb of Bringelly (43.0%)
	The majority of dwellings are separate dwellings in the suburb of Bringelly (98.0%).  The majority of dwellings are fully owned in the suburb of Bringelly (48.9%), greater than that in the Liverpool LGA (23.0%), Greater Sydney (27.8%) and NSW (31.15%)  Most dwellings have four-or-more bedrooms in the suburb of Bringelly (67.6%)
	The majority of residents work in technical and other trades in the suburb of Bringelly (16.6%) compared to the Liverpool LGA (10.5%), Greater Sydney (10.5%) and NSW (11.8%)
	A smaller proportion of workers travelled to work by car as the driver in the suburb of Bringelly (39.6%) compared to the Liverpool LGA (42.9%)

The subject application for the change in zoning to permit a service station use is unlikely to result in any material impacts to the socio-economic or demographic characteristics of the area.

#### 4.2 SEIFA Index

The Socio-Economic Indexes for Areas (SEIFA) measures the relative level of socio-economic disadvantage and/or advantage based on a range of Census characteristics.

There are two key Indexes that are commonly used to determine advantage or disadvantage:

- Index of Relative Socio-Economic Disadvantage (IRSD) which contains only disadvantage indicators (unemployment, income levels, education levels) which is best used to

distinguish disadvantaged areas but doesn't differentiate between those areas which are highly advantaged, and those that may be lacking a lot of disadvantage.

- Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD) which contains indicators of disadvantage as well as indicators of advantage (professional occupations, high incomes, high levels of education attainment, larger dwellings).

A high SEIFA index means a lower level of disadvantage, whereas a lower score indicates a higher level of disadvantage.

Percentile scores are also created to indicate an approximate position of a small area compared to other Australian suburbs and localities. The higher the percentage indicates the higher the socio-economic status.

Data drawn from the 2021 Census reveals that residents of the suburb of Bringelly are more advantaged than residents of the broader LGA, Greater Sydney and NSW:

**Commented [A2]:** I'm confused by this section. It states Western Area (western area of the Liverpool LGA?) 983.1 which is lower than Greater Sydney and NSW but it's more advantaged? What does the percentage actually represent?

	Western area	Liverpool LGA	Greater Sydney	NSW
<b>Score</b>	983.1	930.8	1010.0	1000.0
<b>Percentage</b>	33	15	48	42

### 4.3 Population projections

Data provided by Profile ID<sup>1</sup> for the Western Area of the LGA and the Liverpool LGA notes:

Area	Population 2024	Population 2041	% change
Western Area	7,061	30,097	326.2%
Liverpool LGA	252,115	371,303	47.28%

As can be observed, Western area of the LGA, in which Bringelly is located, is anticipated to experience significant population growth to 2041.

<sup>1</sup> <https://forecast.id.com.au/liverpool>

#### 4.4 Crime data

The NSW Bureau of Crime Statistics and Research prepares crime *rate maps* and *hotspot maps* which identify densities of crimes in an area. The crime maps for the suburb of Bringelly indicate that the suburb has low densities and low rates of all listed crimes compared to the Liverpool LGA and NSW.

Crime rate table:

Crime	Bringelly suburb (per 100,000 population)	Liverpool LGA (per 100,000 population)	NSW (per 100,000 population)
Assault	1120.4	984.3	901.4
Domestic Assault	760.3	555.6	447.1
Non-domestic assault	360.1	984.3	423.0
Assault Police	0.0	27.9	31.3
Robbery	0.0	31.3	23.8
Theft	2000.8	2269.0	2359.7
Malicious damage to property	560.2	515.9	605.3
Sexual offences	240.1	515.9	210.1

April 2023 – March 2024 - <http://crimetool.bocsar.nsw.gov.au/bocsar/> (Accessed 24/06/24)

At the time this report was prepared, hotspot maps for the period between April 2023 – March 2024 were not yet available on the BOCSAR website. For the period between January 2023 – December 2023, the subject site was not located within any crime 'hotspot'.

## 5.0 SOCIAL IMPACT ASSESSMENT

### 5.1 Potential Social Impacts

Council's *Social Impact Assessment Policy* includes a Table of Potential Social Impacts at Appendix B. Table B1 lists the following areas that are to be considered in a SIC:

Social aspect	Potential impacts
Accessibility, health and wellbeing	<ul style="list-style-type: none"> <li>• Access to services and facilities</li> <li>• Access to public transportation</li> <li>• Accessibility of building for disabled persons or people with mobility issues</li> <li>• Access to fresh food and local produce</li> <li>• Ageing in place</li> <li>• Familiarity with the neighbourhood</li> <li>• Improved community participation opportunities</li> <li>• Recreation opportunities</li> <li>• Relaxation and sleep patterns</li> <li>• Provision of open space in the immediate area (private and communal)</li> </ul>
Crime and safety	<ul style="list-style-type: none"> <li>• Clear and accessible path to travel to shops and transport options</li> <li>• Community cohesion and familiarity</li> <li>• Domestic violence</li> <li>• Population clustering</li> <li>• Substance consumption or abuse</li> <li>• Public violence</li> <li>• Usability of streets or outdoor space</li> <li>• Layout of masterplan to ensure CPTED principles are met</li> </ul>
Population change	<ul style="list-style-type: none"> <li>• Significant population change (size and characteristics)</li> <li>• Change in population density</li> </ul>
Community identity and a sense of belonging	<ul style="list-style-type: none"> <li>• Sense of belonging or being unwelcome</li> <li>• Access to services and facilities</li> <li>• Exclusion</li> <li>• Ownership</li> </ul>

