
Technical Paper 7

Social Impact Assessment

Parramatta Light Rail Stage 2
Environmental Impact Statement



SOCIAL IMPACT ASSESSMENT

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Acknowledgement of Country

RPS acknowledges Traditional Owners of Country throughout Australia and recognises their continuing connection to lands, water and communities. We pay our respects to Aboriginal and Torres Strait Islander cultures, and to Elders past, present and future.

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GLOSSARY AND ABBREVIATIONS

Term	Definition
ABS	Australian Bureau of Statistics
Accessibility	How people access and use infrastructure, utilities and facilities, whether provided by a public, private, or not-for-profit organisation
Amenity and character	The soundscape (noise), air quality, and visual amenity of an area which contribute to enjoyment for residents and the community and create a recognisable and distinctive character.
Application	An application seeking development consent/approval for a State significant project or an application to modify an approved State significant project consent/approval (including concept plan) under the <i>Environmental Planning & Assessment Act 1979</i> .
ATAC	Accessible Transport Advisory Committee
BOCSAR	Bureau of Crime Statistics and Research
CALD	Culturally and linguistically diverse
CBD	Central business district
Community	Community refers to the composition, cohesion, character, how the community functions, resilience, and people's sense of place. Anyone affected by or interested in the Project, including individuals, community groups, Aboriginal and Torres Strait Islander communities, culturally and linguistically diverse communities, and stakeholder groups.
Community infrastructure	Community infrastructure include both physical infrastructure (for example, community facilities) and non-physical infrastructure (for example, programs and utilities) which help individuals, families, groups and communities meet their social needs, maximise their potential for development and enhance community wellbeing. Community infrastructure includes schools, childcare centres, places of worship, medical / healthcare infrastructure and recreational areas (such as public open space) and correctional facilities.
Community values	Community values relate to aspects of a community that are important to residents for quality of life and well-being. They include physical elements such as parks, landscapes and connectivity, and intangible quality such as sense of place and community cohesion
Connectivity	Connectivity is when people have the ability to move through and beyond their community to access a range of places and utilities, safely and conveniently.
CPTED	Crime prevention through environmental design
Cth	Commonwealth
Culture	Culture, both Aboriginal and non-Aboriginal, is a term that refers to shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings. The term represents the diverse and expansive intangible aspects of social life.
DCP	Development Control Plan
DDA	<i>Disability Discrimination Act 1992 (Cth)</i>
Decision-making systems	The extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.
Demographic profile	The range of different groups existing in a particular populace, as distinguished by factors such as age, ethnicity and social background.
Distributive equity	This takes into account how different groups will experience social impacts differently (particularly vulnerable and marginalised groups, future generations compared with current generations, and differences by gender, age and cultural group).
EIS	Environmental Impact Statement
ELS	Employment Lands Strategy
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
Engagement	Actions to engage the community in the assessment of the project and actions to encourage engagement.
First Nations Australians	The term is used to refer to Aboriginal and Torres Strait Islander peoples, acknowledging the diversity of Australia's First Peoples.
GPOP	Greater Parramatta and the Olympic Peninsula

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Term	Definition
GSC	Greater Sydney Commission
Health and wellbeing	Physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health
HV	High voltage
IRSD	Index of Relative Socio-Economic Disadvantage
LAHC	Land and Housing Corporation
LALC	Local Aboriginal Land Council
LEP	Local Environmental Plan
LGA	Local Government Area
Livelihood	People's capacity to sustain themselves through employment or business
LOTE	Language other than English
Mitigation	Actions or measures to reduce adverse social impacts of the project. Mitigations may be to enhance or achieve a positive social outcome or actions or measures that must be taken to minimise, manage or reduce social impacts.
NSW	New South Wales
People	Individuals, households, groups, communities, organisations and the general public.
PIC	Place-based Infrastructure Compact
RAPs	Registered Aboriginal Parties
SA1	Statistical Area level 1
Scoping Report	A report submitted by Transport for NSW to the (former) Department of Planning and Environment accompanied by a request for SEARs.
SEIFA	Socio-Economic Indexes for Areas
SEARs	Secretary's Environmental Assessment Requirements
SIA	Social Impact Assessment (this document)
SIMP	Social Impact Management Plan
Social impact magnitude	Social impact magnitude considers the extent of people affected, the duration of impacts, the intensity or scale of impacts, the sensitivity of those affected, and their level of concern or interest if the impact is not mitigated or enhanced.
Social impacts	Social impacts are defined by the NSW Department of Planning, Industry and Environment (2021a) as a consequence experienced by people, due to changes associated with a State significant project. Social impacts can involve changes to people's way of life, community, accessibility, livelihoods, surroundings, culture, health and wellbeing and the extent to which they can have a say in decisions that affect their lives (decision making systems).
Social impact significance matrix	The social impact significance matrix allows for the significance of a potential impact to be assessed by comparing the magnitude of impact against the likelihood of the impact occurring.
Social locality	The social locality considers the nature of the project, the characteristics of affected communities and how positive and negative impacts may be reasonably perceived or experienced by different people. It is not defined by a predefined geographic boundary, but rather has regard for the nature of the project and its impacts.
Stakeholder group	A group or organisation that represents several people with an interest in a State significant project.
Surroundings	Ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.
The SIA Guideline	<i>Social Impact Assessment Guideline for State Significant Projects</i> , NSW Department of Planning, Industry and Environment (2021a).
The project	Construction and operation of Parramatta Light Rail Stage 2.
The project site	Refers to the area that would be directly disturbed by construction of the project (for example, as a result of ground disturbance and the construction of foundations for

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Term	Definition
	structures). It includes the location of construction activities, compounds and work sites, and the location of permanent infrastructure.
Technical Supplement	The Technical Supplement supports the <i>Social Impact Assessment Guideline – State significant projects</i> (Department of Planning, Industry and Environment, 2021 a).
Transport for NSW	The lead agency of the NSW Transport cluster.
UNSW	University of New South Wales
Vulnerable group	A group of people with the inability or limited ability to withstand or adapt to change due to characteristics of the group they are a part of. This SIA considers the following factors as indicators of vulnerability: socio-economically disadvantaged persons, people who need assistance with core activities such as self-care, movement and communication due to a disability, older persons (65+ years) and very young (0 -4 years), culturally and linguistically diverse (CALD) people (language barriers and low English proficiency), people who need assistance with core activities such as self-care, movement and communication due to a severe or profound disability, the unemployed, those with no access to private vehicle, low levels of educational attainment (Year 9 school leavers and below), low income households and people living in social or community housing.
Way of life	How people live, how they get around, how they work, how they play, and how they interact each day
WSU	Western Sydney University

EXECUTIVE SUMMARY

Overview

This Social Impact Assessment (SIA) has been prepared on behalf of Transport for NSW for the Parramatta Light Rail Stage 2 project ('the project'), which will connect the Parramatta CBD and Parramatta Light Rail Stage 1 to Camellia, Rydalmere, Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park. It will be a transformative public transport network for the region and in line with the NSW Government's plan for *A Metropolis of Three Cities*, where Parramatta and its surrounds will form the Central River City.

This SIA has been prepared as part of the environmental impact statement (EIS) for the project and aims to identify and evaluate the social impacts and necessary mitigation measures for the social locality during construction and operation. The report has been prepared in accordance with the requirements of the NSW Department of Planning, Industry and Environment (now the Department of Planning and Environment) *Social Impact Assessment Guideline-State Significant Projects (2021a)* and *Technical Supplement: Social Impact Assessment Guideline for State Significant Projects (2021b)*.

Community and stakeholder consultation

This SIA has been informed by a range of community and stakeholder consultation activities carried out by the SIA team, Transport for NSW, and other specialists preparing technical studies to support the EIS. These activities include community surveys, a business survey, key stakeholder meetings and briefings, and community information sessions.

A key consultation activity that has informed this SIA was a social impact and outcomes survey. The objectives of the survey included to understand community concerns around construction impacts and preferred mitigation measures and understand participants' aspirations for the future of the area over the next 10 years. A total of 564 surveys were completed in full between 24 November 2021 and 28 January 2022. Overall, survey respondents noted the following key areas of concern during construction of the project:

- proximity to the alignment (58.8 per cent)
- traffic (58.5 per cent)
- local amenity (53.8 per cent)
- pedestrian safety (53.6 per cent)
- local road network (51.2 per cent).

Survey respondents also identified the following aspirations for their local areas:

- integrated, efficient, and reliable public transport network (17.8 per cent)
- management of growth (15.9 per cent)
- enhanced liveability and local amenity (12.3 per cent)
- connected communities (8.7 per cent)
- vibrant and thriving local places (8.3 per cent).

Social baseline

The social locality identified in this SIA includes seven precincts which have been nominated along the project's alignment. These precincts correspond to areas where construction activities would take place. A summary of each precinct based on several sources (e.g., 2016 Australian Bureau of Statistics census data and the *Parramatta Local Planning Statement 2016*) is provided as follows:

Camellia precinct: encompassing the suburbs of Camellia and Rosehill, the Camellia precinct is primarily industrial and commercial in nature, with vast areas undergoing post-industrial remediation. The suburb of Camellia is expected to undergo a radical transformation into a mixed use modern urban hub by 2036, drastically changing the population and public domain of the area. The residential areas of Rosehill are expected to maintain their current character of diverse, young families over the same period.

Rydalmere East precinct: encompassing the south-eastern corner of the suburb of Rydalmere, the Rydalmere East precinct is predominantly residential and recreational, with a small section of industrial uses in its west. Residential uses in Rydalmere East are dominated by low density development, with increasing medium density development in the west of the precinct. Young, qualified tradesperson families are common, reflected by the highest rate of blue-collar workers and vocational attainment of the precincts.

Ermington precinct: Incorporating the non-industrial parts of the suburb of Ermington to the south of Victoria Road, the Ermington precinct consists of primarily low density and medium density residential uses, along with recreational and commercial uses. Reflecting similar traits to Rydalmere East in its characteristics as a diverse, younger blue-collar area, Ermington has a roughly 25 per cent higher median weekly income, likely a result of comparatively higher workforce participation and marginally lower unemployment when compared to Rydalmere East.

Melrose Park precinct: Spread over the industrial lands of Ermington, south of Victoria Road to the suburb of Melrose Park, west of Archer Creek, the Melrose Park precinct is roughly split in half by industrial uses to the west and residential uses in the east. This situation is fast changing however, much of the industrial land in the area is being redeveloped into new mixed-use developments, focused on a variety of medium and high-density housing with the incorporation of a commercial core and recreational facilities. Within the existing residential areas, the area's character is that of white-collar young families and older couples, broadly more homogenous than the other precincts or Greater Sydney as a whole.

Wentworth Point precinct: Covering the suburb of Wentworth Point and a series of recreational and conservation areas within Newington Nature Reserve, the Wentworth Point precinct is a bustling high-density area that retains few echoes of its industrial past. Dominated by white collar workers and a mixture of singles and families, the precinct is slated to see a series of developments that will further grow the population and reinforce the highly cosmopolitan nature of the area.

Sydney Olympic Park precinct: The Sydney Olympic Park precinct encompasses the suburb of Sydney Olympic Park and is characterised by a mix of parkland, major sporting facilities and higher density mixed use commercial and residential development. Characterised by a high level of singles living in high-density residences, the area has a significant tertiary education attainment and extremely low rates of monolingualism, equal to that of the Carter Street precinct.

Carter Street precinct: A recently developed area from former industrial land, the Carter Street precinct consists of the northernmost part of Lidcombe beyond the Western Motorway. Sharing much of its character with Sydney Olympic Park demographically, the precinct is set to be developed even further into a commercial hub, complementing the cultural, recreational, and professional uses within Sydney Olympic Park.

It is also noted the part of the project would be constructed in the Parramatta CBD (the Macquarie Street turnback facility) and would operate through the suburb of Parramatta. The suburb of Parramatta has been considered in the assessment of potential impacts and included in the social locality at a high level, but has not been profiled in the social baseline as part of the social locality for the SIA. It is considered that potentially affected communities in this suburb have been captured as part of the overall profile for Parramatta Local Government Areas (LGA) in this SIA, as well as the SIA for Parramatta Light Rail Stage 1.

Key potential social positive and negative impacts

The key positive social impacts with the potential to occur during construction are primarily related to increased employment opportunities for skilled and unskilled workforce. This includes vulnerable sectors of the community, and would support livelihoods and wellbeing.

The key negative social impacts with the potential to occur during construction are summarised below.

- Uncertainty associated with land requirements leading to increased stress and anxiety for affected residents, particularly those who may need to relocate.
- Disrupted lifestyles and inconvenience due to access and connectivity changes, including detours, increase construction traffic and both temporary and permanent loss of parking in some precincts.
- Reduced amenity in some residential areas close to construction activities, with some residents affected by several combined impacts during construction, including amenity changes, property impacts and access changes.

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- Reduced access to and enjoyment of some community and recreation facilities directly affected by land requirements and construction activities, particularly Rydalmere Wharf and Ermington Boat Ramp, which may disrupt lifestyles and affect wellbeing.
- Disruptions for users of community and recreation facilities close to construction activities as a result of temporary access changes and reduced amenity, with potential concerns for users of some facilities which cater to vulnerable groups (e.g. child care or schools).

The key positive social impacts with the potential to occur during operation are summarised below.

