Hoxton Park Road Mixed Use
Social impact assessment

Prepared for
Nationwide Builders

June 2022

HillPDA
CONSULTING

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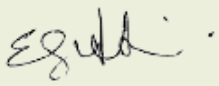
Signature		Dated	14 June 2022

Report details

Job number	P22045
Version	0.1
File name	P22045 - Hoxton Park Road Mixed Use SIA
Date issued	14 June 2022

INTRODUCTION

1.0 INTRODUCTION

HillPDA has been engaged by Nationwide Builders to prepare a Social Impact Assessment (SIA) to accompany a Planning Proposal (PP) for consideration by Liverpool City Council. The PP would amend the local planning controls to enable the construction of six buildings of up to six storeys, with ground floor retail units.

This SIA has been developed to align with industry best practice, Liverpool City Council's *Social Impact Assessment Policy and Guidelines*, and the NSW Department of Planning and Environment (DPE)'s *Social Impact Assessment Guideline*, although there is no statutory requirement for this report to comply with that guideline. This assessment includes an analysis of the existing social environment. It aims to identify both positive and negative social impacts associated with the proposed development, while also suggesting mitigation measures to maximise social benefits and minimise negative impacts to the community.

Figure 1: Aerial image of the site

Source: Tony Owen Partners (2022)

1.1 Project description

The PP is to enable the development of a mixed use development consisting of six towers, including ground floor retail space, through site connections between Hoxton Park Road and Dale Avenue, and public and communal open space areas, which would constitute to a significant activation of the site.

The PP proposes to modestly increase the floorspace ratios and height limits at the site (from 1:1 to 2:1 and 15 metres to 21 metres, respectively). These changes would enable the development of the proposed concept scheme, which is for six towers of six storeys each, distributed evenly along the long axis of the site, and incorporating a range of landscaping, traffic, and public amenity interventions. Key components of the concept scheme include the following:

- Six 6-storey residential apartment buildings, totalling 319 units comprised of:
  - 76 one bedroom units
  - 187 two bedroom units

- 49 three bedroom units
- 7 ground floor retail units totalling approximately 550 square metres
- basement car parking for approximately 450 vehicles.

- Through-site links from Hoxton Park Road to Dale Avenue
- Public open space
- Communal open space
- Significant landscaping and planting works.

1.2 Context

The site is located within the suburb of Liverpool, approximately 2.5 kilometres from Liverpool railway station, on the Main South line. The northern segments of the site are currently occupied by residential dwelling houses, with the southern portion currently vacant. The surrounding land contains a mix of development, including residential, education, and commercial development, as well as and parks and open space.

The site is generally linear in its layout, though the northern segments (fronting Dale Avenue) and pointed eastern and westernmost ends contribute to its irregular shape. The site is oriented roughly east to west.

SOCIAL LOCALITY

2.0 SOCIAL LOCALITY

2.1 The site

The site consists of an amalgamation of lots located at 93-145 Hoxton Park Road (Lots 53 to 80 in DP 1154816), 260 Memorial Avenue (Lot 2 in DP 1050030), 20 Dale Avenue (Lot 126 in DP 25952), and 48 Dale Avenue (Lot 140 in DP 25952). The total area of the site is approximately 14,990 square metres, arranged in an irregular shape.

The site is bound to the south by Hoxton Park Road, with a 460 metre frontage along that road, and bound in all other directions by neighbouring residential dwellings. The current land use of the site portion comprising 93-145 Hoxton Park Road is vacant land, with the remainder of the site accommodating single storey residential dwelling houses.

Figure 2: The site

Imagery: Google 2022

2.2 The surrounds

The site is located approximately 2 kilometres from the Liverpool town centre in the Liverpool LGA, approximately 15.5 kilometres from the Parramatta CBD, and approximately 29 kilometres from the Sydney CBD.

Hoxton Park Road is located to the immediate south of the site, which hosts the Liverpool-Parramatta T-way bus route. The area surrounding the site is primarily residential in nature, with services, recreation, and natural environment land uses intermingled throughout. To the west of the site are Maxwells and Cabramatta Creeks, with Brickmakers Creek to the east. Liverpool West Public Primary School is located less than 200 metres from the site's eastern boundary. A small shopping and services centre is located approximately 250 metres from the site boundary, along Hoxton Park Road. The Hume Highway and M5 Motorway are located approximately 1.5 kilometres from the site, to the southeast, with the M7 Motorway approximately 2.5 kilometres to the southwest.

Figure 3: Local context and transport

Imagery: CartoDB 2022

2.3 Access

Road access to the site would be from Dale Avenue to the north, where existing lots would be modified to provide access to underground parking within the site. Pedestrian access would also be by these lots, offering through site links with Hoxton Park Road to the south.

Hoxton Park Road is an important transport link, with the existing T80 T-Way Bus Rapid Transit (BRT) line running down the median with Maxwells T-Way stop being approximately 150 metres west of the site, connecting it with Liverpool CBD and interchange, as well as Parramatta, Prairiewood and Wetherill Park at approximately 10 minute frequencies throughout the day. The local 869 bus service departs from directly opposite the site, connecting it with Edmondson Park and Ingleburn at 30-minute frequencies throughout the day.

Hoxton Park Road and Fifteenth Avenue are planned to form the primary link between Liverpool CBD and the future Western Sydney Aerotropolis. Under this plan, transport capacity and development along the corridor are set to intensify, with the site likely to benefit from high capacity transport links between the future Aerotropolis and Liverpool CBD.

2.4 Social infrastructure

What is social infrastructure?

Social infrastructure is comprised of the facilities, spaces, services and networks that support the quality of life and wellbeing of our communities. [1] Social infrastructure is important to a community as it provides the tangible infrastructure to support the safety, health and wellbeing of that community which allows individuals to be happy, safe and healthy, to learn, and to enjoy life. A network of social infrastructure contributes to social identity, inclusion and cohesion and is invariably used by all at some point in their lives, often on a daily basis.

[1] Australian Infrastructure Audit 2019 - 6. Social Infrastructure.pdf (infrastructureaustralia.gov.au)

Access to high-quality, affordable social services has a direct impact on the social and economic wellbeing of all community members.

This report has considered the following types of social infrastructure:

- Education – child care, schools, tertiary facilities
- Health care – general practice
- Community and culture – libraries and community centres
- Active and passive recreation – such as parks, sporting ovals and social clubs, halls etc.

This report focuses less on businesses such as retail or commercial services which may claim to offer social benefits or services. While these facilities provide a valuable social function, the future provision of these businesses in any area is typically market-led and does not benefit from formal government funding.

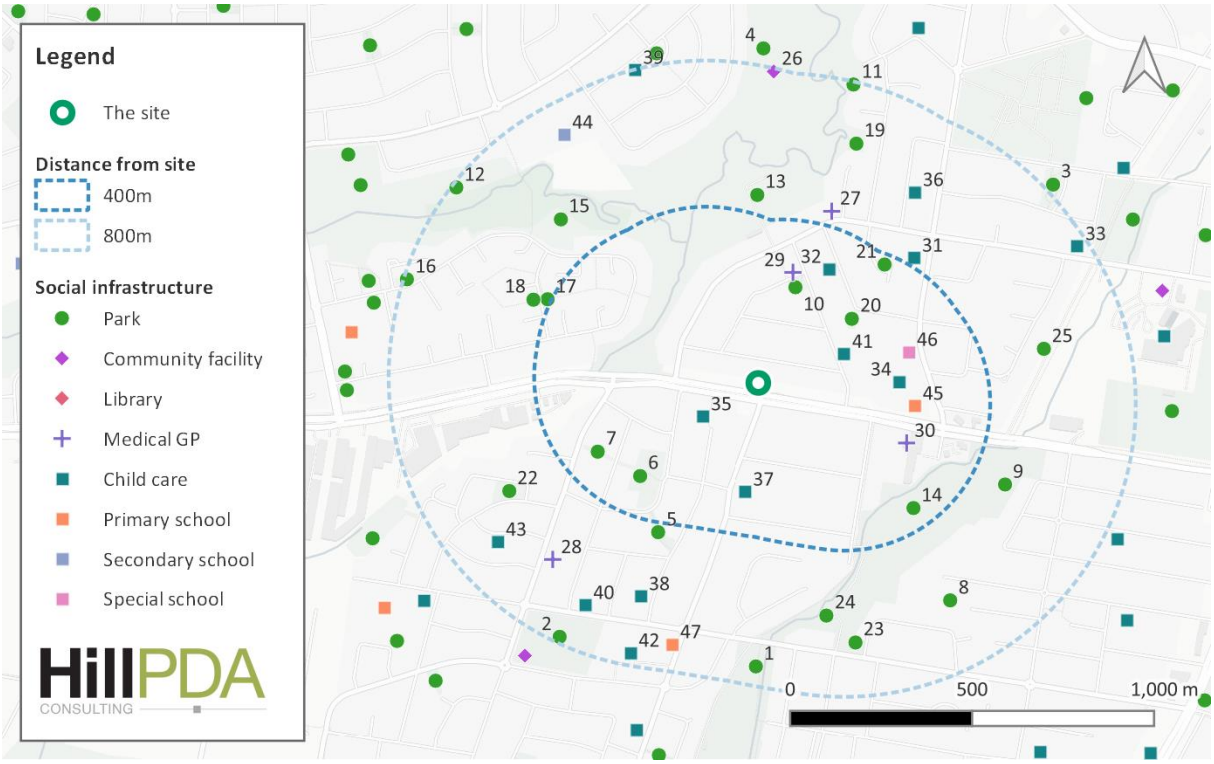
Social infrastructure facilities generally operate at three levels of provision. These are local, regional and district. The different scales of infrastructure service different sized catchments. Catchments refer to both geographical areas and the size of the population serviced. For example, a primary school is intended to serve the local population, usually within walking distance. However, a university will cater for a much wider population.

An audit of social infrastructure in the area surrounding the site has been conducted using GIS software and drawing from a range of data sources, including:

- NSW DPE Points of Interest Layer
- Australian Department of Education MySchool database
- Australian Children's Education and Care Quality Authority (ACECQA) Child Care Finder
- Healthdirect Australia (Australian Department of Health) Healthmap.

Figure 4, below, shows social infrastructure surrounding the site within 400 and 800 metre catchments. The tables that follow reference the numbers shown for each infrastructure item shown on the map.