	<ul style="list-style-type: none"><li>• Familiarity with the neighbourhood</li><li>• Perception of danger</li><li>• Improved community</li></ul>
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These issues are addressed in the following:

## 5.2 Accessibility, Health & Wellbeing

### 5.2.1 Access to services and facilities

The subject proposal seeks to provide a service to the area in the form of a service station for residents, and future workers and visitors to the new airport at Aerotropolis. The nearest existing service station for petrol for residents is the *EZ Fuel* service station, approximately 5.4km away on Bringelly Road, Rossmore.

The proposal to rezone the land and for the use of the land as a service station does not impede or reduce access to any existing services and facilities.

### 5.2.2 Access to public transport

The proposal does not generate any impacts in respect of access to public transport. The proposal seeks to change the zoning of the subject site to permit the use of the site as a service station.

### 5.2.3 Accessibility of building for disabled persons or people with mobility issues

The subject proposal does not result in any negative impacts in respect of accessibility for people with a disability or mobility issues.

Should the proposal to rezone the site be approved, and the site utilised as a service station, the service station building will ensure accessibility for people with a disability or mobility issues and include an accessible bathroom.

#### *5.2.4 Access to fresh food and local produce*

There is nothing about the subject Planning Proposal, or any subsequent use of the site as a service station that will impede or promote access to fresh food or local produce. The proposal seeks the inclusion of the subject site as a key site as part of Clause 9 Schedule 1 of Liverpool Local Environmental Plan 2008 (LEP2008) so the site can be utilised as a service station, effectively replacing the residential use, with a commercial one.

#### *5.2.5 Ageing in place*

There is nothing about the subject proposal that impacts on ageing in place.

#### *5.2.6 Familiarity with the neighbourhood.*

The Proposal won't result in any impacts in respect of familiarity with the neighbourhood.

Should the planning proposal be approved, the future use of the site as a service station will represent a departure from the existing character of the neighbourhood which is characterised by semi-rural allotments. In the context of nearby developments including the proposed airport and Aerotropolis, the change is not unexpected, nor will it be out of character with changing nature of development in the broader area.

#### *5.2.7 Improved community participation opportunities*

The subject proposal does not result in any material changes to the existing situation in respect of improved community participation opportunities. The subject application is for the change of zoning of the site from residential to enable its future use as a service station.

#### *5.2.8 Recreation opportunities*

The subject proposal does not result in any changes in respect of recreation opportunities.

#### *5.2.9 Relaxation and sleep patterns*

There is nothing about the proposal that is likely to result in any impacts in respect of relaxation and sleep patterns.

The future hours of operation of the proposed service station will be determined at the future DA stage and would be considered in respect of anticipated demand, and in the context of nearby residential dwellings.

#### *5.2.10 Provision of open space in the immediate area (private and communal)*

The proposal will not result in any changes to the provision of open space, either private or communal. The proposal relates to one allotment and will ultimately enable the commercial use of the site for a service station.

### **5.3 Crime and Safety**

#### *5.3.1 Clear and accessible path to travel to shops and transport options*

The subject proposal to rezone the site is unlikely to result in any material changes to the existing situation in respect of clear and accessible paths of travels to shops and transport options.

Should the proposal be approved, future development on the site would provide a local shop as part of the normal operation of a service station, which represents a benefit in terms of convenient access to shops.

#### *5.3.2 Community cohesion and familiarity*

There is nothing about the proposal to rezone the site that is likely to result in any impacts in respect of community cohesion.

As discussed in Chapter 5.2.6 above, should the proposal be approved, future change of use of the site will result in a change in respect of the use of the site and presentation of the site from the street, however, in the broader context of changing use of land in the area associated with the new International Airport and Aerotropolis, this change is not significant or unexpected.

#### *5.3.3 Domestic violence*

As detailed in Chapter 4.4, the subject site is not within an identified 'hotspot' for domestic violence.

The subject application to change the zoning of the site from residential to enable future use as a service station is unlikely to have any impacts on domestic violence rates in the area.

#### *5.3.4 Population clustering*

The subject application will not result in any population clustering. The application seeks to change the zoning to permit a commercial use on the site.

#### *5.3.5 Substance consumption or abuse*

The subject application is for the change of zoning of the site and there is no potential for impacts in respect of substance consumption or abuse.

#### *5.3.6 Usability of streets or outdoor spaces*

The subject application is unlikely to result in any impacts in respect of usability of streets. Future commercial uses on the site, if the subject application is approved, will be contained wholly within the site.