- Improvements to residential neighbourhoods due to urban design improvements and additional vegetation.
- Improved wellbeing and community cohesion for local communities due to active transport connections, and new active and public transport connections between areas north and south of the Parramatta River.
- Improved access to community and recreation facilities, supporting opportunities for participation in community activities, and active and passive recreation.
- Increased access to public open space where the project would provide new and improved open spaces and recreation facilities and repurpose some residual land to increase open space. This would offset the areas of open space directly impacted by the project.
- More efficient and reliable journeys and reduced travel time, supporting access to jobs, education, and services, and enhancing social interaction and community wellbeing.
- Direct and indirect employment opportunities, supporting livelihoods and wellbeing.

The key social impacts with the potential to occur during operation are summarised below.

- Potential for some residents close to the project to be concerned about changes to the character of their neighbourhoods, including the permanent removal of on-street parking and permanent road closures, which may disrupt affected resident's lifestyles and daily routines.
- Some residents living close to light rail track and stations may be concerned about reduced amenity due to noise and vibration from operations, and reduced privacy and safety. This could affect some residents' quality of life and wellbeing.

These positive and negative social impacts were informed by primary research, in the form of various surveys, information sessions, and public submissions, as well as technical assessments, the design process and planned mitigation measures.

Mitigation and management strategies

The positive and negative social impacts identified and assessed in this report would be managed and mitigated through a range of measures, including those recommended in other EIS technical papers.

The mitigation measures identified in response to potential social impacts are summarised below:

- Social Impact Management Plan – this will manage the implementation of the proposed social impact mitigation measures and detail the specific management actions and targets that would be developed in response to these measures.
- Community Communication Strategy – this will guide community engagement during the construction phase of the project and would include a complaints management system.
- Place Managers – will provide a single point of contact for people wanting to find out more about the project, including the impacts of construction, and the measures that would be implemented to minimise these impacts as far as possible.
- Ongoing consultation and communication with community facility managers - regarding direct and indirect impacts, including the developing of alternate access if access cannot be maintained.
- Consultation with City of Parramatta Council, City of Ryde Council and Sydney Olympic Park Authority to offset direct impacts of the project's land requirements on open space through the provision of active transport infrastructure, new and improved open space and recreation facilities, and repurposing some residual land.

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- Social Procurement and Workforce Development Strategy – this will define approaches to achieve nominated workforce development and social procurement targets and outcomes, and support job creation and skill development opportunities for the project.

1 INTRODUCTION

1.1 Parramatta Light Rail

The NSW Government's Greater Sydney Region Plan *A Metropolis of Three Cities* (Greater Sydney Commission, 2018a) outlines a vision for a three-city metropolis. The Central River City covers the four local government areas of the City of Parramatta, Blacktown City, Cumberland City and The Hills Shire. *A Metropolis of Three Cities* highlights Greater Parramatta as the focal point for the Central River City, with employment growth and public transport being of key importance.

The Greater Parramatta and the Olympic Peninsula area (GPOP), which extends from Westmead and Parramatta in the west to Sydney Olympic Park to the east, is fast emerging as the heart of Sydney's Central River City and is set to grow and change significantly over the next 20 years. Forecasts predict that GPOP will accommodate almost 170,000 new residents by 2041. Employment opportunities will also grow, with an additional 100,000 jobs predicted by 2041 (SGS, 2017).

Parramatta Light Rail will deliver an integrated light rail service that supports the population and employment growth expected throughout GPOP. It will integrate with existing and future modes of transport, including buses, trains, ferries and active transport (pedestrian and cycle networks), as well as Sydney Metro West services and the existing road network.

Parramatta Light Rail will be delivered in stages to keep pace with development:

- Stage 1 will connect Westmead to Carlingford via the Parramatta central business district (CBD) and Camellia. The construction and operation of Parramatta Light Rail Stage 1 was approved by the NSW Minister for Planning in May 2018. Major construction is underway, with the track installation complete and light rail stop construction in progress. Stage 1 is expected to start operating in 2024. Further information on Stage 1 is available at [Parramatta Light Rail](#)
- Transport for NSW is now proposing to construct and operate Stage 2 of Parramatta Light Rail ('the project'). Stage 2 would connect the Parramatta CBD and Stage 1 to Camellia, Rydalmere, Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park.

Figure 1-1 provides an overview of the Parramatta Light Rail network showing both stages.

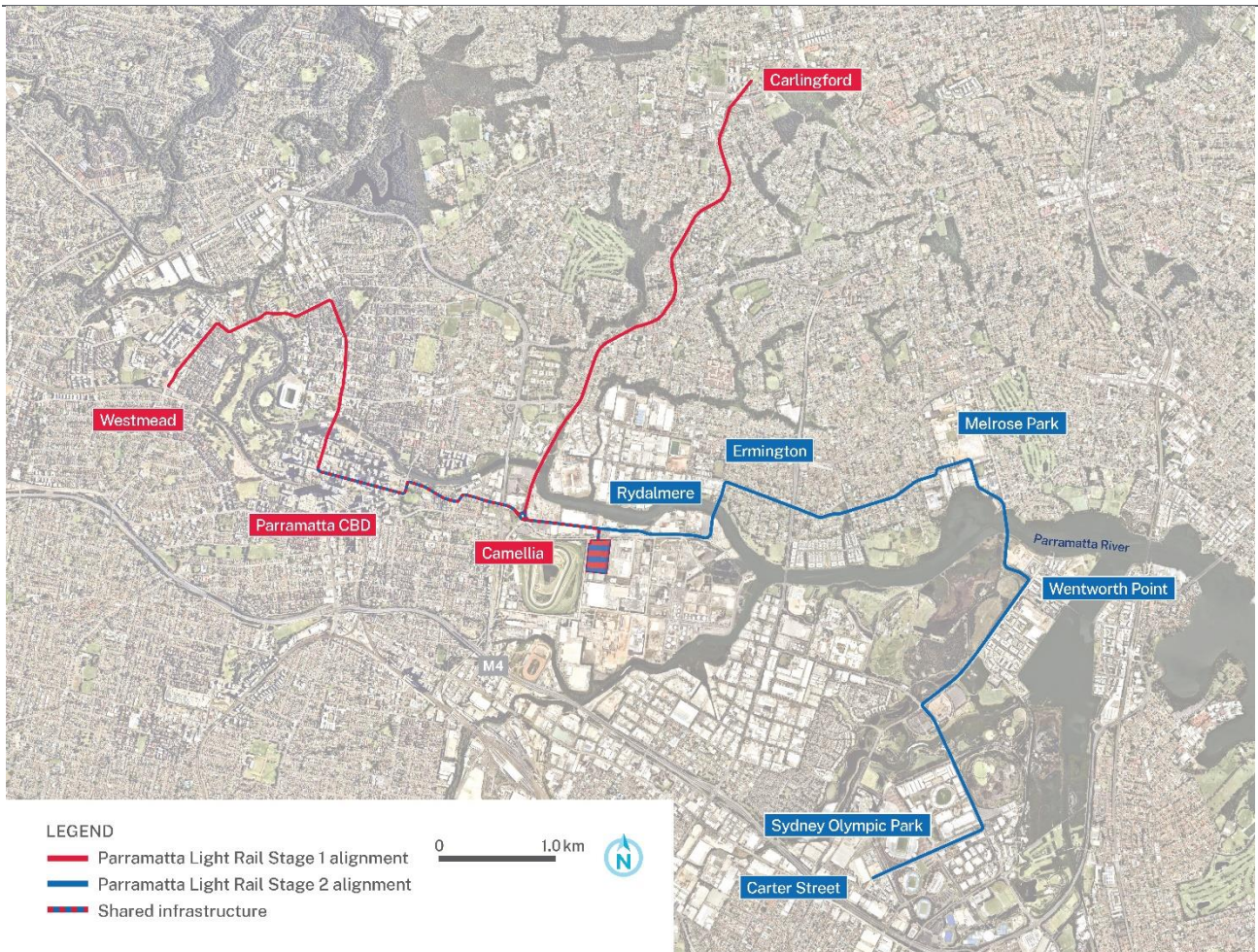


Figure 1-1 Parramatta Light Rail network

1.2 Project overview

The project comprises two main elements:

- construction of about 10 kilometres of light rail infrastructure between Camellia and the Carter Street precinct adjacent to Sydney Olympic Park
- operation of about 13 kilometres of light rail alignment between the Parramatta CBD and the Carter Street precinct, including a section of infrastructure constructed by Parramatta Light Rail Stage 1 between Camellia and the Parramatta CBD.

Further information on the location of the project, and a description of the project site for the purposes of this document, is provided in the environmental impact statement (EIS).

1.2.1 Key features

The key features of the project, which are shown in Figure 1-2, include:

Light rail track and bridges

- a new 10 kilometre long dual light rail track, with 14 stops, between the Parramatta Light Rail Stage 1 line in Camellia and the Carter Street precinct adjacent to Sydney Olympic Park
- two bridges over the Parramatta River between Camellia and Rydalmere, and between Melrose Park and Wentworth Point
- a bridge over Silverwater Road between Rydalmere and Ermington
- other bridge works in Ken Newman Park and Sydney Olympic Park.

Active and public transport integration

The project would also deliver:

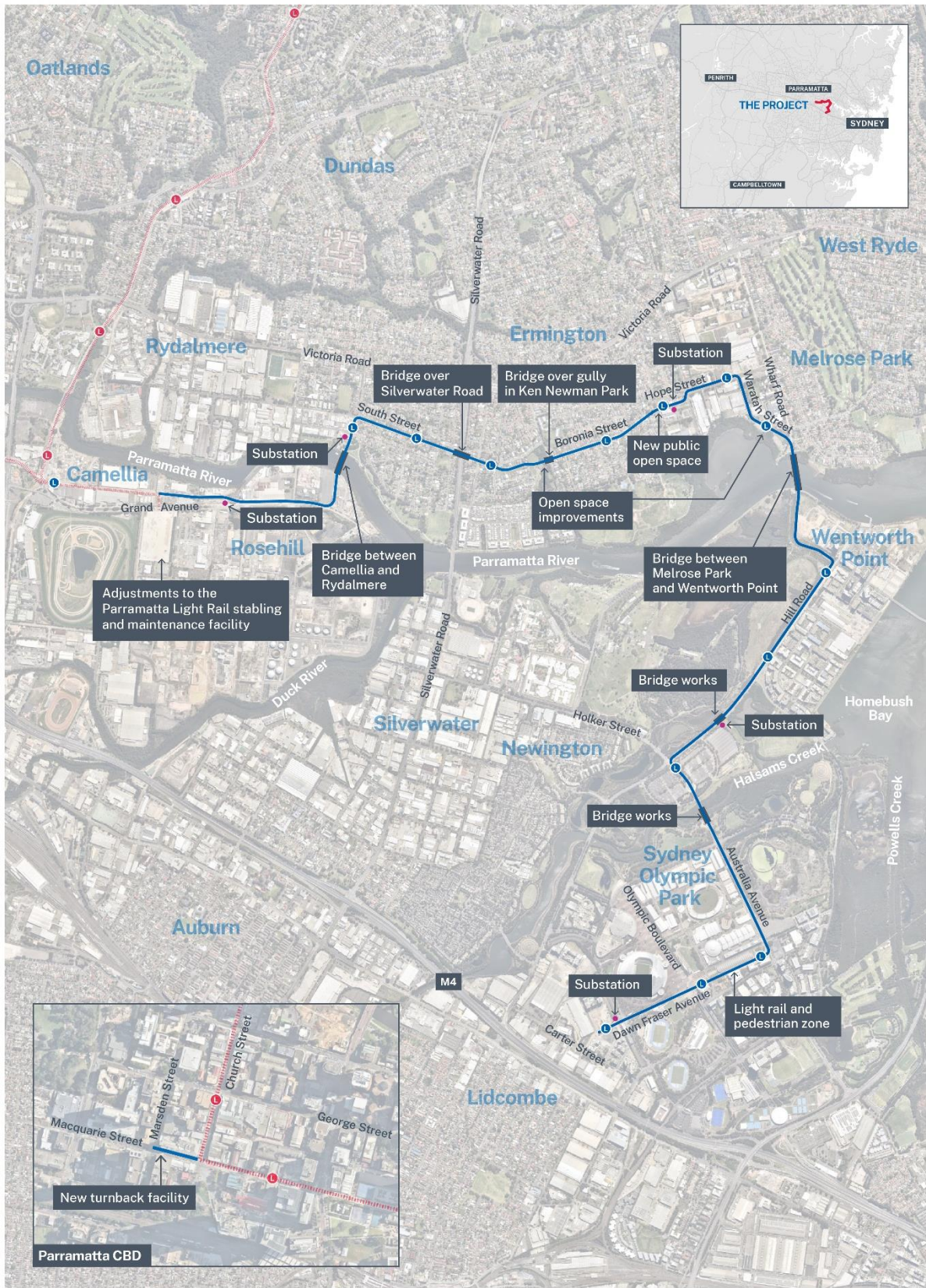
- about 8.5 kilometres of new active transport links between Camellia and the Carter Street precinct, which would connect with the existing cycling and pedestrian network
- interchanges with other forms of public transport, including trains, ferries, buses and Sydney Metro West, with the main interchanges located in the Parramatta CBD, Rydalmere and Sydney Olympic Park
- a light rail and pedestrian zone (no through vehicle access) within Sydney Olympic Park along Dawn Fraser Avenue between Australia Avenue and Olympic Boulevard
- bus access over the proposed bridge between Melrose Park and Wentworth Point.

