



Hume Development Pty Ltd

311 Hume Highway Liverpool

Preliminary Comprehensive Social Impact Assessment

November 2015

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1. Introduction

1.1 Background

The currently vacant land at 311 Hume Highway, Liverpool is proposed for mixed use redevelopment which proposes primarily residential use with some ground floor commercial space.

Approval for development of the site for mixed use was granted for the site in 2008, with excavations for basement parking commenced since then. Subsequent discussions with Liverpool Council raised the opportunity for higher density residential development, and as a result the current Development Application is being submitted concurrently with the submission of a Planning Proposal to alter the zoning and height and floor space ratio controls for the site.

The site is located in the south western corner of the major intersection of the Hume Highway, Hoxton Park Road and Macquarie Street (Heathcote Road), Liverpool. It is situated towards the southern end of the designated Liverpool City Centre.

It is a key gateway site for the Liverpool City Centre, as identified in the *Liverpool City Centre Vision 2006*, together with the sites at 420 Macquarie Street (from the corner of Macquarie Street and Mill Road) and the corner of Hoxton Park Road and Macquarie Street. The key strategic location has been a critical consideration in discussions with Council and the development of the Planning Proposal for the site.

The Planning Proposal and a Development Application have been submitted to Council which has subsequently issued a 'Stop the Clock', requiring a Social Impact Assessment (SIA) to further consider the proposal.

1.2 Purpose of this report

This Preliminary SIA has been triggered by Liverpool City Council's SIA Policy which requires a Comprehensive SIA (CSIA) for a development that comprises more than 100 residential dwellings. This Preliminary CSIA has been developed to look at the potential social opportunities and impacts that may result from the proposed development. It has been developed to meet the requirements of the Liverpool Social Impact Assessment Policy and in response to a request from Council 25th of September 2015 for this policy to be addressed in order for consideration of the project Development Application to proceed. The SIA provides:

- consideration of how the development may change people's way of life and how they live, work, play and interact with one another.
- identification of potential benefits and negative impacts of the proposal, along with the
- stakeholder groups which may be affected by each impact.
- mitigation strategies for each identified impact.

A final SIA would be prepared incorporating feedback from any consequent community consultation (especially with the adjacent community) undertaken in relation to the proposed development.

1.3 The Development

The currently vacant land at 311 Hume Highway, Liverpool is proposed for redevelopment for mixed use (primarily residential with some ground floor commercial premises). The proposed development will include;

- mixed use development comprising three separate buildings built over a single basement accessed from Gillespie Street;
- three buildings comprising a 31 storey tower accommodating 240 residential units and two retail units with floor areas of approximately 263m² and 374m², located on the ground floor of the tower building with street frontage and two eight storey residential flat buildings accommodating a total of 67 residential units;
- Excavation and construction of four levels of basement to accommodate 352 car parking spaces with vehicle access off Gillespie Street; and,
- 21 motor bike spaces, 158 bicycle spaces, storage areas, waste facilities and related plant.

The total of 307 dwellings will comprise;

- 19 one bedroom dwellings (6 per cent)
- 259 two bedroom dwellings (84 per cent)
- 29 three bedroom dwellings (9 per cent)
- 32 of the total units (10 per cent) will be developed as adaptable dwellings

The subject site is currently vacant, with excavation for approved basement parking already commenced under an approved development application from 2008. Subsequent discussions with Council planning officers evidenced the opportunity for a higher density development which have resulted in the current lodgement of Planning Proposal to change the zoning of the site, as well as a Development Application. These applications have been submitted and Council has subsequently issued a 'Stop the Clock' order requesting submission of a supporting CSIA.

The site is on the corner of Hoxton Park Road and also bounded by Gillespie Street in the west, and the heritage listed Collingwood Hotel immediately to the south. The site is made up of two adjacent offset square parcels (see Figure 1).



Figure 1 Aerial view of the site (Source: SIX Maps)

The site is surrounded by Hoxton Park Road and Woodward Park (a significant open space within the city centre) to the north, and the Hume Highway and low scale commercial development to the east (see Figure 2). The heritage listed Collingwood Hotel has access and egress from the Hume Highway, as well as through it's car park to Gillespie Street at the rear. To the southwest the site adjoins a single residential property (number 10 Gillespie Street) and to the north west a vacant commercial property on the corner of Hoxton Park Road. On the western side of Gillespie Street and along nearby Pearce Street and Hoxton Park Road, land use is dominated by single and two storey detached residential dwellings.



Figure 2 Adjacent land use (Source: Google Maps, modified with project image)

1.4 Approach

GHD's SIA methodology is based on the International Association for Impact Assessment - Social Impact Assessment International Principles (2015)¹. Our process is also consistent with Liverpool Council's SIA Policy. Our process involves five distinct stages, as illustrated in Figure 3.

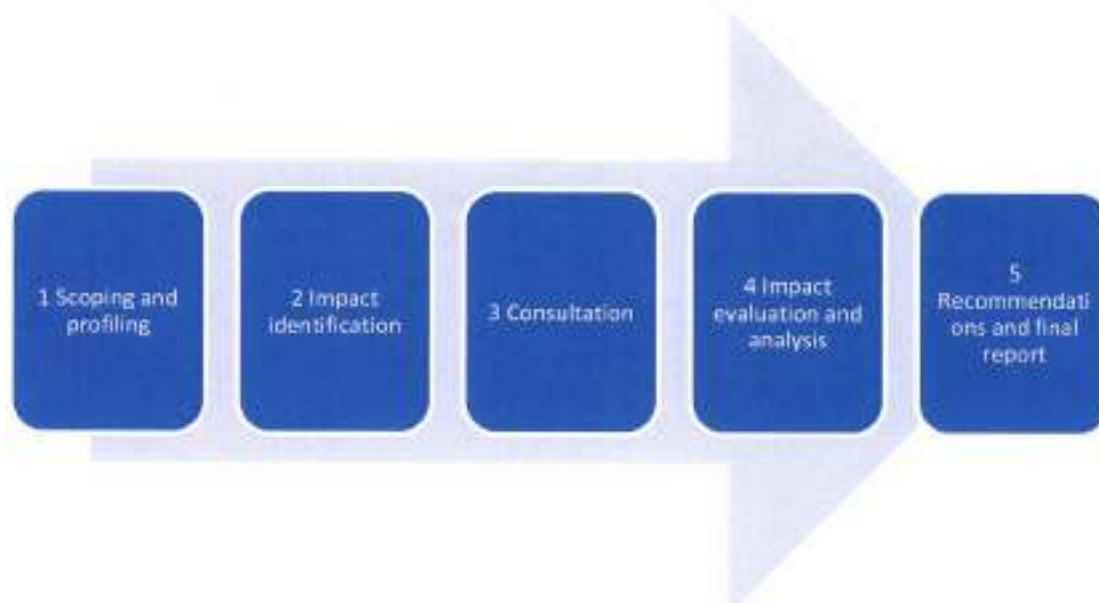


Figure 3 GHD's Five Stages for Preparing the CSIA

1.4.1 Stage 1: Scoping and Profiling

A study area was determined, as described in section 1.5. A socio-economic profile of the communities in these study areas which have the potential to be affected by the proposed development was prepared. This formed the basis from which the impacts were identified and assessed. Scoping was then undertaken to identify the primary issues and associated stakeholders potentially impacted by the project, and the spatial extent of these issues in assessing the project area. Research was undertaken to identify comparable areas where high density development had occurred between 2006 and 2011 and then demographic characteristics for these areas were used to develop an indicative profile of the likely population of the proposed development.

1.4.2 Stage 2: Identification of impacts

A detailed assessment was undertaken to identify the possible risks and social impacts that may arise as a result of the proposed development. The assessment considered the timing, duration, likelihood and significance of the identified risks.

1.4.3 Stage 3: Consultation

Liverpool Council's Social Impact Assessment Policy identifies community engagement as an important element of the preparation of a CSIA. GHD has consulted with Council's Coordinator for Community Planning and with social service providers in the area to understand their capacity to meet the needs of the incoming residents. The proponent would work with Liverpool Council to determine an engagement approach that is appropriate for this development.

¹ IAIA (2015)

application. The outcomes of any local community consultation would be incorporated into this assessment to inform a final CSIA.

1.4.4 Stage 4: Impact Evaluation and Analysis

Detailed understanding and description of impacts was undertaken through collation and further analysis of the information obtained in Stages 1, 2 and 3. Key questions that were considered included:

- What is the likelihood that the impact will occur?
- Are the impacts likely to be experienced by all persons or will the impact be specific to certain individuals, stakeholders or special interest groups?
- Is the impact positive or negative? What weight or level of importance should be attached to each impact?
- What measures can be implemented that will mitigate the negative impacts or enhance the positive impacts?

1.4.5 Stage 5: Recommendations and preliminary report

The preliminary report has been developed with recommendations that outline the options and procedures that will be used to minimise risk and avoid, ameliorate or adapt to the potential negative impacts.

1.5 Study area

For the purposes of the assessment, this SIA has considered the suburb of Liverpool (Liverpool SSC as defined by the ABS) as the Local Study Area as this is the area directly impacted by the proposal and from which new residents are likely to avail the majority of the local social and economic services they require. Further, the SIA considers the Liverpool Local Government area (Liverpool LGA as defined by the ABS) as the Regional Study Area which provides a broader context to the proposed development.

1.6 Limitations

This report has been prepared by GHD for Hume Developments Pty Ltd and may only be used and relied on by them for the purpose agreed between GHD and the Hume Developments Pty Ltd as set out in section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than Hume Developments Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

GHD has prepared this report on the basis of information provided by Hume Developments Pty Ltd and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

2. Social policy context

This section provides information about the policy context of the proposed development and identified specific Liverpool City Council strategies, plans and policies which inform this assessment

2.1 Social Impact Assessment Policy 2015

The *Liverpool Social Impact Assessment Policy 2015* identifies the importance and rationale for a Social Impact Assessment and provides a framework for ensuring that a SIA is effectively integrated into Council's decision-making processes.