#### *5.3.7 Layout of masterplan to ensure CPTED principles are met*

The subject application seeking inclusion of the subject site Bringelly as a key site as part of Clause 9 Schedule 1 of Liverpool Local Environmental Plan 2008 (LEP2008) to permit future development of the site as a service station is unlikely to result in significant changes to crime rates in the area, which as noted in Chapter 4.4 are generally low in density and rate.

Future development on the site will be subject to a separate Development Application and it is anticipated that application of CPTED principles will be considered at that detailed design stage.

As is typical with many service stations, it is anticipated that the premises will be monitored by CCTV including monitoring of bowser and the retail space. In addition, lighting of the bowser areas, car parking and entrances and exits to the retail store is likely to be designed to keep patrons and staff safe at night.

Access control and territorial reinforcement of the site are likely to be considered at the detailed design stage to determine how access to the premises when it is closed, is controlled.

### **5.4 Population change**

#### *5.4.1 Significant population change (size and characteristics)*

The planning proposal to change the zoning of the site does not result in any significant change to the population.

Future development on the site will result in the removal of one unoccupied residential dwelling, which will not make any change to the population.

#### *5.4.2 Change in population density*

There is nothing about the subject proposal or future development on the site that will result in significant changes to population density in the area.

## 5.5 Community identity and a sense of belonging

### 5.5.1 *Sense of belonging or being unwelcome*

There is nothing about the subject proposal or any future development on the site that is likely to result in any changes to a sense of belonging or to being unwelcome.

### 5.5.2 *Access to services and facilities*

As discussed in Chapter 5.2.1, there is nothing about the subject proposal that will result in impeded access to services and facilities.

The potential future use of the site as a service station represents a positive impact in respect of convenient access to a service station facility for the local community as well as for future staff and visitors to the new International Airport and Aerotropolis.

### 5.5.3 *Exclusion*

The subject proposal will not result in the exclusion of any members of the community.

### 5.5.4 *Ownership*

The subject proposal is unlikely to generate any impacts in respect of ownership. The proposal is site specific and will not generate impacts on any public or community spaces.

### 5.5.5 *Familiarity with the neighbourhood*

This issue has been addressed in Chapter 5.2.6.

### 5.5.6 *Perception of danger*

The subject application is unlikely to result in any changes to the existing situation in respect of perception of danger.

As discussed in Chapter 5.3.7, the design and operational practices of the future services station proposed for the site, should the planning proposal be approved, will include details on how CPTED principles have been implemented in the design and operation of the service station to ensure the safety and security of staff and patrons.

The active use of the site including at night, represents a positive impact in respect of increased activity and casual surveillance, potentially reducing the perception of danger.

#### *5.5.7 Improved community*

The subject proposal seeks rezoning of the site to permit the future development of the site as a service station for the use of the community, and to service workers and visitors to the new International Airport and Aerotropolis. There is nothing about the proposal that is likely to result in any impacts in respect of the community.

## 6.0 CONCLUSION AND RECOMMENDATIONS

The proposal to include the subject site as a Key Site as part of Clause 9, Schedule 1 of the Liverpool Local Environmental Plan 2008, to permit the future use of the site as a service station unlikely to generate any significant adverse social impacts because the proposal provides an opportunity for the site to be used as a service station providing convenient access to fuel and convenience items in a location where there are currently no nearby service stations, and which is located proximate to the new International Airport and Aerotropolis for residents, workers, visitors and tourists.

The proposal will not result in any material changes to the population or the characteristics of the population, nor will it generate any negative impacts in respect of crime and safety.

The Social Impact Assessment of the planning proposal to change the zoning of the subject site to permit the future use of the site at 1411 The Northern Road, Bringelly as a service station, is unlikely to generate any significant negative social impacts and is likely to generate a number of positive social impacts.

There is nothing about the proposal from a social planning perspective that would warrant refusal of the application.

