

Western Sydney Stadium



11-13 O'Connell Street, Parramatta

Social Impact Appraisal

On Behalf of Lendlease

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1.0 Introduction

In September 2015, the NSW Government announced a package of works to renew the Sydney Stadium network over the next decade. The Western Sydney Stadium Project (the Project) forms a key part of this package and involves the construction of a new 30,000 seat stadium on the site of the existing stadium in Parramatta (the Site).

The existing stadium is an important piece of infrastructure for Western Sydney and Parramatta community. It is home to the Parramatta Eels National Rugby League (NRL) team, the Western Sydney Wanderers A-League soccer team and Greater Sydney Rams National Rugby Championship team.

The new Western Sydney Stadium will be the first in a network of contemporary venues that will enable NSW to maintain competitiveness in the national and international sporting and event market, as well as to deliver major sporting infrastructure for Western Sydney.

This Social Impact Appraisal (SIA) has been prepared on behalf of Lendlease and seeks to compliment and extend the socio-economics technical working paper completed for the Stage 1 Concept Plan Environment Impact Statement (EIS)¹.

This SIA relates to a Stage 2 Development Application (DA) for the detailed design and construction of the new Western Sydney Stadium. It identifies any meaningful potential social impacts associated with the proposed demolition, construction and operation of the stadium that have not otherwise been addressed in existing mitigation strategies. It does not reassess the social impacts considered in the Stage 1 Concept Plan EIS, as addressed in the *Socio-economic Technical Working Paper* completed by AECOM², such as the concept of the new stadium and demolition of the Parramatta Swimming Centre.

1.1 Study Aims and Objective

As outlined above, the primary objective of this SIA is to compliment the previously completed socio-economic technical paper for the Stage 1 Concept Plan EIS. To satisfy this objective, this SIA:

1. Profiles the current community and status of the existing social environment;
2. Profiles the future community and potential status of the social environment;
3. Assesses any additional impacts on the social environment during construction and operation not addressed in the Stage 1 Concept Plan EIS;
4. Considers the cumulative impact of other proposed and committed projects within the community that have been announced since the Stage 1 Concept Plan EIS;
5. Assesses the likelihood and severity of impact should an identified social impact occur; and
6. Develops mitigation strategies for identified meaningful negative impacts during construction and operation of the Project not identified in the Stage 1 Concept Plan EIS.

1.2 Methodology

The social environment of a community represents the values, beliefs, characteristics, people and social capital that makes a community unique and represents the community's way of life. Elements that make up the social environment of a community do not always have tangible qualities, are not easy to quantify and can be perceived differently by individual members of the community.

¹ *Western Sydney Stadium Stage 1 Concept Proposal and Demolition Works EIS AECOM, 2016*

² *Western Sydney Stadium Socio-economics Technical Working paper, AECOM, 2016*

For the purpose of this SIA the following factors have been used to describe and shape the social environment:

- The day to day activities and events that occur in the community immediately surrounding the development area;
- The population dynamics and demographic characteristics of the local community; and
- The economic characteristics and land uses surrounding the development area.

To complement the assessment completed in the socio-economics technical working paper, as part of the Stage 1 Concept Plan EIS, and ensure the social environment of communities potentially impacted by the Project is best accounted for and recorded, the following assessment methodology has been applied:

1. Define a study area which represents the areas potentially impacted by the Project;
2. Undertake a review of the Australian Bureau of Statistics (ABS) Census of Population and Housing and other relevant data sources to compile an existing and future community profile;
3. Identify non-residential land uses within the study area and investigate their existing role, function, performance and how this might change over time and affect the social environment with the study area;
4. Determine potential impacts to the social environment of the study area that may arise from the construction and operation of the Project;
5. Assess the level of impact to the community should any of the identified potential impacts from the construction and operation of the proposed development occur; and
6. Compile mitigation strategies for issues that have been assessed to have a meaningful impact on the community.

1.3 Proposed Development

Infrastructure NSW (INSW) on behalf of Venues NSW submitted a State Significant Development Application (SSDA) for the Stage 1 concept proposal and demolition of the existing stadium in July 2016. Consent for the Stage 1 SSDA was granted by the Minister for Planning on 7 December 2016.

This SIA relates to a detailed Stage 2 DA for the detailed design and construction of the stadium that is to occur between 2017 and 2019. The SSD DA seeks approval for the following components of the development:

- Detailed design of the stadium, public domain and car parking spaces
- Construction and use of the 30,000 seat stadium including:
 - General Admission Facilities including bars, food and drink stalls, amenities and viewing areas;
 - A function centre and kitchen facility;
 - Associated Stadium facilities including player and coaching facilities, media and press conference rooms, security and stadium managers facilities;
 - Waste storage and loading dock
- Construction and embellishment of the public domain including:
 - Outdoor sporting and recreation facilities;
 - Public plazas and entertainment areas;
 - General landscaping works
- Provision of up to 500 car parking spaces with vehicle access to the development from O'Connell Street and internal roads for vehicular circulation;
- Provision of signage zones, lighting and other ancillary stadium elements

- Pedestrian access and footpath upgrades along O'Connell Street
- Extension and augmentation of physical infrastructure / utilities as required

1.4 Data Sources and Assumptions

Data sources used to compile this SIA include

- ABS Household Census - 2001, 2006 and 2011;
- Department of Planning and Environment Population forecasts – 2016;
- Bureau of Transport Statistics Employment and Industry Forecasts – 2014; and
- Socio-economic Technical Working paper, AECOM – 2016;

Assumptions applied to complete this SIA include:

- Socio-economic data for each study area accurately reflects the community demographic;
- Impacts identified as part of the Stage 1 Concept Plan accurately reflect potential impacts to the social environment;
- Mitigation strategies developed as part of the Stage 1 Concept Plan EIS are appropriate; and
- Community consultation and engagement completed as part of the Stage 1 Concept Plan EIS successfully identified community concerns.

1.5 Study Area

To facilitate the review of the social environment and characteristics of the local community appropriate study areas need to be defined. A study area geographically represents the communities that are likely to experience varying impacts of the proposed development. Factors that define the boundary of the study areas include:

- Location of the Site;
- The existing and future road and rail networks;
- The location of natural and engineering boundaries, such as local parklands, roads and bridges;
- Perceptual and psychological boundaries which affect perceptions of convenience, accessibility, community and relationship to the Site and Project;
- The location and nature of existing centres, activities and surrounding key land uses; and
- The boundaries of the ABS Statistical Areas for data collection and reporting of Census data.