Specifically, it provides a guide as to when a SIA is required, how the SIA is to be conducted and how the outcomes of a SIA are to be implemented and managed. The policy requires a CSIA where an application is for development of a residential building greater than 100 units.

The specific objectives of this Policy are to:

- Ensure that the social impacts of all relevant interventions (new policies, plans, projects or proposed development) are assessed and understood in Council's decision-making and planning.
- Enhance consistency and transparency in Council's assessment of social impacts.
- Maximise positive social impacts and eliminate (or minimise/mitigate) negative social impacts.
- Ensure development meets the needs of the community needs and enhances environmental, social and economic qualities of the local area.

This SIA has been prepared according to Council's SIA policy which has included addressing the following types of impacts:

- Direct and indirect impacts
- Temporary and permanent impacts
- Potential for Cumulative impacts
- The significant of potential impacts.

2.2 Liverpool Community Strategic Plan - Growing Liverpool 2023

Growing Liverpool 2023 is Council's community strategic plan to guide the region over the next 10 years with the vision of becoming the regional city for South Western Sydney. The key directions guiding the delivery of the vision and developed from community feedback include:

- Vibrant prosperous city
- Liveable safe city
- Healthy inclusive city
- Proud engaged city
- Natural sustainable city
- Accessible connected city
- Leading proactive council

2.3 Community Safety and Crime Prevention Strategy 2013-2017

This strategy aims to improve the quality of life for residents of Liverpool by reducing crime and increasing community safety and the perception of safety in Liverpool. The strategy focuses on the following key priority areas that emerged during consultations, a review of the previous plan and analysis of current crime data:

- Liverpool City Centre
- Assault (common)
- Alcohol and other drugs
- Domestic and family violence
- Break and enter
- Steal from motor vehicle
- Motor vehicle theft
- Vandalism and malicious damage
- Antisocial behaviour

Along with actions to work towards addressing each key priority area, there are key partners listed to assist with implementation and management. This indicates the collaborative approach that Council has developed to addressing crime and safety in Liverpool.

2.4 Liverpool City-wide Recreation Strategy 2020

Liverpool City Council has identified the need to develop a recreation strategy for the LGA that provides clear direction on the development of public recreational infrastructure to meet the existing and future needs of the community. The strategy seeks to provide Council with:

- Review and assessment of existing policies, strategies and programs;
- Review and mapping of existing recreation facilities, both public and private; and
- Consultation with key stakeholders in Liverpool, including sporting clubs, citizens and users of recreation facilities and services; and
- Preparation of a Recreation Strategy and framework for the future provision and management of Liverpool's recreational facilities and services.

The report identified a number of major issues to be addressed for recreation planning, implementation and management in Liverpool. From identifying the major issues, five key directions for strategies were developed including:

- Enhancing existing open space and recreation facilities
- Addressing future needs
- Working with sporting bodies, government agencies, community groups and the private sector
- Improving council recreation management
- Managing the natural environment

3. Existing community profile

This section presents an overview of the demographic profile for the local and regional study areas, as defined in Section 1.5. Demographic data has been sourced from the Australian Bureau of Statistics (ABS) Census 2011 data unless otherwise stated. A detailed table of demographic information is provided in Appendix A.

3.1 Overview of the study area

Liverpool LGA – Regional Study Area

Liverpool LGA consists of 42 suburbs across 305 square kilometres, located approximately 25 kilometres from Sydney CBD. Liverpool is at the centre of southwest Sydney and is one of the fastest growing regions in Sydney. The population in 2011 was 180,143 persons and growth of the LGA is expected to continue as it becomes a major central business district to service Sydney's growing south west. (Liverpool City Council 2015a)

The LGA accommodates a highly multicultural population from 149 different countries of origin with 109 different languages spoken (Liverpool City Council 2015a).

Liverpool LGA still consists of semi-rural areas but also has an expanding city centre (Liverpool City Council 2015). The LGA also has a number of significant natural assets including the Georges and Nepean Rivers, Chipping Norton Lakes, Bents Basin, plus over 250 parks and around 7,500 hectares of bushland including parts of the Cumberland Plain Woodland (Liverpool City Council 2015a).

The strategic location of Liverpool being serviced by key major roads and highways has made it a key location for growth and investment (Liverpool City Council 2015a).

Liverpool State Suburb – Local Study Area

Liverpool is the largest suburb, by population, in Liverpool LGA and the administrative centre for the City. In 2011 the population was 24,095, almost double the population of the next largest suburb of Casula which was home to 14,696 persons.

The suburb is bounded by Orange Grove Road / Cumberland Highway and Lachlan Street to the north, the Georges River to the east, the M5 Motorway to the south, and Cabramatta Creek to the west. The Hume Highway and Brickmakers Creek run through the centre of the suburb from north to south.

Industry is centred on the Hume Highway and Elizabeth Drive. The suburbs main commercial and retail centre is located in the north-eastern pocket of the suburb around Macquarie Street. Westfield Liverpool shopping centre is located at the northern end of Macquarie Street. The suburb has a number of schools and educational facilities, churches, parks and open space areas.

The suburb hosts an education and health precinct which includes the South Western Sydney TAFE, Sydney Southwest Private Hospital, Liverpool Hospital and a number of other research and training facilities (NSW Government South Western Sydney Local Health District 2015).

3.2 Demographic characteristics of the local and regional study area

3.2.1 Population and age profile

In 2011, the population of Liverpool suburb was 24,095 people living in 7,857 dwellings, representing 13.4 per cent of the regional study area population. Since 2006 this represented population growth of 13 per cent for the suburb and 9.4 per cent for the LGA (ABS 2006a, b).

The Liverpool suburb age profile was characterised by the following features (refer to Figure 4):

- Largest proportion of people were in the 35-49 years age group (20.4 per cent) followed by 18.1 per cent population in the 25-34 year age group).
- One quarter of residents (24.9 per cent) were under 18 years of age and only 11.1 per cent were 65 years or older.
- The median age of the population was 33 years.

The age and gender profile for Liverpool suburb and LGA were generally consistent with the same median age of 33 years. The 25-49 year age group also accounted for the largest proportion of the population in the LGA. Consistent with an overall ageing population, the largest proportional population increases are forecasted to be amongst residents aged 60 and over (NSW Government Department of Planning and Environment 2014).

Figure 4 shows a large proportion of the population in the working age bracket as well as those aged less than 18 years. This is supported by over half the number of families in the suburb being couple families with children.

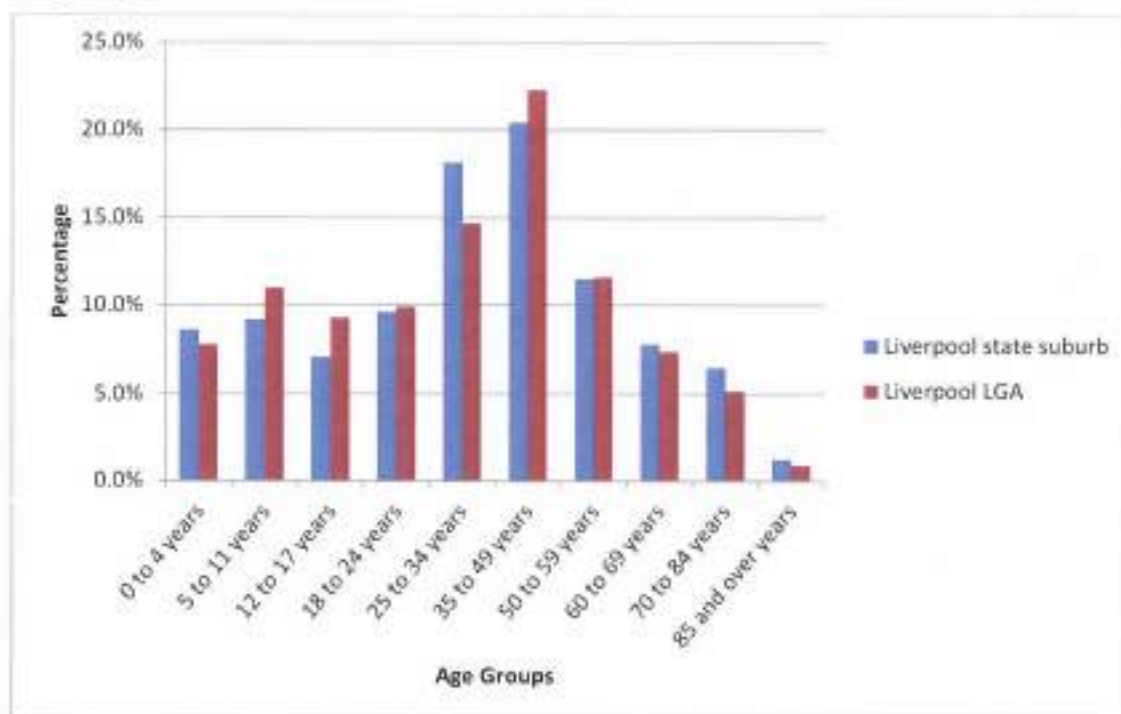


Figure 4 Age profile (ABS, 2011)

3.2.2 Population change

The 2014 population projections for the LGA estimate that by 2031, 288,950 people will be living in Liverpool LGA. This represents a total change of 100,850 persons since 2011 and an average annual increase of 2.1 per cent (NSW Government Department of Planning and Environment 2014). This data was not available at the suburb level.

According to Liverpool City Council website (2015a), Liverpool LGA is the largest growing city in NSW. The growth is attributed to urban release development, redevelopment in established areas and a natural increase in population (Liverpool City Council 2015a).