**APPENDIX A**

**DEMOGRAPHIC PROFILE TABLE**

Demographic Profile Table

Demographic Characteristic	Bringelly suburb 2016	Bringelly suburb 2021	Liverpool Council 2016	Liverpool Council 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Total Persons	2,507	2,433	204,326	233,446	4 823 991	5, 231,147	7 480 228	8,072,163
Aboriginal and/or Torres Strait Islander peoples	39 (1.6%)	57 (2.3%)	3,012 (1.5%)	3,838 (1.6%)	70 135 (1.4%)	90,939 (1.7%)	216 176 (2.8%)	278,043 (3.4%)
CALD Persons								
(i) No. born overseas in non-English speaking country.	658 (26.2%)	675 (27.7%)	77,034 (37.7%)	113,953 (48.8%)	1 474 715 (30.5%)	1,706,348 (32.6%)	1 646 057 (22.0%)	2,444,754 (30.3%)
(ii) No. speaking lang. other than English at home	793 (31.6%)	841 (34.5%)	106,090 (51.9%)	141,302 (60.5%)	1 727 574 (35.8%)	1,957,409 (37.4%)	1 882 015 (25.1%)	2,146,080 (26.5%)
In need of assistance			12,759 (6.2%)		236 139 (4.9%)	270,665 (5.1%)	402 048 (5.3%)	464,712 (5.7%)
Age range:								
0-4 years			15,611 (7.6%)	16,664 (7.1%)				468,056 (5.8%)
5-14 years			30,691 (15.1%)	34,906 (15.0%)				1,001,950 (12.4%)
15-19 years			14,886 (7.3%)	16,212 (6.9%)	310,173 (6.4%)	312,364 (6.0%)	465,135 (6.2%)	457,896 (5.6%)
20-24 years	142 (5.7%)	100 (4.1%)	16,212 (7.3%)	16,481 (7.1%)	590,126 (12.2%)	650,843 (12.5%)	921,195 (12.3%)	496,185 (6.1%)
25-34 years	321 (12.8%)	293 (12.0%)	14,554 (7.1%)	16,481 (7.1%)	288,362 (5.9%)	294,764 (5.6%)	448,425 (5.9%)	1,142,026 (14.1%)
35-44 years	221 (8.8%)	184 (7.5%)	29,760 (14.6%)	33,455 (14.3%)	340,737 (7.0%)	343,064 (6.6%)	489,673 (6.5%)	1,067,524 (14.2%)
45-54 years	183 (7.3%)	194 (7.9%)	29,691 (14.5%)	33,981 (14.6%)	774,405 (16.0%)	811,314 (15.5%)	1,067,524 (14.2%)	1,002,886 (13.4%)
55-64 years	285 (11.3%)	259 (10.5%)	27,132 (13.2%)	29,597 (12.7%)	696,037 (14.4%)	777,748 (13.6%)	1,002,886 (13.4%)	977,984 (13.0%)
65-74 years	303 (12.1%)	259 (10.6%)	20,680 (10.2%)	25,166 (10.8%)	627,580 (13.0%)	667,167 (12.8%)	1,002,886 (13.4%)	889,763 (11.9%)
75-84 years	358 (14.2%)	333 (13.6%)	12,609 (6.2%)	15,987 (6.8%)	524,011 (10.8%)	579,166 (11.1%)	977,984 (13.0%)	1,016,948 (12.6%)
85 years and over	330 (13.2%)	354 (14.4%)	6,433 (3.1%)		372,488 (7.7%)	439,467 (8.4%)	677,020 (9.0%)	961,784 (11.9%)
	262 (10.9%)	308 (12.6%)			204,051 (4.2%)	249,517 (4.8%)	373,115 (4.9%)	788,725 (9.7%)
	79 (3.1%)	121 (4.9%)			96,022 (1.9%)	105,729 (2.0%)	167,506 (2.2%)	451,521 (5.6%)
	28 (1.1%)	42 (1.7%)						

Demographic Characteristic	Bringelly suburb 2016	Bringelly suburb 2021	Liverpool Council 2016	Liverpool Council 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
			2,283 (1.1%)	8,051 (3.5%) 2,943 (1.3%)				183,895 (2.3%)
Unemployment rate	5.1	2.4	7.5	6.6	6.0	5.1	6.3	4.9
Median weekly household income	\$1,700	\$1,833	\$1550	\$1,819	\$1750	\$2,077	\$1486	\$1,829
Median rent	\$400	\$500		\$400		\$470	\$380	\$420
Med Age	39	42	33	34	36	37	38	39
Ave household size	3.4	3.2	3.2	3.2	2.8	2.7	2.6	2.6
Marital status (15+yrs)								
Married	1,084 (53.0%)	1,073 (52.5%)	81,922 (51.8%)	91,350 (50.2%)	1 934 134 (49.3%)	2,062,160 (48.3%)	2 965 285 (48.6%)	3,124,151 (47.3%)
Separated	61 (3.0%)	72 (3.5%)	5,989 (3.8%)	6,969 (3.8%)	111 495 (2.8%)	125,769 (2.9%)	190 199 (3.1%)	209,657 (3.2%)
Divorced	138 (6.7%)	123 (6.0%)	11,335 (7.2%)	13,222 (7.3%)	298 433 (7.6%)	332,916 (7.8%)	512 297 (8.4%)	569,516 (8.6%)
Widowed	76 (3.7%)	75 (3.7%)	7,087 (4.5%)	7,955 (4.4%)	185 646 (4.7%)	191,863 (4.5%)	331 655 (5.4%)	339,990 (5.1%)
Never married	686 (33.5%)	696 (34.1%)	51,709 (32.7%)	62,378 (34.3%)	1 393 988 (35.5%)	1,555,230 (36.4%)	2 094 457 (34.3%)	2,358,844 (35.7%)
Religious/Spiritual Affiliation								
No Religion	286 (11.4%)	373 (15.3%)	23,105 (11.3%)	31,750 (13.6%)	1,188,280 (24.6%)	1,583,084 (30.3%)	1,879,562 (25.1%)	2,644,165 (32.8%)
Catholic	1,176 (46.9%)	1,090 (44.8%)	58,522 (28.6%)	60,330 (25.8%)	1,213,1236 (25.1%)	1,210,979 (23.1%)	1,846,443 (24.7%)	1,807,730 (22.4%)
Anglican	337 (13.4%)	245 (10.1%)	15,046 (7.4%)	12,072 (5.1%)	580, 341 (12.0%)	478,777 (9.2%)	1,161,810 (15.5%)	960,305 (11.9%)
Islam	168 (6.7%)	172 (7.1%)	24,550 (12.0%)	35,297 (15.1%)	253,436 (5.3%)	329,566 (6.3%)	267,659 (3.6%)	349,240 (4.3%)
Not stated	178 (7.1%)	217 (8.9%)	18,828 (9.2%)	13,410 (5.7%)	425,538 (8.8%)	326,469 (3.2%)	684,969 (9.2%)	548,340 (6.8%)
Family composition:								