Other works

Works proposed to support the project's operation:

- turnback facilities, including along part of Macquarie Street in the Parramatta CBD
- adjustments to the Parramatta Light Rail stabling and maintenance facility at Camellia
- five new traction power substations to convert electricity to a form suitable for use by light rail vehicles
- new and improved open spaces and recreation facilities at Ken Newman Park, the Atkins Road stop and Archer Park.

Further information on the project's features is provided in the EIS (see Chapter 6 (Project description – infrastructure and operation)).



LEGEND

- Proposed project alignment
- - - - Parramatta Light Rail Stage 1 alignment
- Proposed project stops
- Parramatta Light Rail Stage 1 stops

Figure 1.2 The project

0 1km



Figure 1-2 Key features of the project

1.2.2 Operation

The project would operate between the Parramatta CBD and the Carter Street precinct, using a section of the Parramatta Light Rail Stage 1 alignment and the alignment constructed as part of the project.

Between the Parramatta CBD and Camellia, the project would operate along about three kilometres of the Parramatta Light Rail Stage 1 alignment. Parramatta Light Rail Stage 2 services would terminate at the Stage 1 Parramatta Square stop to allow customers direct and convenient access to Parramatta's CBD, and interchange with Stage 1 light rail services, trains, buses and Sydney Metro West.

From Camellia, the project would operate along the light rail infrastructure proposed as part of Stage 2, terminating at the proposed Carter Street stop.

The project would operate as a turn-up-and-go light rail service from 5am to 1am, seven days a week, in line with Parramatta Light Rail Stage 1. The project would have travel times of around 31 minutes from the Carter Street stop in Lidcombe to the proposed Sandown Boulevard stop in Camellia, and a further seven minutes to the Parramatta Square stop in the Parramatta CBD.

Further information on the project's operation is provided in the EIS (see Chapter 6 (Project description – infrastructure and operation)).

1.2.3 Timing

It is anticipated that construction would start in 2025, subject to obtaining all necessary approvals, and the first passenger services are proposed to start from 2030/2031.

An indicative construction methodology is provided in the EIS (see Chapter 7 (Project description – construction)).

1.2.4 Approval requirements

The project is State significant infrastructure and is subject to approval by the NSW Minister for Planning under Part 5, Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act).

The project is also determined to be a controlled action under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) and requires approval from the Australian Minister for the Environment and Water.

1.3 Purpose and scope of this document

The EIS has been prepared to support an application for approval of the project in accordance with Division 5.2 of the EP&A Act. It addresses the environmental assessment requirements of the Secretary of the Department of Planning and Environment (the SEARs).

This report has been developed with consideration of the *Social Impact Assessment Guideline for State Significant Projects* (NSW Department of Planning, Industry and Environment, 2021a) (the SIA Guideline). The assessment considers potential impacts to people's way of life, community, accessibility, culture, health and wellbeing, livelihoods and the extent to which people have had a say in the decision-making process for the project. For the purposes of this assessment, 'people' refers to individuals, households, groups, communities, or organisations.

The report:

- has been prepared to address the relevant SEARs listed in Table 1-1
- describes the existing social baseline conditions of potentially affected communities and groups in the project's social locality
- assesses the potential social impacts and benefits of constructing and operating the project
- recommends measures to enhance, mitigate and manage the social impacts identified.

The methodology for the assessment is described in Section 2.

SOCIAL IMPACT ASSESSMENT

Table 1-1 SEARs – Social impacts

SEARs	Where addressed in this SIA
1. Potential social impacts, in accordance with the Department of Planning, Industry and Environment Social Impact Assessment Guideline (the Guideline) (2021a), including but not limited to:	
(a) consideration of the principles of section 1.2 of the Guideline;	The SIA adheres to the principles of Section 1.2 of the Guideline throughout the document. A response to the principles is contained in Appendix A.
(b) consideration of Satisfying the Review Questions in Appendix C of the Guideline	Response to the Review Questions is contained in Appendix B.
(c) considering the social impacts that the proposal may have on people's: way of life, community, access to and use of infrastructure, services, and facilities; culture, health and wellbeing, surroundings, livelihoods, and decision-making systems.	Consideration and assessment of the potential social impacts are described in sections 8, 9, and 11.4. Section 2 presents the social impact assessment methodology, including how the social impact categories defined in the SIA Guideline have been addressed.
(d) the distributive equity of impacts and benefits (i.e., the ways in which different social groups may experience the proposal, paying particular attention to vulnerable groups)	Consideration of the effects impacts would have on distributive equity is discussed as elements within sections 8.1 and 9.1. Distributive equity as a concept is discussed in Section 2.3.4.
(e) assessing positive, negative, and cumulative social impacts.	Sections 8 and 9 assesses the positive, negative social impacts of the project while Section 10 outlines the potential cumulative social impacts of the project. This was then analysed through the lens of mitigation and management in Section 11.2 to manage social impacts.
2. Management measures must be informed by learnings and successful actions from other projects including Parramatta Light Rail Stage 1.	Section 6 outlines the learnings and successful actions from other projects including Parramatta Light Rail Stage 1. Section 11 describes the management measures informed by these learnings, including the project's Community Engagement Strategy and Place Managers. An excerpt of the key learnings from Stage 1 in the project's Scoping Report is contained under Appendix G.

2 METHODOLOGY

This SIA assesses the potential social impacts that may arise from the construction and operation of the project. The potential cumulative impacts to communities resulting from other major projects including urban renewal occurring in proximity to the project are also considered. This section sets out the methodology followed for this assessment.









2.1 Approach to the Social Impact Assessment

The SIA process has been guided by the *Social Impact Assessment Guideline – State significant projects* (Department of Planning, Industry and Environment, 2021a) (‘the SIA Guideline’) and *Technical Supplement: Social Impact Assessment Guideline for State Significant Projects* (Department of Planning, Industry and Environment, 2021b). The SIA Guideline sets out the framework to identify, predict, and evaluate likely social impacts to people, as well as the approach to minimise or enhance the impact.

2.2 Characterising social impacts

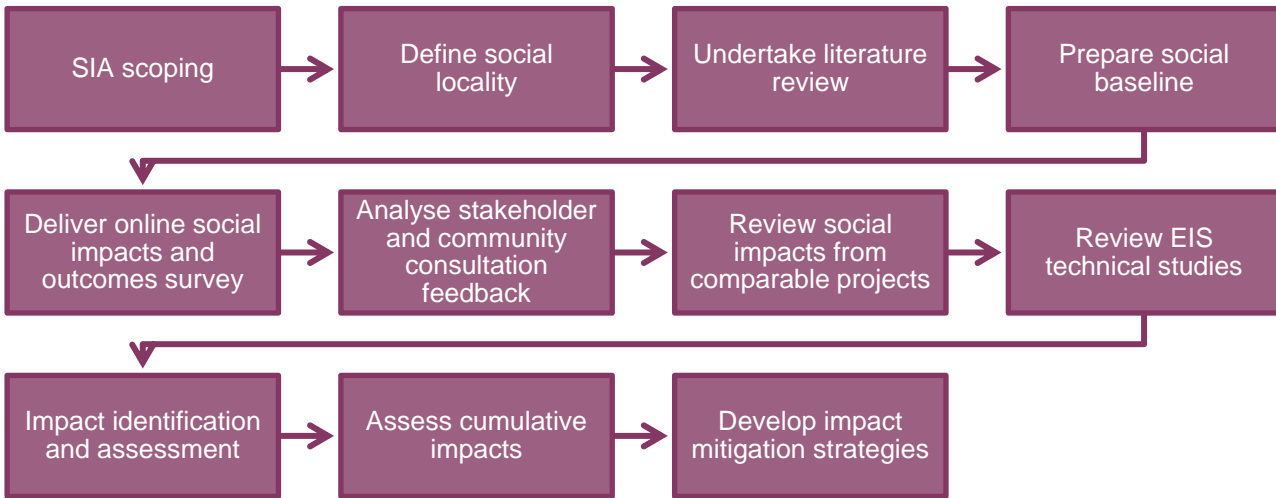
The SIA Guideline defines social impacts as “the consequences that people experience when a new project brings change” (Department of Planning, Industry and Environment 2021a, p.11). Social impacts can involve both positive and negatives changes that can occur as a result of a project. Table 2-1 shows the eight social impact categories defined in the SIA Guideline. The aim of the categories is to ensure projects are assessed from the perspectives of people and that they deliver socially sustainable outcomes.

Table 2-1 Social impact categories

 <p>Way of life</p>	 <p>Community</p>	 <p>Accessibility</p>	 <p>Livelihoods</p>
<p>How people live, how they get around, how they work, how they play, and how they interact each day.</p>	<p>Composition, cohesion, character, how the community functions, resilience, and people’s sense of place.</p>	<p>How people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation.</p>	<p>People’s capacity to sustain themselves through employment or business.</p>
 <p>Health and wellbeing</p>	 <p>Surroundings</p>	 <p>Culture</p>	 <p>Decision-making systems</p>
<p>Physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health.</p>	<p>Ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.</p>	<p>Both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings.</p>	<p>The extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.</p>

2.3 Assessment methodology

Stages in the preparation of this SIA are as follows:



The detailed methodology for each stage in the SIA process is outlined below.

2.3.1 Social Impact Assessment scoping

The *Parramatta Light Rail (Stage 2) Scoping Report* dated June 2019, (Scoping Report) was prepared to support the State significant infrastructure application for the project, and to assist the formulation of the SEARs by the NSW Department of Planning and Environment.

A preliminary environmental risk assessment was carried out as part of the Scoping Report in accordance with the principles of *the Australian and New Zealand standard (AS/NZS) ISO 31000:2009 Risk Management – Principles and Guidelines* and the *Transport for NSW Enterprise Risk Management Standard*. The assessment was based on the following:

- a preliminary technical assessment
- community and stakeholder consultation
- previous experience
- professional judgement of potential risks, and their consequence, likelihood, and significance.

The risk assessment identified several key environmental issues for the project including potential social impacts and opportunities that may arise as a result of the construction and operation. The Scoping Report identified potential negative and positive construction and operational impacts of the project based on other similar light rail projects including Parramatta Light Rail Stage 1. Key opportunities identified within the Scoping Report are the potential for improvements to health and wellbeing through an associated active transport link and possible urban renewal along the project’s alignment. An excerpt of the project’s Scoping Report, identifying potential social impacts that were informed by the works on Parramatta Light Rail Stage 1, is provided in Appendix G. The potential social issues identified during the scoping phase have been reviewed and confirmed in this report, including in response to refinements to the project description and proposed project activities.

Approach

The following approach was carried out for the SIA scoping in accordance with the SIA Guideline:

- determined the scale and level of social impact assessment required, taking into consideration the following:
 - complexity of the project including the breadth of key stakeholders and interested parties

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- local and regional context including the vision for Greater Parramatta and the Olympic Peninsula (GPOP) area
- geographical extent of potential impacts due to the linear nature of the project
- current and planned major development and urban renewal across the social locality
- the social locality containing highly urbanised areas with established communities
- project-specific SEARs
- identified the specific project activities that could have social impacts
- identified each category of social impact, and whether the project activities might cause some form of impact (positive or negative, tangible or intangible etc.) within that category
- considered and used existing data (including impacts, benefits, and consultation outcomes) from similar comparable projects (including Parramatta Light Rail Stage 1)
- considered combined and cumulative social impacts from other projects currently underway or planned for future delivery, in and around the social locality
- considered whether social impacts (with and without mitigation/enhancement) are likely to be material having regard to the extent of people affected, duration of impacts, intensity/scale of impacts, sensitivity of the people affected, and their level of concern or interest
- planned and applied relevant research methods to investigate impacts (including a community survey featuring qualitative and quantitative questions, comparative studies, desktop research – review of recent regional/local plans, visual survey and mapping, and stakeholder meetings)
- identified preliminary mitigation / enhancement measures.

Level of assessment and data requirements

Outcomes of the SIA scoping process helped identify that a detailed level of assessment was required to evaluate the significance of the project's social impacts. A detailed level of assessment is required when it is likely that significant social impacts, including cumulative impacts would be experienced by directly affected people and communities within the social locality.

This level of assessment requires primary and secondary data, including broad consultation and targeted research with people likely to be directly affected by the project, to investigate social impacts.

Section 2.3.5.2 details community and stakeholder engagement undertaken to date, and Section 2.4 provides a summary of primary and secondary data used for this SIA.

This process enabled this SIA to identify potential project design refinements (see Section 7), while providing the evidence-based approach necessary to apply potential mitigation, management, and enhancement measures (see Section 11).

2.3.2 Social locality definition and preferred project alignment

The social locality has been defined in accordance with the SIA Guideline and comprises seven precincts that are most likely to be directly impacted during both construction and operation of the project. Precincts include Camellia, Rydalmere East, Ermington, Melrose Park, Wentworth Point, Sydney Olympic Park, and Carter Street.

Defining the social locality was informed by:

- the scale and nature of the project
- people and communities that may be affected including vulnerable groups and marginalised populations
- urban form, suburbs boundaries, land use and natural features of the landscape
- social-economic attributes of existing communities
- previous studies prepared for Parramatta Light Rail Stages 1 and 2.

