

# SOCIAL IMPACT ASSESSMENT

77-79 BATHURST STREET AND 86-94  
CASTLEREAGH STREET, LIVERPOOL



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FINAL  
PREPARED FOR IL CAPITANO INVESTMENTS PTY LTD



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# EXECUTIVE SUMMARY

## INTRODUCTION

Urbis Pty Ltd. (Urbis) was engaged by Il Capitano Investments Pty Ltd to prepare a Social Impact Assessment (SIA) in relation to the development application for a mixed-use development at 77-79 Bathurst Street and 86-94 Castlereagh Street, Liverpool.

## LEGISLATIVE REQUIREMENT

Under Section 4.15 of the *Environmental and Planning Assessment Act 1979* (EP&A Act), the likely impacts of a development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality are required to be considered and addressed as part of the planning process.

An SIA should also consider any locally produced guidelines or policies. This SIA has been prepared to fulfil the requirements within *Liverpool City Council's Social Impact Assessment Policy 2015*. In accordance with this policy, a 'Comprehensive Social Impact Assessment' is required for residential flat buildings greater than 100 units.

## ASSESSING SOCIAL IMPACT

An SIA is a specialist study undertaken to identify and analyse potential positive and negative social impacts associated with a development proposal. It also identifies mitigation measures and provides recommendations in accordance with professional standards and statutory obligations.

Social impacts are those that impact on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations<sup>1</sup>.

Social impacts are assessed by comparing the consequence (minimal – extreme) of the impact against the likelihood (rare – very likely) of the impact occurring, both prior to and after planned mitigations.

## SUMMARY OF POTENTIAL IMPACTS

### Positive Impacts

#### Improved access to housing

The provision of new residential developments across the two towers will likely result in a positive benefit to Liverpool LGA by contributing to the projected demand for increased housing supply, including a mix of apartment types and sizes, catering to the diverse community in an area close to transport and services.

#### Generation of local business opportunities

The proposed development will contribute to the State and local government's direction to create employment, commercial and retail uses that are currently in demand in the Liverpool CBD. The proposed development will likely support local businesses already in the area by bringing new people to the site and contributing to the vibrant commercial hub of the 'Western City'.

#### Improved street activation

The proposed development will improve the existing streetscape by revitalising the site with two architecturally designed buildings. Landscaping treatments and public domain features including a plaza with outdoor dining will improve site amenity, increase activation and has potential to support the day and night time economy of the area. Activation of the site to increase casual and passive surveillance for enhanced perception of safety for users of the site and pedestrians.

### Negative Impacts

#### Pressure on local road network

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<sup>1</sup> Adapted from the International Association for Impact Assessment (IAIA)

The proposed development may impact the local traffic network during construction and operation. The intersection of the Hume Highway and Memorial Avenue currently experience delays and queueing during AM and PM peak periods.

Subject to the mitigation strategies outlined in the Traffic Impact Assessment and the road improvements identified by Liverpool City Council and will have a neutral impact on the road network.

### **Pressure on community services and facilities**

The proposed development will increase density and the number of residents living within the area. This has potential to place stress on recreation and community facilities. The execution of contribution rates in accordance of with Council's contributions plan will contribute to the provision of required infrastructure and services of the area and will have a minimal negative impact to the existing community.

Provision of adequate private open space and a publicly accessible plaza will meet the needs of the incoming residential population of the area to reduce stress on other facilities. This will result in a neutral impact on existing open space networks.

### **Noise impacts during construction and operation**

Potential noise impacts resulting from the proposed development can be expected to occur during the construction and operational stage.

Construction noise relates to noise and vibrations resulting from trucks, machinery and construction workers on site. Construction noise is expected to be temporary and with the implementation of the CMP it is expected to have a minor negative impact on the local community.

Operational noise may result from the residents within the development, plant noise and traffic. Noise has potential to impact on the residential amenity of the existing local community. Implementation of the mitigation measures outlined in the Acoustic Assessment and compliance with EPA and DCP noise requirements will result in a low impact.

### **Cumulative impacts of development in Liverpool CBD**

Liverpool CBD is experiencing significant growth and development. The cumulative impacts of development have potential to impact on the amenity of the existing community. Impacts relate to increased housing and population density, visual impacts and pressure placed on existing infrastructure and services.

In order to establish Liverpool CBD as the 'Western City' it is essential that the area undergo an uplift in residential density, as well as commercial and retail floor space. State and local government have proposed mitigation strategies to accommodate for rapid growth including upgrades to existing services and infrastructure and directing contributions from developments into services that are needed in the locality. With mitigation measures the communitive impacts of development will be low to moderate on existing residents.

## **CONCLUSION**

This SIA has been undertaken to assess the potential social impacts of the proposal.

Based on the assessment in this report, it is expected the proposal will deliver long term positive impacts for residents of the Liverpool LGA by delivering appropriate housing and business opportunities in a location that has access to a range of local services and transport. The proposed development is within a supportive environment that encourages social interaction and connection to many localities. The proposed development will improve activation and streetscape, increasing opportunities for casual surveillance and the perceptions of safety for existing residents and the incoming community. The proposed development will contribute to the State and local government's aims of revitalising Liverpool CBD and encourage its development as the 'Western City'.

## **RECOMMENDATIONS**

- A Construction Management Plan (CMP) should be prepared for the development prior to commencement of work to regulate safe traffic movements and parking during construction.
- Implement a maintenance schedule for the landscaping strategy that might include cutting back tree canopies, clearing groundcovers to road verges and maintaining lighting to ensure sightlines are maintained within publicly accessible areas for improved amenity.



# 1. INTRODUCTION

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## 1.1. LEGISLATIVE REQUIREMENT

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An SIA should also consider any locally produced guidelines or policies. This SIA has been prepared to fulfil the requirements within Liverpool City Council's Social Impact Assessment Policy 2015. In accordance with this policy, a Comprehensive Social Impact Assessment is required for residential flat buildings greater than 100 units.

## 1.2. ASSESSING SOCIAL IMPACT

An SIA is a specialist study undertaken to identify and analyse potential positive and negative social impacts associated with a development proposal. It involves a detailed and independent study to outline social impacts, identify mitigation measures, and provide recommendations in accordance with professional standards and statutory obligations.

Social impacts are those that impact on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations. In line with international best practice guidelines, social impacts can involve changes to people's:

- Health and wellbeing;
- Economic livelihood;
- Safety and security;
- Community and belonging;
- Environment and surrounds; and
- Social equity.<sup>2</sup>

The significance of potential positive and negative social impacts occurring as a result of the proposal is assessed by comparing the consequence of the impact (minimal – extreme) against the likelihood of the impact occurring (rare – very likely).

## 1.3. METHODOLOGY

The following process is undertaken to inform this SIA:

<b>Local context profile</b>	<ul style="list-style-type: none"><li>• Site context</li><li>• Policy review</li><li>• Community profile</li><li>• Stakeholder mapping</li></ul>
<b>Consultation</b>	<ul style="list-style-type: none"><li>• Stakeholder interviews</li></ul>
<b>Review of technical studies</b>	<ul style="list-style-type: none"><li>• Summary of technical reports</li></ul>

<sup>2</sup> Adapted from the International Association for Impact Assessment (IAIA).

	<ul style="list-style-type: none"> <li>• Identification of potential issues and mitigation measures</li> </ul>
<b>Identification of impacts</b>	<ul style="list-style-type: none"> <li>• Impact scoping</li> <li>• Impact assessment before mitigation</li> </ul>
<b>Social impact assessment</b>	<ul style="list-style-type: none"> <li>• Assessment of significant impacts before and after mitigation</li> <li>• Overall assessment of the proposal</li> <li>• Recommended mitigation or enhancement measures</li> </ul>

## 1.4. URBIS SOCIAL PLANNING

This SIA has been prepared by Urbis Social Planning, a team of specialist planners who assess the social outcomes and impacts of planning and development. Urbis Social Planning have prepared SIAs for various land uses and development types and are suitably qualified and experienced to prepare this SIA.