Figure 4: Social infrastructure near the site



Source: DPE (2022), NSW Education (2021), ACECQA (2021)

Active and passive recreation

ID	Name	Type	Catchment	Area
1	Amalfi Park	Fields	800m	5.5ha
2	Phillips Park	Fields	800m	3.2ha
3	El Alamein Park	Park	800m	0.5ha
4	Landa Park	Fields	800m	4.8ha
5	James Park	Park	800m	0.3ha
6	Lions Park	Park	400m	0.7ha
7	Anich Park	Park	400m	0.1ha
8	Everett Park	Park	800m	0.7ha
9	Pearce Park	Park	800m	5.0ha
10	Beswick Park	Park	400m	0.6ha
11	Unnamed Park	Park	800m	0.2ha
12	Joshua Moore Park	Park	800m	1.9ha
13	Ireland Park	Fields	800m	4.6ha

ID	Name	Type	Catchment	Area
14	Paciullo Park	Fields	400m	3.6ha
15	Elouera Bushland Reserve	Park	800m	26.4ha
16	Hermitage Park	Park	800m	0.2ha
17	Avondale Park	Park	400m	0.1ha
18	Fmr. Bellbird Park	N/A	800m	N/A
19	Tepper Park	Park	800m	0.6ha
20	Hannah Family Park	Park	400m	0.2ha
21	Ferrington Park	Park	400m	0.1ha
22	Sullivan Park	Park	800m	0.3ha
23	Raine Park	Park	800m	0.3ha
24	Lee Park	Park	800m	3.8ha
25	Cloke Reserve	Park	800m	0.5ha

There are 25 areas of open space situated around the site, amounting to approximately 5.4 hectares of open space within a 400 metre catchment and 64.2 hectares within an 800 metre catchment. Playgrounds are accessible within the 400 metre catchment at Ferrington Park, Beswick Park and Lions Park. Additionally, the proposal would contribute new open space to the wider area.

Community and culture

ID	Name	Type	Notes
26	Ashcroft Junior Rugby League Club	Community Facility	Venue for clubs use, not publicly accessible, other than amenities.
2	Lurnea Community Hub (redeveloped Phillips Park)	Community Facility	Public facility with 1,100sqm multi-purpose community hub, sports oval, half basketball court, community garden, playground, and outdoor fitness equipment.

The community facilities located within 800 metres of the site are facilities located adjacent to ovals and fields. Of these, the Ashcroft Junior Rugby League Club does not appear to be accessible to the public (outside of associated sporting uses). However, the Lurnea Community Hub is a public facility, approximately 800 metres south of the site, providing a range of public functions. Additionally, it is noted that facilities at Liverpool West Public School (45) and Ashcroft High School (44) would be available for hire by the public outside school hours. Facilities at private schools in the area may also be available for hire.

Health care

ID	Name	Type
27	Family Medical Practice	General practice
28	Lurnea Medical Centre	General practice

ID	Name	Type
29	Maryvale Ave Medical Centre	General practice
30	Family Medical & Dental Practice	General practice

Source: HealthDirect.gov.au (2022)

The site is located within 800 metres of four registered general practitioners. The site is situated less than 15 minutes' drive from Liverpool Hospital and the surrounding Health Precinct.

Child care

ID	Name	Type	Cap	Vac
31	FSLA Liverpool	LDC	46	N
32	Liverpool Early Learning Centre	LDC, OSHC	27	Y
33	Liverpool School for Early Learning	LDC	33	U
34	Liverpool West Public School - Coota Gulla Preschool	LDC	20	U
35	Mini Graduates	LDC	26	U
36	Planet Kindy	LDC	29	N
37	Lurnea Early Learning Centre	LDC	46	U
38	Kids Guardian Angel	LDC	28	Y
39	ICU Early Learning Childcare Centre	LDC	29	U
40	Step By Step Pre School and Long Day Care Centre	LDC	37	N
41	Rainbow Kids Childcare Centre	LDC	25	N
42	SCECS OSHC Lurnea	OSHC	40	U
43	Little Steps Academy	LDC	21	N

Source: ACECQA Child Care database. Vacancy data from Childcarefiner.gov.au accessed May 2022. U = data unavailable.

There are 13 child care centres within an 800 metre catchment of the site, with a cumulative 367 Long Day Care (LDC) places and 67 Out of School Hours Care (OSHC) places (double counting one centre offering both). As of 15 May 2022, two of the 12 LDCs had vacancies, and one of the two OSHCs had vacancies. This information may not constitute an accurate picture of the situation, as not all of the centres published vacancy data.

Education

ID	Name	Sys.	Type	EFT enrol.	Cap
44	Ashcroft High School	Pub	NA	525.4	940
45	Liverpool West Public School	Pub	NA	682	601
46	Mainsbridge School	NA	Special	NA	NA*
47	St Francis Xavier's Catholic Primary School	Priv	Catholic primary	NA	NA*
N/A	Lurnea High School**	Pub	NA	671	980

Source: NSW Parliament 2020 [https://www.parliament.nsw.gov.au/lcdocs/other/13326/Attachment%20B%20for%20Q355.pdf]; SMH 2020 [https://www.smh.com.au/education/the-sydney-schools-exceeding-new-enrolment-caps-by-almost-1000-students-20200420-p54lfh.html]

* Enrolment caps are calculated for NSW public schools and are not calculated for non-government, selective and other specialised schools.

** *Not mapped due to not being in DPE's Point of Interest layer*

There are four schools within an 800 metres catchment of the site. There is one public high school, one public primary school, a Catholic primary school, and a specialised combined school. The site is currently within the drawing area for Lurnea High School. Though Ashcroft High School is located in close proximity to the site, the drawing area for this school ends a short distance to the north of the site.

Enrolment caps are calculated by the Department of Education to determine the capacity of school infrastructure and guide whether schools accept out of area enrolments or not. Based on enrolment data extracted in May 2022, the two high schools near the site were significantly below their enrolment cap. The primary school is operating at 81 places above its cap. It is noted that the enrolment cap is not an indication of the enrolment capacity of a school, but a guide as to whether a school can take out of area enrolments. Notwithstanding this, the cap is based on the infrastructure capacity of the school and has been included to provide an indication of capacity. Drawing areas can shift in response to demand and available supply of school places, however ultimately NSW School Infrastructure will need to deliver additional local school capacity to meet demand driven by population growth.

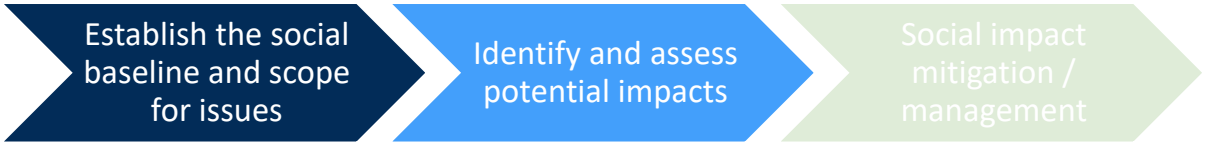
APPROACH

3.0 APPROACH

HillPDA has developed its SIA approach to align with Liverpool City Council's *Social Impact Assessment Policy and Guidelines*, as well as industry best practice including the NSW Department of Planning and Environment (DPE)'s *Social Impact Assessment Guideline.*

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

Figure 5: The SIA process

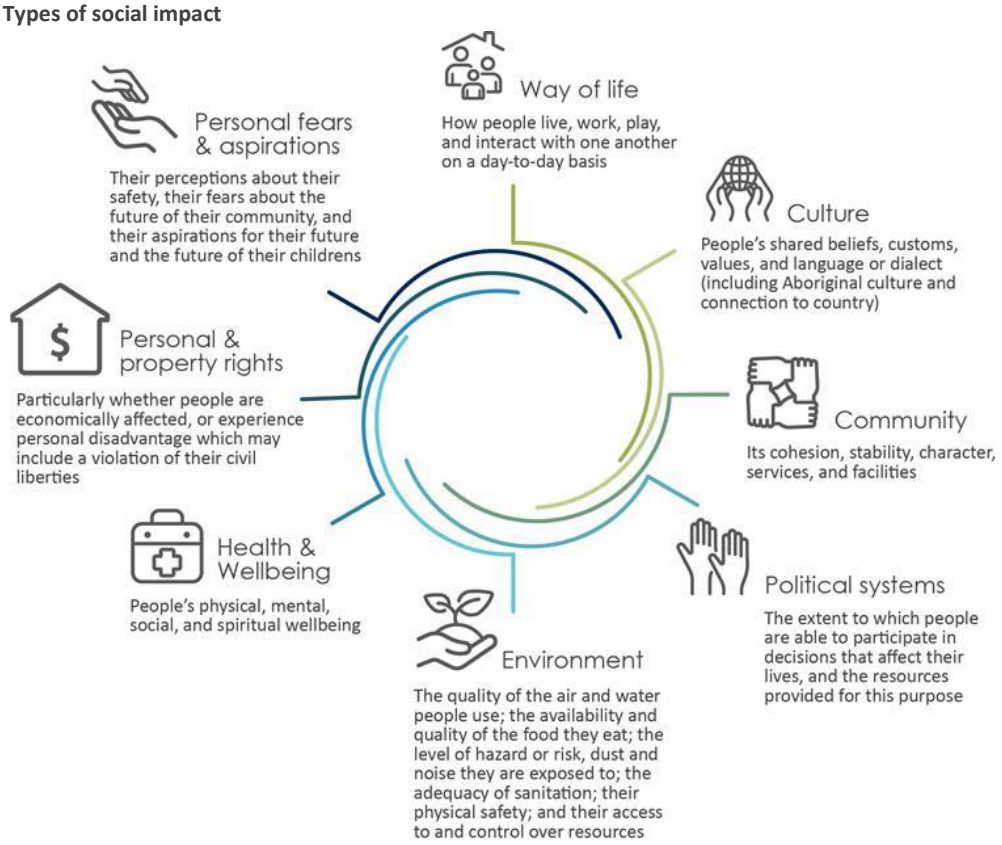


Source: HillPDA, DPE (2021)

3.1 Defining social impacts

A social impact can be defined as the net effect of an activity on a community and the wellbeing of individuals and families. Social impacts may occur across a range of aspects of an individual's and a community's life, as shown in Figure 6.

Figure 6: Types of social impact



Source: Adapted from Vanclay, F. (2003). International Principles for Social Impact Assessment. Impact Assessment & Project Appraisal 21(1), 5-11 & NSW Planning & Environment (2017)

Social impacts arising from a development may be positive, negative and cumulative as indicated in Table 1.

Table 1: Types of social impacts

Type of impact	Overview
Negative social impacts	Negative social impacts result from changes to the physical or social fabric that make it worse (in any of the impact categories) than before the project took place. These may include: • Increased dust or noise levels affecting health • Decreased amenity during construction • Alterations to community character through land use changes.
Positive social impacts	Positive social impacts result from changes to the physical or social fabric that make it better (in any of the impact categories) than before the project took place. These may include: • Increased access to jobs in the local area • Improved amenity through provision of open space • Stronger sense of community through provision of community space.
Cumulative social impacts	Cumulative social impacts result from changes to the physical or social fabric that occur from multiple projects or activities that need similar resources or affect similar impact categories. These may include: • Increased traffic level from construction vehicles for multiple projects in one area • A shortage of workers in an area due to multiple similar projects • Health impacts from persistent noise or dust levels due to ongoing projects.