The socio-economic technical working paper completed for the Stage 1 Concept Plan EIS examined the community characteristics of the Parramatta LGA. This SIA will analyse and examine the characteristics of the community immediately surrounding the development site. For the purposes of this SIA three study areas have been defined and include the primary, secondary and tertiary study areas:

The **Primary Study Area (PSA)** represents the immediate community surrounding the Site and the Parramatta CBD and Parklands. The communities within this area are likely to experience the greatest range and degree of impacts during the construction and operation of the Project.

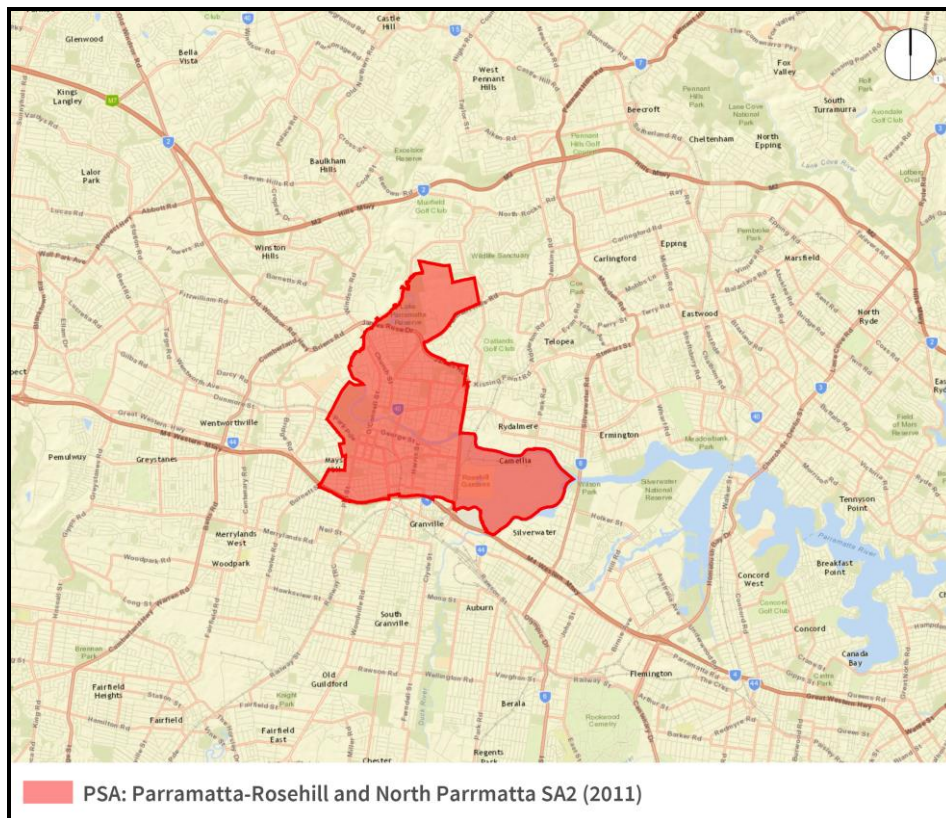
The **Secondary Study Area (SSA)** represents the Parramatta LGA as defined at the time of the 2011 Census. The Parramatta LGA captures the key social and economic infrastructure of the region and has become a focal point for residents, businesses and social life within Western Sydney

The **Tertiary Study Area (TSA)** matches the defined Sydney Greater Capital City Area which represents the social and economic boundary of Greater Sydney. While the TSA will not be significantly impacted by the Project it will serve as a key benchmark to demonstrate the unique social characteristics of the PSA and SSA.

The key focus of this SIA will be on the PSA. Impacts to the SSA and TSA will predominantly be economic and have been discussed in greater detail in Economic Benefits Statement (refer to Appendix BB of the Stage 2 EIS). As such, significant changes to the social environment resulting from the Project will most likely be observed within in the PSA.

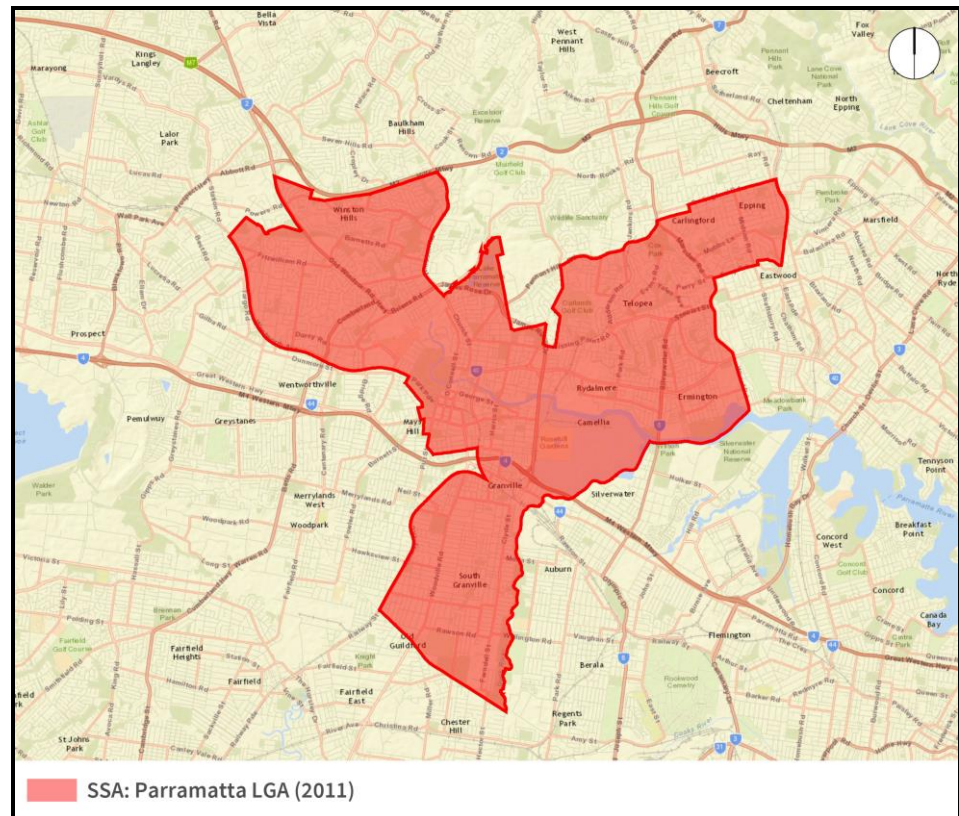
Figures 1, 2 and 3 below illustrate the boundaries of the PSA, SSA and TSA.