Urban release is being driven by parts of the Liverpool LGA falling within the South West Priority Growth Area (SWPGA) which includes a Major Centre at Leppington to be serviced by the new South West Rail Link. SWPGA precincts in the Liverpool LGA which have already been rezoned include Edmondson Park, Austral and Leppington North, with Leppington Precinct currently undergoing plans for rezoning². Also development of the proposed Western Sydney Airport at Badgerys Creek in the Liverpool LGA will also be a significant driver of population and employment growth and change in the region.³

3.2.3 Cultural and ethnic composition

The population of both Liverpool SSC and Liverpool LGA is highly multicultural with the LGA being one of the most culturally diverse communities in Sydney (Liverpool City Council 2015a). Cultural diversity of the population can be tested from the census indicators of 'place of birth' and 'languages spoken' by the population.

In Liverpool SSC, 56.6 per cent of people were born overseas, which is a higher proportion compared to the LGA where 39.8 per cent of the population was born overseas. The most common countries of origin were noted to be Iraq, India, Croatia, Fiji, and Bosnia and Herzegovina.

In Liverpool SSC, 23.4 per cent of people spoke English at home while 72.3 per cent of households spoke two or more languages. The main languages spoken, other than English, were Arabic, Serbian, Hindi, Vietnamese and Spanish. The whole LGA reported a lower percentage of 55.9 per cent of households where two or more languages are spoken and 44.4 per cent of people spoke only English at home.

Aboriginal and Torres Strait Islander people made up 1.1 per cent of the suburb population and 1.5 per cent of the LGA population.

3.2.4 Family composition and household structure

The family composition and household structure helps to understand the social fabric of the community. According to Census 2011 data, 'couple family with children' are a dominant group accounting for 50.4 per cent of the total 5,971 families in the suburb. The proportion of 'couple family without children' and 'one parent family' was fairly similar at 25.5 per cent and 22.0 per cent respectively. The LGA reported a similar family distribution with 56.7 per cent 'couple family with children', 23.7 per cent 'couple family without children' and 18.2 per cent 'one parent families'.

The average household size in Liverpool SSC was 2.8 compared with 3.2 in the LGA. In 2011, the majority of households (72.6 per cent) in Liverpool SSC were family households. This was followed by lone person households at 24.4 per cent and group households at 3.0 per cent. The LGA recorded a higher percentage of family households at 82.1 per cent.

² <http://growthcentres.planning.nsw.gov.au/PriorityGrowthAreas/SouthWestPriorityGrowthArea.aspx>. Accessed 27 October 2016

³ <http://westernsydneyairport.gov.au/about.aspx>. Accessed 27 October 2016

Total family households in the LGA are projected to increase from 50,950 in 2011 to 79,500 in 2031 (NSW Government Department of Planning and Environment 2014). This will contribute to an increase in number of households from 60,100 in 2011 to 96,700 in 2031 (NSW Government Department of Planning and Environment 2015).

3.2.5 Dwellings and tenure

In Liverpool SSC, 94.7 per cent of the total 8,300 private dwellings were occupied and 5.3 per cent were unoccupied. Liverpool LGA had a slightly higher number of occupied private dwellings with 95.8 per cent. The average number of bedrooms per occupied private dwelling in the suburb was 2.5 compared with 3.3 in the LGA.

The dwelling structure of occupied private dwellings was vastly different between the suburb and LGA. In Liverpool SSC, the majority of occupied dwellings were high density such as flats, units or apartments (48.3 per cent) while in the LGA this accounted for only 12.1 per cent of dwellings. The majority of dwellings in the LGA were separate houses (72.1 per cent) which were double the percentage of separate houses recorded for the suburb (33.9 per cent). The proportion of semi-detached, terrace houses and townhouses was comparable between the suburb (12.0 per cent) and the LGA (11.4 per cent).

The rate of full home ownership was slightly lower in Liverpool SSC (20.7 per cent) compared to the LGA (25.0 per cent), and the proportion of rented dwellings was noticeably higher in the suburb at 52.6 per cent compared to 31.6 per cent in the LGA. Houses in the suburb owned with a mortgage (26.7 per cent) were considerably lower than in the LGA (43.5 per cent).

In 2011, Liverpool SSC had a population density of 37.91 persons per hectare (Atlas.id Liverpool 2011). This was significantly greater than the population density of 5.89 persons per hectare across the LGA (Atlas.id Liverpool 2011). This can be attributed to the large number of flats, units or apartments within the suburb and the location of the suburb as the centre for the LGA.

The NSW Department of Planning and Environment (2014) estimates that dwellings are projected to increase from 62,600 dwellings in 2011 to 100,750 in 2031.

3.2.6 Employment, education and income

Liverpool SSC, had a lower rate of labour force participation (45.3 per cent) compared to the whole LGA (58.1 per cent). Employment data for 2011 shows that Liverpool SSC had a total labour force of 8,605 persons aged 15 years and over. The rate of unemployment in the suburb was 10.5 per cent, which was higher than the unemployment rate for Liverpool LGA (7.0 per cent).

Liverpool City Council estimates that an increase in Liverpool's employment capacity by 35,000 jobs is required by 2036 to accommodate the projected population growth (Liverpool City Council 2015a).

Incomes also varied between the suburb and LGA. The median weekly income for households in Liverpool SSC in 2011 was \$922 which was less than the LGA average of \$1,299. In 2011, 29.2 per cent of households had a weekly household income of less than \$600, which is greater than the LGA average at 20.8 per cent. There was also fewer high income households earning more than \$3,000/week (3.5 per cent) compared to the LGA (10.0 per cent).

The median weekly personal income for people aged 15 years and over in Liverpool SSC was \$384. This was noticeably lower than the average income reported for Liverpool LGA which was \$510.

Education levels in Liverpool SSC are consistent with the LGA, with around half of the adult population without post-school qualifications (48.0 per cent compared to 50.1 per cent) and close to half having completed year 12 (46.9 per cent for SSC and 46.3 per cent for the LGA).

Liverpool City Council has identified an increase in the number of people with degrees and diplomas across the LGA (Liverpool City Council 2015a). This has also been obvious at the suburb level with the percentage of non-school qualifications increasing from 30.4 per cent in 2006 to 34.2 per cent in 2011. The growing demand for education has resulted in a health and education precinct developing in the northeast of the suburb including a range of educational facilities including three TAFE colleges and the Liverpool hospital which is the major teaching hospital for Sydney's south west (Liverpool City Council 2015a).

3.2.7 Employment by industry

In 2011, the main industry of employment in Liverpool SSC was manufacturing which dominated 15.7 per cent of employment with 1,205 persons employed in the field. This was followed by health care and social assistance (12.9 per cent), retail trade (10.1 per cent), and construction (9.3 per cent).

This was consistent with the percentages recorded for the LGA. The top industries of employment in Liverpool LGA were manufacturing (14.0 per cent), retail trade (10.4 per cent), health care and social assistance (10.1 per cent), and construction (8.5 per cent).

3.2.8 Employment by occupation

The most common occupations in Liverpool SSC included technicians and trades workers (18.2 per cent), professionals (15.1 per cent), clerical and administrative workers (14.0 per cent) and labourers (13.9 per cent). These occupations were also the main occupations in the LGA with clerical and administrative workers being the most dominant at 17.5 per cent). As manufacturing is the leading industry there is a clear correlation between the industries of employment and the main occupations.

3.2.9 Travel behaviour and mobility

In Liverpool SSC, 21.6 per cent of households did not own a car, which is significantly greater than the LGA average at 9.8 per cent. The number of vehicles per household was also lower in the suburb, with 31.9 per cent of households with two or more vehicles compared to 58.5 per cent for the local government area. The low ownership of vehicles in the suburb could be attributed to the high density living in close proximity to the commercial centre of the LGA and people using public transport to travel to work.

In Liverpool SSC, 69.5 per cent of people travelled to work by car as driver or passenger which was lesser than the LGA, where 78.2 per cent of people travelled to work by car. A greater percentage of employed residents within the suburb travelled by public transport to work (19.6 per cent) compared to the LGA (13.4 per cent). The suburb also reported a higher percentage of residents that walked or cycled to work at 7.6 per cent compared to 2.8 per cent for the LGA.

In Liverpool SSC, 73.5 per cent of residents lived at the same address one year ago and 43.7 per cent lived at the same address five years ago. The rest of the LGA reported higher numbers of people living at the same property one year ago (81.7 per cent) and five years ago (56.2 per cent) showing higher mobility within the suburb than the LGA.

Major transport links to Liverpool include the M5 Motorway which links Liverpool to Kingsford Smith Airport, Port Botany within 20 minutes, and Sydney's CBD within 30 minutes (Liverpool City Council 2015a). The bus transit way and city rail network provide public transport links for residents.

Other key road networks include the Hume Highway which provides access to Canberra and Melbourne, the Cumberland Highway, the Sydney-Newcastle freeway, the Pacific Highway, M4 providing access to the Blue Mountains and Western NSW and the M7 motorway (Liverpool City Council 2015a).

3.2.10 SEIFA and need for assistance

The SEIFA Index of Relative Socio-Economic Disadvantage measures the relative level of socio-economic disadvantage based on a range of Census characteristics including low income, low educational attainment, high unemployment, and dwellings without motor vehicles. A higher score on the index means a lower level of disadvantage, while a lower score indicates a higher level of disadvantage.

Based on the 2011 SEIFA Index of Relative Socio-Economic Disadvantage, Liverpool SSC had a higher level of disadvantage (score 848) compared to the LGA (score 951). The suburb was ranked 118 within NSW, with 1 being the most disadvantaged suburb. The LGA ranged 51 out of the 153 LGAs in NSW (1 being most disadvantaged). The scores show that both Liverpool suburb and the LGA were not particularly disadvantaged but were more disadvantaged in comparison to other suburbs and LGAs within the State.

There were 1,816 persons in Liverpool SSC that required assistance according to 2011 census data. This equated to 7.5 per cent of the population, which was slightly higher than the percentage of 5.4 recorded for Liverpool LGA. This may be due to the higher proportion of older residents (60 years and over) living in the suburb.