Urbis Social Planning have prepared SIA's for schools, liquor and gaming, housing, mixed use developments and commercial centres.



## 2. THE PROPOSAL

The proposal seeks to redevelop the site for a mixed-use development consisting of two separate buildings, referred to as the Western Tower and Eastern Tower. The development proposal includes:

### Western Tower

- 172 residential apartments across 23 levels with the following dwelling mix:
- 2 x 1 bedroom + 1 bathroom
- 153 x 2 bedroom + 2 bathroom
- 17 x 3 bedroom + 2 bathroom

### Eastern Tower

- 92 residential apartments across 17 levels with the following dwelling mix:
- 8 x 1 bedroom + study
- 18 x 1 bedroom + 1 bathroom
- 53 x 2 bedroom + 2 bathroom
- 13 x 3 bedroom + 2 bathroom

### Car Parking

- A total of 318 car parking spaces
- 27 dedicated to visitor parking
- 12 retail and commercial spaces
- 16 motorcycle spaces
- 182 bicycle spaces

### Retail and commercial

- 1,964m<sup>2</sup> retail at ground level and level one

### Open space and ancillary

- 1,805m<sup>2</sup> communal open space
- Swimming pool
- Exercise court
- Gym

Figure 1 – Photomontage





### 3. SITE CONTEXT

The site is located at 77-79 Bathurst Street and 86-94 Castlereagh Street, Liverpool and comprises an area of approximately 4,333m<sup>2</sup>. The site is currently occupied by a service station, private car parking and a two storey Italian restaurant and function space. The site is located on the north-western periphery of the Liverpool commercial and retail precinct. To the north of the site is generally low to medium scale residential buildings, however this area is undergoing change with higher density residential buildings under construction in close proximity to the site.

Figure 2 – Site and surrounds



Source: Six Maps

#### 3.1. SURROUNDING LAND USES

The site is within close proximity to education, open space, retail, commercial and health infrastructure. Liverpool Public School and All Saints Catholic Primary School are located approximately 600m and 800m from the site, respectively. Liverpool Boys High School and Liverpool Girls High School are located approximately 1.2km from the site. The TAFE NSW Liverpool Campus and the Western Sydney University Liverpool Campus are both located within 1km of the site.

To the east of the site are extensive areas of open space and associated infrastructure. This includes Hillier Oval, Bulldog Park, Woodward Park and Liverpool City Netball Association netball courts. Whitlam Leisure Centre is also located to the east of the site and comprises indoor and outdoor swimming pools, a Health Club, 3 court stadium and a multipurpose gymnastics hall. Further to the north is Barbra Long Reserve which is located adjacent Brickmakers Creek which runs through the Liverpool LGA. Inspire Community Youth Centre is located within Barbra Long Reserve and also has three multipurpose outdoor courts, as well as indoor facilities for a range of community programs.

The site is serviced by local retail and commercial businesses along Memorial Avenue, Bathurst and Macquarie Streets. Liverpool Westfields, a regional shopping centre, is located 650m from the site which contains food, fashion and health providers.

Liverpool Hospital, the largest hospital in NSW servicing the South Western Sydney Local Health District, is located approximately 800m from the site. Liverpool Hospital is a public hospital with an emergency department and a range of hospital services including an intensive care unit, obstetric services and an oncology unit.

## 3.2. SITE VISIT

Urbis conducted a site visit on Wednesday 14<sup>th</sup> from 2:45pm to 3:30pm to inspect the site and surrounds. The site visit indicated that the area is currently undergoing land use changes, with evidence of high-density buildings currently under construction in the immediate proximity of the site. The site is also located in a well-serviced area with high street retail and commercial uses along Memorial Avenue. Liverpool train station is also within walking distance from the site and is a relatively direct route along Memorial Avenue. The Anglican Church located to the south of the site is an empty and dilapidated building which is fenced off along Castlereagh and Norfolk Streets. Construction sites for high density buildings were observed along Norfolk Street, to the south and south-east of the site.

Figure 3 – Site visit photos



Picture 1 – Service station currently at site

Source: Urbis



Picture 2 – Medium density surrounding the site

Source: Urbis



Picture 3 – Car parking currently at site

Source: Urbis



Picture 4 – Construction of high density buildings in close proximity to the site

Source: Urbis



## 4. POLICY CONTEXT

Key state and local government policies were reviewed to understand the strategic context of the proposed development. The below policies have been considered:

### Greater Sydney Regional Plan - A Metropolis of Three Cities (2018)

*A Metropolis of Three Cities is the Greater Regional Sydney Plan* which provides an over-arching vision built on the vision that residents in Greater Sydney live within 30 minutes of their job, education and health facilities, services and great places. The vision divides Greater Sydney into three cities with the aim to align infrastructure and growth to restructure economic activity and access. The three cities are:

- The established **Eastern Harbour City** – building on its recognised economic strength and addressing liveability and sustainability.
- The developing **Central River City** – investing in a wide variety of infrastructure and services and improving amenity.
- The emerging **Western Parkland City** – establishing the framework for the development and success of an emerging new city.

The plan identifies four key themes to guide the ten directions and relevant objectives for the strategic visions for Greater Sydney. The themes are infrastructure and collaboration, liveability, productivity and sustainability.

### Greater Sydney Commission Western District Plan (2018)

The *Greater Sydney Commission Western City Plan (2018)* provides a vision for the area with the aim to improve economic and social opportunities for the next 20 years.

Liverpool is an existing urban centre, with the plan to continue the growth and establishment of Liverpool as a CBD in the 'Western City'. This includes opportunities for housing and employment. Dwelling completions are at their highest levels in 16 years in the District, with 7,693 completions in 2016-17 and of these new dwellings 25% were in Liverpool.

The housing targets for 2016-2021 in Liverpool LGA is 8,250 dwellings. Housing should offer a mix of dwelling types and sizes in order to accommodate diverse communities living in the area. Housing should also be located in proximity to transport infrastructure, employment opportunities, education and recreation facilities.

Planning for Liverpool in the next 20 years will aim to:

- Increase housing diversity and provide affordable housing.
- Improve and coordinate transport and other infrastructure to support jobs growth.
- Develop smart jobs around the health and education precinct.
- Improve the night-time economy, mixed-use and transport connections.
- Improve the urban liveability and sense of place in Liverpool.
- Revitalise the Liverpool CBD.

The baseline target for employment opportunities in Liverpool in 2036 is 36,000 and the higher target is 39,000. The vision is to protect and develop the commercial core as well as improve on street activation during the day and night.

### Draft Community Strategic Plan: Our Home, Liverpool 2027 (2017)

The *Draft Community Strategic Plan: Our Home, Liverpool 2027 (2017)* is a ten-year plan that defines the vision and priorities of the community. The plan sets the direction for Council, stakeholders, government, business and the not-for-profit sector including residents.

The plan sets out four directions to address key principles and direction for the plan. The four directions and measurable tasks are set out below:

- Creating connection
  - Percentage of affordable housing options in new developments.
  - Council facilities being utilised by a range of groups.
  - Attendance rate at Council-run events, activities and programs.
- Strengthening and protecting our environment
  - Use of energy by the Council and the community.
  - Community attitudes and actions that improve environmental sustainability.
  - Water and air quality.
  - Public safety ratings.
  - Recycling and waste statistics.
- Generating opportunity
  - Number of new and expanding businesses in the LGA.
  - Employment rate.
  - Improved transport connections.
  - Reporting on Fit for the Future obligations.
- Leading through collaboration
  - Increased community engagement.
  - Implementation of Council improved Council processes.
  - Continue development of communication tools used by Council.
  - Increased participation on Council's social media platforms.