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The project site (which refers to the area that would be directly disturbed by construction of the project) intersects multiple suburbs in the social locality, each with distinctive character, urban form, residential populations, and community infrastructure to support their social needs. Suburb boundaries are not the same as the nominated precinct boundaries, as some precincts include parts of multiple suburbs, for example Camellia precinct includes parts of Camellia and Rosehill, and Carter Street precinct includes parts of Lidcombe and Sydney Olympic Park.

As described in Section 1.2, construction of the project would extend from the Camellia to Carter Street precinct, however, during operation, shared running with Parramatta Light Rail Stage 1 would occur between Camellia and the Parramatta CBD (as shown in Figure 1-1). It is also noted the part of the project would be constructed in the Parramatta CBD (the Macquarie Street turnback facility) and would operate through the suburb of Parramatta. The suburb of Parramatta has been considered in the assessment of potential impacts and included in the social locality at a high level, but has not been profiled in the social baseline as part of the social locality for the SIA. It is considered that potentially affected communities in this suburb have been captured as part of the overall profile for Parramatta Local Government Areas (LGA) in this SIA, as well as the SIA for Parramatta Light Rail Stage 1.

The project's potential social impacts and benefits are anticipated to extend beyond the defined precinct boundaries; therefore the City of Parramatta LGA has also been considered in the social baseline with respect to population and housing, vulnerability, and socio-economic disadvantage. While broader communities in Western Sydney and Greater Sydney are also expected to experience social benefits from the project, these areas have not been profiled or included in the social locality, as the baseline conditions of these areas are not expected to change as a result of the project.

The social locality for assessment of the project is shown in the following figures:

- Figure 2-1 – shows the preferred route alignment in relation to the seven precincts which form the social locality defined for this SIA
- Figure 2-2 – shows areas of intensity for potential social impacts, including areas of low, moderate and high impact.

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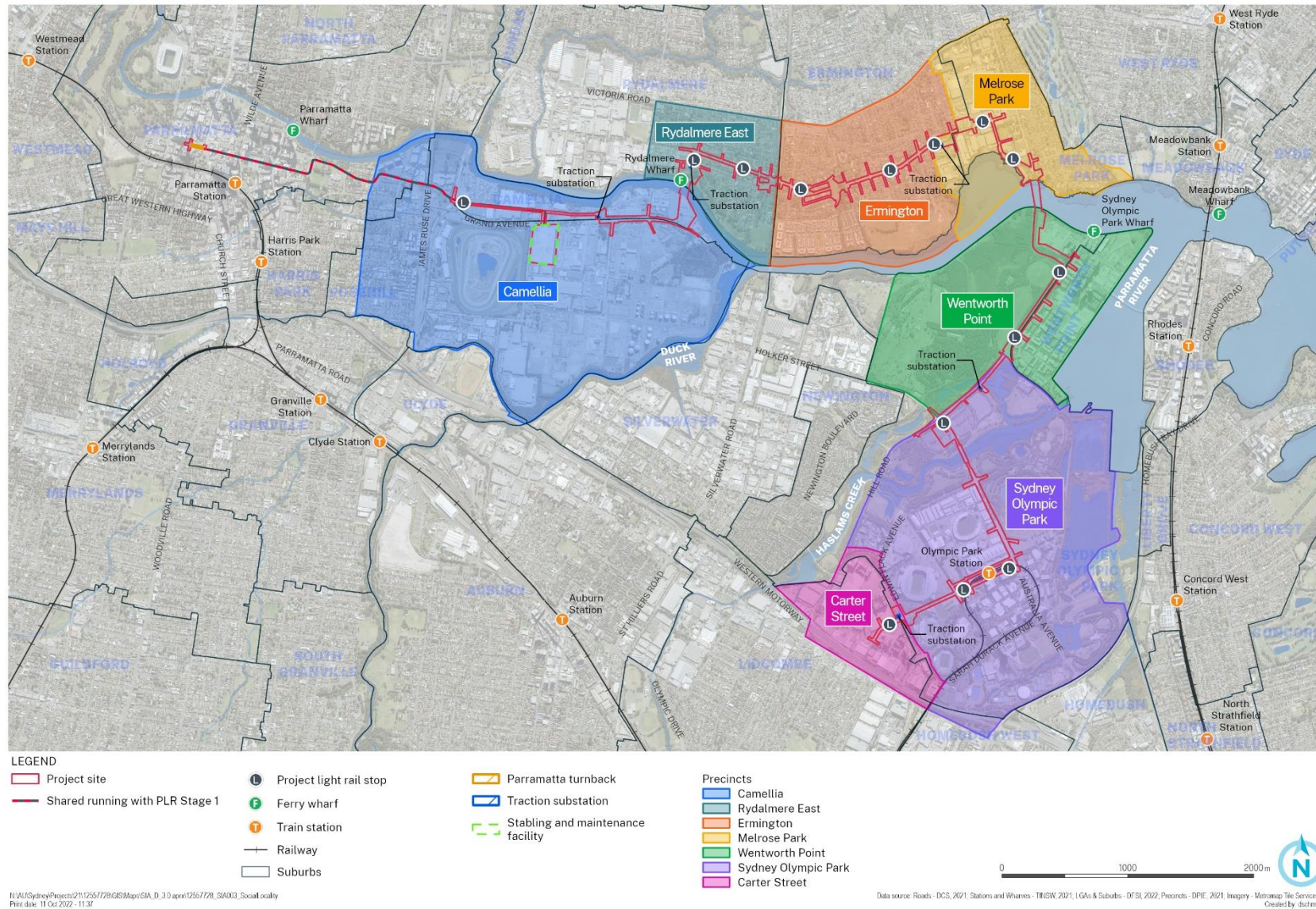


Figure 2-1 Stage 2 preferred route alignment and social locality

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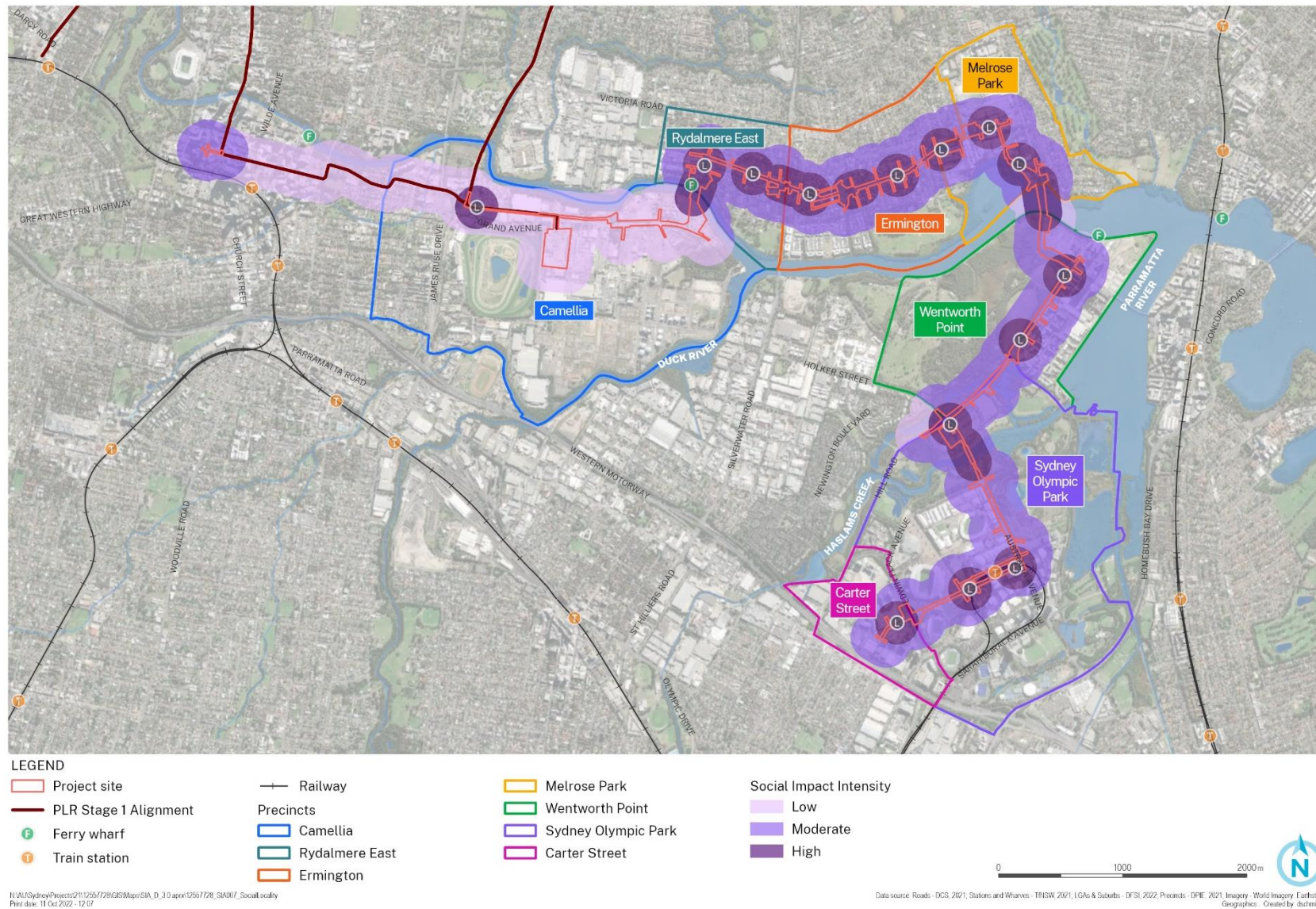


Figure 2-2 Social impact intensity within the social locality

2.3.3 Literature review

Local and State Government strategies, policies and plans applicable to the social impact assessment were reviewed to gain insight into community values, aspirations, and local priorities. Where available, community engagement outcome reports for projects within the social locality were reviewed for awareness of local issues and community sentiment.

The review enabled the strategic context and the visions and aspirations for people and places within the social locality, the City of Parramatta LGA, and Western Sydney more broadly, to be understood.

A summary of government-produced documents considered in the preparation of this SIA is provided in Section 2.4 and Section 3.

2.3.4 Social baseline

This stage involved describing the existing social characteristics, values, and conditions of the social locality. Community profiles for the seven precincts were developed to gain an appreciation of the diversity, dynamics, and social constructs within the social locality, in addition to the City of Parramatta LGA for regional content. This provided a baseline from which potential impacts of the project could be identified and assessed.

The nominated social locality precinct boundaries do not directly correlate to Australian Bureau of Statistics (ABS) suburb boundaries. To improve accuracy of the community profiles, identify areas of disadvantage or vulnerability where some residents are more affected than others, and to recognise similarities and differences between the precincts, Statistical Area level 1 (SA1) Census collection districts have been used to create unique data sets representative to each precinct. SA1s are designed to maximise the geographic detail available for ABS Census of Population and Housing data, and generally have a population of 200 – 800 people. Suburb boundaries have not been used as they do not directly align with precinct boundaries, and gazetted suburbs in urban areas usually consist of one or more SA1.

SA1 locations used for the assessment are provided in Appendix C.

Where a locality is on the edge of an SA1 boundary or extends across more than one SA1 boundary, data for relevant agglomerations of SA1s has been used to prepare representative community profiles.

The following activities enabled the social baseline to be developed for each precinct:

- analysis of ABS Census data (2016) to prepare community profiles¹
- analysis of ABS Socio-Economic Indexes for Areas (SEIFA) Index of Relative Socio-Economic Disadvantage (IRSD) data to identify relative disadvantage
- analysis of Bureau of Crime Statistics and Research (BOCSAR) crime statistics and five-year trend data
- survey and mapping of existing community infrastructure and facilities
- desktop review of a range of documents and data sources to inform the context and understanding of the social locality characteristics – including local amenity and character, community values and concerns.

2.3.4.1 Indicators of vulnerability

The SIA Guideline emphasises the importance of identifying vulnerable or marginalised groups within the social locality. This is to ensure the assessment recognises and responds to the positive and negative impacts that may be perceived or experienced by different people and communities both during construction and once the project is operational. Indicators used in the social baseline to identify vulnerable or marginalised people and places within the project's social locality are listed in Table 2-2. The social baseline is provided in Section 5.

¹The SIA and EIS are based on 2016 Census data, as the baseline data was analysed and reported in this SIA before the first round of 2021 Census data was released in June 2022.

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Table 2-2 Indicators of vulnerability

Category	Indicator	Data
Cultural diversity	Country of birth	% Country of birth / born overseas
	Proficiency in English	% People speak English not well, or not at all
Housing and households	Social / community housing tenancy	% People renting – social housing
	Low-income households	% Households with income below \$650 per week
	Lone person households	% Lone person households
Housing stability / Transience	Lived at different address 1 year ago	% Different address to 1 year ago
	Lived at different address 5 years ago	% Different address to 5 years ago
Disability support	Need for assistance (disability)	% People in need for assistance
Identity	First Nations Australians	% People of Aboriginal or Torres Strait Islander origin
	Very young persons	% People aged 0 – 4 years
	Older persons	% People aged 65+ years
Socio-economic disadvantage	Unemployment rate	% People aged 15 years+ looking for work
	Education	% People who left school in Year 9 or below
	Vehicle ownership	% Dwellings with no vehicle
	SEIFA Index of Relative Socio-Economic Disadvantage (IRSD)	IRSD Score, decile and percentile

2.3.4.2 Distributive equity

Distributive equity considers how different groups will experience social impacts differently. This relates to vulnerable and marginalised groups, future generations compared with current generations, and differences between different gender, age, and cultural groups. The assessment of social impacts and benefits in sections 8 and 9 consider how different sectors of the community may experience impacts differently.