Demographic Characteristic	Bringelly suburb 2016	Bringelly suburb 2021	Liverpool Council 2016	Liverpool Council 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Couple families with dependent children under 15 years and other dependent children	360 (54.1%)	311 (49.0%)	29,481 (57.0%)	33,171 (55.8%)	501 238 (40.1%)	667,760 (48.4%)	718 364 (37.0%)	809,586 (37.9%)
Couple families with no children	510 (31.6%)	238 (37.5%)	12,021 (23.2%)	14,346 (24.1%)	416 588 (33.4%)	480,444 (34.8%)	709 524 (36.5%)	954,588 (44.7%)
One parent families with dependent children	89 (13.4%)	82 (12.9%)	9,438 (18.2%)	11,047 (18.6%)	113 772 (9.1%)	208,478 (15.1%)	192 626 (9.9%)	337,729 (15.8%)
Other families	6 (0.9%)	6 (0.9%)	800 (1.5%)	908 (1.5%)	22 992 (1.8%)	23,497 (1.7%)	32 483 (1.6%)	34,061 (1.6%)
<b>Car Ownership (dwellings)</b>								
None	13 (1.9%)	9 (1.3%)	4,542 (7.7%)	5,364 (7.7%)		203,081 (11.1%)		262,031 (9.0%)
One	110 (15.8%)	128 (18.5%)	16,907 (28.8%)	21,811 (31.5%)		722,036 (39.5%)		1,096,761 (37.8%)
Two	213 (30.6%)	193 (27.8%)	21,457 (36.5%)	24,894 (35.9%)	179 500 (11.0%)	590,650 (32.3%)	239 625 (9.2%)	989,258 (34.1%)
Three	337 (48.5%) (3 or more)	353 (50.9%)	8,460 (14.4%)	15,997 (23.1%)	603 062 (37.1%)	181,932 (9.9%)	946 159 (36.3%)	321,310 (11.0%)
4 or more			5,053 (8.6%)		532 633 (32.8%)	105,239 (5.7%)	887 849 (34.0%)	187,380 (6.5%)
					164 918 (10.1%)		283 044 (10.8%)	
					89 744 (5.5%)		152 500 (5.8%)	
<b>Dwelling type and ownership</b>								
Sep house	671 (97.1%)	675 (98.0%)	44,395 (75.5%)	50,658 (73.1%)	924 225 (52.5%)	1,020,631 (55.8%)	1 729 820 (59.8%)	1,902,734 (65.6%)
Semi-detached	7 (1.0%)	0	6,157 (10.5%)	7,098 (10.2%)	227 238 (49.8%)	234,000 (12.8%)	317 447 (35.7%)	340,582 (11.7%)
Unit	0	5 (0.7%)	7,772 (13.2%)	11,301 (16.3%)	456 233 (25.9%)	561,988 (30.7%)	519 380 (17.9%)	630,030 (21.7%)
Other dwelling	4 (0.6%)	0	124 (0.2%)	38 (0.1%)	9 129 (0.5%)	8,216 (0.4%)	23 583 (0.8%)	19,374 (0.7%)
Unoccupied dwellings	55 (7.4%)	53 (7.2%)	2,959 (4.8%)	4,553 (6.2%)	136 055 (7.7%)	164,628 (8.3%)	284 741 (9.8%)	299,524 (9.4%)
Home fully owned	312 (44.7%)	337 (48.9%)	14,152 (24.1%)	15,937 (23.0%)	472 635 (29.1%)	507,635 (27.8%)	839 665 (32.2%)	914,537 (31.5%)