## **Draft Liverpool Activation Strategy, Liverpool July 2018**

*The Draft City Activation Strategy* harnesses an innovative model of precinct activation that will encourage the development of well-integrated and thriving city centre. It was produced to respond to the current and projected growth of Liverpool, and Council's ambitions of fostering an 18 hour walkable city with a lively mix of residential, commercial, corporate, retail, cultural and education activities.

## 5. COMMUNITY PROFILE

### 5.1. EXISTING POPULATION

The following section contains a brief analysis of the demographic characteristics for Liverpool suburb based on the 2016 Australian Bureau of Statistics (ABS) Census data and the Department of Planning and Environment. The demographic characteristic of the Liverpool LGA and Greater Sydney have been utilised for comparison purposes. The full demographic summary table is provided in **Appendix A**.

In 2016 Liverpool had a population of 27,084 representing 7.4% of the Liverpool LGA population. Key findings of the suburb's current population include:

- Liverpool is characterised by **young to middle aged adults** as over one third (33.5%) of the population are aged 20-39 which is higher than Liverpool LGA (29%).
- Liverpool is a **culturally diverse suburb** as only one third (31.1%) of the population were born in Australia, compared with 51.7% for Liverpool LGA and 57.1% for Greater Sydney. The country of birth most common for the Liverpool population is Iraq representing 10.9% of the population. This is followed by India (6.4%) and Fiji (2.9%).
- Less than one quarter (22.2%) of the Liverpool population speak English only at home which is less than Liverpool LGA (41.4%) and Greater Sydney (58.4%). **Followed by English only, Arabic is the most common language spoken at home in Liverpool** representing 18.1% of the population. This is followed by Serbian (7.4%) and Hindi (3.9%).
- Liverpool is characterised by **family households**, representing 73.3% of all households. To further demonstrate approximately half (49.7%) of the Liverpool population are couple families with children. However, this is lower than Liverpool LGA (57.0%).
- Approximately one quarter (23.3%) of the Liverpool population are **lone persons** which is higher than Liverpool LGA (15.7%).
- Liverpool is characterised by **flat or apartment dwellings** representing more than half (57.8%) of the population. This is followed by separate houses (30.4%) and semi-detached dwellings (11.2%).
- Socio-Economic Indexes for Areas (SEIFA) data indicates that the **suburb is relatively disadvantaged**, with Liverpool residing in the bottom 30% of disadvantaged NSW suburbs. This is also evident by the high unemployment rate of 11.5% compared with Liverpool LGA (7.5%) and Greater Sydney (6.0%).
- Liverpool has a **low median household weekly income** of \$1,089 compared with \$1,550 for Liverpool LGA and \$1,750 for Greater Sydney.
- The NSW Bureau of Crime Statistics and Research (BOCSAR) indicates that the site is in a hotspot for non-domestic and domestic assault, break-enter dwelling and non-dwelling and malicious damage to property.

### 5.2. POPULATION PROJECTIONS

The following section provides an analysis of the projected population for Liverpool LGA, based on ABS data obtained from the NSW Department of Planning and Environment. The complete population projections data set is contained in Appendix B.

The data indicates the following:

- Liverpool LGA is expected to grow by 54.6% between 2016 and 2036. The 2036 projected population is 331,000 for Liverpool LGA.
- The 5 to 9 age group will experience the highest growth representing 7.3% of the 2036 population. This is a 3.9% change from 2016 to 2036.
- The Liverpool LGA household projections indicate that between 2016 and 2036 the average annual household growth is between 2.0-3.0%. Family households will continue to represent the majority of family types in the LGA with 90,950 family households projected in 2036.



## 6. STAKEHOLDER AND COMMUNITY CONSULTATION

### 6.1. STAKEHOLDER IDENTIFICATION

Identifying stakeholders who may be impacted by a proposal is an essential process to understanding and assessing the level of impact generated by the proposal. Potential stakeholders are summarised in and were identified through a desktop analysis and consultation activities.

### 6.2. CONSULTATION

As part of the SIA, Urbis undertook stakeholder consultation to gain an understanding of the potential positive and negative impacts associated with the proposal.

Urbis consulted with Liverpool Council on the 14th of January 2019 via a phone call using a discussion guide which was provided prior to the meeting time. The phone call ran for approximately 60 minutes and enabled Council to provide their commentary on the proposal and key characteristics of the local area.

Consultation in the form of phone interviews was undertaken on 31 January 2019 with several members of the local community including residents and local business owners. The consultation provided insight into opinions of the local community regarding the proposed development and cumulative developments in the locality. Key themes which emerged from the consultation are summarised in **Table 2**.

Table 1 – Stakeholder consultation

Themes	Feedback
Demand for commercial and retail spaces	<ul style="list-style-type: none"><li>• Current demand for more co-working spaces, commercial and retail uses to this area of Liverpool, in accordance with the Liverpool City Activation Strategy (draft) 2018.</li><li>• Local business advised that there is demand for commercial space in the area. Introducing new commercial uses will help to improve business opportunities for existing businesses.</li><li>• A local business owner suggested a restaurant and food precinct would be more appropriate than introducing commercial uses to the site.</li></ul>
Open Space	<ul style="list-style-type: none"><li>• To reduce pressure on public open space facilities, the proposal should adequately provide quality open space for residents.</li><li>• Private shared open space proposed is a good outcome for residents.</li><li>• Local residents and business owner considers a food and restaurant precinct within the publicly accessible plaza would be a good outcome for residents.</li><li>• Public plaza will activate the streetscape and enhance visual character of the area.</li></ul>
Population growth	<ul style="list-style-type: none"><li>• The LGA is expected to experience population growth in the next 10-15 years with an expected 20,000 additional people in this timeframe.</li><li>• Local residents and business owners identified that increasing the population within the Liverpool CBD would be vital to its survival as a city centre as the current lack of population in this section of the CBD is seeing a decline in activity and business opportunities.</li><li>• Consideration should be given to provision of some residential accommodation to over 55s.</li></ul>

Themes	Feedback
Opportunity for social infrastructure	<ul style="list-style-type: none"> <li>• Council made commentary on the opportunity for the proposal to include public uses within the building.</li> <li>• Council also provided commentary on the current undersupply of childcare spaces in Liverpool.</li> </ul>
Traffic and parking	<ul style="list-style-type: none"> <li>• Local residents and business owners raised concerns for a potential increase in traffic volume with cumulative impacts of developments in the area. Presently traffic volumes are satisfactory, however with additional residents in the locality has potential to impact road networks.</li> <li>• Local residents and business owners are raised concern for the existing and future demand for car parking in the immediate vicinity. With current construction works commencing in the locality it is increasingly more difficult to find car parking for businesses.</li> </ul>

## 6.3. RESPONSES TO CONSULTATION

In general feedback regarding the proposed development was positive and supportive of the mixed-use development.

Key areas of concern were in relation to the provision of commercial and retail space, private and public open space, additional opportunity for social infrastructure and potential traffic and parking impacts.

This feedback has been considered below and also within in the assessment of social impacts in Section 9.

### Commercial and retail space

The development proposes 1,964m<sup>2</sup> in commercial and retail space, as well as a restaurant and publicly accessible outdoor dining area and plaza. The mix of commercial, retail and food establishments is yet to be confirmed and there is potential to accommodate a range of uses to support the local community's needs.

### Open Space

During consultation with Council it was determined that the proposed development provided adequate private open space to the residents of the proposed development during consultation with Council.

Publicly accessible space was raised as an issue by Council. With further consultation it was agreed that additional landscaping would be provided within the plaza to reduce the appearance of depth and improve public amenity.

### Population growth

Council and local community members agree that the proposed development will increase density of the area and will be essential to creating a viable Liverpool CBD.