Source: HillPDA, DPE (2021)

3.2 Evidence base

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

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

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

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

The findings of this work are outlined in section 4.0.

3.3 Predicting, analysing and evaluating impacts

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

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

The likelihood of a potential impact is a primary element of considering each social impact and its risk rating. The criteria used to determine the likelihood of any potential impact are described in Table 2.

Table 2: Likelihood of impact

Likelihood	Description	Indicative Probability
Almost certain	Definite or almost definitely expected	Greater than 90 per cent
Likely	High probability	70 per cent
Possible	Medium probability	50 per cent
Unlikely	Low probability	30 per cent
Very unlikely	Improbable or remote possibility	Less than 10 per cent

Source: DPE (2021), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

The magnitude of a potential impact is a key consideration to determine a risk rating. In determining the magnitude of a potential impact there are five key characteristics that must be considered, these are shown below in Table 3.

Table 3: Magnitude of social impacts

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

Source: DPE (2021), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

Table 4, below, identifies the overall magnitude level of impact rating.

Table 4: Magnitude of impact

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

Source: DPE (2021), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

Potential impacts identified in the scoping process are analysed based on the nature of the impact and its predicted severity, and based on this, are assigned a level of significance in line with Table 5.

Table 5: Social impact significance matrix

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

Source: DPE (2021), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

3.4 Social impact management

Where impacts are identified, the SIA provides mitigation and/or enhancement measures. For potential negative impacts, measures are identified to avoid or minimise impacts by amending the project or its delivery. For potential positive social impacts, the SIA identifies measures to enhance the benefit of that impact. Social impact management is an ongoing process.

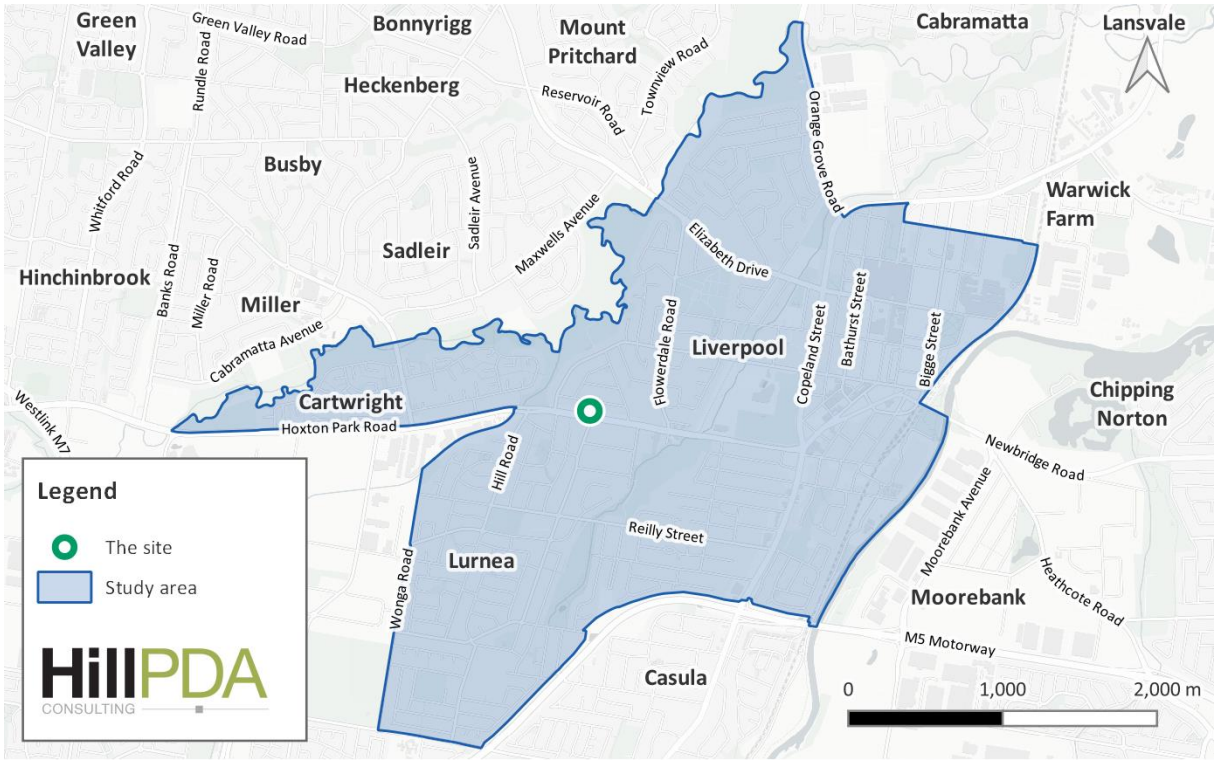
SOCIAL BASELINE

4.0 SOCIAL BASELINE

4.1 Study areas

Due to the site's location at the edge of various geographical boundaries, in order to analyse the demographics pertaining to the site, a study area was created from a combination of Statistical Area Level 2s (SA2s) under the Australian Statistical Geography Standard (ASGS). The study area has been defined as a combination of the SA2s of *Liverpool* and *Lurnea - Cartwright*, with the statistical comparator area defined as Greater Sydney Greater Capital City Statistical Area (GCCSA). The study area and comparator area are shown in Figure 7.

Figure 7: The site shown in the context of the study area and Greater Sydney (GCCSA)

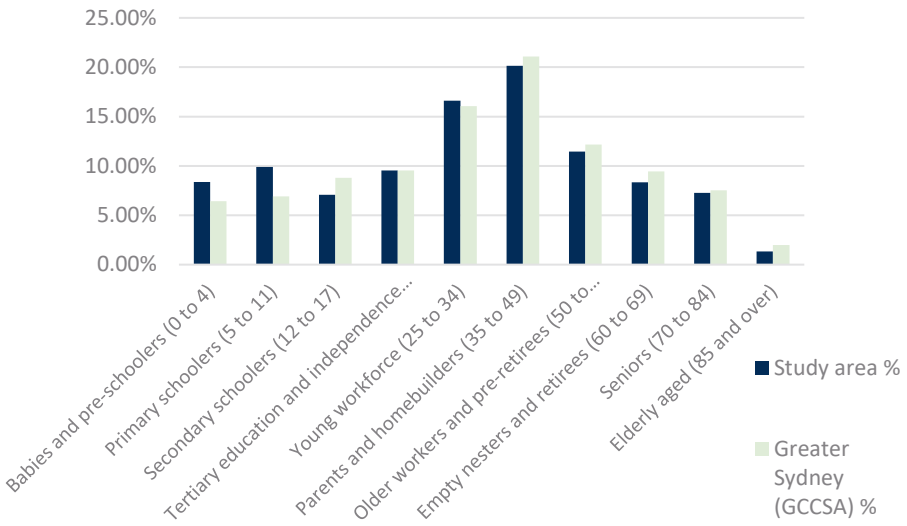


4.2 Demographic overview

The table below presents a summary of the salient characteristics of the study area, with comparisons to Greater Sydney (GCCSA).

Population	• In 2016, the study area was estimated to be home to approximately **38,855** residents, living in **14,131 dwellings** with an average household size of **2.9**.
Median age	• At the 2016 Census, the **median age** of the study area was **34**, which was younger than Greater Sydney, with 36 years.

Age profile



- There were 4,822 (13.7%) people **over the age of 65** living in the study area in 2016, lower than Greater Sydney's 15.4%
- There was a significantly higher proportion of residents **aged between 0 and 11** years old in the study area than across Greater Sydney (20.2% compared to 14.8%).

Language and culture

- At the 2016 Census, 73.2% of study area residents **spoke a non-English language at home**, compared to 41.6% of residents across Greater Sydney
- In 2016, 13% of study area residents had **both parents born in Australia** and 68.9% had **both parents born overseas**, compared to 33.1% and 49.4% across Greater Sydney, respectively
- 36.8% of residents in the study area were **born in Australia**, significantly less than the 57.1% across Greater Sydney
- The top responses for study area residents' country of birth (other than Australia) were Iraq (9.9%), India (4.7%), Vietnam (2.8%), Fiji (2.7%), and Lebanon (2.6%).

Need for assistance

- At the 2016 Census, approximately 3,471 (8.9%) of residents in the study area **required assistance with core activities**, compared to 236,142 (4.9%) in Greater Sydney.

Household type

- At the 2016 Census, 20.1% of households in the study area were **lone person households**, similar to the 18.9% across Greater Sydney
- The study area showed a much smaller proportion of **group households**, with 2.5% in the study area compared to 4.1% across Greater Sydney
- **Couple households** were similar in proportion, with a much lower proportion of **couple households without children** in the study area (13.9%) compared to Greater Sydney (20.2%); though with a higher proportion of **couple households with children** (30% in the study area, compared to 31.2% across Greater Sydney)
- There were significantly more **one parent families** in the study area (13.6%, compared to 9.1% across Greater Sydney).

Household size

- At the 2016 Census, the **average household size** in the study area was 2.9 persons per household, similar to Greater Sydney with 2.8
- The study area had an average number of 2.2 **bedrooms per dwelling**, smaller than Greater Sydney with an average of 2.6.

4.3 Social advantage and disadvantage

The Socio-Economic Indexes for Areas (SEIFA) are rankings of relative socio-economic status (advantage and disadvantage) for different geographic areas, within each state and nationally. The indexes rank areas against

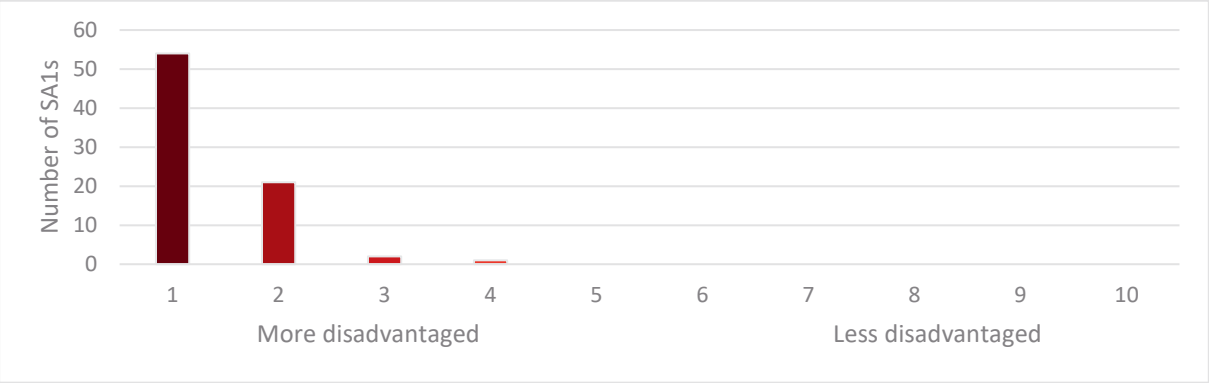
others of the same geographic type (e.g. Local Government Area or Statistical Area Level 1) based on specific socio-economic metrics, selected based on the particular SEIFA index.