2.3.5 Community and stakeholder consultation

This SIA has been informed by community and stakeholder consultation activities carried out directly by the SIA team, or by Transport and other technical consultants to inform EIS technical papers. These activities are discussed below.

2.3.5.1 Primary research

The SIA team led or participated in several consultation activities to directly inform this SIA, discussed further in Section 4. These activities are summarised below.

Social impact and outcomes survey

A social impact and outcomes survey targeted at the broader community was carried out between 24 November 2021 and 28 January 2022. The online survey was hosted on the Transport for NSW Parramatta Light Rail website and was actively promoted on Transport for NSW social media pages and by the City of Parramatta Council and Sydney Olympic Park Business Association. The survey's target audience was the broader community, however, survey responses highlighted people and places that would potentially be directly or indirectly impacted by the project.

The survey objectives were to:

- identify areas of interest for respondents and their connection to place
- understand community sentiment toward the project and the reason for this
- understand community concerns around construction impacts and preferred mitigation measures
- determine community attitudes for operational impacts and outcomes to be enhanced

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- understand what impacts construction and operation may have on the participant's way of life
- uncover participants' aspirations for the future of the area over the next 10 years
- current and future patterns of use of public transport in the area.

A total of 885 participants commenced the survey, with 564 surveys completed in full. An overview of survey findings is provided in Section 4, and the full survey report is provided in Appendix D. The findings of the survey have informed the identification of potential social impacts and benefits discussed in Sections 8 and 9, and recommended mitigation measures discussed in Section 11.

Key stakeholder meetings

Briefings were held with the Greater Parramatta Group (GPG) and the Transport for NSW Accessible Transport Advisory Committee (ATAC) during early stages of this assessment. Members were provided with an overview of the SIA Guideline, and encouraged to share feedback on any potential issues, as well as lessons learned from Parramatta Light Rail Stage 1 that can inform the project. A summary of the stakeholder feedback and where it has been addressed within this report is provided in Section 4.3.2.

2.3.5.2 Review of stakeholder and community engagement outcomes

A range of stakeholder and community engagement activities were carried out for the Parramatta Light Rail Stage 1 and Stage 2 projects. Parramatta Light Rail Stage 1 engagement outcomes were reviewed to understand potential social issues and impacts relevant to this SIA, as well as learnings to inform the management measures recommended in this SIA. Stage 2 engagement outcomes were reviewed to understand stakeholder concerns, potential social impacts that may result from the project, and to inform the development of management measures. These activities are discussed in further detail in Section 4 and summarised below.

Consultation activities prior to Stage 2 EIS

Outcomes from the following engagement activities carried out prior to the preparation of this SIA were reviewed to identify potential social issues and community concerns:

- Parramatta Light Rail Stage 1 engagement activities
- Pre-EIS engagement activities carried out by Transport for NSW including community surveys, community information sessions, and key stakeholder meetings.

Consultation activities during Stage 2 EIS preparation

A range of stakeholder and community engagement activities were carried out to inform the project. The outcomes of these activities have been reviewed and have informed the potential social impact and benefits identified in Sections 8 and 9, and the mitigation measures recommended in Section 11. A summary of these activities is provided below.

- Review of SEARs feedback and recommendations – various NSW Government agencies and other key stakeholders provided feedback on the draft SEARs, at the request of the Department of Planning and Environment. This informed the identification of potential social impacts to be identified. A summary of the SEARs review is outlined in Table 4-3 of this report, including how the SIA has addressed feedback
- Business impact survey – this survey was carried out with a selection of local businesses in February 2022 to inform Technical Paper 8 (Business Impact Assessment). The survey included a range of questions relating to existing access and delivery requirements, and issues and concerns associated with the project. A total of 21 surveys were completed by businesses.
- Have Your Say survey – this online community survey was carried out between 2 May 2022 and 29 July 2022, to simultaneously raise awareness of the project in the local community and seek public feedback on the preferred alignment and proposed light rail stop locations. A total of 1,194 responses were received through the survey, with 86 per cent of respondents either living, working or studying in the project area.

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- Community information sessions and pop ups - 17 sessions in May to June 2022 were visited by over 1,200 community members.
- Consultation to inform EIS technical studies which included the following:
 - a review of outcomes from consultation activities with local stakeholders informed Technical Paper 4 (Preliminary Aboriginal Cultural Heritage Assessment Report). Consultation is ongoing with Aboriginal and Torres Strait Islander stakeholders, including Aboriginal archaeological test investigations, cultural values interviews and assessment, and connecting and designing with Country for the project (discussed in Section 4.3.2.1). These consultation activities will continue through the EIS public exhibition phase. It is expected the outcomes of these consultation activities would further assist in understanding the potential for cultural and spiritual loss that may occur as a result of the project, as well as the potential to enhance positive impacts for Aboriginal and Torres Strait Islander communities. If required, further assessment would be undertaken following public exhibition of the EIS. The outcomes would also inform the Social Impact Management Plan (SIMP) recommended in Section 11.2.
 - a review of responses to a community survey regarding construction hours to inform Technical Paper 3 (Noise and Vibration). This survey was distributed to about 7,000 properties along the project site between 30 September and 14 October 2022, and had 257 responses. The survey sought to understand the community's preference for balancing the proposed primary project working hours with the duration of the construction program and local amenity, and noise mitigation and management measures to reduce potential impacts.

2.3.6 Comparative analysis of linear transport infrastructure projects

Comparative analysis of six transport infrastructure projects was carried out to deepen understanding of the social impacts associated with linear transport projects, as well as the recommended mitigation and management measures. Social impact assessments and supporting documentation for four light rail projects, one road and one rail project were assessed to identify the similarities, differences, and patterns across the projects. The projects which were reviewed are listed in Table 2-3. All projects are located in NSW, with the exception of Canberra Light Rail, which is located in the ACT. Findings of the comparative analysis can be found in Section 7.

Table 2-3 Linear transport infrastructure projects reviewed

Project	Type	Status
Parramatta Light Rail Stage 1	Light Rail	Expected to be operational in 2024
Canberra Light Rail	Light Rail	Commenced operation in 2019
CBD and South East Light Rail	Light Rail	Commenced operation in 2019
Newcastle Light Rail	Light Rail	Commenced operation in 2019
Sydney Metro West - Westmead to the Bays and Sydney CBD	Metro Rail	Work commenced in 2020
The Beaches Link and Gore Hill Freeway Connection	Motorway	Planning approval pending

2.3.7 Review of EIS technical studies

Many of the potential impacts arising from the project have been assessed in the technical studies prepared for this EIS. These include the following papers:

- Technical Paper 1 (Design, Place and Movement) and Landscape and Visual Impact Assessment appendix
- Technical Paper 2 (Transport and Traffic)
- Technical Paper 3 (Noise and Vibration)
- Technical Paper 4 (Preliminary Aboriginal Cultural Heritage Assessment Report)
- Technical Paper 5 (Statement of Heritage Impact – Built Heritage)
- Technical Paper 6 (Historical Archaeological Assessment)

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- Technical Paper 8 (Business Impact Assessment)
- Technical Paper 9 (Biodiversity Development Assessment Report)
- Technical Paper 10 (Hydrology, Flooding and Water Quality Assessment).

In the preparation of this report, the outcomes from these technical studies have been considered where relevant, to understand how the potential impacts, both positive and negative, would affect individuals, households, groups, communities, organisations, and the general public.

2.3.8 Assessment of social impacts and benefits

Identification and assessment of social impacts and benefits that would likely arise during construction and operation was informed by:

- review of scoped impacts in the EIS Scoping Report
- review of stakeholder and community feedback collected during consultation (described in Section 4)
- detailed analysis of survey data collected specifically for this SIA (described in Section 4, with the full survey report provided in Appendix D)
- review of social impacts from similar linear transport infrastructure projects (described in Section 6)
- consideration of Parramatta Light Rail Stage 1 social impacts (described in sections 4, 6, 7 and 11)
- review of EIS technical studies
- the SIA Guideline and Scoping Worksheet.

The social impact significance matrix was used to evaluate the significance of each identified impact and benefit based on its duration, extent, and sensitivity of impact 'receivers'. This was conducted according to the approach outlined in the SIA Guideline *Technical Supplement* (Department of Planning, Industry and Environment, 2021b) and discussed below.

The social impact significance matrix shown in Table 2-4 allows for the significance of a potential impact to be assessed by comparing the magnitude of impact against the likelihood of the impact occurring.

Table 2-4 Social impact significance matrix

		Magnitude level				
		1	2	3	4	5
Likelihood level		Minimal	Minor	Moderate	Major	Transformational
A	Almost certain	Low	Medium	High	Very high	Very high
B	Likely	Low	Medium	High	High	Very high
C	Possible	Low	Medium	Medium	High	High
D	Unlikely	Low	Low	Medium	Medium	High
E	Very unlikely	Low	Low	Low	Medium	Medium

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The dimensions of social impact magnitude shown in Table 2-5 are used to consider the extent of people affected, the duration of impacts, the intensity or scale of impacts, the sensitivity of those affected, and their level of concern or interest.

Table 2-5 Dimensions of social impact magnitude

Dimensions		Details needed to enable assessment
Magnitude	Extent	Who specifically is expected to be affected (directly, indirectly, and/or cumulatively), including any vulnerable people? Which location(s) and people are affected? (e.g. near neighbours, local, regional, future generations).
	Duration	When is the social impact expected to occur? Will it be time-limited (e.g. over particular project phases) or permanent?
	Severity or scale	What is the likely scale or degree of change? (e.g. mild, moderate, severe).
	Intensity or importance	How sensitive/vulnerable (or how adaptable/resilient) are affected people to the impact, or (for positive impacts) how important is it to them? This might depend on the value they attach to the matter; whether it is rare/unique or replaceable; the extent to which it is tied to their identity; and their capacity to cope with or adapt to change.
	Level of concern / interest	How concerned/interested are people? Sometimes, concerns may be disproportionate to findings from technical assessments of likelihood, duration and/or intensity.

Table 2-6 describes the magnitude levels for social impacts.

Table 2-6 Defining magnitude levels of social impacts

Magnitude level	Description
Transformational	Substantial change experienced in community wellbeing, livelihood, infrastructure, services, health and/or heritage values; permanent displacement or addition of at least 20% of a community.
Major	Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time, or affecting many people in a widespread area.
Moderate	Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.
Minor	Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Minimal	Little noticeable change experienced by people in the locality.

The likelihood scale shown in Table 2-7 outlines the likelihood of a potential impact occurring throughout the project lifecycle.

Table 2-7 Defining likelihood levels of social impacts

Likelihood level	Description
Almost certain	Definite or almost definitely expected (for example, has happened on similar projects)
Likely	High probability
Possible	Medium probability
Unlikely	Low probability
Very unlikely	Improbable or remote probability

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Sections 8 and 9 present the assessment of potential positive and negative social impacts. The assessment of social impacts identifies the categories from the SIA Guideline (refer to Table 2-1) which are relevant to each impact. It should be noted that the assessment does not identify and assess impacts to culture. This is due to the following:

- Impacts to Aboriginal culture have not yet been able to be confirmed, as consultation with Aboriginal stakeholders is ongoing (discussed in Section 4.3.2.1). It is expected the outcomes of consultation with Aboriginal stakeholders would assist with understanding the potential for cultural and spiritual loss that may occur as a result of the project, as well as the potential to enhance positive impacts for Aboriginal and Torres Strait Islander communities.
- Impacts to non-Aboriginal culture have not been identified during the preparation of this SIA.

If required, further assessment following public exhibition of the EIS would be undertaken to consider impacts to Aboriginal and non-Aboriginal culture, and recommend appropriate mitigation measures, which would be outlined in the recommended Social Impact Management Plan (refer to Section 11.2).

2.3.9 Identify cumulative impacts

Identification and assessment of potential cumulative impacts to communities resulting from other major transport and construction/ urban renewal projects occurring in proximity to the project have been identified. Communities, and stakeholders and the way they may be affected in the longer term have also been considered.

The assessment of cumulative impacts is provided in Section 10.

2.3.10 Develop social impact mitigation strategies

Appropriate mitigation measures and management strategies were identified as an outcome of the assessment of potential impacts and benefits, including the significance of these impacts and benefits.

The development of mitigation measures was also informed by lessons learnt from the implementation of mitigation measures during Parramatta Light Rail Stage 1, which is currently under construction.

Recommendations to enhance positive impacts, mitigate negative impacts and monitor ongoing impacts have also been informed by similar linear infrastructure projects (discussed in Section 6), and the outcomes of relevant technical reports prepared for the EIS.

Mitigation measures and management strategies for the project are provided in Section 11.

2.4 Data sources

This SIA has been informed by primary and secondary data to gain deeper insights on the social locality's contextual setting, socio-economic characteristics, community values and local features in addition to social impacts arising from comparable projects.

Primary and secondary data sources include data collected specifically for this SIA and data collected during early engagement with key stakeholders and the community. SIA-specific primary data sources are listed in Table 2-8, pre-SIA primary data sources are listed in Table 2-9 and secondary data sources are listed in Table 2-10.