### Opportunity for social infrastructure

There is currently a lack of child care facilities within the area which was an issue raised by Council as well as a local resident. Commercial and retail space is an issue raised by Council as well as the local community. This has been considered and assessed as a potential use within the development, however, it is unlikely that the surrounding road network would be able to accommodate a child care facility. This use was therefore discounted as a viable option within the development.

The proposed development will be liable for contributions in accordance with Liverpool Council's Contribution Plan 2018. Council will be able to direct the contributions towards the provision of additional child care facilities in the area.

### Traffic and Parking

The impacts of traffic and parking have been assessed for the proposed development. With the implementation of some mitigation strategies the impacts have been assessed to be minor within the local community.

## 7. REVIEW OF TECHNICAL STUDIES

The following section provides a summary of the technical studies that were reviewed to inform this SIA.

### **Acoustic Assessment, Acouras Consultancy, December 2018**

An Acoustic Assessment was prepared by Acouras Consultancy to assess the potential noise associated with the proposal. The assessment of the proposed development has been carried out in accordance with the requirements of Liverpool City Council DCP and the Department of Planning.

An unattended noise survey was carried out at the site to measure the background and ambient noise levels between Monday 9<sup>th</sup> to Monday 23<sup>rd</sup> July 2018. The assessment outlines acceptable noise levels for non-residential and residential spaces and provides recommendations to achieve suitable noise levels. The assessment also considers the potential for the proposal to generate increased traffic noise on the surrounding roads, including Memorial Avenue, Castlereagh Street, Bathurst Street and Norfolk Street.

Providing the recommendations made in the report, the noise from the proposed development is predicted to comply with the acoustic requirements of the Liverpool Council DCP, EPA noise limits, Department of Planning, BCA Par F5 and the relevant Australian standards.

### **Transport Impact Assessment, GTA Consultants, December 2018**

A Transport Impact Assessment was prepared by GTA Consultants to assess the anticipated transport implications of the proposed development including the existing traffic and parking, suitability of the proposed parking, service vehicle requirements, pedestrian and bicycle requirements, traffic generating characteristics, suitability of the proposed accesses arrangements for the site and the transport impact of the proposal on the surrounding road network.

#### **Traffic Impacts**

The Traffic Impact Assessment has anticipated vehicle trips from the proposed development and assessed the traffic impacts on surrounding intersections based on the SIDRA Intersection model. Based on the analysis, the proposed development would not generate any significant impact on the operation of the surrounding intersections. Intersections are anticipated to operate at similar level of service to the Future Base Case, without the proposed development.

Council has not given GTA authorisation to use the Aimsun model to assess the possible impacts of the proposal on the wider network, however considering the scale of the development and the SIDRA analysis results, it is not expected that there will be a significant impact on the wider road network.

#### **Car Parking**

The proposed development generates a parking requirement of 318 spaces. The proposed supply of the development is for a total of 318 car parking spaces, of which 27 will be dedicated to visitor parking and 12 retail and commercial spaces. In addition it is proposed to include 16 motorcycle spaces within the basement car park. Proposed parking exceeds the requirements for the development.

#### **Sustainable Transport**

- Walking – The site is well connected to existing pedestrian networks, with pedestrian paths provided on both sides of all roads in the immediate vicinity. The site is connected to a number of key local trip attractors including the Liverpool Train Station and Westfield Liverpool. The existing pedestrian infrastructure is considered to be appropriate for the proposed development.
- Cycling – The proposed development would cater for an increase in cycle trips with the provision of 182 bicycle parking spaces. This is significantly higher than the expected demand generated by the proposal. The site will benefit from Liverpool Council's Bike Plan. No additional bicycle infrastructure is required for the proposed development.
- Public Transport – The site is easily accessible by public transport services, with buses frequently servicing stops and interchanges within a five to ten-minute walk from the sites. Liverpool Train Station is located within close proximity to the east of the site with train services linking Liverpool to various locations within Sydney.

- The high frequency of transport services will encourage utilisation and discourage the use of the private car. GTA advise that the existing public transport infrastructure would accommodate the trips generated by the proposed development.

### **Recommendations**

It is recommended that a Construction Traffic Management plan be prepared for the development prior to the commencement of works

### **Heritage Impact Assessment, Biosis Pty Ltd, 7 November 2018**

Biosis Pty Ltd was engaged to undertake a heritage assessment and statement of heritage impact (SoHI) for the proposed development.

The study area does not contain any heritage items, however is adjacent to the Plan of Town of Liverpool (early town centre street layout) (Item No.89). Streets in the area bounded by the Hume Highway, Copeland Street, Memorial Ave, Scott Street, Georges River and Main Southern Railway Line (excluding Tindall Avenue and service ways). The item is locally listed and adjacent to the site.

There is one heritage item located 60 metres south west of the site, and five items located in excess of two streets away.

The SoHI states that the proposed works will have a minimal impact on the significance of the Plan of Town of Liverpool. It will not visually dominate the heritage item and does not encroach on the curtilage of the early town centre street layout. Retention of street trees along Castlereagh Street will mitigate potential visual impacts to the heritage item located approximately 60 metres away.

The report concluded that no additional heritage works is required due to the site having low archaeological potential.

### **Arboricultural Impact Assessment, Tree Survey and Tree Management Plan, Tree Technics, 23 November 2018**

Tree Technics was engaged to assess and document trees located at the site and provide an opinion regarding the condition of the existing trees to determine whether they proposed development will have an impact on the longevity of the trees. Of the 14 trees were inspected and it has been determined that 9 trees around the site will need protection. The assessment provides recommendations with regards to tree protection and removal.

### **Environmental Wind Tunnel Test, SLR Consulting Australia Pty Ltd, December 2018**

SLR Consulting Pty Ltd has been engaged to assess the ground level wind environment around a proposed development.

This assessment has been performed using a Discrete Sensor Environmental Wind Tunnel Study whereby wind tunnel measurements were made to investigate wind conditions within and around the proposed development (simulated via a 1:400 scale model) at areas to be used by visitors and occupants of the development itself. The report makes a number of recommendations regarding impacts of wind. Provided the recommendations are implemented it is expected that impacts can be reduced or mitigated.

## 8. SOCIAL IMPACT ASSESSMENT

SIA is the process of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions which may include policies, programs, plans and projects.<sup>3</sup> The significance of potential impacts is assessed by comparing the consequence level of impact against the likelihood of the impact occurring.

		Consequence level					
Likelihood			1	2	3	4	5
			Minimal	Minor	Moderate	Major	Extreme
	A	Very likely	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5
	D	Unlikely	D1	D2	D3	D4	D5
E	Rare	E1	E2	E3	E4	E5	

Low		Moderate		High		Very high	
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### 8.1.1. Consequence

The following criteria are used to assess the consequence level of a potential social impact:

- Duration – The timeframe over which the impact occurs or the frequency of potential impacts.
- Extent – The geographical area or the number of people affected.
- Severity – Scale or degree of change from the existing condition as a result of an impact.
- Sensitivity – The extent to which people or an environment can adapt to or mitigate the impact.

### 8.1.2. Likelihood

The following scale outlines the likelihood of a potential impact occurring throughout the project lifecycle, without mitigation.

- Rare – Extremely unlikely that the impact will occur, at any stage throughout the project lifecycle.
- Unlikely – Unlikely that the impact will occur, at any stage throughout the project lifecycle.
- Possible – Possible that the impact will occur, at any stage throughout the project lifecycle.
- Likely – Likely that the impact will occur, at any stage throughout the project lifecycle.
- Very likely – Very likely that the impact will occur, at any stage throughout the project lifecycle.