Figure 1 – Primary Study Area



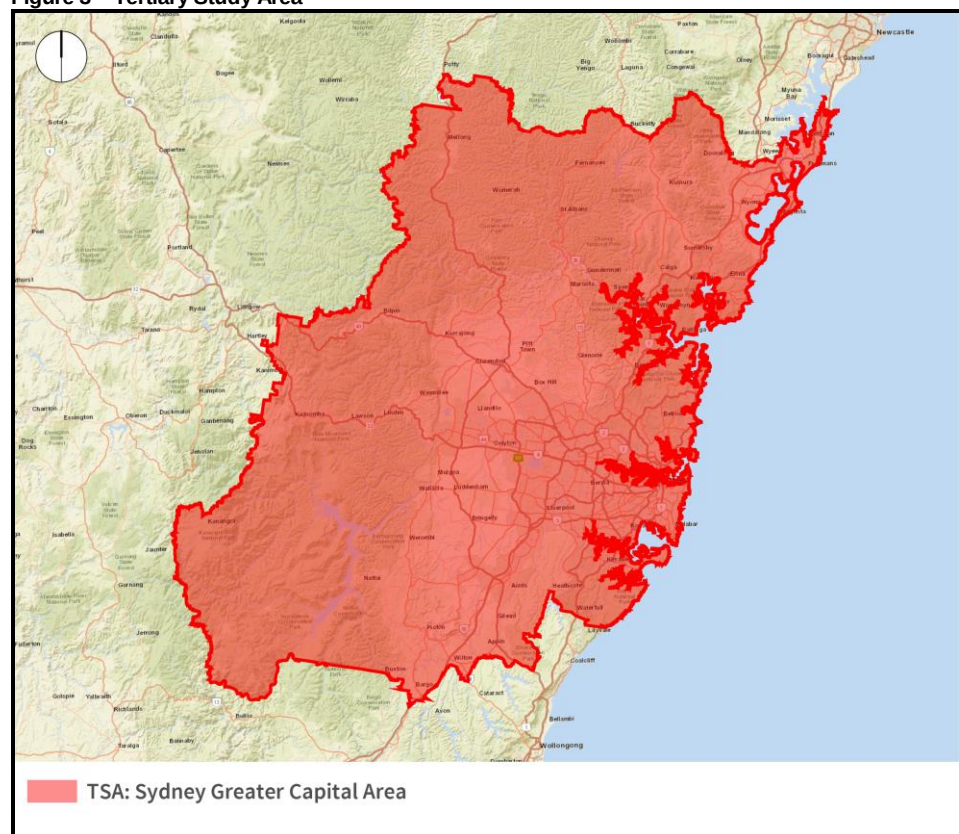
Source: ABS Australian Statistical Geography Standard (2011)

Figure 2 – Secondary Study Area



Source: ABS Australian Statistical Geography Standard (2011)

Figure 3 – Tertiary Study Area



Source: ABS Australian Statistical Geography Standard (2011)

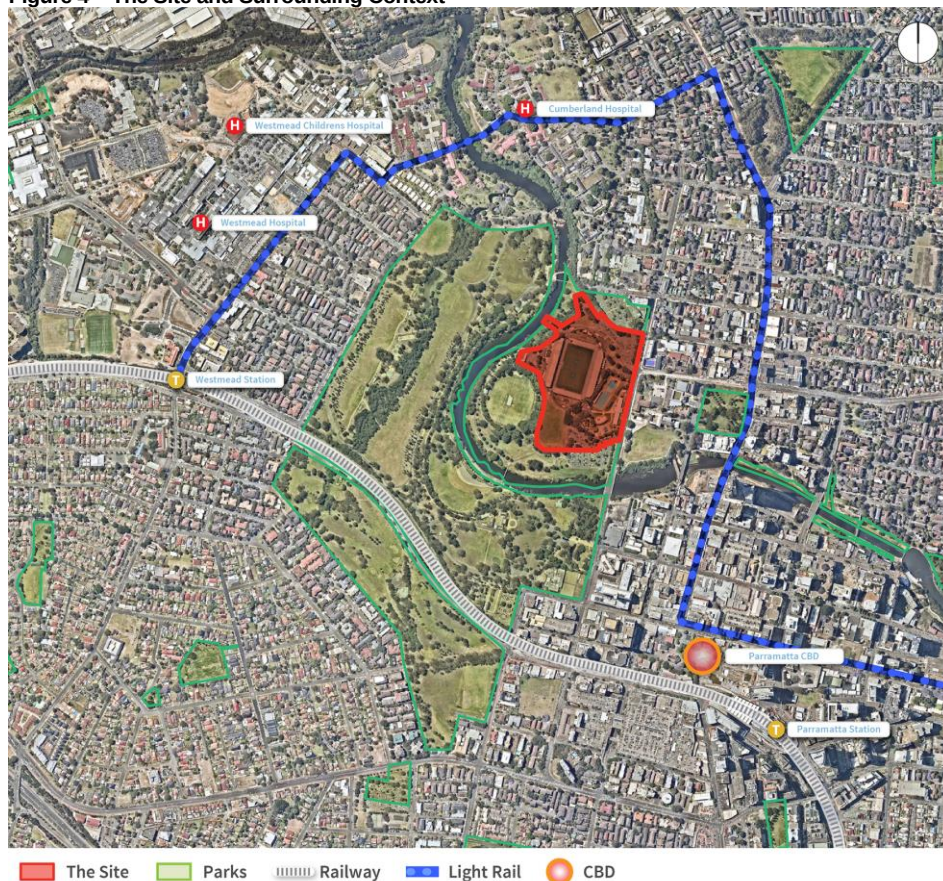
2.0 Existing Social Environment

This section provides an overview of the existing social environment surrounding the Site. It analyses the existing socio-economic characteristics of the community within the identified study areas. The purpose of this section of the report is to better understand the potential elements, characteristics and context of the existing community that may be impacted by the project. It complements previously completed studies in the Stage 1 Concept Plan EIS. This analysis is based on the study areas identified in Section 1.5 of this report..