Demographic Characteristic	Bringelly suburb 2016	Bringelly suburb 2021	Liverpool Council 2016	Liverpool Council 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Being purchased	226 (32.4%)	172 (25.0%)	23,514 (40.0%)	26,804 (38.7%)	539 917 (33.2%)	608,735 (33.3%)	840 665 (32.2%)	942,804 (32.5%)
Private rental	139 (19.9%)	146 (21.2%)	14,689 (24.9%)	24,377 (35.2%)	485 404 (29.9%)	596,390 (32.6%)	722 020 (27.7%)	851,852 (29.4%)
Public housing			4,134 (7.0%)		67 845 (4.1%)	60,927 (3.3%)	104 902 (4.0%)	92,733 (3.2%)
<b>Number of bedrooms</b>								
0	3 (0.4%)	0	304 (0.5%)	335 (0.5%)	12 812 (0.7%)	16,194 (0.9%)	17 157 (0.6%)	21,051 (0.7%)
1	14 (2.0%)	9 (1.3%)	1,607 (2.7%)	2,301 (3.3%)	118 881 (7.3%)	147,857 (8.1%)	157 194 (6.0%)	190,792 (6.6%)
2	36 (5.2%)	30 (4.4%)	8,078 (13.7%)	10,984 (15.8%)	402 675 (24.8%)	470,207 (25.7%)	577 675 (22.1%)	657,578 (22.7%)
3	189 (27.3%)	167 (24.5%)	20,442 (34.8%)	21,678 (31.3%)	548 987 (33.8%)	565,467 (30.9%)	970 001 (37.2%)	1,006,121 (34.7%)
4 (4 or more)	433 (62.6%)	461 (67.6%)	21,645 (36.8%)	32,829 (47.4%)	376 427 (23.1%)	440,351 (24.0%)	633 184 (24.3%)	743,910 (25.6%)
5			4,186 (7.1%)		101 053 (6.2%)	133,837 (7.3%)	148 851 (5.7%)	194, 074 (6.7%)
6+			858 (1.4%)		23 774 (1.4%)	31,239 (1.7%)	34 370 (1.3%)	45,329 (1.5%)
<b>Migration</b>								
Same add 1yr ago					3 695 742 (77.5%)	4,119,424 (79.7%)	5 718 965 (77.3%)	6,335,812 (79.4%)
Same add 5 yr ago					2 402 160 (53.2%)	2,635,497 (53.6%)	3 775 527 (53.8%)	4,095,964 (53.8%)
<b>Occupation</b>								
Manager	148 (12.3%)	158 (15.3%)	8,374 (10.0%)	10,002 (11.1%)	311 762 (13.7%)	368,876 (15.2%)	456 084 (13.5%)	536,820 (14.6%)
Professional	134 (11.2%)	124 (12.0%)	14,232 (17.0%)	18,519 (20.6%)	597 798 (26.3%)	711,729 (29.3%)	798 126 (23.6%)	952,131 (25.8%)
Technical & Trade	232 (19.3%)	171 (16.6%)	12,213 (14.6%)	10,872 (12.1%)	265 056 (11.6%)	254,555 (10.5%)	429 239 (12.7%)	436,589 (11.8%)
Community	81 (6.8%)	70 (6.8%)	8,382 (10.0%)	9,488 (10.5%)	218 206 (9.6%)	225,062 (9.2%)	350 261 (10.3%)	390,779 (10.6%)
Clerical	192 (16.0%)	168 (16.3%)	13,467 (16.1%)	14,143 (15.7%)	331 135 (14.5%)	334,504 (13.7%)	467 977 (13.8%)	480,612 (13.0%)
Sales	102 (8.5%)	98 (9.5%)	7,719 (9.2%)	7,387 (8.2%)	205 051 (9.0%)	188,556 (7.7%)	311 414 (9.2%)	294,889 (8.0%)

Demographic Characteristic	Bringelly suburb 2016	Bringelly suburb 2021	Liverpool Council 2016	Liverpool Council 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Machinery op	171 (14.3%)	128 (12.4%)	8,754 (10.4%)	9,426 (10.5%)	128 020 (5.6%)	136,033 (5.6%)	206 839 (6.1%)	222,186 (6.0%)
Labourer	109 (9.1%)	86 (8.3%)	8,705 (10.4%)	8,124 (9.0%)	171 450 (7.5%)	164,335 (6.7%)	297 887 (8.1%)	300,966 (8.1%)
<b>Travel to work</b>								
Car driver	740 (61.7%)	408 (39.6%)	54,561 (65.0%)	38,560 (42.9%)	1 197 269 (52.6%)	832,277 (34.2%)	1 953 399 (57.7%)	1,587,613 (43.0%)
Train		9 (0.9%)	5,641 (6.7%)	1,424 (1.6%)	247 051 (10.8%)	60,858 (2.5%)	252 786 (7.4%)	62,460 (1.7%)
Bus			1,314 (1.5%)		125,503 (5.5%)	28,786 (1.2%)	133,903 (3.9%)	34,408 (0.9%)
Worked from home	106 (8.8%)	280 (27.2%)		26,219 (29.1%)	98,906 (4.3%)	944,501 (38.8%)	163,026 (4.8%)	1,141,467 (30.9%)
Walked only	37 (3.1%)	30 (2.9%)						

Source: 2016 & 2021 Census data ([www.abs.gov.au](http://www.abs.gov.au)) – QuickStats & General Community Profile – as at June 2024