### 8.1.3. Management measures

Identified impacts are assessed both prior to and after the implementation of management measures. Management measures are designed to reduce negative impacts and to enhance positive impacts. These measures can take different forms and may be incorporated in the planning construction or operation stage of the proposal.

<sup>3</sup> International Association for Impact Assessment

#### 8.1.4. Impact of the proposal

This SIA concludes with an overall impact level of the proposal. This is informed by the sum of all identified impacts and considers the likely impact on the status quo, depending if the proposal does or does not proceed.

## 8.2. IMPACT SCOPING

A proposal may cause a range of direct and indirect impacts which can have a positive, negative or neutral impact on the existing environment and community.

The following section outlines the potential impacts of the proposal and assesses their level of significance without mitigation. Impacts which have an impact level of moderate or higher are considered as significant for this proposal and are assessed in further detail in **Section 9**.

The impacts assessed have been identified in the technical studies and are informed by our understanding of the local context, as provided in Sections 1-5.

Table 2 – Impact scoping

Potential impacts	Overall consequence level	Likelihood	Impact level (without mitigation)	Further assessment required in this SIA
Positive impacts				
Improved access to housing	Moderate	Likely	High positive impact	No
Generation of local business opportunities	Moderate	Likely	High positive Impact	No
Improved streetscape activation	Moderate	Likely	High positive Impact	No
Negative impacts				
Pressure on local traffic network	Minimal	Unlikely	Low negative impact	No
Pressure on community services and facilities	Moderate	Possible	Moderate negative impact	Yes. Section 9 below
Potential noise impacts during and post construction	High	Likely	High negative impact	Yes. Section 9 below
Cumulative impacts of development in Liverpool CBD	Moderate	Likely	Low to moderate negative impact	Yes. Section 9 below

## 9. ASSESSMENT OF SIGNIFICANT IMPACTS

The following section provides a detailed assessment of the significant impacts to the proposal, as identified in **Section 8**. The significant impacts are assessed with any planned mitigation measures to determine the residual impact level. A copy of the assessment process used to determine each impact level (low – very high) is contained in Error! Reference source not found..

### 9.1. POSITIVE IMPACTS

#### Improved access to housing

Description of impact	Impacted groups
<ul style="list-style-type: none"> <li>The proposed development will increase housing supply and mix in an appropriate location.</li> </ul>	<ul style="list-style-type: none"> <li>Liverpool LGA residents</li> </ul>
<b>Current environment</b> <p>NSW is experiencing significant population growth which is resulting in a need for increasing housing and associated infrastructure to meet demand. Population growth in Liverpool LGA is projected to increase by 54.6% to 2036. The proposed development will contribute to the Western District Plans housing targets of 8,250 by 2021 and provide a mix of dwelling types and sizes in order to accommodate a diverse community living in the area.</p> <p>Liverpool CBD is an existing urban centre and growth is planned to create Liverpool as the 'Western City'. The site is well connected with pedestrian networks that link to easily accessible public transport links including buses, and it is approximately 700 metres from the Liverpool Train Station. The site is located close to Westfield Liverpool, medical and education which is encouraged by the State Government's Western District Plan.</p> <p>The local area is currently transitioning from low density housing to mixed use developments containing a higher density and dwelling mix. The site currently consists of small-scale commercial uses and the proposal has potential integrate with the desired revitalisation of the Liverpool CBD.</p>	
<b>Proposal</b> <p>The development will contain a mix of dwelling types and sizes within the two buildings, Western Tower and Eastern Tower, in an area close to transport, infrastructure and services. The proposal contains commercial and retail uses at the ground and first floors that will contribute to the locality and encourage activation at the ground level, as well as the provision of public open space to be used as a plaza with outdoor dining for the residents and local community. The proposed development will support the incoming residents with their private open space requirements and will include landscaping and recreation areas, swimming and gym facilities, as well as play spaces for children.</p>	
<b>Summary of impact</b> <p>The provision of 264 new residential developments across the two towers will likely result in a positive benefit to Liverpool LGA by contributing to the projected demand for increased housing supply, including a mix of apartment types and sizes, catering to the diverse community.</p>	
<b>Planned mitigation measures</b> <ul style="list-style-type: none"> <li>Provision of a diverse housing mix, type and size to cater for the diverse Liverpool community that is close to transport, services and infrastructure.</li> </ul>	



**Residual impact** (considering mitigation measures)

Based on the implementation of the above mitigation measures, it is expected that the improved access to housing will have a high positive impact to meet State and local government housing targets and to support aims of revitalising Liverpool CBD.

**Generation of local business opportunities**

Description of impact	Impacted groups
<ul style="list-style-type: none"> <li>The proposed development will provide a combined area of 1,964m<sup>2</sup> of retail and commercial space generating opportunities for local business and employment.</li> </ul>	<ul style="list-style-type: none"> <li>Local businesses</li> <li>Liverpool LGA residents</li> <li>State and Local Government</li> </ul>
<p><b>Current environment</b></p> <p>The site currently comprises commercial uses including a service station, restaurants and function space and private car parking. Some of the buildings on site are ageing in appearance.</p> <p>Liverpool CBD is currently undergoing a period of transformation to build a new vibrant commercial and residential hub to create Liverpool as the 'Western City', as outlined in Liverpool City Activation Strategy (draft) 2018. Liverpool City Centre will see up to 22,000 new jobs created.</p> <p>The Land in the city centre has been rezoned from commercial to mixed use to reinvigorate the CBD and build a new vibrant commercial and residential hub to create Liverpool as the 'Western City'.</p> <p>During consultation with Council it was raised that there is current demand for commercial and retail uses in this area of Liverpool in accordance with the Liverpool City Activation Strategy (draft) 2018.</p>	
<p><b>Proposal</b></p> <p>The proposed development includes the provision of a combined 1,964m<sup>2</sup> of retail and commercial space that has the potential to generate new local business and employment opportunities within the Liverpool CBD.</p> <p>While the proposed mix of commercial and retail space has yet to be determined, it has the opportunity of contributing to Council's need for more co-working spaces, commercial and retail uses for the area. The establishment of the site with commercial and retail uses that are currently in demand for the Liverpool CBD may encourage future development and commercial uses to the area and contributing to Council's desired character of the area.</p>	
<p><b>Summary of impact</b></p> <p>The proposed development will contribute to the State and local government's requirement to create employment, commercial and retail uses that are currently in demand in the Liverpool CBD. The proposal will revitalise the existing site and contribute to the vibrant commercial hub of the 'Western City'. The proposal has potential to have a high positive impact to the locality.</p>	
<p><b>Planned mitigation measures</b></p> <ul style="list-style-type: none"> <li>Consideration of additional opportunities to contribute to the enhancement of the commercial hub.</li> </ul>	
<p><b>Residual impact</b> (considering mitigation measures)</p>	

With consideration to the retail and commercial uses to be incorporated into the mixed-use development it is expected that there is high potential to develop local business and employment opportunities for the area. Liverpool Council identified that there is currently need for co-working office space which could be achieved at the site, having a high positive impact.