4.3.1 Relative socio-economic disadvantage

Index of Relative Socio-economic Disadvantage (IRSD) examines factors like unemployment, proportion of lower income households, lower education levels or lack of internet access to compare overall levels of disadvantage in areas. The SA2s of Liverpool and Lurnea - Cartwright ranked within the first decile amongst all SA2s in Australia on the IRSD, indicating high levels of disadvantage.

Figure 8 shows the distribution of IRSD rankings for SA1s within the study area. The SA1s within the study area are almost exclusively in the most and second most disadvantaged deciles, with no SA1s showing lower levels of disadvantage.

Figure 8: Distribution of SA1s within the study area on the IRSD (national)

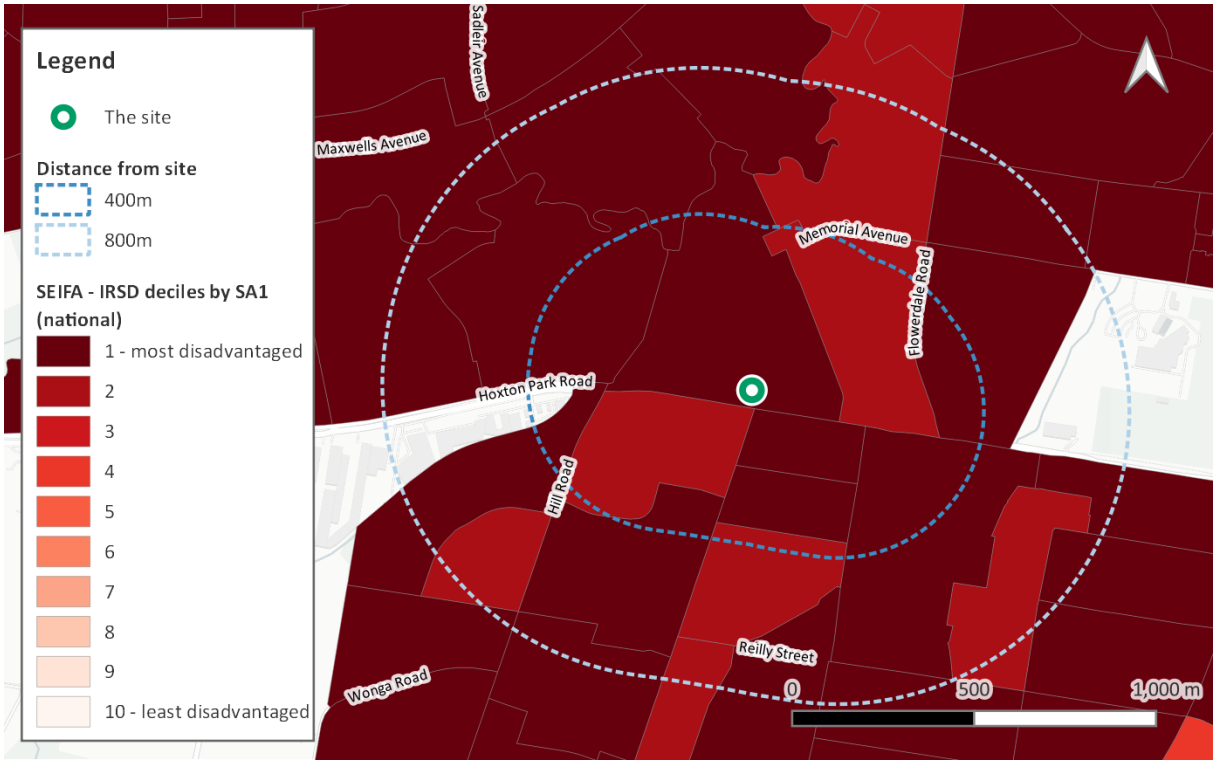


Source: ABS (2016). SA1s for which no score is recorded (low population) have been excluded.

This data has been mapped spatially in Figure 9. The SA1s immediately surrounding the subject site have extremely high levels of disadvantage, indicating:

- More households with lower incomes
- More residents with no qualifications
- More residents in low skilled occupations.

Figure 9: SA1s near to the site ranked against others on the IRSD using deciles

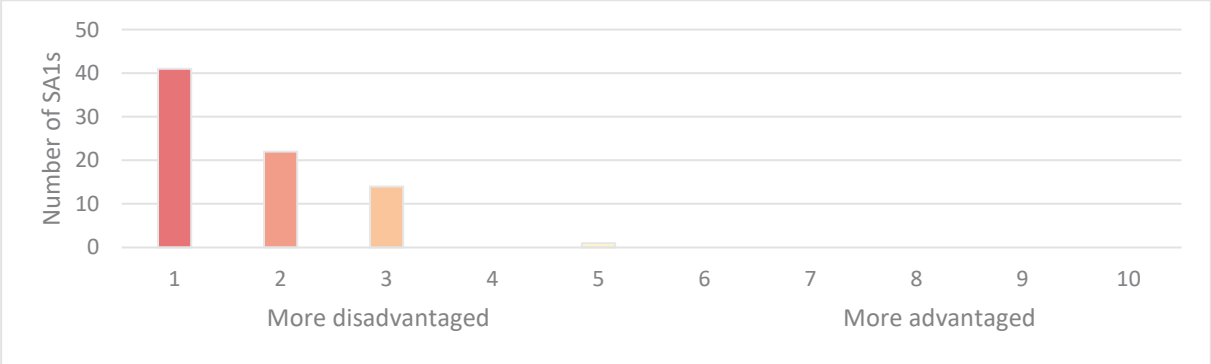


Source: ABS (2016). SA1s for which no score is recorded (low population) have been excluded.

4.3.2 Relative socio-economic advantage and disadvantage

The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD), in addition to the indicators of disadvantage above, examines factors like professional occupations, high income, higher education levels, larger houses to compare overall levels of advantage and disadvantage in areas. Figure 10 shows the distribution of IRSAD rankings for SA1s within the study area. There are no advantaged areas, with but one all SA1 being in the third decile or below, and none in the upper half. More than half of the SA1s in the study area are in the most and second most disadvantaged decile on the IRSAD. This indicates that the study area is likely to contain pockets of extreme disadvantage, with few relatively advantaged areas.

Figure 10: Distribution of SA1s within the study area on the IRSAD (national)



Source: ABS (2016). SA1s for which no score is recorded (low population) have been excluded.

This data has been mapped spatially in Figure 11. The SA1s immediately surrounding the site have moderate to higher levels of disadvantage and lower levels of advantage, potentially indicating:

- Few households with high incomes, or more people in skilled occupations
- More households with low incomes, or fewer people in unskilled occupations.

Figure 11: SA1s near to the site ranked on the IRSAD using deciles

Source: ABS (2016). SA1s for which no score is recorded (low population) have been excluded.

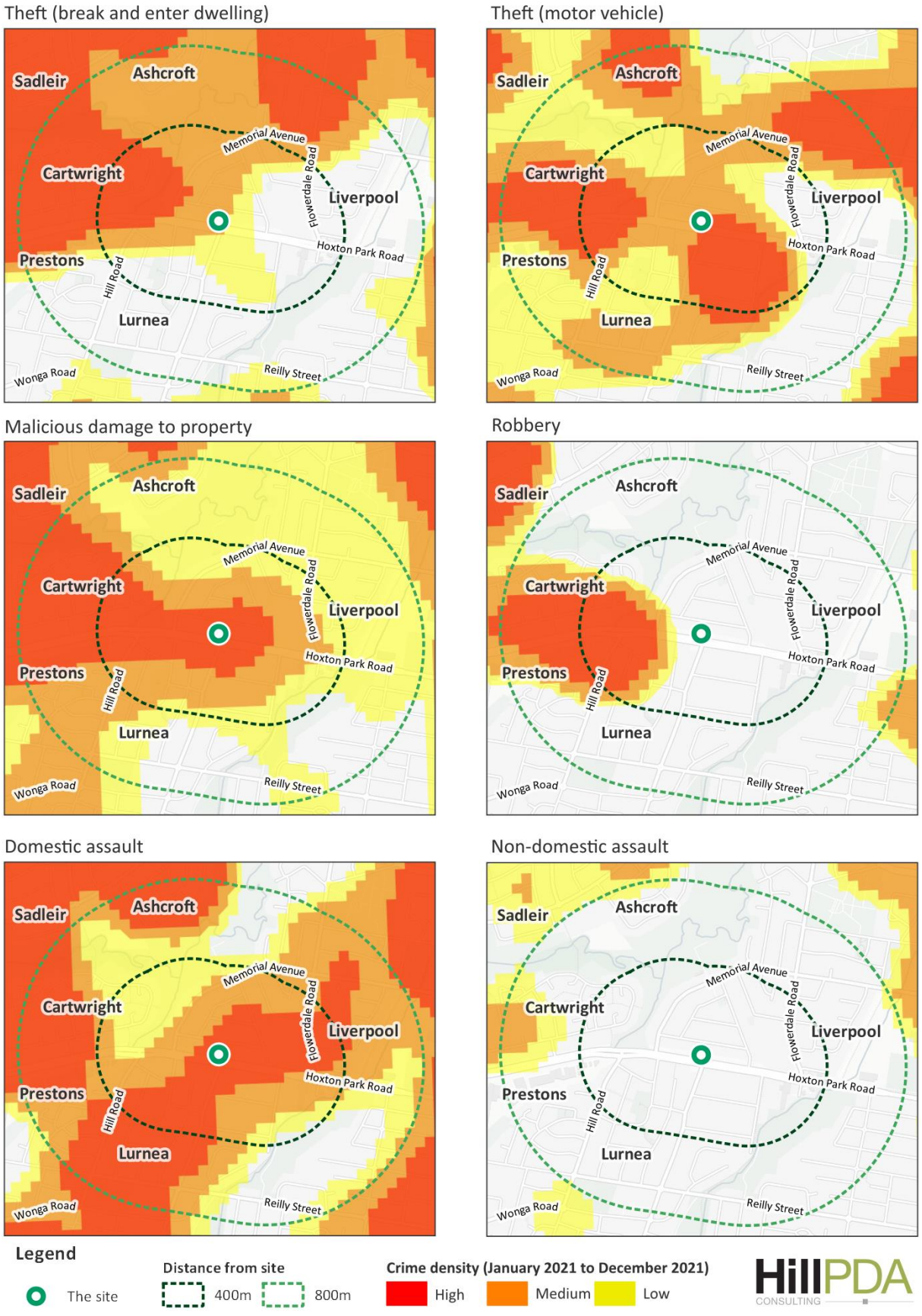
4.4 Crime

Data from the NSW Bureau of Crime Statistics and Research (BOCSAR) has been mapped below in Figure 12 to show crime hotspots near to the site. Strong hotspots exist near the site for the following crimes:

- Theft (motor vehicle)
- Malicious damage to property
- Domestic assault.