3.2.11 Crime and safety

According to BOCSAR (2015) specific crime data, the highest number of criminal incidents in the LGA were recorded for the following offences:

- Transport regulatory offences
- Fraud
- Malicious damage to property
- Theft from motor vehicles
- Assault- domestic violence related

BOCSAR data (presented in Table 1) indicates that rates of assault and malicious damage to property and liquor related assaults were been below the NSW incidence rate over the last two years. Over the same period incidences of domestic assault were noted to be well above the NSW rate.

Table 1 Liverpool Crime Statistics for July 2013 to June 2015

Offense	2 year trend	Year to Jun 2014		Year to June 2015		NSW rate (to Jun 15)
		Count	Rate	Count	Rate	
Assault (non domestic related)	Stable	758	396.4	694	362.9	423.7
Assault (domestic)	Stable	1062	555.3	966	505.1	396.4
Malicious damage to property	Stable	1541	805.8	1454	760.3	894.9
Theft (steal from person)	Up 12.4% p.a.	129	67.5	145	75.8	81.1
Liquor offences	Down 46.4% per year	69	36.1	37	19.3	163.2

Source: NSW Bureau of Crime Statistics and Research

Liverpool City Council Safer by Design (2012) is a guideline for relevant council units and developers for implementation of Crime Prevention through Environmental Design (CPTED) principles. It states that good urban and environmental planning directly contributes to a safer community. CPTED is a crime prevention strategy that focuses on the design, planning and structure of cities and neighbourhoods. The appropriate design of buildings and places using CPTED principles reduces crime and fear by reducing criminal opportunity and fostering positive social interaction among genuine users of space. CPTED is centred around surveillance, access control, territorial reinforcement, and space management/ maintenance.

3.3 Social infrastructure

The following provides a summary of the community facilities in proximity to the proposed development, or otherwise being the closest service providers to the site. A full list is provided in Appendix B.

Public Transport

The proposal is located within the defined city centre, one kilometre from Liverpool train station, and with bus stops on routes running north- south along the Hume Highway within 400m and to Ingleburn on Hoxton Park Road within 200m of the site.

Health

Liverpool Hospital is less than 2km from the site, whilst two general practitioners are located within walking distance on both the Hume Highway and Hoxton Park Road. Liverpool City Council is also drawing up plans to connect the hospital, which is the cities largest employer, its with the shops, transport and services within the city centre⁴. The Sydney Southwest Private Hospital is also located in the north of the city centre.

⁴ <http://www.domain.com.au/suburb-profile/liverpool-nsw-2170>. Accessed 2 November 2015

Education

Liverpool West Public School is the local public primary school. Located less than one kilometre away on Hoxton Park Road. Liverpool Boys and Girls High Schools are located nearby in Liverpool city centre. Several catholic and independent schools are located within Liverpool suburb including All Saints Catholic Boys College, All Saints Catholic Girls College, All Saints Primary School, Al Amanah College (coeducational Islamic combined school), All Saints Catholic Senior College (coeducational in Casula).

Child care

There are at least nine long day care centres in the vicinity of the project, as well as a number of family day care providers, including an autism specific early learning centre in Memorial Avenue. The KU Liverpool Preschool is also located in this social services cluster on Memorial Avenue/Woodward Park.

Aged Care

Two aged care facilities are available in the local area. Summit Care operates two properties on Elizabeth Drive providing a total of 100 high care and 39 dementia specific beds, and regularly has vacancies. Bernard Austin Lodge on Boundary Road is a 39 place low care hostel with one respite place that is often waitlisted and has high use of its respite services.

Public open space and recreational facilities

The proposed development is also located opposite the regionally significant Woodward Park (including the Whitlam Leisure and Aquatic Centre) and proximal to Pearce and Discovery Parks which provide passive and active recreation areas. The retail and entertainment areas of Liverpool city centre are also easily accessible for future residents.

3.4 Key implications for social impact

Overall, the key characteristics for existing residents in Liverpool suburb and Liverpool LGA include:

- High growth is expected across the local government area with Liverpool City Council being the fastest growing city in NSW.
- The suburb has a highly multicultural population with over half the population born overseas and almost three quarters of the population spoke two or more languages at home.
- The majority of households were family households (72.6 per cent in suburb and 82.1 per cent in LGA).
- The suburb has a smaller household and dwelling size compared to the LGA, with more high density living and rented dwellings in the suburb compared to the LGA.
- Population in the suburb showed higher mobility and low car ownership, indicating higher reliance on public transport or non-motorised transport to get to work place.

4. Expected future community profile

4.1 Methodology

Liverpool is changing rapidly, with many high density developments underway or soon to commence. To gain an understanding of the potential future residents of the proposed development, an indicative profile has been prepared based on similar high density developments.

To prepare the indicative profile, similar developments have been used from the 2011 Census. While Liverpool is changing rapidly, many of these developments have been completed after the 2011 Census, so a comparative development has been used from North Parramatta⁵ which has a similar dwelling composition (primarily two bedroom apartments). One high density development within central Liverpool that was captured in the 2011 Census⁶ has also been identified, located northeast of Westfield Liverpool (primarily two and three bedroom apartments). The profiles of these two developments have been analysed to inform the indicative profile of the proposed development at 311 Hume Highway. Detailed demographic summaries can be found in Appendix C.

Table 2 below shows the proposed dwelling mix for the 311 Hume Highway development, along with the existing mix at the comparative developments.

Table 2 Proposed dwelling mix

Bedroom size	311 Hume Highway		Central Liverpool development		North Parramatta	
	Proportion	Number	Proportion	Number	Proportion	Number
Studio	-	-	1%	3	1%	3
One bedroom	6%	18	6%	17	5%	17
Two bedroom	84%	258	56%	164	81%	258
Three bedroom	10%	31	37%	107	13%	40
Total apartments	100%	307	100%	291	100%	318

As demonstrated in Table 1, the North Parramatta development has the most similar dwelling mix, therefore the average household size of 2.2 persons per dwelling is considered appropriate for the proposed development at 311 Hume Highway. However other characteristics of future residents, such as cultural background, are likely to be similar to the central Liverpool development, therefore these indicators have been considered where relevant.

4.2 Indicative profile of new residents

Based on the 2011 Census profiles for North Parramatta with an average household size of 2.2 persons per dwelling, there is likely to be around 675 people living in 307 apartments by the time the development is complete.

⁵ Based on the 2011 Census Statistical Area Level 1 districts of 1148912 and 1148913

⁶ Based on the 2011 Census Statistical Area Level 1 district 1152518

Table 3 below shows the indicative age profile for 311 Hume Highway based on the age profile for North Parramatta. This is compared to the 2011 age profile for the Liverpool suburb and Liverpool LGA.

Table 3 Indicative age profile for proposed development compared to the suburb and LGA

Age group	311 Hume Highway	Liverpool Suburb	Liverpool LGA
0 to 4 years	47	7%	9%
5 to 11 years	37	6%	9%
12 to 17 years	24	4%	7%
18 to 24 years	95	14%	10%
25 to 34 years	224	33%	18%
35 to 49 years	151	22%	20%
50 to 59 years	51	8%	11%
60 to 69 years	21	3%	8%
70 to 84 years	18	3%	7%
85 and over years	3	0%	1%
Total population	675	100%	100%

The age profile demonstrates that compared to the suburb and LGA, the proposed development is likely to have less children, particularly primary school aged and high school aged children. However preschool aged children are likely to make up a similar proportion compared to the LGA. There are also likely to be significantly more adults between 25 to 34 years, which may indicate that many new residents of the proposed development are likely to be young couples who have moved into the apartments.

There is also likely to be less older people over 60 years, however over time as new residents age, and with current trends indicating that many more older people are looking to downsize to apartments, this will change.

Other key indicators for future residents based on the North Parramatta and central Liverpool developments, and the Liverpool suburb and Liverpool LGA include:

- High levels of cultural and linguistic diversity, with many people likely to be born in a Non English Speaking countries and speak another language at home.
- Countries of birth are likely to include Iraq, India, Croatia, Fiji, and Bosnia and Herzegovina. Languages spoken are likely to include Arabic, Serbian, Hindi, Vietnamese and Spanish.
- Many working residents are likely to be employed in 'white collar' industries (e.g. professional services, finance and insurance, health care) and be occupied in professional, administrative and community roles. However, some residents are also expected to work as technicians and tradespeople.
- With close proximity to Liverpool train station, future residents are likely to travel to work by train, however travel by car is expected to be the dominant mode of transport as many residents may work in areas that are more easily or quickly accessed by car.

5. Social Impact Assessment

5.1 Accommodation and housing

The proposed development will increase housing supply in Liverpool. It will not displace any existing housing as it involves development of a previously commercial property.

The high density development will deliver a majority (84 per cent) of two bedroom dwellings. This is consistent with the existing dwelling sizes in the area, as Liverpool suburb is the location of more than half of the existing two bedroom residences in the LGA (where they make up only around 13 per cent of all housing stock). These smaller dwelling sizes are consistent with the demographics of the suburb which is home to a higher proportion of lone person households (almost one in four), group households, single parent families and fewer families with children. The proposed development is expected to suit the needs of many of these types of households, as well as families seeking a more affordable and centrally located two or three bedroom residence. Additionally, ten percent of the dwellings will be adaptable units, meaning they will use building features, fittings and products in combination to increase usability, benefiting people of all ages and abilities. These adaptable houses are designed to accommodate lifestyle changes without the need to demolish or substantially modify the existing structure and services.

The ground floor commercial properties are designed with additional height to facilitate the future possible conversion to home office use, with mezzanine residence.

It is also anticipated that a large proportion of the units developed will be purchased by investors as rental properties, as currently more than half the occupied dwellings in the suburb are rented.

5.2 Access and mobility

Incorporating accessibility into design of the built environment is a key requirement to ensure older people, people with a disability, young people, and parents with prams can move freely and independently through the community. The proposed development meets the Building Code of Australia and the Premises Standards which require accessibility in new buildings for people of all abilities.