## Improved streetscape activation

Description of impact	Impacted groups
<ul style="list-style-type: none"> <li>The proposed development will improve the existing streetscape by incorporating design elements and activating the street for improved amenity and publicly accessible space that has potential for long-term positive impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Local businesses</li> <li>Liverpool LGA residents</li> </ul>
<p><b>Current environment</b></p> <p>The site is currently occupied by a service station, private car parking and a two-storey restaurant and function space. The site uses and ageing quality of the buildings creates a poor visual amenity from the surrounding residential area. The site presents opportunities for crime and antisocial behaviour with ageing buildings and some unused buildings encouraging unauthorised use and graffiti.</p> <p>The site is located on the north-western periphery of the Liverpool commercial and retail precinct. To the north of the site is generally low to medium scale residential buildings, however this area is undergoing change with higher density residential buildings under construction in close proximity to the site.</p> <p>The locality is undergoing significant revitalisation which has involved rezoning and uplift in density to meet State and local government targets for the 'Western City'. The area has plans to enhance pedestrian and cycle paths throughout the city to improve the visual character, street activation and support the basis for a vibrant night time economy.</p>	
<p><b>Proposal</b></p> <p>The proposed development comprises two mixed use buildings, 23 storeys and 17 storeys, with proposed 1,964m<sup>2</sup> of commercial and retail space at the ground and first floors. The development will include the retention of the restaurant and provision of outdoor dining and open plaza. Commercial, restaurant and plaza areas are publicly accessible spaces.</p> <p>The publicly accessible plaza will incorporate design elements such as landscaping and seating to encourage residents and the local community to utilise the space. Activation of the Memorial Avenue side of the development has potential to improve residential amenity, as well as increasing casual surveillance for perceived safety. Landscaping has been undertaken in consultation with Council and will provide additional vegetation around the plaza. The increased landscaping will reduce the appearance of depth and improve the sense of space within the public open space and dining area.</p>	
<p><b>Summary of impact</b></p> <p>The development has potential to improve the streetscape appearance and enhance activation by creating a commercial, retail and food hub at the ground level that includes a publicly accessible plaza, restaurant and outdoor eating area having a high positive impact.</p>	
<p><b>Planned mitigation measures</b></p>	

The proposed development has not committed to retail or commercial opportunities at this stage and there is opportunity to consider appropriate uses to support existing and future business generation.

### Recommendations

Ongoing management of landscaping tree Implement a maintenance schedule for the landscaping strategy that might include cutting back tree canopies, clearing groundcovers to road verges, maintaining lighting to ensure sightlines are maintained within publicly accessible areas for improved public amenity.

### Residual impact (considering mitigation measures)

The proposed development is expected to have a positive long-term impact on the visual streetscape amenity of the site by improving the current landscape and built form setting. The proposal incorporates a publicly accessible plaza with extensive landscaped features and outdoor dining which will improve visual amenity and activation of the ground floor level.

## 9.2. NEGATIVE IMPACTS

### Pressure on local traffic network

Description of impact	Impacted groups
<ul style="list-style-type: none"> <li>The proposed development has potential to increase the resident population within the local area has place additional pressure on the local traffic network.</li> </ul>	<ul style="list-style-type: none"> <li>Local community</li> <li>Liverpool LGA residents</li> <li>Local businesses</li> </ul>
<b>Current Environment</b>	
<b>Access</b> <p>The site has frontages to Castlereagh Street, Memorial Avenue and Bathurst Streets. Access to the site is currently available from all frontages. Surrounding the site, on-street parking is generally paid and subject to a time period with the exception of Castlereagh Street that has no time restrictions.</p>	
<b>Traffic</b> <p>Traffic flows in the vicinity of the site were observed to be low to moderate during the site visit. GTA Traffic Consultants undertook traffic observations of the key intersections within the study area and made the observations that:</p> <ul style="list-style-type: none"> <li>The intersection of the Hume Highway and Memorial Avenue experienced queueing and delays on the north and south approaches.</li> <li>The intersection of the Hume Highway and Memorial Avenue experienced significant delays during peak periods.</li> <li>All other intersections within the study area operate satisfactorily, with acceptable queues and minimal delays following observations.</li> </ul> <p>It is noted that there is rapid construction within the Liverpool CBD. Consultation with Council and stakeholders raised concerns with the cumulative impact of developments on the local traffic networks.</p>	
<b>Sustainable Transport</b>	

The site is well connected with pedestrian networks that link to easily accessible public transport links including buses and is approximately 700 metres from the Liverpool Train Station. There is limited available bicycle infrastructure.

## **Proposal**

### **Construction Traffic**

At the time of this assessment, the construction methodology has not been identified. A Construction Management Plan (CMP) will be prepared prior to any works at the site.

### **Operational Traffic**

The proposed development will increase the number of trips by 49 in the AM and 78 in PM peak hour time periods. There is existing stress on the Hume Highway and Memorial Avenue intersection, however it is noted the Liverpool Council have plans to implement measures to improve traffic within the CBD. GTA have assessed the proposal to have a minimal impact on the surrounding road network and with the improvement measures the street networks will operate at an acceptable level of service both with and without the proposed development.

### **Operational parking**

The proposed development would provide a single consolidated vehicle access within three levels of basement car parking and loading area located within the development on the ground floor, accessed via Castlereagh Street. The proposed development will provide 318 car parking spaces, which complies with the Liverpool City Development Control Plan requirements. Provision of onsite car parking for the restaurant and commercial uses has potential to reduce demand on street car parking.

The proposal includes the provision of 182 bicycle spaces, catering for the future increase in cycling trips. This is higher than the demand for the proposal.

## **Summary of impact**

The proposed development has potential for impacts to the local traffic network and intersections during construction and operation of the development. The intersection of the Hume Highway and Memorial Avenue is experiencing delays and queueing during AM and PM peak periods, however the other roads and intersections within the local area operate satisfactorily. The proposal has potential to increase delays at the Hume Highway and Memorial Avenue intersection and have a negative impact.

## **Planned management measures**

- A Construction Management Plan (CMP) be prepared for the development prior to commencement of work to regulate safe traffic movements and parking during construction.
- The Traffic Impact Assessment relies on the planned improvements identified by Liverpool Council in their transport strategy where a package of multimodal transport interventions is identified to cater for the proposed growth within the Liverpool CBD. The proposed road infrastructure upgrades and changes in the road network will result in a redistribution of traffic within the CBD that will ease queues and delays at the Hume Highway and Memorial Avenue intersection, as well as see road networks operate at acceptable levels of service on both existing and future case with the proposed development.
- Preparation of a Travel Plan to encourage residents, commercial and retail staff to travel via alternate modes of transport other than private vehicles should be undertaken.

- Placement of onsite signage at the site access from Castlereagh to draw attention to a potential restricted sight line as a result of existing street trees.

#### **Residual impact** (considering mitigation measures)

The construction methodology has not been defined however it is anticipated that the majority of construction parking and works can be accommodated on the site. Traffic and parking impacts during construction are unlikely to have a long-term negative impact on local road users and pedestrian networks. These impacts can be managed through the implementation of a CMP and will be of a short duration for the construction period only.

Based on the implementation of the above mitigation measures, it is expected that the impact of traffic on the local road network will be minor.

### **Pressure on community services and facilities**

Description of impact	Impacted groups
<ul style="list-style-type: none"> <li>• An increase in site density and population has the potential to place stress on community services and facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Local community</li> <li>• Residents of Liverpool LGA</li> <li>• Liverpool Council</li> </ul>
<b>Current environment</b>	
<p>Liverpool LGA is anticipated to experience considerable population growth, increasing 54.6% from 2016 to 2036. This population growth will increase the demand for infrastructure and services across the LGA.</p>	
<p>Liverpool City Council's Draft Open Space Study recognises the population growth of the city and increasing housing density. It notes the requirement for residents to have access to recreational facilities and that every resident should be within 500 metres walking distance from public open space.</p>	
<p>During consultation with Council it was raised that there is current demand for childcare facilities within Liverpool and increasing the population within the CBD will continue to place stress on child care services.</p>	
<b>Proposal</b>	
<p>The proposal involves the construction of 264 apartments across two separate buildings. Based on the 2016 ABS Census Data the average people per household for Liverpool LGA is 3.2. Based on this calculation, it is expected that the proposal will have an incoming population of 844 people who will utilise existing open space, education and child care facilities, and local shops.</p>	
<p>The proposed development will incorporate a publicly accessible plaza, outdoor dining and retail forecourt area that will enhance activation of the site with the Memorial Avenue streetscape. The proposal also offers public recreation and open space including an adventure play and water play zone, private plaza, swimming pool, outdoor gym and exercise area. The development will support the recreation and open space requirements of its residents, as well as offering publicly accessible areas to the local community.</p>	
<p>While the proposed uses for the retail and commercial space allocated to the proposed development has yet to be determined, it presents opportunity to encourage a range of employment and business opportunities for local residents and support Liverpool as the 'Western City'.</p>	
<b>Summary of impact</b>	

The proposed development will increase the density and residents living within the location which has potential to place stress on recreational facilities, open space as well as other community facilities. Liverpool Council has identified that the area requires additional child care facilities to meet current and future demand. Demand on facility has potential to have a negative impact.