Additionally, strong hotspots exist for robbery and theft (break and enter non-dwelling) within 400 metres of the site, though not immediately adjacent to the site. The only mapped crime category that is not strongly present within the study is non-domestic assault, though low-to-moderate hotspots exist for this crime toward the edge of the 800 metre radius from the site.

Figure 12: BOCSAR crime hotspot maps for incidents between January 2021 and December 2021



Source: Bureau of Crime Statistics and Research (2021)

Detailed data obtained from BOCSAR for the study area for January 2021 to December 2021 is shown in the tables below, with the wider Liverpool LGA and state averages for each crime type as comparators.

Table 6 shows that incidents of theft (break and enter dwelling) have declined by almost 25 per cent over the past 2 years, a more significant decline than the LGA and state averages. Despite this decrease, per person rates for this crime in the study area remain significantly higher than the LGA and state rates.

Table 6: Incidents of theft (break and enter dwelling) to December 2021 (rate per 100,000)

Area	Trend (2 year)	Year to December 2020		Year to December 2021	
		Count	Rate	Count	Rate
Study area	Down 24.9% per year	209	464.2	157	348.7
Liverpool (LGA)	Down 18.1% per year	554	239.5	454	196.3
New South Wales	Stable	19,699	241.2	17,835	218.4

Source: BOCSAR 2022

Table 7 shows that incidents of theft (motor vehicle) have declined by almost 25 per cent over the past 2 years, consistent with the LGA trend and a greater decline than the state trend. The rate per person in the study area remains slightly higher than the LGA and state rates.

Table 7: Incidents of theft (motor vehicle) to December 2021 (rate per 100,000)

Area	Trend (2 year)	Year to December 2020		Year to December 2021	
		Count	Rate	Count	Rate
Study area	Down 24.6% per year	114	253.2	86	191.0
Liverpool (LGA)	Down 25.8% per year	445	192.4	330	142.7
New South Wales	Down 10.7% per year	11,731	143.6	10,473	128.2

Source: BOCSAR 2022

Table 8 shows that incidents of malicious damage to property remain relatively stable over the past 2 years, consistent with the LGA and state trends. The rate per person in the study area are close to double the LGA and state rates.

Table 8: Incidents of malicious damage to property to December 2021 (rate per 100,000)

Area	Trend (2 year)	Year to December 2020		Year to December 2021	
		Count	Rate	Count	Rate
Study area	Stable	455	1010.7	434	964.1
Liverpool (LGA)	Stable	1289	557.3	1175	508.0
New South Wales	Stable	53,316	652.8	4,9136	601.6

Source: BOCSAR 2022

Table 9 shows that incidents of robbery have declined by 46 per cent over the past 2 years, a significantly greater decline than the state and LGA over the same period. The rate per person in the study area is approximately double that of the LGA and state rates.

Table 9: Incidents of robbery to December 2021 (rate per 100,000)

Area	Trend (2 year)	Year to December 2020		Year to December 2021	
		Count	Rate	Count	Rate
Study area	Down 46.2% per year	52	115.6	28	62.1

Area	Trend (2 year)	Year to December 2020		Year to December 2021	
		Count	Rate	Count	Rate
Liverpool (LGA)	Down 25.8% per year	97	41.9	72	31.1
New South Wales	Down 16.9% per year	2,117	25.9	1,760	21.5

Source: BOCSAR 2022

Table 10 shows that incidents of domestic assault remain relatively stable over the past 2 years, consistent with the LGA and state trends. The rate per person in the study area is approximately double that of the LGA and state rates.

Table 10: Incidents of domestic assault to December 2021 (rate per 100,000)

Area	Trend (2 year)	Year to December 2020		Year to December 2021	
		Count	Rate	Count	Rate
Study area	Stable	308	684.2	334	741.9
Liverpool (LGA)	Stable	1,034	447.0	1,098	474.7
New South Wales	Stable	32,280	395.2	32,133	393.4

Source: BOCSAR 2022

Table 11 shows that incidents of non- domestic assault have declined by over 20 per cent over the past 2 years, while the past 2 years, consistent with the LGA and state trends. The rate per person in the study area is approximately double that of the LGA and state rates.

Table 11: Incidents of non- domestic assault to December 2021 (rate per 100,000)

Area	Trend (2 year)	Year to December 2020		Year to December 2021	
		Count	Rate	Count	Rate
Study area	Down 20.2% per year	336	746.3	268	595.3
Liverpool (LGA)	Stable	743	321.2	645	278.9
New South Wales	Stable	29,533	361.6	28,144	344.6

Source: BOCSAR 2022

The increased activity and use of the Liverpool CBD would likely generate an increase in incidents of crime. For the identified hotspots, the study area generally displays a significant downward trend or stabilisation in rates of crime in the two years to 2021, though this may be (in part) due to the effects of the COVID-19 pandemic on activity and mobility levels.

4.5 Key insights

- The study area has a relatively young population compared to Greater Sydney, with a lower median age, greater representation of residents in the young workforce service age group (25 to 34 years old), and more children (aged 0 to 11 years old).
- The study area has a significant multicultural population with almost double the rate of households where a language other than English is spoken compared to Greater Sydney. China, Nepal, and India are the most significantly represented countries of birth in the suburb (other than Australia).
- The study area recorded a similar mix of household types to Greater Sydney, although there were fewer couple families without children and more with children.

- On the SEIFA index, the study area was amongst the most disadvantaged nationally on the IRSD and IRSAD indicating that the suburb significantly socio-economically disadvantaged compared to other areas nationally.
- The importance of the Liverpool CBD as a service centre, shopping destination and transport interchange has meant that many residents from across the region utilise the town centre regularly. As such, the study area records a higher volume of crime incidents overall compared to surrounding areas. Further exploration of crime types, however, has revealed a significant decline in crime in the study area above the LGA and state rates. Despite this, analysis of the hotspots and per person rates of crimes reveal that theft (break and enter dwelling), malicious damage to property, robbery, and domestic assault remain as significant issues within the vicinity of the site. Crime Prevention Through Environmental Design (CPTED) principals would need to be a key consideration of the detailed design phase.

IMPACT ASSESSMENT AND PREDICTION

5.0 IMPACT ASSESSMENT AND PREDICTION

This chapter aims to predict the potential social impacts to arise from the proposed development. It includes an estimate of the likely population increase to arise from the proposed development.

5.1 Potential social impacts

5.1.1 Projected population

Residential population

The concept proposes 319 residential flats, varying from 1-bedroom to 3-bedroom layouts. Table 12, below, projects the likely residential population based on the rates of occupancy per bedroom in high density dwellings (defined by ABS as being apartment buildings of four or more storeys) across the study area at the 2016 Census.

Table 12: Implied population arising from the proposal at average occupancy rates for the study area in 2016

Unit size	Yield	Average household size of high density dwellings (within the study area)	Projected residential population
1-Bedroom	76	1.43	109
2-Bedroom	187	2.45	458
3-Bedroom	49	3.33	163
Total	**319**		**730**

Source: ABS (2016), *Australian Census of Population and Housing*. Compiled using TableBuilder Pro.

For the purpose of projecting social infrastructure needs generated by the proposal, a projected population projection of 776 residents has been assumed.

Using the age breakdown of the study area identified in Chapter 4.0, a projection of the age distribution within the proposal has been calculated below. The eventual profile of residents opting to live in the proposal may differ to the profile of existing study area population profile, also noting that the concept design is likely to be refined at the DA phase, this is considered to present a reasonable approximation of the likely future characteristics of the resident population on the site for the purposes of this PP. The projections suggest that the proposed development is likely to appeal most to young workforce and parents and homebuilder age groups, and to a lesser extent, tertiary education and older workers.

Table 13: Projected population by service age group

Service age group	Study area proportion		Population within proposal
Babies and pre-schoolers (0 to 4)	8%		61
Primary schoolers (5 to 11)	10%		72
Secondary schoolers (12 to 17)	7%		52
Tertiary education and independence (18 to 24)	10%		70
Young workforce (25 to 34)	17%		121
Parents and homebuilders (35 to 49)	20%		147
Older workers and pre-retirees (50 to 59)	11%		84
Empty nesters and retirees (60 to 69)	8%		61
Seniors (70 to 84)	7%		53
Elderly aged (85 and over)	1%		10

Source: ABS (2016), *Australian Census of Population and Housing*. Compiled using TableBuilder Pro.

These projections have been used as a basis for predicting the demand for additional social infrastructure below.

5.1.2 Projected likely social infrastructure demand

In assessing the nature and level of social infrastructure need, historic practice has been to apply a population-based approach which relies on thresholds for social infrastructure provision. Recent research has revealed that such models can be limited in outer-suburban settings, where they can lead to more limited social infrastructure access in areas with lower densities, presenting risks of double disadvantage or deprivation amplification.[2] A response to addressing these issues is to apply an access-based social infrastructure model (i.e. one that is based upon access for residents rather than threshold population).

An indicative level of social infrastructure need that would arise from the proposal can be ascertained using standards from a variety of sources, as well as average servicing levels that have been derived from aggregate statistical data.

For the purposes of this report, provisioning rates and been adopted from:

- the draft *Greener Places Design Guide* by the NSW Government Architect's Office (for open space provision rates)
- Liverpool City Council's *Contributions Plan 2018 – Established Areas* (for community facilities provision rates)
- City of Parramatta's *Community Infrastructure Strategy 2020* (for childcare provisioning rates).

The open space provisioning rates employed below are the high density access performance indicators, which are provided for areas with a proposed dwelling density of greater than 60 dwellings per hectare. These benchmarks are applied to the projected population in Table 14.