The provision of public transport, walking and cycling facilities are essential to ensuring quality of life and socially sustainable communities. The proposal is located within the defined city centre, one kilometre from Liverpool train station, and with bus stops on routes running north-south along the Hume Highway within 400m and to Ingleburn on Hoxton Park Road within 200m of the site. Though not on a designated bike path, the development will include bicycle parking and access to the site using bicycle routes to the west and informally traversing Woodward Park could be practical.

The development will not negatively impact any existing community access. Increases in traffic volumes in Gillespie Street may be undesirable from an amenity perspective, and management of on street parking will be required to accommodate local needs.

Given it's proximity to public transport, social infrastructure and design to accommodate people of all abilities, there are expected to be no ongoing negative social impacts on access and mobility for the existing or future population as a result of the development.

5.3 Health and wellbeing

Access to the social and economic resources is essential to support healthy lifestyles through all stages of life. Access to health services, education, child and older peoples care, to passive and active recreation areas and programs and to public and social spaces are needed to make places liveable and socially sustainable. The proposal site has been chosen due to its proximity to the provision on this social infrastructure in the Liverpool city centre, with the existence of proximal infrastructure outlined in Section 3.3.

The proposal includes 1,580m² of communal open space, including landscaping and seating for use by residents of the development. Two ground floor retail spaces in the main tower fronting Hume Highway are expected to provide a café and convenience store, primarily serving the immediate residential community. This inclusion will work to meet the needs of the new and surrounding residents in terms of convenience shopping (the next nearest convenience store being the petrol station on Hoxton park Road to the west).

Being within the defined city centre, the site has convenient access to both local and regional social infrastructure. The local public school and two GP services are within walking distance of the proposed development, which is also located opposite the regionally significant Woodward Park (including the Whittam Leisure and Aquatic Centre) and proximal to Pearce and Discovery Parks. The proximity of these active and passive recreation areas make them a considerable asset to the incoming community and are considered to have the potential to meet the recreational space needs of the residents of the development. It is recognised that Liverpool Council is considering the redevelopment of Woodward Park into a multipurpose stadium capable of seating up to 30,000 people, which would likely be developed after completion of this proposal. The proposed stadium, together with likely residential development also in the precinct will significantly alter the nature and reduce the availability of open recreation space in the vicinity of the project, and increase local demand for it. It is anticipated that should Council pursue such a development that enhancement of open space in other areas (such as along Brickmakers Creek) would be pursued to address the current and future needs of the growing population in the area.

As a residential development on busy roads, consideration of noise is important for the wellbeing of residents. An acoustic assessment of the site⁷ has determined appropriate materials and mitigations to ensure internal noise goals are met for residents. Outdoor noise (on private balconies) however may exceed criteria, and thus the development will include mechanical ventilation that prevents acoustic transfer so that doors and windows can remain closed whilst adequate ventilation is achieved. Outdoor spaces in multi dwelling complexes are important areas for practical purposes such as drying, airing and storing clothes and belongings, however in the existing acoustic environment, their use for relaxation and recreation is compromised by the high noise levels.

Planning and management of the communal open space as a desirable place for individuals and groups to relax would contribute to enhanced resident wellbeing. This could be developed as part of the Community Development and Welcome Program described in Section 5.6.

Community connectedness and connection to place is also important for individual and community wellbeing, and is discussed in Section 5.6.

5.4 Crime and public safety

Consideration for crime and public safety relate to:

- the safety of new residents in the existing environment

⁷ 311 Hume Highway, Liverpool - DA Acoustic Assessment, Acoustic Logic, December 2014

- how the development will alter the built environment and create or reduce public safety, and
- how the new residents will themselves alter community safety in the area.

Incidences of theft, assault and malicious damage are those most likely to be of concern for residents in their new environment. Incidences of assault and malicious damage have remained stable in recent years, and below NSW rates of incidence. Hotspot maps (see Appendix C) indicate that the proposed development is on the edge of a hotspot centred on the Liverpool city centre for both of these offences indicating that residents would need to be mindful of their routes when walking to and from the city centre, most notably at night. The proposed development has been designed to avoid blank walls which may otherwise attract graffiti, and has created a private communal space within the development that has security access to reduce criminal opportunity and foster positive social interaction among residents, in accordance with CPTED principles. Potential concerns with safety in relation to proximity of the development to a licensed premise are ameliorated by the adoption of security access to the development and also of the low and decreasing rates of liquor offences in the Liverpool LGA.

Liverpool LGA however has stable but high rates of domestic assault, and the proposed development is in a hotspot for these incidences. Moving house and/or buying a new residence is often a very involved and stressful experience for individuals and households. Opportunities to reduce this stress, and to ensure residents are aware of support and services to help at this critical time and into the future in their community are significant for a new residential development. Strategic support to new residents is recommended to act in a preventative manner but also provide the foundations for intervention and support where needed. A mechanism for such support is discussed further in section 5.6.

The loading zone from Gillespie Street in its current design presents the opportunity for antisocial behaviour and/or criminal opportunity and, given its poor passive surveillance and relatively infrequent incidence of likely use. This is of particular concern given that it abuts a residence and is in close proximity to the hotel car park.

To reduce opportunities for such misuse, it is recommended that this loading zone also be gated to prohibit public access.

5.5 Population change and impacts on social infrastructure

As outlined in Section 4.2, the proposed development is likely to accommodate an average household size of 2.2 persons per dwelling, or around 675 people living in 307 apartments by the time the development is complete.

This population increase represents a significant increase in population density in the local area. For the local census area (SA1), the population in 2011 was 332 people, with a density of just over 32 people per hectare. Without considerations for population change in the area, the proposed development would likely increase the population of the same area almost three fold, resulting in a population density of around 98 people per hectare.

Initial consultation with the local public primary and high schools indicate they expect to have the capacity to accommodate students from the development, however they are mindful that they are also expecting a large increase in students from forthcoming refugee intakes in the area. It is anticipated that in the order of 37 primary and 24 high school aged students may reside in the development.

Local capacity for childcare is also expected to be able to meet the service needs of the developments community. An estimated 47 children aged 0-5 are expected to reside in the development. Preliminary consultation with a selection of long day care providers in the area indicates there is capacity in existing facilities.

However, as discussed in Section 3.2.2, this change also needs to be considered in the recent, current and cumulative impact of residential densification in Liverpool city and the immediate locality.

5.6 Community identity and connectedness

A challenge facing high density developments is to support a sense of community and belonging, both internally for residents within the development and for those residents within the broader community. For new residents, this sense of community and belonging can be developed in many ways, including:

- getting to know neighbours
- being aware of and using local services
- being aware of and involved in local sports or common interest groups
- creating new social networks
- connecting with people with similar ethnic backgrounds
- being involved in the decision making process in the local area

A sense of connectedness, is an important contributory factor to achieving significant positive impacts on health, well-being, and mental health for both individuals and groups of people. Communities with strong social capital and sense of identity have improved levels of passive surveillance, stronger informal assets that can be relied upon by its members and more inclusive social networks which celebrate diversity.

In new residential developments, this sense of community is unlikely to develop organically, and where it does, this may take many years, and/or be representative of only segments of the community (often families with young children where playgroups and schooling can provide strong social networks). Ensuring a welcoming and inclusive development of community delivers sustainable social outcomes for both individuals and the community. Although there is little current data available about the nature of new high density residents in Liverpool, it is expected that many of these will be moving from the Liverpool LGA and other nearby area, so have some familiarity with the area and existing regional social networks⁵.

Supporting communities with significant new residential development can enhance this sense of connectedness and belonging. Some approaches which aim to address this include:

- New resident welcome initiatives (often information packs and welcome events)
- New community welcome and social development programs (community development programs)

For Liverpool, increasing high density development in the city highlights the importance of strategically supporting the connectedness and wellbeing of these significant new populations.

For the proposed development, effective and efficient activation of the communal spaces to contribute to positive social outcomes will need to be a focus. It is recommended that a Community Development and Welcome Program be prepared and resourced by the proponent for the proposed development for a period of 3 years. The implementation of such a program should be coordinated with a similar approach in nearby developments (such as 420 Macquarie Street). Council could play a role in facilitating these programs and coordinating outcomes of Council and other development programs.

⁵ Personal comment. From discussions with Liverpool City Council, Coordinator Community Planning. 21 October 2015

The potential for inclusions of a café and convenience store could be a considerable asset to residents of the proposed development, and to the existing local community. A café could potentially enhance the casual social use of the communal area, and together with a convenience store create opportunities for incidental interaction between new and existing residents. Existing convenience retail is limited, with a petrol station on Hoxton Park Road the closest existing alternative.

5.7 Construction impacts

Project construction is expected to take approximately 2 years. Noise, vibration, amenity, safety and traffic impacts will be experienced in the immediate local area, with the bulk of impacts borne by the neighbouring house at number 10 Gillespie Street, houses on the other side of Gillespie Street and in eastern Pearce Street.

The Collingwood Hotel will also experience these impacts, with the greatest impact to its outdoor beer garden during day time hours (as works will primarily be during business hours). Other areas of the hotel are expected to be less impacted given the likely existing internal noise levels within the building. Enhanced business at the hotel is also likely given the proximity of the construction workforce.

Construction management plans will need to be developed to address traffic, parking, safety, and noise and vibration impacts.

A construction community engagement plan is recommended to be implemented in the surrounding area in advance of (concurrent with the DA) and during construction of the project to notify residents of proposed works and their timing, especially if any out of hours works are required. The engagement plan should be developed in recognition of the diverse communication needs of the local community. Residents in the immediate vicinity (in the area generally bounded by Gill Avenue, Atkinson Street, Hoxton Park Road and the Hume Highway) are slightly older, with a median age of 39 years. More than half of these residents were born overseas, with three quarters speaking more than one language at home around 16 percent not speaking English well or at all. Although Arabic is the most common non-English language spoken in the area, Cantonese, Samoan, Italian and Hindi are each spoken by 5 to 7 per cent of the population.