2.1 Site Description and Surrounding Context

The Western Sydney Stadium is located at 11-13 O'Connell Street, within the Parramatta Park on the north-eastern edge of the Parramatta CBD. It is bound to the south and west by the Parramatta Park and the Parramatta River, the Parramatta Leagues Club to the north and O'Connell Street to the east as illustrated in **Figure 4** below.

Figure 4 – The Site and Surrounding Context



Source: JBA

The site currently contains the existing stadium complex car park facilities the Parramatta Swimming Centre and a training field. The Parramatta River is a key environmental feature of the area, which is surrounded by Parramatta Park. Across from the park is the World Heritage Listing Old Government House.

The surrounding area can predominantly be described as a residential community with varying built forms and density. There are a number of regionally significant social, cultural, educational and health facilities surrounding the site that include our Lady of Mercy College, St Patrick's Cathedral, Old Kings School, Cumberland Hospital, Westmead Hospital and the Westmead Children's Hospital.

2.2 Existing Community Infrastructure

The locality surrounding the Site accommodates a range of commercial, residential and civic buildings commensurate with a growing CBD and regional centre. In addition to areas of commercial and retail uses, the key land uses, activities and community infrastructure within the PSA include:

Major Health Care Infrastructure

- Cumberland Hospital, 1-11 Hainsworth Street, Westmead.

Education

- Parramatta North Public School- Albert St, North Parramatta
- Parramatta Public School- Macquarie Street, Parramatta (temporarily at O'Connell Street 2017/18)
- Macarthur Girls High School- 1-19 Macarthur Street, Parramatta
- Parramatta High School- Great Western Highway, Parramatta
- Arthur Phillip High School- Macquarie Street, Parramatta (temporarily at O'Connell Street 2017/18)
- University of New England (Parramatta Campus)- 211 Church Street, Parramatta NSW.
- Parramatta Old Kings School- 87-129 Pennant Hills Road, North Parramatta
- Western Sydney University, Parramatta City Campus, Parramatta (currently under construction)

Places of Worship

- St Patrick's Cathedral Parramatta- 1 Marist Place, Parramatta
- Our Lady of Mercy Collage- Victoria Road, North Parramatta
- St Johns Anglican Cathedral Church – 195 Church Street, Parramatta

Civic and Government Services

- Old Government House: Parramatta Park, Pitt Street Entrance, Parramatta.
- Parramatta Town Hall, 182 Church Street, Parramatta
- Parramatta Local Court, 12 George Street, Parramatta
- Parramatta Children's Court, 2 George Street, Parramatta
- Family Court of Australia, 1-3 George Street, Parramatta
- Riverside Theatres, corner of Market and Church Street, Parramatta

Recreation and Open Space

- Parramatta Park- Lancer Barracks, 2 Smith Street, Parramatta
- Old Kings Oval, North Parramatta
- Prince Alfred Square, 353 Church Street, Parramatta
- Parramatta Swimming Centre, O'Connell Street, Parramatta

2.3 Implications for the Project

A review of the key socio-economic and demographic data for the PSA, SSA and TSA, as outlined in **Appendix A** and **B** of this report, indicate that the PSA can be currently described as a young, mobile, culturally diverse and educated community that has experienced considerable growth and development over the last decade.

This community group, when compared to the SSA and TSA, can be considered to have a higher tolerance to disruption from construction activity and changes to the social environment that is consistent with an inner city and CBD urban content.

The PSA has high rates of rental households and persons that recorded living at a different address one and five years prior to completing the 2011 Census. This can indicate that a relatively large part of the community is highly mobile or is yet to develop a deep connection to their place of residence that may be disrupted by construction of the project between 2017 and 2019.

Operation of the stadium on the Site has been a key defining land use and activity within the PSA for the last 30 years. The overall impact of the new stadium on existing residents is therefore anticipated to be minor given that the existing stadium is part of the current daily life of residents in the area.

Further, construction and operation of the stadium is anticipated to improve the economic profile of the PSA and SSA. These two study areas were observed to have higher rates of unemployment compared to the TSA at the time of the 2011 Census. Employment and economic opportunities generated by the new Western Sydney Stadium is anticipated to be welcomed by the local community.

3.0 Future Social Environment

The following section outlines how the PSA is expected to change by analysing approved and proposed major developments and socio-economic forecasts. The purpose of this section is to better understand how the social environment is likely to change and determine if the proposed development will reinforce or hinder the forecast changing social environment.

3.1 Major Projects and Developments

An assessment of proposed, recent or ongoing major developments within the PSA highlights that the area is experiencing significant renewal and investment. This is conducive to ongoing economic development and urban renewal occurring within the Greater Parramatta region.

Developments occurring in the area are a combination of large-scale urban renewal projects, private office building developments, provision of transport infrastructure and the redevelopment and provision of social infrastructure such as schools and cultural venues.

Some of the most notable major projects and developments in the PSA include:

- Parramatta North, Urban Transformation Program: Re-zoning application approved November 2015.
- Parramatta Light Rail: Construction to begin late 2018.
- 4 Murray Rose Avenue: Site acquired in 2017 by GPT Group for \$31.2m. Plans for a \$220 million building.
- Parramatta Square Redevelopment Masterplan (various projects currently seeking approval): Masterplan with individual development applications currently being prepared.
- Arthur Phillip High School and Parramatta Public School Multi-storey School Redevelopment: Approved 2016.
- Powerhouse Museum Relocation: Proposed by the NSW Government to be relocated to the Parramatta Riverbank, 2016.
- Riverbank Project: Expressions of Interest campaign 2016.
- Telopea Urban Renewal Project: Approved 2015.
- New O'Connell Street Public School: Under assessment.
- Catholic Diocese of Parramatta office building, chancery building, parish hall, residential apartments and basement car parking development: Approved 2015.
- Westmead Hospital Redevelopment Project: Staged planning approval commenced in 2014
- Macquarie Place mixed use development: Original approval granted 2011, modifications approved 2016.
- Parramatta Westfield retail and commercial tower development: Approval granted 2014.
- University of Western Sydney Westmead Campus: Early works project application revoked in 2008.
- Parramatta Leagues Club Redevelopment

As noted in the Stage 1 socio-economic technical working paper, completed by AECOM in 2016, the above major projects and developments in the PSA increase the risk of cumulative impacts on the local community.

3.2 Future Community Profile

A review of socio-economic and demographic forecasts for each study area, as outlined in **Appendix C** and **D** in this report, indicate the community within the PSA is expected to continue grow and change.