Table 14: Projected social infrastructure demand arising from the proposal

Type	Benchmark	Existing (near site)	The proposal		Additional Facilities Needed
			Parameter	Need	
Open space	200m walking distance to a local park	0.9 ha of open reserve (within 200 metres west of site)	N/A Stie meets requirements of *Draft Greener Places Design Guide*, in addition to passive open space proposed as part of concept		**Negligible**
	25 minutes walk / 2km proximity to a district park	• 5.4ha open space (400m) • 64.2ha open space (800m)			**Negligible**
	Up to 30 minutes travel time by public transport or vehicle to regional open space	• Leacock Regional Park (38.5ha) • Edmondson Regional Park (48ha) • William Howe Regional Park (43ha) • Wolli Creek Regional Park (50ha) • Western Sydney Parklands (5,280ha) • Heathcote National Park (2,679ha)			**Negligible** Site is within 30 minutes drive of multiple regional open spaces.
Community facilities	0.05sqm per person	• Lurnea Community Hub (1,100sqm)	730 residents	36.5sqm	**Negligible**
Long day care	1 place: 2.48 resident children aged 0-4 1 place: 75 workers	367 (most without vacancies)	61 children 16 workers	25 places	**Negligible** However, may become an issue if existing availability is lower than indicated

[2] Davern, M., Gunn, L., Whitzman, C., Higgs, C., Giles-Corti, B., Simons, K., et al. (2018). *Using spatial measures to test a conceptual model of social infrastructure that supports health and wellbeing*. Cities & Health, 1(2), 194-209.

Type	Benchmark	Existing (near site)	The proposal		Additional Facilities Needed
			Parameter	Need	
OSHC	1 place: 2.7 children aged 5-11	27 (with mixed vacancy rates)	72 children	27 places	**Negligible** However, additional need is a significant proportion of existing supply of spaces. May become an issue if existing availability is lower than indicated.

The above benchmarks suggest that the proposed development would generate a negligible need for open space and community facilities, though it would generate additional demand for childcare that may not be easily accommodated within the existing facilities near the site. It is noted that:

- The site is has access to a variety of open space within a 200 and 400 metre catchments, in addition to the proposed 3,750 square metres of passive open space within the concept design. The provision of this additional space would be unlikely to be achieved in this location, if it were not for this planning proposal, and represents a significant public amenity upgrade over the existing site
- The open space needs of the future residents would be met, in part, through the provision of 3,750 square metres of passive open space within the proposed development, which would complement the wider open space network available to nearby residents.
- The proposed provision of open space within the development adjacent to existing public transport infrastructure would provide opportunities for future residents, workers and visitors to the site to participate in a range of passive and active recreational activities.

5.1.3 Access and connectivity

The site is in a positive location for homes and jobs in terms of transport and accessibility, with existing high-frequency bus services accessible less than 200 metres from the site boundary.

The PP is consistent with the objectives of *Future Transport 2056* and the *A Metropolis of Three Cities - Greater Sydney Region Plan*, as it facilitates an improved urban design outcome and provides increased residential density close to public transport, supermarkets and convenience shopping opportunities. This can help to promote the use of public transport and reduce reliance on private motor vehicles. This is important as many of the future residents – being students and young couples with below average incomes – would be able to implement a lifestyle with low car dependency, which can reduce congestion, improve travel times, improve air quality and reduce noise and health impacts for individuals and the community.

Additionally, the Traffic Impact Assessment prepared to accompany the PP suggested that the proposal would not result in a decreased level of service for intersections near the site.

5.1.4 Amenity

Amenity has a meaning of pleasantness, but also has a physical (or tangible) component. This includes the character and appearance of buildings, proximity to commercial or recreational facilities, quality of infrastructure and absence of noise, unsightliness or offensive odours. It also has a psychological or social component. Amenity is what makes one location feel different from another, but it also contributes to a place's identity and can be what makes our physical surroundings worth caring about. Amenity can affect the ability of a resident, a visitor or the community to enjoy or undertake activities within the local area.

The construction process has the potential to affect the amenity of sensitive receivers within the surrounding area. Sensitive receivers generally relate to residents but may also include childcare centres, places of worship,

community and recreational facilities or businesses (such as cafes and restaurants) that rely on the amenity of a locality to attract customers. During construction, the following may affect local amenity:

- The removal of established vegetation
- The introduction of construction facilities to the environment
- Noise and dust arising from construction activities
- Unpleasant odours
- Increased traffic volumes and/or congestion.

Short term reduction in amenity may impact the existing residential properties near the site. Construction impacts on local amenity are generally contained within close proximity of construction sites. A range of mechanisms can be applied to minimise any potential construction impacts on amenity and implemented through a Construction Management Plan. It is anticipated that these impacts would be considered in more detail at the detailed design phase.

Taller, bigger buildings can change the aesthetic appeal of traditionally low density areas, impacting sight lines and the visual quality of the area. This can impact existing residents' sense of belonging to place, as the area transitions to higher density. The concept scheme is generally of high quality design and offers important through site links and improvements to the pedestrian realm, as well as an articulated and segmented façade.

5.1.5 Demand for housing

Liverpool, like many other parts of Greater Sydney, has a strong need for additional dwellings that are well-located, with Council's preference for increased density to be located along transit corridors and close to centres. *Connected Liverpool 2040*, Liverpool's Local Strategic Planning Statement (LSPS), encourages the concentration of high density residential development around transport corridors and existing centres of high amenity. To that end, Planning Priority 7 from Liverpool's LSPS states:

> ***Housing choice for different needs, with density focused in the City Centre and centres well services by public transport***

The proposed development would make an important contribution to the delivery of housing in Liverpool, and is consistent with the LSPS. The proposed bedroom mix would improve housing diversity in the Liverpool LGA and responds to the housing need of the LGA by increasing the supply of smaller, more affordable dwellings.

5.1.6 Community cohesion

Community cohesion refers to the connections and relationships between individuals and their neighbourhoods. A socially cohesive society is one which works towards the wellbeing of all its members, fights exclusion and marginalisation, creates a sense of belonging, promotes trust and offers its members the opportunity of upward mobility.[3] Rapid social change, particularly in growth areas, can result in disharmony between newly arrived groups and established communities. Social tensions in the wider community can also play out at the local level. Encouraging new resident interaction are great ways to integrate communities. The proposal would facilitate this through the provision of communal and public open spaces that are suited to social interaction. The inclusion of ground floor retail and through site links would contribute to connecting the public and private realms.

5.1.7 Community health and safety

Developments can increase or decrease perceived and actual safety. Safety is a fundamental aspect of a liveable community. As identified in section 4.4, crime is a significant issue in the areas surrounding the site. Crime Prevention through Environmental Design (CPTED) principles should be applied as part of the detailed design

[3] OECD (2011). Perspectives on Global Development 2012: Social Cohesion in a Shifting World: Executive Summary.

phase, ensuring that areas within the proposal are safe and appealing to all members of the community. Possible strategies that could be applied as part of CPTED include maximising passive surveillance of public and communal areas and promote safety, or ensuring secure access points to delineate public and private areas and visible areas that are appropriate to the location and purpose.

5.2 Potential economic impacts

The following section assesses and where possible quantifies the potential economic impacts of the retail component. Economic impacts considered include employment generation, wages and gross value added (GVA)[4] and increased business generated from the additional residents.

Note the site is currently largely vacant and supports no jobs on site. For this reason, all jobs supported by the proposed development and associated wages and gross value added represent a net gain from the base case.

5.2.1 Job creation (ongoing)

Assuming an employment density rate of one worker per 35 square metres[5], it is estimated that the approximately 550 square metres of retail floorspace as part of the mixed use development has the potential to support 16 direct workers on site. These are jobs in full, part-time and casual positions.

The retail component has strong linkages with other sectors, particularly the tourism related uses, so the impacts on the economy go further than the direct contribution of providing jobs on site. Multipliers refer to the level of additional economic activity generated by a source industry.

There are two types of effects captured by multipliers:

- Production induced effects: which are the outputs and employment required to produce the inputs for construction, and
- Consumption induced effects: which relates to the demand for additional goods and services due to increased spending by the wage and salary earners arising from employment.

The modelling for this report is based on the Australian National Accounts Input Output tables 2018-19. The estimated indirect jobs from the retail component's operations are shown in the table immediately below .

Table 15: Direct and indirect jobs creation

Land Use	Direct Jobs	Production Induced Jobs	Consumption Induced jobs	Total
Retail floorspace	16	4	7	27

* Source: ABS Input Output tables 2018-19 and HillPDA

As shown in the table above the 16 direct jobs on site would support a further 4 jobs supplying the inputs to production (production induced impacts). From the wages workers on site would demand additional goods and services that would support a further 7 jobs (consumption induced impacts). Total direct and indirect jobs generated and supported by the retail component amount to 27.[6]

[4] Gross value added of an industry refers to the value of outputs less the costs of inputs. It also measures the contribution that the industry makes to the wealth of the country, state or region – its contribution to gross domestic product (GDP).

[5] Landcom Worker ration Analysis 2018, City of Sydney Floorspace and employment survey 2017, various other consultancy reports HillPDA research

[6] It is important to recognise and understand the limitations with multiplier impacts. Refer to the ABS website for a full discussion: https://www.abs.gov.au/statistics/economy/national-accounts/australian-national-accounts-input-output-tables/latest-release

5.2.2 Remuneration and Gross Value Added (GVA)

Based on IBIS world reports it is estimated that retail component has the potential to support $0.7 million in GVA and $0.5 million in workers' renumeration. The breakdown of these metrics is provided in the table below.

Table 16: Proposed economic performance indicators

Land Use	No. of Workers	Per Worker		Total	
		GVA	Avg. Salaries	GVA ($m)	Salaries ($m)
Retail and commercial precinct	16	$42,869	$34,296	$0.7	$0.5

Source: IBIS world reports, HillPDA

The retail component would also generate additional GVA and salaries through indirect jobs and multipliers once operational. Taking into account national multiplies total salaries from direct and indirect job generations increases to $1.1 million, whilst GVA increases to $1.7 million per annum.

Table 17: Proposed development impact on gross value added ($m)

Land Use	GVA ($m)	Production induced impacts	Consumption induced impacts	Total
Retail and commercial precinct	$0.7	$0.39	$0.59	$1.7
	Salaries ($m)	**Production induced impacts**	**Consumption induced impacts**	**Total**
	$0.5	$0.22	$0.33	$1.1

Source: ABS Input Output tables 2018-19 and HillPDA

5.2.3 Residents working from home

There would also be additional employment associated with the 312 dwellings provided on-site, through home based businesses and residents undertaking the majority of their work from home. Approximately 3.3 per cent of residents within the Liverpool LGA undertake the majority of their work from home.[7] This rate would be more pronounced in recent times due to the impacts of the COVID-19 pandemic. According to the latest Working Arrangements release by the ABS,[8] 23.9 per cent of workers, nationally, undertook the majority of their work from home. However, this was largely an impact of COVID-19 induced lockdowns and we would anticipate working from home rates would adjust over the short to medium term to slightly higher levels than pre-COVID. Assuming that 5 per cent of the resident workers would undertake majority of their work at home[9] and assuming 1.4[10] working residents per household translates to 1 job per 14 occupied dwellings. With an estimated 297 occupied apartments on site, that equates to 21 home based workers on site. Based on IBIS world reports it is estimated that these workers would generate an estimated $1.6 million in salaries and contribute $2.0 million in GVA. Taking into account national multiplies total salaries from direct and indirect job generations increases to $3.3 million, whilst GVA increases to $5.3 million per annum.