#### Planned management measures

- Execution of the contribution rates for Liverpool Contributions Plan 2007 – Liverpool City Centre

#### Residual impact (considering mitigation measures)

The proposed development will increase the residential population of Liverpool CBD and place demand on local infrastructure. The Liverpool Contributions Plan 2007 outlines contribution rates for developments within the locality. The monetary contribution will go towards public purposes as outlined in the Contributions Plan, such as the provision of child care in the area.

It is expected that the proposed development will contribute private open space that will be sufficient for its incoming population, as well as the provision of an extensively landscaped plaza and dining area for the local community. With provision of contributions and private and public open space the proposed development will result in a low negative impact.

### Potential noise impacts during and post construction

Description of impact	Impacted groups
<ul style="list-style-type: none"> <li>• Potential for increased noise levels within the existing environment as a result of construction and operation of the proposed development.</li> </ul>	<ul style="list-style-type: none"> <li>• Local community</li> <li>• Future residents</li> </ul>
<b>Current environment</b>	
<p>The site is currently comprised of commercial uses that include car parking and a petrol station. Employees and car numbers on the site will be low and contribute to low level noise in the immediate vicinity.</p>	
<p>Liverpool CBD is experiencing a significant uplift to revitalise and transform the CBD into the 'Western City' to meet the State and local government's vision as outlined in the Western District Plan. There has been substantial development throughout the CBD at various locations contributing to an increase in noise, however, works are temporary and construction noise will cease once complete.</p>	
<b>Proposal</b>	
<p>The Acoustic Assessment prepared by Accouris found that the associated noise impacts of the proposed development relating to construction, traffic, internal and mechanical plant noise will comply with acoustic requirements.</p>	
<b>Summary of impact</b>	
<p>Potential noise impacts during construction and operational stage of the proposed development may impact on the residential amenity of the existing local community and also future residents of the development.</p>	
<b>Impact level (without mitigation)</b>	

Without mitigation the impacts of noise during construction and operation of the proposed development have the potential to have a high negative impact on the amenity of the local community.

#### Planned management measures

- Prepare and implement a Construction and Vibration Management Plan.
- Façade, glazing and construction treatments to reduce noise.
- Mechanical equipment will comply with EPA and Liverpool DCP noise criteria.
- Management for the delivery and rubbish collection vehicles.

#### Residual impact (considering mitigation measures)

Impacts of construction noise can be mitigated and reduced through the implementation of a construction and vibration management plan. Construction is temporary and noise impacts will cease once constructed. It is expected that the impact of noise will be minor for the duration of construction with mitigation measures.

It is expected that noise impacts of the proposed development will comply with acoustic requirements of Liverpool City Council's DCP, EPA noise limits, Department of Planning, BCA Part 5F and relevant Australian Standards and will have a minor neutral impact.

### Cumulative impacts of development in Liverpool CBD

Description of impact	Impacted groups
<ul style="list-style-type: none"> <li>• Impact of cumulative high density, mixed use developments on existing Liverpool CBD residents.</li> </ul>	<ul style="list-style-type: none"> <li>• Local community</li> <li>• Local businesses</li> </ul>
<b>Current environment</b>	
<p>Liverpool CBD is expecting rapid growth and change to meet State and local government objectives to create the CBD as the 'Western City'. In order to achieve this the area, require significant uplift in density to increase the residential population as well as revitalise and transform the area into a vibrant CBD. The area is currently undergoing significant growth with a number of developments under construction and having recently completed construction in the locality. While these developments will assist the State and local government meet proposed targets, there is potential that cumulative impacts of developments will impact on the existing Liverpool community.</p>	
<b>Proposal</b>	
<p>The proposed development is one of many being constructed or planned for the area. The cumulative impacts of development have potential to impact the existing community. Impacts relate to increased population and housing density, changing visual impacts amenity and streetscape, pressure on visual impacts, pressure on existing services and infrastructure, some of which has been addressed above.</p>	
<b>Increased housing and population density</b>	
<p>Increased housing and population density in Liverpool CBD is essential to developing the CBD as the 'Western City' as outlined in the Western District Plan. To encourage growth and support the Liverpool CBD as a vibrant city requires significant uplift and population increase that will contribute to the day and</p>	



night time economy of the area. Increase in density as potential to place stress on services and infrastructure.

### **Visual impact**

Liverpool CBD is undergoing a visual change to accommodate the proposed density and population uplift. The area is changing from low density to multi storey, mixed use developments. The significant change in visual appearance may impact residential amenity.

### **Summary of impact**

Potential impacts of cumulative developments within the Liverpool CBD making rapid changes to amenity and placing pressure on existing infrastructure and services to the Liverpool community.

### **Impact level (without mitigation)**

Without State and local planned mitigation measures the cumulative impacts of developments in Liverpool CBS has potential to have a negative impact on the existing community.

### **Planned management measures**

- Uplift in housing density and population will meet requirements of Western District Plan and support Liverpool CBD as the 'Western City'. The State Government and Liverpool City Council will support the growth with proposed infrastructure and services to meet the increase in demand.
- Developer contributions in accordance with Liverpool Contributions Plan 2018 for cumulative developments within Liverpool will contribute to the provision of infrastructure and services in Liverpool CBD.
- Increasing population density in the CBD to increase the potential local labour force and support the local economy.
- Revitalising old sites with architectural designed buildings, provision of landscaping, activation of the public domain to encourage uses that will support a day and night time economy and vibrant city.

### **Residual impact (considering mitigation measures)**

Rapid development in the Liverpool CBD has potential to impact on the amenity of existing residents. The State and local government have proposed mitigation measures to support the rapid growth that will contribute to support Liverpool as the 'Western City'. Without an increase in residential and population density it is unlikely that Liverpool CBD will be able to sustain itself as an economic and vibrant centre for the West of Sydney. It is expected that will mitigation measures in place the cumulative impacts of development can be reduced and will have a low to moderate negative impact for existing residents.

# 10. CONCLUSION

This Social Impact Assessment (SIA) has been undertaken to assess the potential social impacts of the proposal.

Based on the assessment in this report, it is expected the proposal will deliver long term positive impacts for residents of the Liverpool LGA by delivering appropriate housing and business opportunities in a location that has access to a range of local services and transport. The proposed development is within a supportive environment that encourages social interaction and connection to many localities. The proposed development will improve activation and streetscape, increasing opportunities for casual surveillance and the perceptions of safety for existing residents and the incoming community. The proposed development will contribute to the State and local government's aims of revitalising Liverpool CBD and encourage its development as the 'Western City'.

## 10.1. RECOMMENDATIONS

- A Construction Management Plan (CMP) should be prepared for the development prior to commencement of work to regulate safe traffic movements and parking during construction.
- Implement a maintenance schedule for the landscaping strategy that might include cutting back tree canopies, clearing groundcovers to road verges, maintaining lighting to ensure sightlines are maintained within publicly accessible areas for improved amenity.

# DISCLAIMER

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.