The resident population within the PSA is projected to grow by an additional 42,588 residents between 2011 and 2036 to reach a total population of 87,961. This equates to an average annual growth rate of 2.7% which is slightly lower than the average annual population growth rate for the SSA at 2.9%.

Economic forecasts for the same period indicate that the PSA is expected to have relatively higher growth rates of employment when compared to the SSA and TSA. An additional 30,969 workers are expected to be located within the PSA between 2011 and 2036 to reach a total workforce of 79,477. This equates to an average annual growth rate of 1.6% which is slightly higher than the 1.4% average annual jobs growth forecast for the SSA.

It is anticipated that traditional blue collar industries such as manufacturing and transport and logistics will decline within the PSA to be replaced with a higher proportion of knowledge workers in industries such as health care and social assistance and professional services.

3.3 Implications for the Project

The future community profile of the PSA is consistent with the strategic aspirations for Greater Parramatta. The PSA is expected to have a greater intensification of economic activity and a larger resident population. This profile suggests that the PSA and SSA populations may have higher expectations of the quality and standard of public and private facilities within the Greater Parramatta area as consistent with those found in other major capital and regional cities.

Given the significant construction activity that is currently and forecast to occur within the PSA it is important that construction of the Project occur in a timely way. This will help mitigate any cumulative construction impacts to the local community.

4.0 Potential Social Environment Impacts

Following a detailed analysis of the existing and anticipated social environment within each study area this section of the report identifies the potential positive and negative impacts to PSA that may occur during the construction and operation of the Project. The potential impacts to the social environment within the PSA broadly range from economic, access and mobility, community change and health and wellbeing.

4.1 Construction Phase

The following impacts have been identified to occur only during the demolition and construction of the Project that is expected to occur from January 2017 to 2019.

4.1.1 Economic

Employment and Economic Output

Construction of the new Western Sydney Stadium is expected to have a positive impact on the local economy. Capital expenditure of the Project is estimated to be \$300 million (CIV) which will contribute significantly to the economy of PSA and SSA.

It is estimated the Project will generate 500 jobs during construction employing machinery operators, technicians, trade workers and labourers. This will provide new employment opportunities for people within the PSA and SSA.

The construction activity on the site will further to stimulate economic activity within the PSA and SSA as workers on site source construction materials from the local area and increase local expenditure on goods and services at local retail businesses.

Construction of the Project has a number of economic benefits for the SSA as outlined in the *Economic Benefits Statement* in Appendix BB of the Stage 2 EIS³.

4.1.2 Community Change

Access and Mobility

There is a risk that during the construction phase of the project, access and mobility to surrounding land uses and community facilities may be negatively impacted during construction and operation.

Comprehensive modelling outlined in the Environmental Impact Statement for Stage 1 Concept Proposal and Demolition⁴ indicates that there will be no significant adverse effects to the traffic network and no major improvement works are anticipated to be required beyond what is outlined in the traffic management plan.

As outlined in the *Traffic and Transport Assessment* public transport and vehicular movements along this road are not expected to be significantly impacted during construction. The existing 549 bus that operates along O'Connell Street to and from the Parramatta CBD will continue to operate unaffected.

Further, the *Traffic and Transport Assessment* outlines safe and alternative routes for pedestrians and cyclists travelling around the site, to key destinations and identifies that there will be an average of 50 construction trucks entering and exiting the site from O'Connell Street each day.

Visual Amenity

Demolition and construction of the stadium is likely to have temporary impacts on the visual amenity surrounding the site during the two year construction period.

³ *Western Sydney Stadium Economic Benefits Statement*, JBA, 2017

⁴ *Environmental Impact Statement, Volume 1, Section 8*, 15 July 2016.

Construction activities, haulage vehicles and equipment, including cranes, will change the visual amenity of the area for the immediate neighbours surrounding the site.

The Visual Impact Assessment completed for the Stage 1 Concept Plan and Demolition⁵ analysed sight lines and view corridors to demonstrate that there will be low to moderate impact upon vistas from O'Connell Street and Victoria Avenue. There is little to no impact from within Parramatta Park due to topography and to the extent of trees and bushland.

Sense of Place and Recreation

Construction of the new Western Sydney Stadium is likely to impact on the current amenity of the land surrounding the site as a quiet recreational area. These impacts are expected to be short term and may affect current users and visitors of Parramatta Park and the Old Kings Oval. Recreational impacts associated with the Parramatta Swimming Centre were addressed within the Stage 1 Development Approvals.

Safety

Construction activity of this scale and duration may pose temporary health and safety risk to the local community. The greatest safety risk to the local community is likely to result from potential spillage of construction material and construction waste during transportation to and from the site, as well as the potential spillage of hazardous materials on the development site.

These risks are required to be specifically assessed and mitigated through either Construction Management Plans, OHS Site Safety Management Plans and Remediation Plans, associated construction procedures and practice.

⁵ Stage 1 Concept Plan Environmental Impact Statement, Appendix E, Visual Impact Assessment Working Paper, 15 July 2016.

4.1.3 Health and Wellbeing

Noise

Potential noise impacts, as outlined in the Noise Impact Assessment report completed by Acoustic Logic, are predicted to be highest during demolition activities, with noise management levels to be temporarily exceeded by up to 5dB at the following locations:

- The Parramatta Swimming Centre, prior to decommissioning and demolition;
- Medical centres located on Grose Street and Fennell Street, north east of the Site;
- Kiddie Garden Childcare and Preschool, located on Grose Street to the north east of the Site
- Our Lady of Mercy College on Victoria Road, east of the Site; and
- The Parramatta Leagues Club, north of the Site.

Dust

Construction activity likely to generate dust. There is a risk that this dust may become airborne and settle on neighbouring properties.

Waste Materials

During construction, waste materials will need to be transported and disposed of effectively and efficiently to ensure that there is no impact to the local community. Waste will be classified in accordance with the NSW Waste Classification Guidelines (EPA, 2014) prior to transportation off site.

Air Quality

Demolition and construction may negatively impact the air quality of the immediate area surrounding the Site. Some impacts will derive from airborne material and construction vehicle emissions could come into contact with nearby residents and visitors to the precinct.

4.2 Operational Phase

The following impacts have been identified as considerations during the operation of the new stadium from 2019.

4.2.1 Access and Mobility

Once construction is completed the new stadium will become be a major trip generator within Parramatta during an event. This may negatively impact the access and mobility to and from the Site and surrounding area.