**APPENDIX B**

**SOCIAL IMPACT COMMENT INITIAL ASSESSMENT FORM**

Social Impact Initial Assessment Form			
<b>Applicants details:</b>		<b>Owner's details (if different to applicant):</b>	
<b>Name</b>		<b>Name:</b>	
Proposed Rezoning			
<b>Postal Address</b>		<b>Postal address:</b>	
<b>Email</b>		<b>Email</b>	
<b>Phone</b>	<b>Mobile</b>	<b>Phone</b>	<b>Mobile</b>
<b>Proposal details:</b>			
<b>Lot Number and Registered Plan Number</b>			
Lot 6 DP1217784			
<b>Site address</b>			
1411 The Northern Road, Bringelly			
<b>Brief description of Development Proposal</b>			
Planning Proposal for the inclusion of the subject site as a Key Site as part of Clause 9 Schedule 1 to Liverpool LEP 2008 to permit the site to be developed as a service station.			
<b>1. Population Change</b>			
<b>Will the development result in significant change/s to the local area's population (either permanent or temporary)?</b> <i>Explanation: Changes to the size, structure, and capacity of the population can have significant implications for the provision/adequacy of community facilities/services, community cohesion and/or social sustainability.</i>			
Yes	<b>If 'Yes', briefly describe the impacts below:</b> The subject application will result in the loss of one residential dwelling.		
No			
<b>Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below</b>			
No mitigation or enhancement measures proposed.			
<b>2. Housing</b>			
<b>Will the proposal improve or reduce the quantity, quality, mix, accessibility and/or affordability of housing?</b> <i>Explanation: A mix of housing types, sizes and costs is necessary for social diversity (in terms of ages, family life cycles, incomes, cultural backgrounds) and social inclusiveness. Retention/expansion of affordable housing is necessary for social equity and to avoid displacement of low-income persons and families.</i>			
Yes	<b>If 'Yes', briefly describe the impacts below:</b> The subject application results in the loss of one residential dwelling in the area.		
No			
<b>Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below</b>			
The proposal results in the loss of the use of one dwelling in the area. This minor loss of accommodation is unlikely to result in any significant impacts in respect of the nature of the population or the area, or result in any social displacement.			

No mitigation measures are required.

### 3. Mobility and Access

**Will the proposal improve or reduce physical access to and from places, spaces and transport? Explanation:**

*'Access for all' is an essential component of a fair and equitable society. Additionally accessible developments foster inclusive communities, maximise access to public transport, pedestrian and cycle networks and provide convenient and continuous paths of travel (thereby promoting healthy, sustainable lifestyles). Consideration must also be given to accessibility for people with a disability. Refer to Council's Disability Strategy 2012-2017 available for download from Council's website.*

**Yes** If 'Yes', briefly describe the impacts below

No The proposed alterations and additions improve accessibility in and around the site.

**Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below**

The proposal will provide for future use of the site as a convenient and ideally located service station in an area where there are limited nearby options for fuel. Future buildings on the site will be designed to ensure accessibility.

### 4. Community & Recreation Facilities/Services

**Will the development increase, decrease or change the demand/need for community, cultural and recreation services and facilities? Explanation:** *Access to diverse and adequate community and recreation services is necessary for physical and mental health, well-being, personal productivity, social cohesion and social sustainability. Examples of facilities include community centres, leisure centres, recreation centres, sports fields and playgrounds.*

**Yes** If 'Yes', briefly describe the impacts below

**No**

**Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below**

The proposal will allow for the future development of the site as a service station for the community, workers, visitors and tourists, in a location convenient to the new International Airport and Aerotropolis.

### 5. Cultural and Community Significance

**Will the development impact on any items or places of cultural or community significance?**

**Explanation:** *There may be certain places, items, or qualities that are culturally valuable or significant to the community. They provide significant meanings and reference points for individuals and groups. This may include specific sites of Aboriginal significance. The acknowledgement and protection of these places, items or qualities is a key element in building strong and resilient communities. For information about Liverpool's cultural and linguistically diverse communities, refer to Council's LEAPS Multicultural Plan available for download from Council's website.*

**Yes** If 'Yes', briefly describe the impacts below

No places of cultural or community significance are impacted by the proposal.

No	
Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below	
<b>6. Community Identity &amp; A Sense of Belonging</b>	
<b>Will the development strengthen or threaten social cohesion and integration within and between communities? Explanation:</b>	
<i>Social cohesion and integration requires, places and spaces for informal and safe social interaction. Developments can increase or decrease these interaction opportunities through their provision (or otherwise) of safe and connected pathways and linkages and attractive gathering places (town centres, parks, squares/plazas, civic spaces, streets). Consideration should be given to incorporating principles of good urban design into the development proposal. Refer to the Creating Places for People: An Urban Design Protocol for Australian Cities available for download from the Federal Government's Urban Design website.</i>	
Yes	If 'Yes', briefly describe the impacts below
No	
Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below	
<b>7. Health and Wellbeing</b>	
<b>Will the development strengthen or threaten opportunities for healthy lifestyles healthy pursuits, physical activity and other forms of leisure activity? Explanation:</b>	
<i>Developments can increase or decrease opportunities for healthy lifestyles through increasing or decreasing the liveability of places (in terms of safety, noise, dust, aesthetics) or increasing or decreasing opportunities for:</i> <ul style="list-style-type: none"> <li>walking, cycling, play and other physical activity;</li> <li>healthy food choices;</li> <li>drinking, gambling and smoking</li> </ul> <i>Consideration should be given to incorporating healthy urban design principles into the development proposal. Refer to the Healthy Urban Development Checklist, available for download from the NSW Health website</i>	
Yes	If 'Yes', briefly describe the impacts below
No	
Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below	
<b>8. Crime &amp; Safety</b>	
<b>Will the development increase or reduce public safety and opportunities for crime (perceived or actual)? Explanation:</b>	