5.2.4 Additional revenue for local retailers

The development would also benefit the local retailers by increasing their market with additional residents in the locality.

The approved mixed-use development would provide up to 312 new residential apartments on site. As projected in section 5.1.1, HillPDA estimate 776 permanent residents on the site. Assuming an average spend per resident

[7] ABS (2016) Liverpool LGA Community Profile 2016
[8] ABS (2021) Working Arrangements release August 2021
[9] sources include ABS Locations of Work 2008 Cat 6275.0, Liverpool LGA Community Profile 2016 & ABS Characteristics of Employment Survey 6336.0
[10] Liverpool LGA Community Profile 2016

of around $13,300 per annum,[11] total spend generated by residents on site is expected to be $9.7 million. Local retailers are likely to capture a significant proportion of this spend.

5.2.5 Transit Orientated Development (TOD)

The site is situated along the Liverpool-Parramatta T-Way and the future Fifteenth Avenue Smart Transit Corridor. High-density mixed-use developments close to major transport nodes meet urban consolidation objectives. This results in improved efficiencies, reduces dependency on private motor vehicle usage and encourages the use of public transport. The proposal meets this objective of State Government planning, being within close proximity of major transit systems and strategic centres.

5.2.6 Other benefits

Development of the planning proposal reflects the orderly and efficient use of land within the Liverpool LGA as it:

- Would support the continuing evolution of the transport and urban renewal corridor between Liverpool CBD and the Future Western Parkland City and International Airport into a higher amenity, mixed employment precinct.
- Provide land uses that would generate greater economic activity and support local employment.
- Supports an on-site resident population that can sustain and retain retail expenditure within the local area, increasing the viability of developing the identified nearby centres. This expenditure would increase the attractiveness, vibrancy, and viability of uses in nearby local centres. It would also generate an estimated 16 retail jobs, which would support local and regional employment targets.
- Provides employment in the type of industries which have grown and are forecast to grow at a faster rate over the coming years. These types of industries have also increasingly become more prevalent for residents to be employed within, increasing retention rates in the LGA.
- Would increase the attractiveness and stimulus for further development within the locality.

5.3 Impact assessment

The following tables draw on the above sections to predict the likely social impacts arising from the proposal. The impacts have been separately considered at the construction and operational phases. Impacts are assessed using the framework outlined in Chapter 3.0.

5.3.1 During construction

It is anticipated that construction impacts would be considered fully as part of any resulting DA submission, and that a Construction Management Plan would be commissioned to appropriately manage and mitigate potential impacts arising from the construction process. Though the site and immediately adjacent land uses are relatively low in terms of intensity, construction activity in such close proximity to a significant road (Hoxton Park Road, including nearby BRT station) would need to consider traffic and access impacts.

The construction process has the potential to affect the amenity of sensitive receivers within the surrounding area through noise, dust, odours and the movement of construction vehicles to and from the site. Sensitive receivers for these types of impacts generally relate to residents but may also include childcare centres, places of worship, community and recreational facilities or businesses (such as cafes and restaurants) that rely on the amenity of a locality to attract customers.

[11] Average spend per capita for Liverpool LGA as sourced from ABS Retail Sales 2019 and HillPDA modelling

In addition to potential amenity and access impacts, it should also be acknowledged that any construction activity resulting from the proposal would likely contribute positively to local livelihoods and economic activity though additional jobs and accompanying direct and indirect investment in the wider community.

5.3.2 Operational

This section considers impacts that may occur once construction is completed, and the development is occupied and in operation. This section acknowledges that the concept scheme presented as part of the PP would undergo further refinement at the DA phase.

Table 18: Social impact evaluation and mitigation response

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
The provision of new public open space within the site could increase social amenity, enjoyment of surroundings, health or way of life for residents of the proposal and surrounding residents.	Almost certain + Major (positive) = Very high (positive)	• None (positive)	• Consider implementing Wayfinding and Signage Strategy to ensure consistent and clear wayfinding through site. • Ensure that the proposal meets or exceeds the Apartment Design Guide's recommendations for provision of communal space and deep soil zones at the detailed design phase.	Very high (positive)
Overshadowing of nearby properties could cause a decline in social amenity, enjoyment of surroundings, health or way of life for surrounding residents	Unlikely + Minor = Low	• The concept design has been informed by shadow studies and structured to minimise overshadowing of new and existing public domain areas and publicly accessible private land, while also: – Not unreasonably reduce solar access where existing developments mutually overshadow each other • To orientate development to optimise solar access.	• The detailed design phase will further refine the concept and be informed by more detailed solar access studies. • The site's height limit combined with the width of Hoxton Park Road eliminate overshadowing of properties to the south of the site: • Indicative shadow diagrams based on the concept proposal suggest that the maximum extent of shadowing generated by the proposal would reach only as far as the pedestrian footpath on the south side of Hoxton Park Road. This would result in no neighbouring properties being affected by overshadowing.	Low
Potential for increase in built form to reduce views and privacy for surrounding residents and businesses, negatively impacting, enjoyment of surroundings and way of life	Almost certain + Moderate = High	• The concept plan has been designed to ensure that the buildings: – Have adequate separation to minimise visual bulk and to ensure adequate amenity within the site – Have adequate setbacks, with regard to building amenity, privacy, access points, solar access and publicly accessible private land	• The concept proposal shows the six buildings with significant setbacks, appropriate massing principles, and separation that would reduce the bulk and visual impact of the development. • Rear setbacks of 6-9 metres could aid in reducing privacy impacts. • The existing site is in a poor state of visual amenity, with a high barbed wire security fence and unmaintained plantings resulting in a poor frontage. The proposal would likely be considered an improvement on this.	Medium