The decrease in car parking spaces, combined with an overall increase in stadium capacity by 10,000 seats, it is anticipated that visitors will choose public transport to access the stadium. As outlined in Appendix N of the Socio-economic Technical Working Paper for Stage 1 Concept Proposal and Demolition, this is considered to be a positive impact⁶.

Findings from the Traffic and Transport Assessment, completed by Becca, outline that the that the main mode of transport to and from the stadium, when an event occurs, will continue to be pedestrian movement from the Parramatta CBD and the Parramatta Train Station. As a result, there will be limited impacts upon the existing traffic networks.

Cycling & Pedestrian Movements

The new Western Sydney Stadium will be located closer to the eastern boundary of the Site. A public plaza will be developed as an interface between the stadium and

⁶ Appendix N Socio-economic Technical Working Paper, 15 July 2016.

O'Connell Street. This interface is a key public realm improvement for the area and will help connect the site with the Parramatta CBD and surrounding area.

This plaza will include landscaping, wayfinding and facilities to actively encourage cycling and pedestrian activity in the area. It will include lockable bicycle racks and improvements to pedestrian networks such as those along the Parramatta River and Parramatta Park walking trails which is regarded as positive impact to the local community.

4.2.2 Economic

Employment and Economic Output

The new Western Sydney Stadium will have both a direct and indirect impact upon local and regional employment and economic activity. These impacts will include direct stimulation of local business activity and employment of local service employees, as well as indirect economic growth deriving from a more competitive sports and cultural facility and events calendar.

On event days between 600 and 900 jobs would be required to operate the stadium to provide catering, security, cleaning and customer service functions. On non-event days, staffing requirements are estimated to be 20 employees⁷.

Expenditure associated with the continued attendance and spending activity of spectators who currently attend sporting events at the existing stadium will be boosted by the attraction of new and improved facilities, a more diverse events calendar and the improved financial performance of franchises related to the Stadium.

The additional employed and economic output from the Project is regarded as major positive social impact.

Precinct Development

The new Western Sydney Stadium will revitalise an important recreational precinct in Parramatta and will raise Parramatta's profile as the second CBD of Sydney, and a competitive hub for sporting and cultural events. This precinct includes Parramatta Park, Old Kings Oval and Old Government House. The Parramatta River borders the North, South and West edges of the site, creating amenity and green infrastructure to facilitate pedestrian activity.

Through landscaping and an emphasis on the public domain between the Site, O'Connell Street and the Parramatta CBD, the new Stadium will form an important component of this recreational precinct, contributing to the wider urban renewal of the Parramatta CBD. The proposed urban plaza that creates a public interface between the Stadium and the Parramatta CBD will link spectators to the Parramatta CBD, such as 'Eat Street' and the 'Riverside Parramatta' theatre, effectively activating and enhancing the Parramatta CBD.

4.2.3 Community Change

Sense of Place

The new Western Sydney Stadium will be a state-of-the-art facility that will raise the profile of Parramatta as a competitive destination for sports and culture, and as the gateway to Western Sydney. This will boost local civic pride and will strengthen a collective identity within the area as the community continues to support its local sporting team.

Greater participation in sporting and cultural events will likely to occur from the enhanced facilities and greater capacity of the stadium. By catering to a wider audience, the stadium will satisfy a range of interests and demographics, helping to represent and share this diversity.

⁷ Appendix N Socio-economic Technical Working Paper, 15 July 2016.

As a sporting stadium has been operating on the site since 1986 the community has a strong connection to the site being the area of Parramatta that hosts major sporting events.

Safety

The existing stadium does not satisfy a number of important safety standards, including unsafe pedestrian pinch points which contribute to bottlenecks and congestion. The new stadium will be a state of the art facility with considered design and landscaping to not only prevent these pinch points, but to also enhance the visitor experience through steep elevation of seating and a permeable exterior that enables visitors to see and experience events at close proximity.

As outlined in the CPTED report, found in Appendix CC of the this EIS, the proposed public plaza between the stadium and O'Connell Street will help to activate the area, ensuring that the area remains active and well-lit on both event and non-event days, as well as during the day and night time.

4.2.4 Health and wellbeing

Noise

The increased capacity and relocation of the stadium will likely generate noise above what is generated by use of the current stadium. The Noise Management Plan prepared for the Stage 1 Concept Proposal and Demolition EIS by AECOM suggests limiting permissible events at the Stadium to:

- Sporting events
- Music festivals and culture festivals, between 10 am to 8 pm;
- Music concerts on Fridays and Saturdays, or Sundays adjacent to a Monday Public Holiday (except Easter Sunday), between 7 pm to 10 pm;
- Carnivals, between 10 am to 6 pm; and
- Motocross, only on Saturdays until 9.30 pm, and not during Easter or Christmas public holidays.

The hours of operation will be consistent with the existing NRL and A-League game times (generally between 2 pm and 10 pm).

Once operational, sporting events are expected to occur up to 42 times per calendar year, and are predicted to create noise impacts of up to 64 dB(A) – approximately equal to the current crowd noise levels from the existing Parramatta Stadium.

The loudest events to take place at the proposed stadium, rock concerts, are predicted to reach levels of 73 dB(A), predicted to be 7 dB higher than impacts from current monitored crowd noise from the existing Parramatta Stadium. Sporting events are predicted to be within 2 dB of noise levels from the existing Parramatta Stadium.

5.0 Summary of Impact and Mitigation

This Section considers the impacts identified within this report and assesses the level of potential impact on the community and social environment should they occur, compared to the baseline scenario of the existing use and operation of the stadium.

This assessment helps determine what impacts require a specific mitigation strategy for impacts to the social environment and those impacts which will be addressed through other mitigation strategies like a construction management plan, noise management plan, safety management plan, transport management plan or community engagement and communication process.

The degree or level of impact to a community is measured by the likelihood of the issue occurring and the severity of impact to the community should it happen. By these measures an impact can be assessed as has having a low, moderate or high impact on the community.

A low impact is one which has an unlikely chance of occurring and has a minor or incidental consequence to the community should it happen. A moderate impact is one which has a possible chance of occurring and/or moderate to significant consequence to the community should it occur. A high impact is one which has a greater chance of occurring and has a significant to severe consequence for the community if it occurred and therefore necessitates the preparation of a specific mitigation strategy.

Using this assessment technique, none of the identified impacts were determined to have a major or severe negative impact on the community should they occur. **Table 1** below outlines these impacts in order of anticipated level of impact.