**Commented [A3]:** If we're saying no to this statement, should we statement the development has a neutral affect? It's not really a yes or no question

**Commented [A4]:** Same as above

*Developments can increase or decrease safety (perceived or actual). For example through generating increased traffic providing venues that may attract unruly behaviour. This can diminish social cohesion and integration however impacts can be mitigated by appropriate design traffic controls and management.*

*Safer by design principles should be considered in the development proposal. Refer to Council's Community Safety and Crime Prevention Strategy available for download on Council's website. The Community Safety and Crime Prevention Strategy available for download on Council's website. The Crime Prevention Through Environmental Design (CPTED) Guidelines are available for download on NSW Police website.*

Yes	If 'Yes', briefly describe the impacts below
No	Public safety potentially increased, particularly at night, with the active use of the site as a service station, and installation of lighting and CCTV monitoring.

**Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below**

CCTV monitoring of the entrances, exits and over bowers areas recommended for future development, as is a back to base alarm system.

#### 9. Local Economy & Employment

**Will the development increase or reduce the quantity and/or diversity of local employment opportunities (temporary and/or permanent)** Explanation: *Unemployment and low income are associated with poor health and reduced social inclusiveness and resilience. Accessible and diverse local jobs (suited to the capacities of local populations) reduce the risk of unemployment (and the associated poorer health and social sustainability outcomes).*

Yes	If 'Yes', briefly describe the impacts below
No	

**Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below**

Future development on the site will generate employment opportunities in the construction and fit out of the service station, as well as in the operation of the premises.

No employment is lost as a result of the proposal.

#### 10. Needs of Population Groups

**Will the development increase or decrease inclusive opportunities (social, cultural, recreational, employment, governance) for groups in the community with special needs?**

Explanation: *Council has an Access and Equity Policy which promotes access to life opportunities (e.g. jobs, education, full participation in the cultural life of the community) and inclusiveness for all (including those with special needs – youth, aged, CALD, Aboriginals, people with disabilities, children and women). Developments can increase inclusiveness through the provision of culturally appropriate facility design and programs and the avoidance of communication barriers. Refer to Council's Community Strategic Plan, Growing Liverpool*

Commented [A5]: As above

2023, Social Justice Policy, LEAPS Multicultural Plan, youth Strategy and Disability Strategy available for download on Council's website.

Yes

If 'Yes', briefly describe the impacts below

No

Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below

## APPENDIX C

### EXPERIENCE AND QUALIFICATIONS OF AUTHOR

## **Sarah George – BA (Psych/Soc), Cert IV Youth Work**

### **QUALIFICATIONS:**

Bachelor of Arts majoring in Psychology & Sociology (Macquarie University); Teaching by Distance (TAFE OTEN); Certificate IV – Workplace Training & Assessment, Youth Work Certificate IV (TAFE NSW).

### **EXPERIENCE:**

In practicing as a consultant, I have completed assignments for a number of clients in the private and public sector, including:

- preparation of Statements of Evidence and representation as an Expert Witness in the Land and Environment Court of NSW;
- preparation of the City of Sydney Council's Alcohol-Free Zone Policy Review & Guide;
- preparation of a draft Local Approvals Policy for the City of Sydney ("Sex on Premises Venues");
- preparation of Social Impact Assessments for Development Applications, including Matthew Talbot Lodge, Vincentian Village and the Ozanam Learning Centre for St Vincent de Paul, Malek Fahd Islamic School, and Hotel Development Applications at Hurstville and La Perouse and numerous packaged liquor licences;
- preparation of Community Impact Statements for packaged liquor outlets, on-premises licences for submission to the Office of Liquor, Gaming and Racing; and
- preparation of numerous Social Impact Assessments for licensed premises, both hotels and off-licence (retail) premises for submission to the Office of Liquor Gaming and Racing and the former Liquor Administration Board.

Prior to commencing as a consultant, I worked in community organisations and in the non-Government and private sectors in numerous roles including:

- Teacher – TAFE Digital (Mental Health, Alcohol & Other Drugs, Youth Work & Community Services)
- Project Officer – Education & Development with Hepatitis NSW
- Case Manager Big Brother Big Sister Mentoring Program with the YWCA NSW
- Drug and Alcohol educator and counsellor

- Youth Worker

I also worked for several years in a number of Town Planning Consultancy firms.

**MEMBERSHIPS:**

International Association of Impact Assessment

**OTHER:**

Justice of the Peace for NSW