5.8 Summary of socio-economic impacts

The following table summarises the social impacts and management strategies recommended for the proposed development at 311 Hume Highway, Liverpool.

Social risk or opportunity	Assessment of impact	Target group	Recommended management strategy
Accommodation and housing			
Increased housing supply and diversity	Increased supply of smaller dwellings in central areas to suit a range of households, including some with adaptable housing	New residents Existing residents in the surrounding area looking for new housing options	None required
	Units providing greater housing affordability	Lone parent, lone person, and group households	None required
	Provision of ten per cent of residential, and the commercial properties as adaptable	Small business Home businesses Ageing population Households with physical disabilities	None required
Access and mobility			
Parking impacts	Potential for conflict and competition for on street parking in Gillespie and Pearce Streets	Existing residents in Gillespie and Pearce Streets	Parking management strategy be developed and implemented
Health and Wellbeing			
Private outdoor spaces	Being located on busy roads, traffic noise levels will be require doors and windows to be closed to avoid	Residents	Planning and management of communal space to encourage informal individual and group use
Crime and public safety			

Social risk or opportunity	Assessment of impact	Target group	Recommended management strategy
Risk of domestic violence	The area has high rates of domestic violence and moving house is likely to increase these risks	New residents	Community Development and Welcome Program that builds social connections (support networks) and make potential victims aware of risks and services available or support, as well as encouraging supportive social networks
Antisocial behaviour	Potential anti-social use of the loading zone on Gillespie Street	Local residents especially number 10 Gillespie General community Collingwood Hotel patrons	Gate or otherwise secure the loading zone to prohibit public access in accordance with CPTED principles
Community identity and connectedness			
Community connectedness	Supporting community connectedness in new residential developments contribute to positive impacts on physical and mental health	All new residents Local community	Develop and implement a Community Development and Welcome Program
Construction impacts			
Traffic, noise, vibration, safety and amenity impacts	Amenity related construction impacts will be experienced for around 2 years	Nearby neighbours	Develop and implement a Construction Community Engagement Plan Develop and implement Construction Environmental management Plans

6. References

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Appendices

Appendix A – Demographic summary

Source: ABS Census 2011

	Liverpool state suburb	Liverpool LGA
Population:		
Total Persons	24095	180143
Age groups:		
0 to 4 years	2061	14082
5 to 11 years	2209	19808
12 to 17 years	1722	16678
18 to 24 years	2305	17888
25 to 34 years	4363	26391
35 to 49 years	4927	40158
50 to 59 years	2766	20918
60 to 69 years	1874	13252
70 to 84 years	1577	9408
85 and over years	290	1559
Under 18 years	5992	50568
15 years and over	19015	137897
Median Age (years)	33	33
Cultural Diversity:		
Indigenous persons	258	2676
Persons born in Non Main English Speaking countries	0	0
Language spoken at home other than English	15898	89766
Speaks English Only	5642	80045
Speaks other language and speaks English very well or well	8853	47009
Household Characteristics:		
Family households	5,700	44,019

	Liverpool state suburb	Liverpool LGA	
Housing co-operative/community/church group	87	349	2.1%
Other landlord type	88	964	5.9%
Landlord type not stated	60	295	1.8%
Other Tenure Type	53	296	1.8%
Not stated	298	1638	10.0%
Dwellings by number of bedrooms			
None (bedsits or studios)	46	345	0.6%
One bedroom	384	1242	2.3%
Two bedrooms	3915	7190	13.4%
Three bedrooms	2361	20560	38.4%
Four bedrooms or more	902	22962	42.9%
Not stated	247	1276	2.4%
Individual Income:			
Median Individual Income (\$/weekly)	384	510	
Negative/Nil Income	1,926	14,899	10.8%
\$1-\$199	1,578	11,397	8.3%
\$200-\$299	2,903	16,246	11.8%
\$300-\$399	2,126	12,573	9.1%
\$400-\$599	2,044	14,157	10.3%
\$600-\$799	1,866	15,132	11.0%
\$800-\$999	1,424	12,184	8.8%
\$1,000-\$1,249	1,179	11,175	8.1%
\$1,250-\$1,499	641	7,215	5.2%
\$1,500-\$1,999	501	6,927	5.0%
\$2,000 or more	211	3,903	2.8%
Individual Income not stated	2,615	12,089	8.6%
Household Income:			
Median Household income (\$/weekly)	922	1,299	
Negative/Nil Income	141	641	1.3%
\$1-\$199	191	942	1.9%

	Liverpool state suburb	Liverpool LGA
\$200-\$299	334	1,571
\$300-\$399	596	2,728
\$400-\$599	876	4,364
\$600-\$799	898	4,283
\$800-\$999	781	3,942
\$1,000-\$1,249	806	4,528
\$1,250-\$1,499	597	4,062
\$1,500-\$1,999	812	6,545
\$2,000-\$2,499	459	5,355
\$2,500-\$2,999	277	3,686
\$3,000-\$3,499	141	2,339
\$3,500-\$3,999	60	1,106
\$4,000 or more	55	1,488
All incomes not stated	292	1,583
Labour Force:		
Labour force participation	8,605	80,187
Total employed	7,701	74,567
Employed full-time	5,223	50,804
Employed part-time	1,934	18,696
Unemployed persons	904	5,620
Not in labour force	8,214	48,665
Occupation:		
Managers	485	7,316
Professionals	1,165	11,479
Technicians and trades	1,401	11,717
Community and personal service	742	6,834
Clerical and administrative	1,076	13,084
Sales	640	6,712
Machinery operators and drivers	884	7,809
Labourers	1,073	7,828

	Liverpool state suburb	Liverpool LGA	
Not Stated	233	1,789	2.4%
Key Industry:			
Agriculture, forestry & fishing	21	548	0.7%
Mining	7	79	0.1%
Manufacturing	1,205	10,411	14.0%
Electricity, gas, water & waste services	47	693	0.9%
Construction	713	6,328	8.5%
Wholesale trade	390	4,138	5.5%
Retail trade	777	7,788	10.4%
Accommodation & food services	436	3,956	5.3%
Transport, postal & warehousing	529	5,857	7.9%
Information media & telecommunications	119	1,187	1.6%
Financial & insurance services	317	3,489	4.7%
Rental, hiring & real estate services	93	956	1.3%
Professional, scientific & technical services	298	3,358	4.5%
Administrative & support services	347	2,528	3.4%
Public administration & safety	399	5,120	6.9%
Education & training	332	4,316	5.8%
Health care & social assistance	993	7,560	10.1%
Arts & recreation services	67	846	1.1%
Other services	276	2,881	3.9%
Not Stated	333	2,529	3.4%
Educational attainment:			
Completion of Year 12 (or equivalent)	8,911	63,884	46.3%
Without post-school qualifications	9120	69104	50.1%
Educational institution attending:			
Total	8,791	61,996	100.0%
Pre-school attending:			
Pre-school	307	3,174	5.1%
Infants/Primary education attending:			

	Liverpool state suburb	Liverpool LGA	
Government	1,277	10,875	17.5%
Catholic	269	3,736	6.0%
Other Non Government	175	2,424	3.9%
Total	1,721	17,035	27.5%
Secondary education attending:			
Government	1,120	8,572	13.8%
Catholic	266	3,600	5.8%
Other Non Government	116	1,990	3.2%
Total	1,502	14,162	22.8%
Technical or Further Educational Institution(a):			
Full-time student:			
Aged 15-24 years	192	1,099	1.8%
Aged 25 years and over	247	803	1.3%
Part-time student:			
Aged 15-24 years	95	1,074	1.7%
Aged 25 years and over	365	1,650	2.7%
Full/Part-time student status not stated	8	77	0.1%
Total	907	4,703	7.6%
University or other Tertiary Institution attending:			
Full-time student:			
Aged 15-24 years	420	3,944	6.4%
Aged 25 years and over	146	752	1.2%
Part-time student:			
Aged 15-24 years	58	576	0.9%
Aged 25 years and over	175	1,287	2.1%
Full/Part-time student status not stated	12	63	0.1%
Total	811	6,622	10.7%
Other type of educational institution attending:			
Full-time student	160	452	0.7%
Part-time student	133	714	1.2%

	Liverpool state suburb	Liverpool LGA	
Full/Part-time student status not stated	12	0.1%	0.1%
Total	305	1,205	1.9%
Type of educational institution not stated	3,238	15,095	24.3%
Mobility:			
Lived at same address 1 year ago	17,720	147,254	81.7%
Lived at same address 5 years ago	10,526	101,327	56.2%
Transport:			
Households without a motor vehicle	1,607	5,026	9.8%
One motor vehicle	3,479	16,426	31.9%
Two motor vehicles	1,727	19,711	38.3%
Three motor vehicles	474	6,932	13.5%
Four or more motor vehicles	168	3,433	6.7%
Journey to work (by one method only):			
Train	1,164	7,823	11.3%
Bus	202	1,429	2.1%
Ferry	4	11	0.0%
Tram (includes light rail)	9	23	0.0%
Taxi	15	108	0.2%
Car, as driver	4,405	49,313	71.1%
Car, as passenger	510	4,903	7.1%
Truck	84	1,350	1.9%
Motorbike/scooter	13	241	0.3%
Bicycle	28	250	0.4%
Other	33	398	0.6%
Walked only	506	1,662	2.4%
Worked at home	94	1,853	2.7%
Socio-Economic Indexes for Areas (SEIFA) 2011:			
Index of Advantage/ Disadvantage	859	968	
Index of Disadvantage	848	951	