Table 1 – Level of Social Impacts and Opportunity

Low	Medium	High
Access and Mobility (construction and operation) Noise (construction and operation) Safety (construction) Visual Amenity (construction) Waste Material (construction) Sense of Place and Recreation (construction) Dust and Air Quality (construction)		

Source: JBA

Given that the identified social impacts are not anticipated to have a high impact on the social environment, a unique social impact mitigation strategy is not required.

The impacts associated with the Project are addressed and mitigated with the preparation of construction management, noise management plan, safety management plan, transport management plans and early communication with affected stakeholders and land owners identified in the *socio-economic technical paper* completed as part of the Stage 1 Concept Plan EIS.

Table 2 below outlines the impacts identified during construction and operation of the Project and the corresponding strategies and plans that have been developed to mitigate and address them. For a detailed outline of the mitigation strategies for each impact refer to Section 7 of the Stage 2 EIS.

Table 2 – Impact

Impact	Mitigation Strategy
Construction	
Access and Mobility	– Traffic and Transport Assessment, Becca, 2017
Visual Amenity	– Visual Impact Assessment, JBA, 2017
Safety	– Construction Management Plan, Aurecon, 2017
	– Remedial Action Plan, 2017
Noise	– Noise Impact Assessment, Acoustic Logic, 2017
Dust	– Construction Management Plan, Aurecon, 2017
Waste Materials	– Construction Management Plan, Aurecon, 2017
	– Waste Management Plan, Foresight Environment, 2017
Air Quality	– Air Quality management Assessment, Aurecon, 2017
Operation	
Access and Mobility	– DDA Compliance Statement, Bernie Clifford, 2017
Safety	– Draft Emergency Response and Evacuation Plan, Venues NSW, 2017
	– Draft Operational Management Plan, Venues NSW, 2017
	– Crime Prevention Through Environmental Design Assessment, JBA, 2017
Noise	– Noise Impact Assessment, Acoustic Logic, 2017

Appendix A – Existing Community Profile

	PSA	SSA	TSA
Demographics (2011)			
Estimated resident population	42,974	166,858	4,391,674
% of population aged 19 years and younger	19.8%	26.4%	25.5%
% of population aged between 20 & 29	26.0%	18.0%	14.8%
% of population aged between 30 & 59	43.6%	41.2%	41.8%
% of population aged 60 years and above	10.6%	16.0%	17.8%
Median age	32	33	36
% of residents born in Australia	34.0%	48.6%	40.1%
% of residents who identify as indigenous	0.8%	0.8%	1.2%
% of residents who do not speak English well or not at all	15.2%	15.9%	15.2%
Families (2011)			
% of families as couple only family households	39.8%	32.7%	33.5%
% of families as single parent family households	14.8%	15.3%	15.7%
% of families couple with children households	41.7%	49.7%	48.9%
% of families as other family households	3.6%	2.3%	1.9%
Dwellings (2011)			
Number of occupied dwellings	16,785	56,703	1,521,398
% as detached houses	16.8%	52.8%	60.9%
% as semidetached houses	8.6%	13.4%	12.8%
% as flats, units or apartments	18.4%	33.5%	25.8%
% of dwellings owned outright	12.1%	25.1%	30.4%
% of dwellings being purchased	22.6%	31.9%	34.8%
% of dwellings being rented	53.5%	39.3%	31.6%
% of dwellings with no car	18.9%	14.1%	12.1%
% of dwellings with one car	48.1%	41.9%	38.4%
% of dwellings with two or more cars	22.7%	40.7%	46.5%
% of population living at the same address as one year ago	69.9%	83.1%	81.1%
% of population living at the same address as five years ago	34.8%	52.8%	56.7%
Median house loan repayment (\$/month)*	\$1,981	\$2,063	\$2,020
Median household rent (\$/week)*	\$340	\$340	\$265
Average no. of persons per household	2.5	2.9	2.9
Education (2011)			
% of residents with post graduate degree	16.5%	12.4%	9.4%
% of residents with graduate diploma or graduate certificate	2.2%	2.3%	2.7%
% of residents with bachelor degree	30.7%	29.0%	28.4%
% of residents with advanced diploma	14.3%	14.8%	15.7%
% of residents with certificate	14.2%	21.5%	25.5%

	PSA	SSA	TSA
Employment (2011)			
Unemployment rate	7.6%	6.9%	5.7%
% employed as managers and professionals	36.7%	36.4%	38.8%
% employed as clerical, administrative, sales workers, community and personal service workers	34.3%	34.3%	34.0%
% employed as machinery operators, technicians and trade workers and labourers	26.7%	27.0%	25.2%
% of workforce in blue collar industries	26.7%	27.0%	25.2%
% of workforce in white collar industries	71.0%	70.7%	72.8%
Industry of Employment (2011)			
% of agriculture, forestry and fishing workers	0.2%	0.2%	0.4%
% of mining workers	0.1%	0.1%	0.2%
% of manufacturing workers	9.0%	9.2%	8.5%
% of electricity, gas, water and waste services workers	1.0%	1.0%	0.9%
% of construction workers	4.5%	6.9%	7.1%
% of wholesale trade workers	6.4%	6.1%	5.3%
% of retail trade workers	10.2%	10.1%	9.8%
% of accommodation and food services workers	7.8%	6.3%	6.2%
% of transport, postal and warehousing workers	4.9%	5.0%	5.3%
% of information, media, and telecommunications workers	3.0%	2.8%	3.0%
% of financial and insurance services workers	7.9%	6.8%	6.6%
% of rental, hiring, and real estate services workers	1.3%	1.4%	1.8%
% of professional, scientific, and technical services workers	9.7%	8.6%	9.6%
% of administrative and support services workers	4.7%	3.7%	3.5%
% of public administration and safety workers	5.8%	5.5%	5.6%
% of education and training workers	5.3%	6.6%	7.6%
% of health care and social assistance workers	10.7%	11.9%	10.9%
% of arts and recreation services workers	1.3%	1.3%	1.6%
% other services	3.2%	3.7%	3.7%

Source: 2011 ABS Census of Household and Population – Place of Usual Residence. N.B. Median value taken for North Parramatta SA2 only