Table 2-8 SIA-specific primary data sources

SIA-specific primary data sources	
Social impacts	<ul style="list-style-type: none">• Social impact and outcomes survey between November 2021 and January 2022• Meeting with Greater Parramatta Group• Meeting with the Accessible Transport Advisory Committee• Discussions with Transport for NSW Community and Place team members
Demographics	<ul style="list-style-type: none">• Census of Population and Housing (Australian Bureau of Statistics) (ABS)

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SIA-specific primary data sources	
	<ul style="list-style-type: none"> Socio-economic Indices for Areas (SEIFA) Statistical Area Level 1 (SA1) demographic data for social locality
Community infrastructure	<ul style="list-style-type: none"> Google Earth – survey and mapping Six Maps – survey and mapping
Local crime rates	<ul style="list-style-type: none"> Crime statistics – Bureau of Crime Statistics and Research (BOCSAR)
Broader project impacts/benefits	<ul style="list-style-type: none"> Business survey in February 2022 Have Your Say survey in May-July 2022 17 community pop up sessions in May-June 2022 30,000 community notifications in May 2022 Discussions with technical report authors Discussions with EIS authors, Transport for NSW project team, engineers, and urban designers

Table 2-9 Pre-SIA primary data sources

Pre-SIA primary data sources	
Social impacts	<ul style="list-style-type: none"> Discussions with Community and Stakeholder Reference Group members Face-to-face conversations at community information sessions and 20 pop up sessions in 2018 Working groups with key stakeholders 2018 online community survey findings One-on-one meetings with major landholders Discussions with the Greater Parramatta Group
Broader project impacts/benefits	
Community sentiment	
Stakeholder concerns	

Table 2-10 Secondary data sources

Secondary data sources	
Local government strategies and plans	<ul style="list-style-type: none"> <i>Disability Inclusion Action Plan 2017 – 2021</i> (City of Parramatta, 2017) <i>Employment Lands Strategy</i> (City of Parramatta, 2016) <i>Employment Lands Strategy – Review and Update</i> (City of Parramatta, 2020) <i>Parramatta 2038 Community Strategic Plan</i> (City of Parramatta, 2018) <i>Environmental Sustainability Strategy</i> (City of Parramatta, 2017) <i>Socially Sustainable Parramatta Framework - Sharing the Opportunities of Growth for All</i> (City of Parramatta, 2017) <i>Community Infrastructure Strategy</i> (City of Parramatta, 2020) <i>Parramatta Ways Walking Strategy</i> (City of Parramatta, 2017) <i>Culture and Our City: A Cultural Plan for Parramatta's CBD 2017-2022</i> (City of Parramatta, 2017)
Precinct specific strategies and plans	<ul style="list-style-type: none"> <i>Camellia-Rosehill Place Strategy</i> (City of Parramatta, 2021) <i>Camellia Town Centre Master Plan</i> (City of Parramatta, 2018) <i>Melrose Park Southern Precinct Structure Plan</i> (City of Parramatta, 2019) <i>Melrose Park North Planning Proposal</i> (PAYCE, 2016) <i>Wentworth Point Urban Activation Precinct</i> (Ethos Urban, 2019) <i>Sydney Olympic Park Master Plan 2030</i> (SOPA, 2018) <i>Carter Street Precinct Master Plan</i> (City of Parramatta, 2020)
Comparable linear transport projects – SIAs and supporting documents	<ul style="list-style-type: none"> <i>Parramatta Light Rail Stage 1 Social Impact Assessment</i> (Jacobs, 2017)

Secondary data sources	
	<ul style="list-style-type: none"> • <i>Parramatta Light Rail Stage 1 Submissions Report incorporating Preferred Infrastructure Report</i> (Transport for NSW, 2018) • <i>Canberra Light Rail Social and Economic Impact Assessment</i> (SGS Economics, 2016) • <i>Newcastle Light Rail Socio-economic Impact Assessment</i> (GHD, 2016) • <i>Beaches Link and Gore Hill Freeway Connection Technical working paper: Socio-economic Assessment</i> (Jacobs, 2020) • <i>Sydney Metro West (Westmead to the Bays and Sydney CBD, Technical Paper 6 Social impact assessment</i> (Ethos Urban, 2020) • <i>CBD and South East Light Rail Environmental Impact Statement, Technical Paper 3: Social Impact Assessment</i> (Elton Consulting, 2013)

2.5 Assumptions and limitations

This SIA has been based on available information at the time of writing. Assumptions made in the preparation of this SIA, and limitations are noted in Table 2-11.

Table 2-11 Assumptions and limitations

Social baseline study data	
Assumptions	<ul style="list-style-type: none"> • Socio-economic data for each precinct social locality generally reflects the community demographic profile. • Potential social impacts to communities and stakeholders have been identified using the most up to date data available at the time this SIA was prepared.
Limitations	<ul style="list-style-type: none"> • The SIA relies on 2016 Census data, as the baseline data was analysed and reported in this SIA before the first round of 2021 Census data was released in June 2022. • Considerable growth and development has occurred in and around the social locality since 2016, though demographic trends have been maintained in Camellia, Rydalmere East, Ermington and Melrose Park precincts. The Social Impact Management Plan (SIMP) recommended in Section 11.2 would include an update of the SIA baseline with 2021 data. • Demographic analysis for each precinct has used SA1-level boundaries and statistics. SA1s were assigned based on the proportion of the SA1 area which lies within a precinct boundary. This means an individual SA1 may contribute to totals for multiple precincts if the area overlaps with the area for multiple precincts.
Consultation	
Assumption	<ul style="list-style-type: none"> • Outcomes of the stakeholder and community consultation and engagement undertaken to date generally reflect community views.
Limitations	<ul style="list-style-type: none"> • The sensitive nature of the project has limited opportunities for targeted consultation to be carried out. Direct engagement with the following vulnerable and/or sensitive stakeholder groups has not yet been undertaken which is important to understand how they might experience impacts differently to other sectors of the community: <ul style="list-style-type: none"> ○ owners of properties identified for partial or full acquisition ○ residents of properties where access would be significantly impacted / altered ○ social and community housing tenants in the Ermington and Rydalmere East precincts ○ regular users of Ken Newman Park, including local residents and organised sporting groups • These groups are recommended for targeted engagement by Transport for NSW during public exhibition of the EIS.

3 LEGISLATION AND SOCIAL POLICY REVIEW

A review of legislation, social plans, and policies relevant to the social locality was carried out in the preparation of this SIA. The review provided insight into place-based visions, goals, priorities and principles and community values and aspirations to be identified.

The social locality is mostly contained within the City of Parramatta LGA and a small part waterfront land in Melrose Park is in the City of Ryde LGA, therefore documents reviewed have mainly been produced by the City of Parramatta Council.

3.1 Legislation, social planning, and policy documents

Legislation and documents reviewed and their relevance to this SIA are provided in Table 3-1.

Table 3-1 Summary of the legislation, social planning, and policy documents

Document	Relevance to this SIA
Commonwealth Government	
Disability Discrimination Act 1992	<p>The <i>Disability Discrimination Act 1992</i> (DDA) provides protection against discrimination based on disability. The DDA requires places used by the public to be accessible to people with a disability. This includes places such as public footpaths and walkways; public transport; public buildings (for example, libraries, sporting venues, shops and government offices); and parks, public swimming pools and pedestrian malls. The DDA applies to both existing places as well as places under construction.</p> <p>Light rail stops and pedestrian accesses provided by the project would be designed to comply with the requirements of the DDA. During construction, temporary access changes required to public areas and facilities would also need to consider the needs of people with disability.</p>
Disability Standards for Accessible Public Transport 2002	<p>The <i>Disability Standards for Accessible Public Transport 2002</i> establishes minimum accessibility requirements to be met by providers and operators of public transport conveyances, infrastructure and premises. The Standards set out requirements relating to a broad range of issues, including access paths, manoeuvring areas, boarding devices, allocated spaces, and signage.</p> <p>All new public transport premises, infrastructure and conveyances brought into use for public transport service following the commencement of the Standards must comply with the specified sections of the Standards. The project would be designed to be compliant with the requirements of the Standards.</p>
NSW Government	
Greater Sydney Region Plan – A Metropolis of Three Cities (Greater Sydney Commission, 2018)	<p>The <i>Greater Sydney Region Plan A Metropolis of Three Cities</i> (Greater Sydney Commission, 2018a) sets a 40-year vision (to 2056) and establishes a 20-year plan to manage Greater Sydney's growth and change. <i>A Metropolis of Three Cities</i> is built on a vision for growing Greater Sydney based on a metropolis of three cities – the Western Parkland City, Central River City and Eastern Harbour City – where most residents live within 30 minutes of jobs, education, health facilities, and other services. The Central River City is centred around Parramatta. The integration of land use, transport and infrastructure, across all tiers of government and state agencies is at its core. An integrated approach is key to realising the vision of a region with three cities, where public or active transport provides the community with access to jobs, education and services within 30 minutes, seven days a week. The vision of a '30-minute city' is to increase quality of life and liveability for the people of Greater Sydney.</p> <p>The project would ensure people and places in Sydney's Central River City, as defined by <i>A Metropolis of Three Cities</i>, are connected by an effective, integrated transport network, which is fundamental to supporting growth – providing access to jobs, housing, education, recreation activities and business interactions.</p>
Central City District Plan (Greater Sydney Commission, 2018)	<p>The <i>Central City District Plan</i> is the central and major component of A Metropolis of Three Cities' Central River City. The plan states that:</p> <ul style="list-style-type: none"> the Central City District will be the fastest growing district over the next 20 years, with an overall population growth of around 550,500 and demand for an additional 207,500 dwellings the focus of growth will be on well-connected walkable places that build on local strengths and deliver quality public places

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Document	Relevance to this SIA
	<ul style="list-style-type: none"> the demand for additional homes will need to be provided through urban renewal, land release and infill development – particularly in the GPOP area. <p>The plan notes that urban renewal of Greater Parramatta will be transformative, capitalising on its location close to the geographic centre of Greater Sydney, and radial connections to Macquarie Park, the Harbour CBD, Bankstown, Liverpool, Western Sydney Airport and Blacktown.</p> <p>The project is consistent with these priorities as it would increase the number of dwellings living within 30 minutes of strategic centres by public transport. It would support the growth of Greater Parramatta and GPOP economic corridor and enable the planning of identified growth areas to be integrated with the provision of necessary infrastructure. The project would connect the strategic centre of Sydney Olympic Park with Greater Parramatta – the Central City District’s metropolitan centre.</p>
<p>Greater Parramatta and Olympic Peninsula Vision (Greater Sydney Commission, 2016)</p> <p>GPOP Place-based Infrastructure Compact (PIC)</p>	<p>The vision for the Greater Parramatta and Olympic Peninsula (GPOP) is defined in several strategic plans including the <i>Central City District Plan</i> and the <i>Greater Sydney Region Plan – A Metropolis of Three Cities</i>. At the core of each plan and central to the vision for the GPOP is the integration of land use, transport, and infrastructure.</p> <p>This would support GPOP’s development as a liveable, productive, and connected area. The project would be a significant contributor to realising the vision outlined in the GPOP <i>Place-based Infrastructure Compact (PIC)</i>, in particular for the ‘Next Generation Living from Camellia to Carlingford’, as it will help stimulate investment and renewal in this quadrant through the provision of greater amenity and accessibility. The Parramatta Light Rail Stage 2 network is considered central to the GPOP vision and will help meet the current challenges by providing a connecting spine through the GPOP and enabling more connected and liveable communities.</p>
<p>Future Transport 2056 (Transport for NSW, 2018)</p>	<p><i>Future Transport 2056</i> was a suite of strategies and plans for transport and has been developed in conjunction with <i>A Metropolis of Three Cities</i>, its supporting district plans and the <i>State Infrastructure Strategy</i>. <i>Future Transport 2056</i> was in place during development of the project.</p> <p><i>Future Transport 2056</i> provides an integrated 40-year vision, directions and outcomes for transport in NSW, with infrastructure and services underpinning the delivery of these directions across the state. The strategy focuses on the role of transport in delivering movement and place outcomes that support the character of places and communities for the future.</p> <p>The project aligns with this strategy as it is located within the Central River City, anchored by Greater Parramatta. This project is identified as one of the committed new infrastructure initiatives (to be implemented within 10 years) that will serve as city-shaping public transport projects that improve connections and support urban renewal for Greater Parramatta. This project was committed as part of the NSW Government’s large infrastructure program over the next four years.</p>
<p>Building Momentum: State Infrastructure Strategy 2018 – 2038 (Infrastructure NSW, 2018)</p>	<p><i>Building Momentum: State Infrastructure Strategy 2018 - 2038</i> (Infrastructure NSW, 2018) (State Infrastructure Strategy) was in place during development of the project.</p> <p>The State Infrastructure Strategy sets out the NSW Government’s infrastructure vision for the state, and establishes the strategic directions, projects, and initiatives to meet the State’s infrastructure needs. The strategy is underpinned by the <i>Future Transport Strategy 2056</i> and <i>A Metropolis of Three Cities</i>.</p> <p>The State Infrastructure Strategy recognises that different parts of NSW face different opportunities and needs and sets geographic directions for infrastructure planning, investment, and policy. The strategy recognises that the NSW Government has set a new vision for growing Greater Sydney based on <i>A Metropolis of Three Cities</i>. It endorses the concept of the three cities as the foundation for Greater Sydney’s future land use and infrastructure development.</p> <p>The strategy recognises the importance of the timely provision of infrastructure, which is responsive to growth and development needs and is integrated with land use planning and development.</p>
<p>Older Persons Transport and Mobility Plan 2018-2022 (Transport for NSW, 2018b)</p>	<p>A core objective of the <i>Future Transport 2056</i> is access for all. The <i>Older Persons Transport and Mobility Plan 2018-2022</i> developed by Transport for NSW is one of a series of social inclusion plans that will achieve this objective.</p> <p>Six principles guide Transport for NSW’s approach to service provision. These principles are also aligned with the SIA principles of adaptive and inclusive, and detail on this is included below:</p>