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
		• Are of a high architectural quality, modulated where appropriate and articulated to provide visual interest.		
Potential change in the context of nearby heritage items, potentially impacting appreciation of their significance by the community.	Possible + Minor = Low	• The concept plan has been designed to ensure that the buildings: • To ensure that the building mass and articulation does not detract from surrounding heritage items and maintains significant views and vistas.	• A heritage report will be required at the DA phase, to provide guidance on impacts to heritage items within and surrounding the site.	Low
Increased employment opportunities available on site (16 jobs when operational), benefitting way of life and livelihood	Almost certain + Moderate (positive) = High (positive)	• None (positive)	• Consider mechanisms to maximise the employment of local businesses and workers within the provided commercial floorspace.	High (positive)
Increased expenditure locally from residents and workers producing direct and indirect benefits to the local economy, benefitting livelihoods, way of life and wellbeing	Almost certain + Minimal (positive) = Medium (positive)	• None (positive)	• None (positive)	Medium (positive)
Residents and workers within the proposed development may be impacted by noise from the surrounding environment (in particular from vehicle and transit movements on Hoxton Park Road), potentially affecting way of life and health and wellbeing.	Likely + Moderate = High	• Design elements to mitigate external noise at the detailed design phase (e.g. glazing on doors and windows, design of ventilation in nominated rooms with higher noise levels when windows are open to allow adequate ventilation when windows are closed	• The 6 metre setback to Hoxton Park Road would provide some noise impact mitigation. • Ensure that landscaping to the southern frontage of the proposal is sufficient to modulate noise levels emanating from Hoxton Park Road. • Commission an acoustic report at the detailed design phase to evaluate potential acoustic levels experienced by occupants and recommend design and operational mitigations accordingly.	Medium
Noise emissions from building (e.g. vehicle loading, patron noise from retail, mechanical plant) would impact upon surrounding residents and workers, potentially affecting enjoyment of surrounding, way of life and health and wellbeing	Unlikely + Minor = Low	• Design elements to mitigate external noise at the detailed design phase (e.g. glazing on doors and windows, design of ventilation in nominated rooms with higher noise levels when windows are open to allow adequate ventilation when windows are closed • Restrict any potentially noisy activities (e.g. rubbish disposal, deliveries) from occurring at night time.	• Ensure that landscaping to the loading areas frontage of the proposal is sufficient to modulate noise levels emanating from these areas. • Small amount of retail floorspace suggests a low frequency of low-impact deliveries. • Commission an acoustic report at the detailed design phase to evaluate potential acoustic levels experienced by occupants and recommend design and operational mitigations accordingly.	Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
		• Ensure that plant and other noise emitting equipment is positioned away from noise sensitive uses where possible and, if not, is treated with appropriate noise attenuation and mitigation		
Additional dwellings located near a strategic centre, close to services, jobs and amenities, positively impacting way of life, health, wellbeing and livelihoods	Almost certain + Major (positive) = High (positive)	• None (positive)	• None (positive)	High (positive)
The proposal would improve housing diversity and provide more housing choice for smaller households. The proposal includes mostly 1-bedroom and 2-bedroom units, which would significantly increase supply of suitable dwellings smaller households that are closer to work and amenities like transport, positively impacting their livelihood and way of life.	Almost certain + Major (positive) = High (positive)	• None (positive)	• Employ universal design principles for a select proportion of the proposal (say, 10%) to increase accessibility for potential residents with different needs.	High (positive)
New residents moving into an established community in high volumes can experience a sense of social dislocation and loneliness, affecting way of life; health and wellbeing; and sense of community.	Possible + Minor = Low	• Provision of communal open space and facilities on site can allow residents to interact and assist with building community cohesion • Council, in conjunction with the proponent, could consider distributing welcome packs to new residents that would assist in familiarising them with the area.	• As part of the operation plan during the detailed design phase, consider of facilitating "meet and greet" type-events to assist in familiarising new residents with the area. Some of the activities proposed to activate the plaza as part of the concept scheme could achieve this.	Low
Existing crime hotspots near the site (including for theft (break and enter dwelling), malicious damage to property, robbery, and domestic assault) could increase the risk of antisocial behaviour around the site impacting safety and wellbeing, and livelihoods for residents, workers and visitors to the site and surrounds. Built up areas with high crime can have the potential to create a feeling of unsafeness impacting way of life; enjoyment of surroundings and safety and wellbeing	Possible + Moderate = Medium	• Implementation of standard design elements as part of the detailed design to minimise anti-social behaviour, including: – Active frontages – Designated access points which are clearly visible for non-residential areas • Secure lobbies for residential areas accessible by key/swipe by relevant authorised parties only; residences to be contactable via intercom for visitor access.	• Implementation of CPTED principles in the detailed design phase • Addition of the development to the existing site would improve passive surveillance and active frontage outcomes in the area, helping to improve safety.	Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Additional demand for and pressure upon health care services arising from increase in local population on site. This could potentially impact upon way of life, health and wellbeing, and access for local residents and workers.	Unlikely + Minor = Low	• None	• The site is well-located near Liverpool's Health and Academic Precinct and its range of medical and allied health services. The services available in the precinct will expand as the development progresses.	Low
Additional demand for local schools (primary and secondary) arising from population on site, potentially affecting access to services	Possible + Minor = Low	• School capacity planning is the responsibility of NSW Education and School Infrastructure NSW. While modelling on school capacity planning is not made public, these agencies are tasked with monitoring and projecting population growth and planning infrastructure accordingly.	• The two high schools near the site are currently significantly below their enrolment cap, suggesting adequate capacity to manage the increased demand that would result from the proposal being constructed.	Low
Additional demand for and pressure upon child care services arising from increase in local population on site. This could potentially impact upon way of life, and access for local residents and workers.	Possible + Minor = Low	• None	• Some child care operators within the centre are currently showing additional capacity • The incorporation of a child care centre within the site could be considered at the detailed design phase.	Low
Impact to surrounding parking availability from on site uses, impacting accessibility and way of life for surrounding residents, workers and visitors, and livelihoods for nearby businesses who rely on existing parking.	Possible + Moderate = Medium	• Parking is to be constructed in line with relevant requirements for the uses on site • Excellent access to alternative transport options would moderate parking demand.	• For this PP, the Traffic Impact Assessment calculated that approximately 645 car parking spaces would be required for compliance with parking requirements in the DCP • Parking provision and design is to be further considered at the detailed design phase.	Low
Additional vehicular congestion on nearby streets arising from road users on site (residents, workers and visitors), which could impact upon access and way of life for road users and pleasantness of surroundings for pedestrians.	Possible + Moderate = Medium	• Construction of access points and intersections to meet relevant design standards.	• Improved through site links and associated streetscaping works would significantly enhance the amenity and experience of surrounds for pedestrians. • Pedestrian safety and amenity will also be considered as part of relevant technical reports at the detailed design phase. • The Traffic Impact Assessment notes that the site is well-connected to public transport and that whilst traffic would increase if the proposal was constructed, level of service at the relevant intersections would not decrease.	Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
			• Design of site access and loading areas is to be further considered at the detailed design stage.	
Existing residents adjacent to the Dale Avenue lots (proposed site access points) may experience impacts to way of life and pleasantness of surroundings from significantly increased vehicular and pedestrian movements.	Almost certain + Moderate = High	• Construction of access points and intersections to meet relevant design standards.	• Pedestrian safety and amenity will also be considered as part of relevant technical reports at the detailed design phase. • Design of site access and loading areas is to be further considered at the detailed design stage. • Landscape treatments and road and pedestrian infrastructure associated with the site access points should be designed to address the impacts to the neighbouring properties on Dale Avenue.	Medium
Improved through in site links would improve access and amenity for residents, visitors and workers, improving permeability through the site and access to nearby amenity, positively impacting way of life and access.	Likely + Major = High (positive)	• None (positive)	• At the detailed design phase: – Consider implementing an Accessibility Report to ensure that through site links are to a fully accessible standard – Consider implementing Wayfinding and Signage Strategy to ensure consistent and clear wayfinding through site	High (positive)
Location of site close to public transport and active transport links within would encourage residents and workers to travel using alternatives to private vehicles, providing benefits to way of life and health and wellbeing.	Possible + Moderate = Medium (positive)	• Ensure that the connection and accessibility is maximised between the existing public and active transport connections and the surrounding area	• Improved through site links and associated streetscaping works would significantly enhance the amenity and experience of surrounds for pedestrians, encouraging active and public transport use. • Aligns with Council's LSPS goals for encouraging transit-oriented development. • At detailed design phase, implement strategies from the Green Travel Plan, including: – Consider incorporating secure bicycle parking facilities on site (for residents and workers), with surface bicycle parking options for shoppers and other visitors. – End of trip facilities and access to secure storage for workers and residents to encourage active transport. – Consider implementing Wayfinding and Signage Strategy to ensure consistent and clear wayfinding through site and to active	Medium (positive)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
			transport facilities (i.e. bicycle parking/storage, end of trip facilities). – Consider providing pre-loaded Opal cards to staff. – Provide public transport information within the site. – Do not exceed minimum parking provision rates.	
Added meeting places for community through new public open space and retail premises, including public domain around the site improvements and through site links, positively impacting community cohesion, way of life and health and wellbeing.	Possible + Moderate = Medium (positive)	• Ensure that spaces are well designed and pleasant	• Ensuring that there are adequate facilities to suit interaction for a range of ages and backgrounds (including seating, play facilities and open areas) to cater for a range of activities and encourage residents and visitors to linger and socialise.	High (positive)
Potential added amenity through the incorporation of retail on site, adding to convenience for residents and workers and improving way of life.	Possible + Minor = Low (positive)	• None	• None	Low (positive)
Potential feeling of powerlessness or lack of means to have input or say on the proposal for surrounding properties and the wider community, negatively impacting decision-making systems.	Unlikely + Minor = Low	• Standard engagement mechanisms as part of DA process	• Undertake a Community Consultation Strategy in line with Liverpool City Council's *Social Impact Assessment Policy and Guidelines* at the DA stage • The area has been earmarked for intensification through wider strategic planning for the LGA and Greater Sydney, as part of the corridor between the Sydney CBD and the Aerotropolis. This process would have included a range of consultation and informing opportunities.	Low

ENHANCEMENT, MITIGATION AND RESIDUAL IMPACTS

6.0 ENHANCEMENT, MITIGATION AND RESIDUAL IMPACTS

Though the existing use at the site is of a low intensity, neighbouring residential properties and key transport infrastructure nearby may be affected by any construction at the site. Residents and workers near the site may be affected through exposure to increased noise, dust, and vibration, as well as traffic movements and changes to access. Any proposed construction resulting from a Development Application submission should considered these issues appropriately as part of the submission. Potential mitigations may include:

- Development of a Construction Management Plan to manage impacts
- Development of appropriate communications protocols and strategies to inform nearby residents and businesses of potential impacts and enable the receipt of feedback or complaints.

Additionally, it is noted that any approved construction activity at the site would generate significant employment in the area, which would also have flow-on economic benefits for nearby businesses.

Social impacts for the operational phase of the concept proposal have been identified in detail in section 5.3.2 of this report. The following measures have been proposed to mitigate or enhance social impacts identified for the operational phase:

- The concept proposal would increase local shadowing effects and negatively affect views and amenity at the site.
  - Shadow analysis of the concept plans revealed that this effect would largely be contained to the width of Hoxton Park Road and would not affect neighbouring properties.
  - The incorporation in the concept plans of setbacks, appropriate massing, and building separation would serve to reduce any shadowing or visual impacts of the proposal.
- Existing residents at neighbouring properties and future residents at the site may be negatively impacted by noise from Hoxton Park Road; as well as mechanical plant, patron noise, and loading areas associated with the proposed development.
  - Design elements including glazing and landscaping can mitigate these effects.
  - The proponent should procure an Acoustic Report at the detailed design phase to analyse and quantify noise impacts.
  - The small amount of retail space provided in the concept proposal suggests that activities and deliveries would be of a low-impact nature.
- The area surrounding the site is associated with high crime rates, especially for theft (break and enter dwelling), malicious damage to property, robbery, and domestic assault. Increased activity at the site associated with the proposal, and the incorporation of CPTED principles in the detailed design phase may help to address these issues.
- The proposal would increase the demand for local services including childcare, education, and healthcare. Of particular note is the nearby primary school, which is currently operating above its enrolment cap.
  - The population projection undertaken in section 5.1.1 suggests that only a small amount of additional demand would be created by the proposal, and there appears to be some capacity in most of the area's services.
  - A childcare centre could be incorporated into the development at the detailed design phase.

- The proposal would increase congestion and reduce parking availability near the site.
  - The location of the site near high frequency public transport access can aid in mitigating this impact.
  - The proponent should aim to meet (but not exceed) minimum parking requirements to avoid inducing additional demand for private vehicle use.
  - The Traffic Impact Assessment identified that the level of service at intersections near the site would not decrease based on the construction of the proposal.
- The addition of public and communal open space would be a major benefit for the area and a significant improvement over the current use of the site.
  - This benefit could be maximised by developing a consistent Wayfinding and Signage Strategy and incorporating accessible design principles into access routes and facilities.
  - The provision of through site links also would increase this benefit by reducing active transport travel times for future residents of the proposal and existing neighbouring residents.
  - The provision of these spaces could also lead to social cohesion improvements and encourage social wellbeing and community engagement. This effect should be maximised by providing a good range of facilities for all potential users (e.g. playground, open areas, seating).
- Employment generated by the retail floorspace in the concept proposal would benefit the local economy and create additional jobs, accessible to local residents via public and active transport.
- The proposal would result in a significant addition of housing near key employment and services centres and public transport facilities. Future residents and workers could be encouraged to utilise public and active transport in a range of ways, including:
  - By finalising and implementing the Green Travel Plan.
  - Providing end of trip facilities.
  - Providing secure bicycle parking.
- The proposal would result in a significant addition of smaller dwellings in the area, improving housing diversity. This benefit could be maximised by ensuring a percentage of the proposed dwellings incorporated universal design principles to suit potential residents who may have accessibility needs.
- The addition of retail floorspace in the proposal would, combined with the through site links, increase amenity for existing residents.

CONCLUSION

7.0 CONCLUSION

This report has assessed the potential social and economic impacts arising from the Planning Proposal for a mixed use development at 93-145 Hoxton Park Road, Liverpool.

Potential benefits arising from the proposal include:

- The provision of diverse housing in an area with a growing population
- The provision of additional housing located near services and public transport
- The provision of new open space (public and communal), including 3,750 square metres of publicly accessible passive open space within the proposal
- Increased employment and amenity in the area through provision of retail floorspace.

Potential negative impacts arising from the proposal include:

- Increased noise and shadowing impacts and decreased access to views
- The location of additional population in an area with high crime rates
- Increased demand for local services
- Increased congestion and reduced access to parking.

The negative impacts of the Planning Proposal can be successfully managed with the implementation of the mitigation measures outlined in sections 5.3 and 6.0. The Planning Proposal would have an overall benefit to the socio-economic environment.

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