Source: Data adapted from ABS Census 2011

Appendix B – Social infrastructure in the vicinity of the proposed development

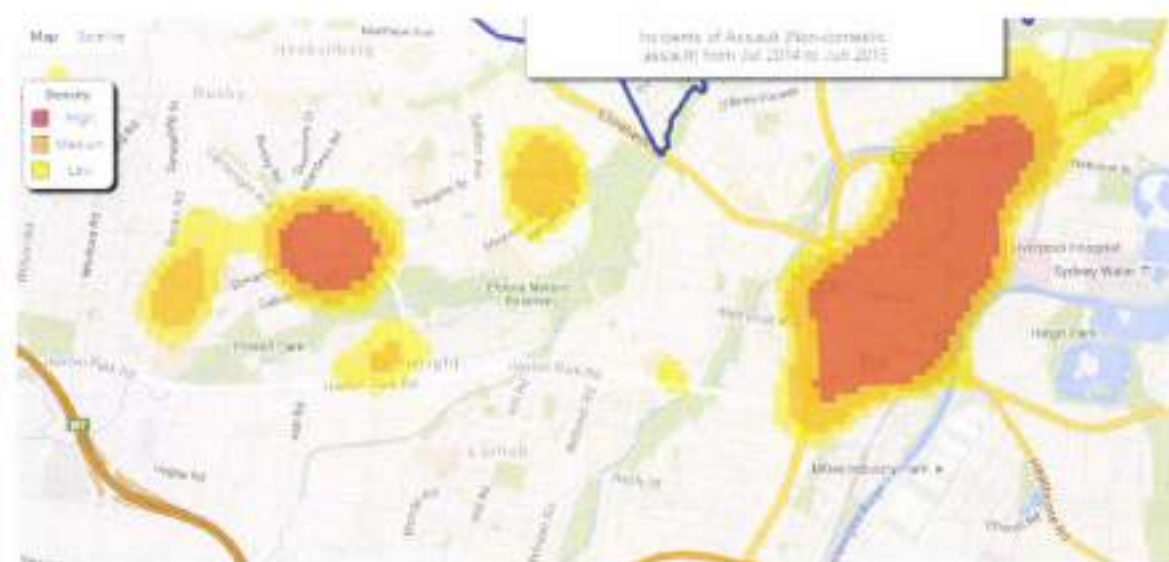
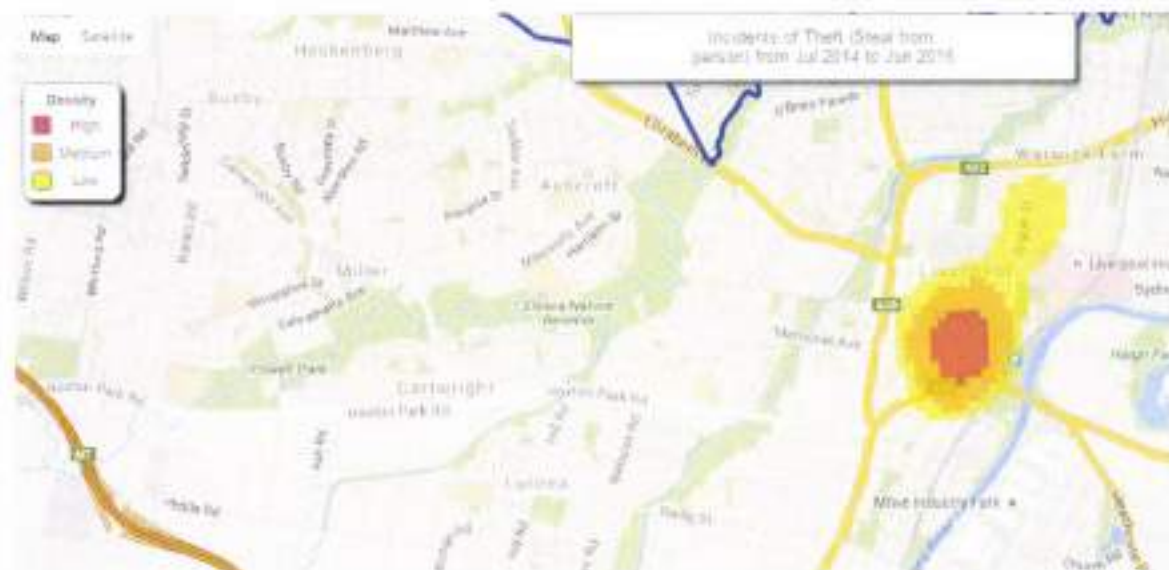
Category	Name	Address	Comments
Train Station	Liverpool Train Station	Liverpool	Approximately walking distance 1km from the site
Aged care	Summit Care	173 Elizabeth Drive, Liverpool	100 High care and 40 dementia specific beds across two properties
Aged care	Bernard Austin Lodge	12-14 Boundary Road, Liverpool	39 place low care hostel with one respite place
Health	Liverpool Hospital	Corner of Elizabeth and Goulburn Streets, Liverpool	Within 2km form the site
Health	Sydney Southwest Private Hospital	40 Bigge St, Liverpool	Provides surgical services and has maternity and psychiatric units
Health	GP	357 Hume Highway, Liverpool	Within 400m waling distance
Health	GP	84 Hoxton Park Road, Liverpool	Within 600m walking distance
Public School	Liverpool West Public School	79-81 Hoxton Park Road, Liverpool	656 enrolments
Public High School	Liverpool Girls High School	Forbes Street, Liverpool	
Public High School	Liverpool Boys High School	Forbes Street, Liverpool	600 enrolments. Capacity at approximately 650
Long Day Care	Bright Vibe Learning Centre	98 Flowerdale Road, Liverpool	
Long Day Care	Fern Valley Child Care Centre	165 Moore Street, Liverpool	
Long Day Care	Happy Start Child Care	28-30 Rose Street, Liverpool	
Long Day Care	Just Kids Learning	108 Atkinson Street, Liverpool	Capacity of 29. Has spare capacity most days, with 22 children on average.

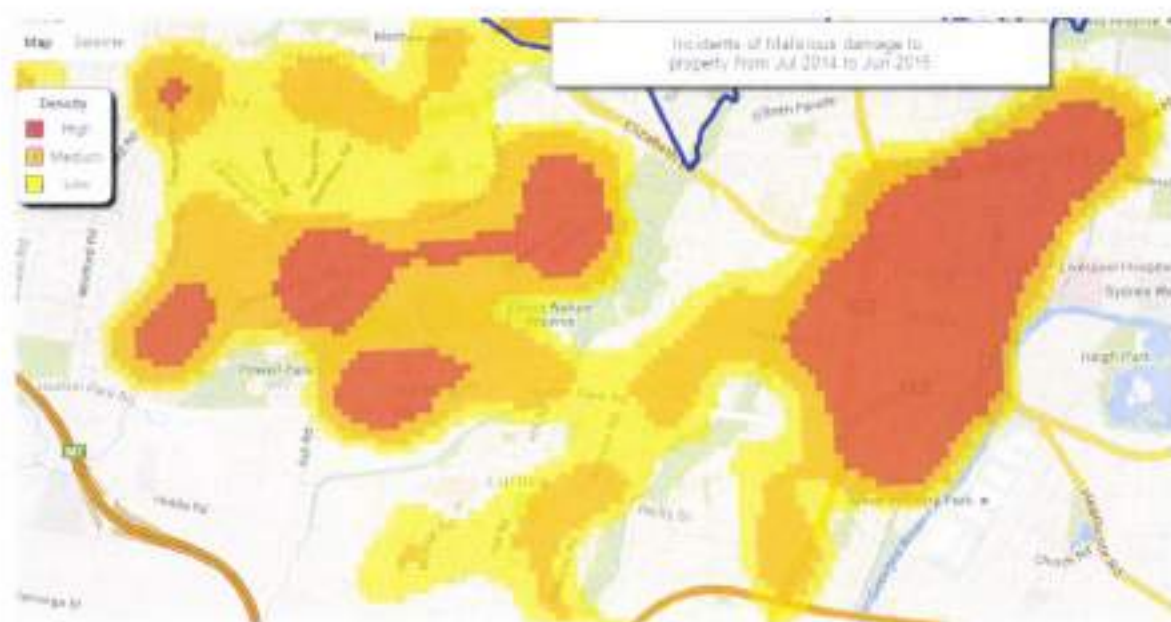
Category	Name	Address	Comments
Long Day Care	KU Marcia Burgess Autism Specific Early Learning and Care Centre	90 Memorial Ave, Liverpool	
Long Day Care	Little Kingdom Early Learning Centre	401 Hume Highway, Liverpool	Capacity of 39.
Long Day Care	Little School Long Day Care Centre	34 Mainsbridge Road, Liverpool	Capacity of 27. Spare capacity with 15 children on average.
Long Day Care	Planet Kindy	16 Stanton Street, Liverpool	Capacity of 29, and is currently at full capacity.
Long Day Care	Young Achievers Early Learning Centre	23 Boundary Road, Liverpool	Capacity of 39. Currently at full capacity, and waiting list full until late next year.
Community Centre	Liverpool City Pipe Band Hall	Woodward Park, Memorial Avenue, LIVERPOOL	Capacity of 80
Community Centre	Liverpool Community Centre	14B Mill Road, LIVERPOOL	Capacity of 50
Community Centre	Orange Grove Community Centre	Violet Ave, Liverpool	
Park	Bigge Park	Bigge Park, Liverpool	Playground, Grass, Stage Amenity building, Gazebo enclosure
Park	Collimore park	Collimore Avenue Liverpool	Playground, Grass Tennis and basketball courts BBQ, Sheltered picnic table
Park	Dunbrier Park	Corner of Mill Road and Nagle Street, Liverpool	Playground Seats, Grass
Park	Discovery Park	45-47 Charles Street, Liverpool	Playground Grass, Seats, Walking / cycling paths
Park	Lighthouse Park	Atkinson Street, Liverpool	Picnic shelters, Car park BBQ facilities, Playground, Grass
Park	Mill Park	Congressional Drive, Liverpool	Grass, Walking path

Category	Name	Address	Comments
Park	Paciullo Park	99 Rose Street, Liverpool	Grass, Carpark, Amenity building Touch football association
Sports Ground	Hillier Oval, Woodward Park	Hoxton Park Road, Liverpool	Netball and rugby league Amenities buildings
Recreational Facility	Whitlam Leisure Centre	Memorial Avenue, Liverpool	YMCA-managed indoor and outdoor swimming pool, gym