Document	Relevance to this SIA
	<ul style="list-style-type: none"> • convenient and responsive to customer needs: older customers need to receive timely information and have greater assistance to access services. This would be through inclusive design of the transport experience throughout the project. • accessible to all customers: creation of accessible pedestrian infrastructure. The project will aim to design inclusively and ensure older customers can physically access light rail stops and off-peak travel. • whole of journey accessibility: integration of multi-modal transport systems. The project will align to this principle through barrier free access to the pedestrian environment around stops and to different modes of transport. • reduction in transport disadvantage: reducing disadvantage older customers face through poor access, low income or concerns for personal safety. The project aims to keep these areas top of mind through safety on board and geographically locating the alignment near affordable housing. • development of partnerships: this refers to collaboration with councils and community organisation. The project recognises how strong partnerships will enable facilitating transport solutions for the older people in the community and will incorporate partnerships in planning. • innovative solutions to accessibility: monitoring opportunities to harness new tools and technologies to assist with all of our customers. The project will look to harness and incorporate new technologies that improve experiences for older persons.
<p>Future Transport Strategy (Transport for NSW, 2022)</p>	<p>The <i>Future Transport Strategy</i> (Transport for NSW, 2022) was released in September 2022 and replaces <i>Future Transport 2056</i>. The <i>Future Transport Strategy</i> sets the strategic direction for Transport for NSW to achieve world-leading mobility for customers, communities and businesses.</p> <p>The <i>Future Transport Strategy</i> is aligned with the work by the (now) Greater Cities Commission to develop a new regional plan for the ‘Six Cities Region’, encompassing the Lower Hunter and Greater Newcastle City, Central Coast City, Illawarra-Shoalhaven City, Western Parkland City, Central River City and Eastern Harbour City. The strategy recognises that transport will be integral to achieving the NSW Government’s vision for the Six Cities Region.</p> <p>The <i>Future Transport Strategy</i> provides the direction for Transport in NSW based on three outcomes:</p> <ul style="list-style-type: none"> • connecting our customers’ whole lives • successful places for communities • enabling economic activity.
<p>Staying Ahead: State Infrastructure Strategy 2022-2042 (Infrastructure NSW, 2022)</p>	<p><i>Staying Ahead: State Infrastructure Strategy 2022-2042</i> (Infrastructure NSW, 2022a) (State Infrastructure Strategy 2022-2042) was released in May 2022. The strategy sets out Infrastructure NSW’s advice to the NSW Government on the infrastructure needs and priorities of the State for the next 20 years, and beyond.</p> <p>The <i>State Infrastructure Strategy 2022-2042</i> is framed around nine long-term objectives that are expected to inform NSW Government decision making in the coming years. These objectives link to the Government’s policy and reform priorities, including through supporting the competitiveness of NSW’s industries, quality of life through high quality services, the State’s resilience, and the transition to a net zero economy.</p> <p>The <i>State Infrastructure Strategy 2022-2042</i> recognises the role that infrastructure investment will continue to plan in the future development of Greater Sydney, including the Central River City – noting that the accessibility and liveability of the Central River City will be improved by enhancing radial transport links, growing its economic catchment, and supporting its attractiveness as a centre for economic, jobs, and housing growth.</p> <p>With regard to infrastructure, land use and service planning, the strategy recognises that while the NSW has made progress in taking a place-based approach to integrated planning, there remain significant opportunities to refine, formalise and embed the practice more broadly. This includes better coordinating prioritisation and sequencing of infrastructure and precinct delivery, in line with growth between and within identified new development areas and precincts. The strategy recognises the successful delivery of the Place-based Infrastructure Compact model pilot for GOP (described in section B-3).</p> <p>In line with this, the strategy recognises the importance of prioritising and sequencing investments in priority precincts in Greater Sydney, including the delivery of outcomes for GOP and the Central River City.</p>

Document	Relevance to this SIA
Local government – City of Parramatta Council	
<p>Parramatta 2038 Community Strategic Plan (City of Parramatta, 2018)</p>	<p>The Strategic Plan outlines future infrastructure projects including Parramatta Light Rail, noting light rail as a key catalyst for current and employment zones. The vision for Parramatta is to be “Sydney’s central city, sustainable, liveable and productive – inspired by our communities”.</p> <p>In order to achieve this vision six long term community goals have been developed. The most relevant goals to the project are ‘Fair’, ‘Accessible’, ‘Welcoming’ and ‘Thriving’.</p> <ul style="list-style-type: none"> • Fair–The goal is that all people can benefit from opportunities afforded across the LGA and are able to participate in decision that affect them. This speaks to the SIA principle of ‘distributive equity’ and decision making. • Accessible –The goal is that people can get to where they want to go. This means that there are a variety of options that enable seamless transportation between places reducing time and stress associated with commuting. • Welcoming – The goal is that culture and diversity (past, present and future) is celebrated. This relates to consideration of Aboriginal and non-Aboriginal culture including shared beliefs, customs and values. • Thriving – The goal is that there is benefit from having a thriving CBD and local centres. This ensures that there is investment in the city that will support the growth of local businesses and deliver vibrant attractive and safe centres.
<p>Community Infrastructure Strategy (City of Parramatta, 2020c)</p>	<p>The City of Parramatta <i>Community Infrastructure Strategy</i> identifies and assesses existing community infrastructure in the City of Parramatta LGA. It identifies challenges facing the Council in providing quality community infrastructure and key opportunities.</p> <p>The Parramatta Light Rail network (stages 1 and 2) will help support the City of Parramatta to overcome the challenges that rapid population growth over the next 20 years will present. It will help to address the rising demand for transport services, improve connection for residents and workers in high growth areas to access neighbourhoods and job centres.</p> <p>The Strategy also provides directions, challenges and opportunities for 12 high growth areas. Five of the high growth areas are relevant to the SIA as they fall within the social locality including:</p> <ul style="list-style-type: none"> • Camellia town centre • Carter Street precinct • Rydalmere, Ermington and Melrose Park corridor • Sydney Olympic Park Town Centre • Wentworth Point.
<p>Local Strategic Planning Statement (City of Parramatta, 2020d)</p>	<p>The City of Parramatta <i>Local Strategic Planning Statement (LSPS)</i> provides strategic direction on how the City of Parramatta is planning for the next 20 years. The LSPS looks at the role of Parramatta as part of Greater Sydney and seeks to achieve a future which is sustainable, liveable, and productive. The LSPS draws together the needs and aspirations of the community and identifies priorities for jobs, homes, and infrastructure. Parramatta Light Rail Stage 2 is mentioned throughout the document as a key infrastructure project providing jobs, greater connectivity, and diversifying housing.</p> <p>The following key priorities relevant to this project include:</p> <ul style="list-style-type: none"> • Priority 1 – Support job growth in key employment centres to reinforce Greater Parramatta’s role as the Central City. • Priority 3 – Advocate for improved public transport connectivity to Parramatta CBD from the surrounding district including Sydney Olympic Park. • Priority 6 - Support the planning for the Sydney Metro West and Parramatta Light Rail Stage 2 project and advocate for these city-shaping transport links. • Priority 7 - Encourage the design of development in Growth Precincts, Strategic Centres and Local Centres that maximises accessibility to, and safety of, existing and planned public transport services, including heavy rail, light rail, bus and ferry which includes technological innovation and improved liveability, sustainability and place management outcomes. • Priority 10 - Stage planning proposals in Growth Precincts at Parramatta East, Camellia, Melrose Park and Westmead based on the timing of the Sydney Metro West project and Parramatta Light Rail Stage 2.

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Document	Relevance to this SIA
	<ul style="list-style-type: none"> • Priority 35 – Advocate for bringing forward the Sydney Metro West delivery and Parramatta Light Rail Stage 2, with improved walking and cycling access and public spaces to those services. • Priority 45 - Collaborate with State Government to explore retention of employment densities within Camellia adjacent to the new light rail stop.
<p>Employment Lands Strategy (City of Parramatta 2016)</p> <p>Employment Lands Strategy – Review and Update (City of Parramatta 2020)</p>	<p>As the City of Parramatta LGA is the largest economy in Western Sydney, this Strategy (and the review) considers the current employment lands and long-term trends for employment hubs including projections opportunities for growth and any potential relocation or reduction allow for better alignment to transport corridors and arterial roads.</p> <p>The project would act as a key enabler by improving accessibility for workers to access employment hubs. The identified key employment precincts including the Rydalmere, Melrose Park and Camellia precincts are undergoing change and restructuring key industries and the increased accessibility through transport will help to achieve this change.</p> <p>Of the eleven actions outlined in the Strategy, the two most pertinent to the project are:</p> <ul style="list-style-type: none"> • Action 1 – protect strategically important employment land precincts. This action supports delivery of Parramatta Light Rail Stage 2 providing links to the significant employment lands of Camellia and Rydalmere, and protecting and retaining Parramatta CBD. • Action 6 – prepare structure plans for key employment precincts which are undergoing economic change. For the areas of Camellia, Rosehill and Rydalmere, supporting delivery of Parramatta Light Rail Stage 2 will connect communities to key industries in these locations and support increased employment densities.
<p>Environmental Sustainability Strategy (City of Parramatta, 2017d)</p>	<p>The Strategy sets out the vision and actions the City of Parramatta Council will implement to ensure that the LGA grows economically, while also creating vibrant, smart, resilient neighbourhoods, and great places to play. The strategy focuses on four key themes, with the most relevant to the SIA being ‘Connected and Resilient Communities’.</p> <p>A focus area of these themes is ‘sustainable transport’. The Strategy recognises that one of the greatest challenges facing the LGA is the growing need for transport options. The Strategy outlines the need to keep ‘connected as the city grows so that people can get where they need to, when they need to’.</p> <p>The importance of ensuring that active transport connects to light rail and that high quality amenity is provided for user comfort is discussed.</p> <p>The benefits of sustainable transport options include overcoming geographic dispersion while improving health, increasing equity through increased low-cost travel options, reducing congestion, heat from car exhausts and carbon emissions.</p>
<p>Culture and Our City: A Cultural Plan for Parramatta’s CBD 2017-2022 (City of Parramatta, 2017e)</p>	<p>As the City of Parramatta undergoes unprecedented growth, the Cultural Plan provides the framework to leverage opportunities and manage challenges that such growth brings. The Plan sets the vision for the Parramatta to be a cosmopolitan global city that is rich in diversity and history. The 5-year plan (due for renewal) outlines four strategic goals to recreate a city that is liveable, creative, has a strong sense of place, stimulates prosperity, and celebrates its diverse community. The strategic directions include:</p> <ul style="list-style-type: none"> • recognising the history and significance of the region to Aboriginal peoples. This matches up with the SIA principle of cultural responsiveness. • inclusivity and celebration of the City’s cultural diversity and richness. This aligns with the SIA principle of inclusiveness. • cultural hubs throughout the CBD neighbourhood and precincts and a visually aesthetic built form reflecting community values. This aligns with the SIA principle of distributive equity. • a city that is a magnet for economic success and partnerships - incubating creativity, industry, and new knowledge. This aligns to the SIA principle of action orientation.
<p>Parramatta Night City Framework 2020-2024 (City of Parramatta, 2020e)</p>	<p>The <i>Parramatta Night City Framework 2020-2024</i> sets a vision for a future 24-hour CBD with later trading local and strategic centres, of which Sydney Olympic Park is identified and of key relevance to this project.</p> <p>Transport is a key feature of the Framework, due to the integral importance of transport for economic development, place making, community safety and accessibility. This aligns to the SIA principle of inclusiveness.</p>

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Document	Relevance to this SIA
<p><i>Disability Inclusion Action Plan 2017 - 2021 (City of Parramatta, 2017a)</i></p> <p>Currently under review</p>	<p>This Plan (currently under review) sets out the vision and focus areas to enable the City of Parramatta Council to build a socially sustainable community where all people who live, work and visit the City of Parramatta LGA can share in a positive future.</p> <p>The actions set out in the plan focus on four key areas nominated by people with disability as being of primary importance to them in creating an inclusive community:</p> <ul style="list-style-type: none"> • developing positive community attitudes and behaviours • creating liveable communities • supporting access to meaningful employment • improving access to services through better systems and processes. <p>These actions are aligned with the inclusive and distributive equity principles in the SIA.</p>
<p><i>Parramatta Ways Walking Strategy (City of Parramatta, 2017b)</i></p>	<p>The <i>Parramatta Ways Walking Strategy - Implementing Sydney's Green Grid</i> (City of Parramatta Council, 2017b) is a plan to improve walkability across Parramatta. Walkability is a measure of how pleasant and attractive an area is to walk. Internationally, it is recognised as one of the key aspects that make a city liveable.</p> <p>At the core of the strategy is the street network, the local corridors and footpaths that provide access to shops, schools, open space, transport options and community facilities. Some of the key destinations are also the urban creek and open space trails that form green corridors across Parramatta. Together these streetscapes and green corridors provide an opportunity to create an extensive network, tying together the places people live and work with great places to visit.</p>
<p><i>Socially Sustainable Parramatta Framework - Sharing the Opportunities of Growth for All (City of Parramatta, 2017c)</i></p>	<p>There is significant growth projected for the City of Parramatta LGA. The <i>Socially Sustainable Parramatta Framework</i> identifies specific ways that the opportunities of growth can be shared equitably by everyone in the community.</p> <p>One of the goals of the Framework is to ensure all people can access a job that enables them to live with dignity and security. The project plays a vital role in assisting the City of Parramatta Council in achieving this goal. Key actions relating to the project include:</p> <ul style="list-style-type: none"> • support delivery of Parramatta Light Rail Stage 1 to ensure that active transport connects to light rail stops and that high quality amenity is provided for user comfort. This support is likely to also extend to Stage 2 of the Project. • continue to advocate for major public transport initiatives such as Parramatta Light Rail and Sydney Metro West to connect people with employment and destinations.