Appendix B – Time Series Profile

PSA Profile	2001	2006	2011
Demographics			
Estimated Residential Population	33,910	37,736	44,094
Average Annual change in population	2.2%		3.2%
% of population aged 19 years and younger	23.3%	20.6%	19.8%
% of population aged between 20 & 29	20.8%	25.8%	26.0%
% of population aged between 30 & 59	42.8%	42.2%	43.6%
% of population aged 60 years and above	13.0%	11.4%	10.6%
Median age*	32	32	32
% of residents born in Australia	40.9%	36.3%	33.7%
% of residents who identify as indigenous	0.7%	0.7%	0.9%
% of residents who do not speak English well or not at all	6.3%	6.1%	6.2%
Family Composition			
% of households which are a couple family with no children	18.4%	20.7%	23.1%
% of households that are a couple family with children	24.3%	21.9%	25.6%
% of households which are one parent families	10.1%	9.1%	8.9%
% of households as other family groups	2.2%	2.6%	2.3%
% of households as lone persons	27.2%	28.5%	25.2%
Dwellings			
% of dwellings as detached	22.1%	7.6%	68.7%
% of dwellings as semi detached	17.4%	8.4%	73.3%
% of dwellings as flats, units or apartments	17.0%	8.7%	73.7%
% of dwellings owned outright	19.2%	12.6%	12.1%
% of dwelling mortgage committed	13.3%	19.5%	23.1%
% of dwellings being rented	55.2%	48.8%	54.4%
Number of occupied dwellings	13,390	15,195	16,783
Average no. of persons per household	2.5	2.5	2.6
Employment and Income			
Unemployment Rate	8.9%	7.7%	7.5%
% employed as managers and professionals	33.2%	35.1%	37.4%
% employed as clerical, administrative, sales workers, community and personal service workers	35.0%	35.2%	34.1%
% employed as machinery operators, technicians and trade workers and labourers	29.6%	27.3%	26.3%
Education⁸			
% with post graduate degree	7.4%	11.9%	16.1%
% with graduate diploma or graduate certificate	2.3%	2.0%	2.2%
% with bachelor degree	25.9%	29.0%	30.3%
% with advanced diploma	12.7%	12.1%	14.1%
% with certificate	20.6%	16.1%	14.4%

⁸ This section relates to the PSA population aged 15 years and over

PSA Profile	2001	2006	2011
Other^	2011		
Employment within the Primary Study Area	50,256		
Method of Travel to Work^	2011		
% of population using private vehicles	10.2%		
% of population using public transport	35.7%		
% of population using active transport	1.8%		
% of population who worked at home	52.4%		

Source: compiled time series profiles from the 2011 ABS Household and Population Census and JBA analysis N.B. * median values for North Parramatta SA2 only. ^ compiled using basic community profile from the 2011 ABS Household and Population Census and JBA analysis

Appendix C – Economic Profile

	PSA	SSA	TSA
Industry of Workers			
% of Agriculture, forestry & fishing	0.0%	0.1%	0.4%
% of Mining	0.1%	0.1%	0.2%
% of Manufacturing	3.5%	10.0%	8.8%
% of Electricity, gas, water & waste services	2.9%	1.7%	0.9%
% of Construction	2.7%	4.1%	5.4%
% of Wholesale trade	2.3%	4.7%	5.5%
% of Retail trade	7.9%	6.8%	10.1%
% of Accommodation & food services	4.7%	4.0%	6.3%
% of Transport, postal & warehousing	2.7%	4.1%	5.2%
% of Information media & telecommunications	1.7%	1.2%	3.2%
% of Financial & insurance services	16.4%	9.7%	7.0%
% of Rental, hiring & real estate services	1.7%	1.4%	1.9%
% of Professional, scientific & technical services	7.3%	5.9%	10.2%
% of Administrative & support services	4.5%	3.2%	3.2%
% of Public administration & safety	23.2%	14.2%	6.0%
% of Education & training	5.0%	5.7%	8.0%
% of Health care & social assistance	8.4%	18.1%	11.3%
% of Arts & recreation services	2.8%	1.0%	1.6%
% of Other services	0.7%	3.2%	3.7%
Workforce by Occupation			
% employed as managers and professionals	36.7%	39.7%	41.1%
% employed as clerical, administrative, sales workers, community and personal service workers	48.2%	39.7%	35.1%
% employed as machinery operators, technicians and trade workers and labourers	13.7%	19.4%	22.7%
% of workforce in blue collar roles	13.7%	19.4%	22.7%
% of workforce in white collar roles	85.0%	79.4%	76.2%

Appendix D – Future Community Profile

Population Growth (2011 – 2036)

	2011	2021	2031	2036	Total Growth	Average Annual Growth Rate (2011-2036)
PSA*	45,373	57,412	74,912	87,961	42,588	2.7%
SSA^	203,100	296,450	379,200	416,750	213,650	2.9%
TSA	4,286,350	5,106,450	5,975,700	6,421,950	2,135,600	1.6%

Source: Department of Planning and Environment Population Projections (2016) N.B. *Population forecasts from Transport NSW (2014) ^ SSA boundary for Parramatta City Council as of amalgamated area

Employment Growth (2011 - 2036)

	2011	2021	2031	2036	Total Growth	Average Annual Growth Rate (2011-2036)
PSA	62,439	67,822	73,423	79,477	30,969	1.6%
SSA	114,336	133,353	152,506	163,103	48,767	1.4%
TSA	2,267,245	2,660,204	3,040,394	3,230,293	963,048	1.4%

Source: Transport for NSW, employment forecasts (2014) N.B. Average Annual Growth Rate (2011-2036)

Industry of Employment Change

	PSA	
	2011	2036
% of Agriculture, forestry & fishing	0.1%	0.0%
% of Mining	0.1%	0.1%
% of Manufacturing	3.5%	2.6%
% of Electricity, gas, water & waste services	2.8%	2.5%
% of Construction	2.9%	2.8%
% of Wholesale trade	2.3%	1.8%
% of Retail trade	8.1%	8.2%
% of Accommodation & food services	4.9%	4.5%
% of Transport, postal & warehousing	2.9%	2.3%
% of Information media & telecommunications	1.7%	1.6%
% of Financial & insurance services	15.7%	16.0%
% of Rental, hiring & real estate services	1.7%	1.7%
% of Professional, scientific & technical services	7.0%	7.9%
% of Administrative & support services	4.5%	3.8%
% of Public administration & safety	22.5%	25.9%
% of Education & training	4.9%	4.8%
% of Health care & social assistance	8.1%	8.0%
% of Arts & recreation services	0.9%	1.2%
% of Other services	2.8%	2.6%

Source: Transport for NSW, Employment Projections (2014)