# APPENDIX A      COMMUNITY PROFILE

Data item	Liverpool suburb	Liverpool LGA	Greater Sydney (GCCSA)
Population	27,084	204,326	4,823,991
Median age	34	33	36
Average people per household	2.8	3.2	2.8
<b>Age distribution (%)</b>			
Aged 0-4	8.5%	7.6%	6.4%
Aged 5-9	6.7%	7.7%	6.4%
Aged 10-14	5.8%	7.4%	5.8%
Aged 15-19	5.3%	7.3%	6.0%
Aged 20-24	7.3%	7.1%	7.1%
Aged 25-29	8.8%	7.0%	7.9%
Aged 30-34	9.2%	7.6%	8.1%
Aged 35-39	8.2%	7.3%	7.4%
Aged 40-44	6.7%	7.2%	7.1%
Aged 45-49	5.9%	6.7%	6.7%
Aged 50-54	5.8%	6.5%	6.3%
Aged 55-59	5.3%	5.7%	5.8%
Aged 60-64	4.6%	4.5%	5.0%
Aged 65-69	3.7%	3.6%	4.4%
Aged 70-74	2.8%	2.6%	3.3%
Aged 75-79	2.4%	1.9%	2.4%
Aged 80-84	1.6%	1.2%	1.8%
Aged 85+	1.4%	1.1%	2.0%
<b>Country of birth and Indigenous identification (%)</b>			
Australia	31.1%	51.7%	57.1%
Iraq	10.9%	4.8%	0.8%
India	6.4%	2.6%	2.7%



Data item	Liverpool suburb	Liverpool LGA	Greater Sydney (GCCSA)
Fiji	2.9%	3.2%	0.7%
Aboriginal or Torres Strait Islander	0.9%	1.5%	1.5%
<b>Language spoken at home (%)</b>			
English only	22.2%	41.4%	58.4%
Arabic	18.1%	11.4%	4.0%
Serbian	7.4%	2.4%	0.4%
Hindi	3.9%	4.0%	1.3%
<b>Family composition (%)</b>			
Couple family without children	25.1%	23.2%	33.4%
Couple family with children	49.7%	57.0%	49.5%
One parent family	22.9%	18.2%	15.2%
Other family	2.3%	1.5%	1.8%
<b>Household composition (%)</b>			
Family households	73.3%	82.6%	73.6%
Lone person households	23.3%	15.7%	21.6%
Group households	3.4%	1.8%	4.7%
<b>Dwelling structure (%)</b>			
Separate house	30.4%	75.5%	56.9%
Semi-detached	11.2%	10.5%	14.0%
Flat or apartment	57.8%	13.2%	28.1%
Other dwelling	0.2%	0.2%	0.6%
<b>Employment (%)</b>			
Unemployed	11.5%	7.5%	6.0%
<b>Occupation (%)</b>			
Professionals	16.0%	17.0%	26.3%

Data item	Liverpool suburb	Liverpool LGA	Greater Sydney (GCCSA)
Technicians and Trades Workers	15.9%	14.6%	11.7%
Clerical and Administrative Workers	12.6%	16.1%	14.6%
Managers	6.7%	10.0%	13.7%
Sales Workers	8.8%	9.2%	9.0%
Labourers	13.4%	10.4%	7.5%
Community and Personal Service Workers	11.7%	10.0%	9.6%
Machinery Operators and Drivers	12.0%	10.4%	5.6%
<b>Income (\$)</b>			
Median personal weekly income	\$466	\$584	\$719
Median family weekly income	\$1,188	\$1,663	\$1,988
Median household weekly income	\$1,089	\$1,550	\$1,750
<b>Level of highest educational attainment (%)</b>			
Year 9 or below	11.2%	9.9%	7.1%
Year 10	9.0%	11.6%	9.4%
Year 11	3.4%	4.0%	3.1%
Year 12	19.3%	20.1%	17.3%
Certificate level I-IV	10.9%	14%	12.2%
Advanced Diploma and Diploma level	8.7%	9.0%	9.3%
Bachelor Degree level and above	15.2%	15.7%	28.3%
<b>Motor vehicles (%)</b>			
None	17.1%	7.7%	11.1%
1 motor vehicle	44.7%	28.8%	37.1%

Data item	Liverpool suburb	Liverpool LGA	Greater Sydney (GCCSA)
2 motor vehicle	24.0%	36.5%	32.8%
3 or more vehicles	9.1%	23.0%	15.7%

Source: 2016 ABS Census

## Socio Economic Indexes for Areas (SEIFA)

The Socio-Economic Indexes for Areas (SEIFA) was developed by ABS to provide a ranking for social and economic wellbeing and welfare of communities across a range of spatial scales. To gain an overview of the local area, this SIA examines the following SEIFA category:

- Index of Relative Socio-economic Advantage and Disadvantage: is a continuum of advantage (high values) to disadvantage (low values) and is derived from Census variables related to both advantage and disadvantage.

The following table contained the 2016 SEIFA index data for Index of Relative Socio-economic Advantage and Disadvantage.

LGA	Advantage & Disadvantage	
	Score	Decile
Liverpool suburb	915	3
Liverpool LGA	972	6

Source: SEIFA 2016

# **APPENDIX B      POPULATION PROJECTIONS**

Table 3 – Population projections for Liverpool LGA

LGA name	Year						
	2016	2021	2026	2031	2036	% of 2036 population	% change 2016 - 2036
Aged 0 to 4	17,100	19,350	21,350	22,850	24,200	7.3%	3.3%
Aged 5 to 9	15,650	18,400	21,000	22,350	24,050	7.3%	3.9%
Aged 10 to 14	15,200	16,600	19,550	21,650	23,200	7.0%	3.7%
Aged 15 to 19	15,050	16,200	18,000	20,500	22,750	6.9%	3.6%
Aged 20 to 24	15,600	16,550	18,150	19,500	22,250	6.7%	3.1%
Aged 25 to 29	16,050	17,400	18,900	19,600	21,550	6.5%	2.6%
Aged 30 to 34	16,800	18,300	19,950	20,450	21,750	6.6%	2.3%
Aged 35 to 39	15,300	18,150	20,100	20,800	21,700	6.6%	3.0%
Aged 40 to 44	15,100	16,350	19,550	20,900	21,800	6.6%	3.1%
Aged 45 to 49	14,300	15,800	17,350	20,100	21,650	6.5%	3.4%
Aged 50 to 54	13,750	14,700	16,350	17,650	20,550	6.2%	3.2%
Aged 55 to 59	11,900	13,600	14,700	16,150	17,500	5.3%	2.6%
Aged 60 to 64	9,550	11,650	13,400	14,300	15,800	4.8%	2.9%
Aged 65 to 69	7,750	9,200	11,300	12,850	13,850	4.2%	2.8%
Aged 70 to 74	5,650	7,450	8,950	10,850	12,400	3.7%	3.2%
Aged 75 to 79	4,100	5,250	7,050	8,400	10,250	3.1%	2.9%
Aged 80 to 84	2,750	3,550	4,700	6,250	7,500	2.3%	2.2%
Aged 85 +	2,550	3,400	4,500	5,950	8,100	2.4%	2.6%
Total persons	214,100	241,900	274,800	301,100	331,000	-	54.6%
Change	26,000	27,800	32,900	26,300	29,900	-	-
Growth rate (%)	2.6%	2.5%	2.6%	1.8%	1.9%	-	-

Source: 2016 ABS Census data, Department of Planning and Environment

Table 4 – Liverpool LGA household projections

Household type	Year				
	2016	2021	2026	2031	2036
Family households	58,600	66,600	75,700	82,850	90,950
Non-family households	10,950	12,950	15,500	17,800	20,550
Group households	950	1,050	1,200	1,300	1,450
Lone person households	10,000	11,900	14,250	16,500	19,100
Average annual household growth	3.0%	2.7%	2.8%	2.0%	2.1%

Source: 2016 ABS Census data, Department of Planning and Environment



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