Appendix C – Crime Hotspot Maps

All maps in the appendix are sourced from *NSW Bureau of Crime Statistics and Research NSW Crime Tool -2015*





Appendix D – Demographics for comparable high density development areas

	North Parramatta		Liverpool development area	
	No	%	No	%
Population:				
Total Persons	830		1073	
Age groups:				
0 to 4 years	58	7.0%	93	8.7%
5 to 11 years	46	5.5%	88	8.2%
12 to 17 years	30	3.6%	57	5.3%
18 to 24 years	117	14.1%	132	12.3%
25 to 34 years	275	33.1%	276	25.7%
35 to 49 years	186	22.4%	219	20.4%
50 to 59 years	63	7.6%	97	9.0%
60 to 69 years	26	3.1%	59	5.5%
70 to 84 years	22	2.7%	45	4.2%
85 and over years	4	0.5%	6	0.6%
Under 18 years	134	16.1%	238	22.2%
15 years and over	713	85.9%	866	80.7%
Median Age (years)	30		30	
Cultural Diversity:				
Indigenous persons	5	0.6%	0	0.0%
Persons born in Non Main English Speaking countries	-	0.0%	0	0.0%
Language spoken at home other than English	490	59.0%	714	66.5%
Speaks English Only	250	30.1%	204	19.0%
Speaks other language and speaks English very well or well	347	41.8%	385	35.9%
Household Characteristics:				
Family households	219	65.8%	253	74.4%
Lone person household	91	27.3%	75	22.1%
Group household	23	6.9%	12	3.5%
Average household size (number of persons)	2.2		3	
Family Characteristics:				
Total families	223		267	
Couple family with children	69	30.9%	119	44.6%
Couple with children under 15 years	58	26.0%	87	32.6%
Couple with children over 15 years	11	4.9%	32	12.0%
Couple family without children	108	48.4%	89	33.3%
One parent family	35	15.7%	56	21.0%
One parent with children under 15 years	20	57.1%	33	58.9%

One parent with children over 15 years	15	42.9%	23	41.1%
Other family	11	4.9%	3	1.1%
Other characteristics:				
Need for assistance	18	2.2%	73	6.8%
Dwellings:				
Separate House	5	1.1%	29	7.8%
Semi-detached, terrace house, townhouse	-	0.0%	12	3.2%
Flat, unit or apartment	328	74.2%	298	80.3%
Other dwellings	-	0.0%	0	0.0%
Not stated	-	0.0%	0	0.0%
Total occupied private dwellings	333	75.3%	339	91.4%
Unoccupied private dwellings	109	24.7%	32	8.6%
Tenure Type:				
Fully owned	27	8.4%	30	9.1%
Owned with a mortgage	94	29.1%	94	28.6%
Rented (Total):	202	62.5%	205	62.3%
Real estate agent	168	83.2%	159	77.6%
State or territory housing authority	10	5.0%	23	11.2%
Person not in same household	16	7.9%	14	6.8%
Housing co-operative/community/church group	5	2.5%	3	1.5%
Other landlord type	-	0.0%	3	1.5%
Landlord type not stated	3	1.5%	3	1.5%
Other Tenure Type	-	0.0%	3	1.5%
Not stated	11	5.4%	8	3.9%
Individual Income:				
Median Individual Income (\$/weekly)	731		429	
Negative/Nil Income	104	14.6%	71	8.2%
\$1-\$199	45	6.3%	74	8.5%
\$200-\$299	38	5.4%	118	13.6%
\$300-\$399	15	2.1%	79	9.1%
\$400-\$599	57	8.0%	85	9.8%
\$600-\$799	86	12.1%	64	7.4%
\$800-\$999	81	11.4%	76	8.8%
\$1,000-\$1,249	49	6.9%	64	7.4%
\$1,250-\$1,499	67	9.4%	39	4.5%
\$1,500-\$1,999	54	7.6%	31	3.6%
\$2,000 or more	30	4.2%	19	2.2%
Individual income not stated	84	11.8%	146	16.9%
Household Income:				
Median Household income (\$/weekly)	1,340		1122	
Negative/Nil Income	15	4.7%	9	2.8%
\$1-\$199	-	0.0%	8	2.5%
\$200-\$299	4	1.3%	17	5.2%
\$300-\$399	6	1.9%	10	3.1%

\$400-\$599	23	7.3%	27	8.3%
\$600-\$799	33	10.4%	35	10.8%
\$800-\$999	30	9.5%	29	9.0%
\$1,000-\$1,249	39	12.3%	44	13.6%
\$1,250-\$1,499	33	10.4%	24	7.4%
\$1,500-\$1,999	54	17.1%	49	15.1%
\$2,000-\$2,499	25	7.9%	28	8.6%
\$2,500-\$2,999	25	7.9%	23	7.1%
\$3,000-\$3,499	13	4.1%	10	3.1%
\$3,500-\$3,999	10	3.2%	0	0.0%
\$4,000 or more	3	0.9%	0	0.0%
All incomes not stated	3	0.9%	11	3.4%
Labour Force:				
Labour force participation	443	62.1%	394	45.5%
Total employed	417	94.1%	365	92.6%
Employed full-time	309	74.1%	262	71.8%
Employed part-time	81	19.4%	81	22.2%
Unemployed persons	26	5.9%	29	7.4%
Not in labour force	189	26.5%	341	39.4%
Occupation:				
Managers	43	10.5%	30	8.2%
Professionals	123	30.0%	90	24.7%
Technicians and trades	50	12.2%	49	13.4%
Community and personal service	34	8.3%	38	10.4%
Clerical and administrative	70	17.1%	49	13.4%
Sales	37	9.0%	30	8.2%
Machinery operators and drivers	19	4.6%	38	10.4%
Labourers	25	6.1%	37	10.1%
Not Stated	9	2.2%	4	1.1%
Key Industry:				
Agriculture, forestry & fishing	-	0.0%	0	0.0%
Mining	3	0.7%	0	0.0%
Manufacturing	25	6.1%	45	12.3%
Electricity, gas, water & waste services	9	2.2%	0	0.0%
Construction	14	3.4%	32	8.8%
Wholesale trade	35	8.5%	22	6.0%
Retail trade	31	7.6%	40	11.0%
Accommodation & food services	33	8.0%	18	4.9%
Transport, postal & warehousing	12	2.9%	25	6.8%
Information media & telecommunications	19	4.6%	12	3.3%
Financial & insurance services	30	7.3%	16	4.4%
Rental, hiring & real estate services	9	2.2%	6	1.6%
Professional, scientific & technical services	44	10.7%	12	3.3%
Administrative & support services	22	5.4%	20	5.5%
Public administration & safety	27	6.6%	22	6.0%

Education & training	17	4.1%	18	4.9%
Health care & social assistance	57	13.9%	60	16.4%
Arts & recreation services	9	2.2%	0	0.0%
Other services	14	3.4%	9	2.5%
Not Stated	-	0.0%	8	2.2%
Educational attainment:				
Completion of Year 12 (or equivalent)	495	69.4%	465	53.7%
Without post-school qualifications	226	31.7%	342	39.5%
Educational institution attending:				
Total	287	100.0%	433	100.0%
Pre-school attending:				
Pre-school	15	5.2%	11	2.5%
Infants/Primary education attending:				
Government	23	8.0%	36	8.3%
Catholic	6	2.1%	15	3.5%
Other Non Government	-	0.0%	3	0.7%
Total	29	10.1%	54	12.5%
Secondary education attending:				
Government	18	6.3%	46	10.6%
Catholic	-	0.0%	12	2.8%
Other Non Government	3	1.0%	0	0.0%
Total	21	7.3%	58	13.4%
Technical or Further Educational Institution(a):				
Full-time student:	-			
Aged 15-24 years	3	1.0%	12	2.8%
Aged 25 years and over	8	2.8%	16	3.7%
Part-time student:	-			
Aged 15-24 years	9	3.1%	4	0.9%
Aged 25 years and over	17	5.9%	21	4.8%
Full/Part-time student status not stated	-	0.0%	0	0.0%
Total	37	12.9%	53	12.2%
University or other Tertiary Institution attending:				
Full-time student:	-			
Aged 15-24 years	41	14.3%	14	3.2%
Aged 25 years and over	16	5.6%	13	3.0%
Part-time student:	-			
Aged 15-24 years	4	1.4%	3	0.7%
Aged 25 years and over	6	2.1%	15	3.5%
Full/Part-time student status not stated	4	1.4%	0	0.0%
Total	71	24.7%	45	10.4%
Other type of educational institution attending:				
Full-time student	6	2.1%	21	4.8%
Part-time student	17	5.9%	8	1.8%
Full/Part-time student status not stated	-	0.0%	0	0.0%

Total	23	8.0%	29	6.7%
Type of educational institution not stated	91	31.7%	183	42.3%
Mobility:				
Lived at same address 1 year ago	413	49.8%	624	58.2%
Lived at same address 5 years ago	182	21.9%	205	19.1%
Transport:				
Households without a motor vehicle	63	19.4%	71	21.5%
One motor vehicle	197	60.8%	169	51.1%
Two motor vehicles	56	17.3%	76	23.0%
Three motor vehicles	8	2.5%	10	3.0%
Four or more motor vehicles	-	0.0%	5	1.5%
Journey to work (by one method only):				
Train	101	27.2%	50	14.7%
Bus	27	7.3%	6	1.8%
Ferry	-	0.0%	0	0.0%
Tram (includes light rail)	-	0.0%	0	0.0%
Taxi	-	0.0%	3	0.9%
Car, as driver	184	49.5%	194	57.1%
Car, as passenger	10	2.7%	32	9.4%
Truck	3	0.8%	3	0.9%
Motorbike/scooter	-	0.0%	3	0.9%
Bicycle	-	0.0%	0	0.0%
Other	3	0.8%	0	0.0%
Walked only	40	10.8%	43	12.6%

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