4 COMMUNITY AND STAKEHOLDER CONSULTATION

Stakeholder and community engagement forms a central and integral part of the Parramatta Light Rail project. This chapter provides a summary of community and stakeholder consultation activities and outcomes relevant to this SIA.

4.1 Parramatta Light Rail Stage 1 consultation

Transport for NSW undertook extensive stakeholder and community consultation as part of the EIS for Parramatta Light Rail Stage 1, which was placed on public exhibition from 23 August 2017 to 23 October 2017. The public exhibition was supported by a program of community and stakeholder engagement activities designed to raise awareness, provide information, and answer questions raised by both stakeholder and community members.

Consultation during public exhibition of the EIS included:

- consultation with 89 stakeholders including government agencies, businesses, industry bodies, tourism, and community groups
- seven EIS drop-in information sessions attended by over 270 community members including 35 businesses at a dedicated business EIS information session.
- four community pop-up displays held at local events
- a four-page EIS brochure was developed and distributed online and in a letter box drop to 165,000 residential and commercial properties along the alignment as well as to government agencies and key stakeholders. The brochure was translated into four languages including Korean, Arabic, Mandarin, and Cantonese. A total of 3,000 of the EIS brochures were distributed to the community and stakeholders at EIS information sessions, pop-up events and static displays
- a dedicated project website that was regularly updated. The website included an EIS Navigator – an interactive tool that provides key details on the EIS. During the EIS exhibition period there were over 17,000 visits to the website by the community
- advertisements were placed in 26 metropolitan and local newspapers announcing the EIS exhibition and where materials would be on display.

A total of 156 submissions were received during the public exhibition period (15 submissions from government and agencies and key stakeholders and 141 submissions from the community (including businesses, special interest groups and community action groups) (WSP and Jacobs, 2018).

A summary of key issues raised in community submissions for Parramatta Light Rail Stage 1 are shown in Table 4-1, with issues related to potential social impacts shown in ***bold italic***.

Table 4-1 Summary of key issues raised in community submissions

Key issue	No. submissions raising issue	Per cent of submissions raising issue
<i>Traffic transport and access</i>	61	40%
Project design and operations	60	39%
Project alternatives	51	33%
Issues external to the project	43	28%
<i>Built and non-Aboriginal heritage</i>	34	22%
<i>Socio-economic</i>	25	16%
<i>Noise and vibration</i>	23	15%
Project need and justification	20	13%
<i>Visual and landscape character</i>	13	8%
Hazards and risks	11	7%
<i>Project construction</i>	10	6%
<i>Land use and property</i>	9	6%

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Key issue	No. submissions raising issue	Per cent of submissions raising issue
Planning and statutory requirements	9	6%
Trees	8	5%
Community and stakeholder consultation	8	5%
Hydrology, drainage, flooding and groundwater	5	3%
Air quality	4	3%
Biodiversity	2	1%
Waste energy and resources	2	1%
Land stability, soils and contamination	1	1%
Aboriginal heritage	1	1%
Utilities and service	1	1%

Key issues raised by key stakeholders during the EIS exhibition period for Parramatta Light Rail Stage 1 that relate to social impacts include:

- access to existing public transport
- disruption to traffic and access during construction / changed traffic conditions
- access for emergency vehicles during construction and operation
- noise impacts during construction and operation, and justification for noise impacts associated with out of hours works
- air quality impact including dust generation during construction
- concern regarding potential loss of on-street parking spaces
- concern regarding the overall impacts of the project on businesses and the potential that some businesses would be displaced
- use and design of construction elements such as hoardings, signage, etc. during construction in order to maintain and promote local businesses
- compensation for businesses
- access, site works and construction compound impacts
- potential impacts to heritage items.

Consultation from Parramatta Light Rail Stage 1 provided key learnings on consultation, engagement and effective mitigation and management strategies, which were used to inform the consultation associated with this SIA and recommended mitigation strategies.

4.2 Parramatta Light Rail Stage 2 consultation

Following the NSW Government's announcement of the preferred route for Parramatta Light Rail Stage 2 in October 2017, early engagement commenced with NSW Government agencies, local governments, state-owned corporations and entities and major stakeholders from across the GOP region.

The Community and Stakeholder Engagement Plan developed for the project outlines different phases of engagement, from early engagement prior to the scoping and preparation of the EIS, through to delivery and construction of the project

A multi-phased consultation approach has been adopted for the project, including:

- **Phase 1** – Consultation prior to preparation of the EIS
- **Phase 2** – Consultation carried out during the preparation of the EIS and this SIA
- **Phase 3** – Consultation to be undertaken during the exhibition of the EIS
- **Phase 4** – Ongoing consultation to be undertaken upon approval of the project during design development and delivery.

The engagement activities and outcomes from Phases 1 and 2 are described in more detail in the Community and Stakeholder Engagement Report (Appendix F of the EIS) and summarised in Chapter 8 (Community and stakeholder engagement) of the EIS, and the following sections. The outcomes of Phase 3 would inform the final project planning and approval phases, while the outcomes from Phase 4 would inform the construction delivery. The proposed approach to engagement in these phases is described in the Community and Stakeholder Engagement Report (Appendix F of the EIS) and in Chapter 8 of (Community and stakeholder engagement) of the EIS.

4.2.1 Phase 1 – Consultation prior to preparation of the EIS

From January 2018 to September 2018 extensive community and stakeholder engagement activities were carried out to support the early feasibility and planning stages of the project through several different forums.

Community engagement was conducted through the following activities listed below.

- An online survey to capture community use of public transport as well as sentiment on the project was delivered between March 2018 and June 2018. The survey was placed on the Parramatta Light Rail website home page and promoted in the Parramatta Light Rail May 2018 newsletter, with 85,000 newsletters distributed. More than 150 responses were received which provided valuable insights.
- A total of 13 face-to-face formal community information sessions were held from March 2018 to June 2018 to engage with the community and provide information on the project. Over 1,600 community members attended the information sessions, which were held in areas including Parramatta CBD, Rydalmere, Melrose Park, Ermington, and Sydney Olympic Park.
- More than 20 community pop-up sessions were held between February 2018 and September 2019 at local community events, where the project team provided information on the project. Over 2,300 community members were engaged.

The above activities were supported by project communications including project newsletters, regular project website updates, email blasts and social media. A double-sided postcard to promote the community information sessions was distributed to over 15,000 homes and businesses, with an additional mail out to 6,000 homes and businesses in Newington.

Stakeholder engagement included the following activities:

- one-on-one engagement with multiple stakeholders including NSW Government departments and agencies, managers of key venues and destinations, local government and non-government organisations and business groups
- briefings with City of Parramatta councillors delivered by senior project staff
- quarterly meetings with the Parramatta Light Rail Advisory Group to provide updates on progress of the project and discuss issues which would impact them (noting that some stakeholders overlapped both Parramatta Light Rail Stage 1 and 2, and in October 2018, membership was revised to include Stage 2 specific stakeholders, with the group renamed to the Greater Parramatta Group)
- formal consultation with 15 major landowners in the Rydalmere industrial precinct and Camellia
- consultation with major landowners in the Camellia, Melrose Park and Wentworth Point precincts on the design and integration of the project with the existing environment to ensure visions for the area can still be achieved
- meeting with Deerubbin Local Aboriginal Land Council (LALC) in December 2018 to provide an initial introduction to the project and alignment
- meetings with the Stage 2 Community and Stakeholder Reference Group, established for the project and comprising representation from community members, local businesses, and community-based stakeholder groups
- meetings provided advice regarding potential initiatives to support the community, affected landowners and businesses during the planning and design stages, through to construction and operation.

4.2.2 Phase 2 – Consultation during preparation of the EIS

4.2.2.1 General community and stakeholder engagement activities

Detailed information about the various community and stakeholder activities and tools employed during the EIS preparation is provided in the Community and Stakeholder Engagement Report (Appendix F of the EIS) and summarised in Chapter 8 (Community and stakeholder engagement) of the EIS. These included:

- Feedback by various NSW Government agencies and other key stakeholders on the draft SEARs, at the request of the then Department of Planning, Industry and Environment. Review of feedback received enabled stakeholder-specific views relevant to social impacts to be identified. A summary of the SEARs review is outlined in Section 4.3.
- A social impact and outcomes survey was carried out to inform this SIA. The online survey was targeted to the broader community between November 2021 and January 2022. A total of 885 participants commenced the survey, with 564 surveys completed in full. The contents of this survey as a primary source of data for this SIA are analysed in detail within Section 4.3.2 of this report.
- Members of the Transport for NSW and the SIA team met with several key stakeholders to inform the EIS and SIA, with outcomes relevant to this SIA summarised in Section 4.3.2.
- Distribution of an updated map of the alignment with proposed stop locations, and a Have Your Say letter notification to over 29,000 residential properties along the alignment. This included tenants of social housing properties close to the alignment (notably in Rydalmere and Ermington).
- Local resident and business owners provided feedback throughout May 2022 and June 2022 at any one of the 17 in-person pop-up information sessions that were held along the proposed alignment. Around 1,200 community members attended the event and raised a number of issues and questions that have been documented and addressed in Chapter 8 of the EIS.
- Once the proposed stop locations were released by Transport for NSW, a Have Your Say Survey was also available for community members to provide feedback. In total, 1,194 surveys were completed by community members and business owners during the Have Your Say survey. The survey originally ran for eight weeks from 2 May to 26 June 2022 but was extended by four weeks (until 29 July) due to stakeholder feedback (refer to Section 4.3.4 and the Community and Stakeholder Engagement Report (Appendix F of the EIS)). Transport for NSW has also consulted with Aboriginal stakeholders as part of the development of Technical Paper 4 (Preliminary Aboriginal Cultural Heritage Assessment Report). Consultation with Aboriginal stakeholders will continue through the EIS public exhibition phase, as discussed in Section 4.3.2.1.
- A survey was distributed to about 7,000 properties along the project site between 30 September and 14 October 2022 to further understand the community's preference for balancing a shorter construction period with the potential impacts of the proposed primary project working hours. A total of 257 responses were provided.

4.2.2.2 Summary of key issues relevant to the Social Impact Assessment

Table 4-2 provides a summary of the key issues which were raised relevant to the EIS during consultation carried out in Phase 2. More detailed information on the issues relevant to both the EIS and the design, is provided in the Community and Stakeholder Engagement Report (Appendix F of the EIS).

Table 4-2 Summary of key issues raised relevant to the SIA and/or EIS

Key issue	Overview of key issues raised	Where addressed in SIA and EIS
Transport and traffic	Impacts on local parking	Section 8.1.2
	Impacts on roads and traffic flow (including the operation of existing roads)	Technical Paper 2 (Transport and Traffic)
	Impacts on Ermington Boat Ramp and access to the ramp	Sections 8.2.2 and 9.2.2.1
	Impacts on access to properties and businesses	Sections 8.1.1 and 8.2.2.1 Technical Paper 2 (Transport and Traffic)
	Impacts on traffic congestion	Section 8.2.1 Technical Paper 2 (Transport and Traffic)

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Key issue	Overview of key issues raised	Where addressed in SIA and EIS
	Alignment refinements and stop locations	Section 7
Noise and vibration	Construction noise and vibration, and timing of potential impacts	Sections 8.1.3, 8.1.4, 8.2.2.1 and 8.2.2.2 Technical Paper 3 (Noise and Vibration)
	Operation noise and vibration (including wheel squeal), and potential for local impacts	Sections 9.1 and 9.2 Technical Paper 3 (Noise and Vibration)
Heritage	Impacts on local heritage	Technical Paper 4 (Preliminary Aboriginal Cultural Heritage Assessment Report) Technical Paper 5 (Statement of Heritage Impact – Built Heritage) Technical Paper 6 (Historical Archaeological Assessment)
Water	Impacts on flooding, including along the river foreshore	Technical Paper 10 (Hydrology, Flooding and Water Quality Assessment)
Land use and property	Impacts on industrial areas	EIS Chapter 13 (Land use and property)
	Property impacts, including the need for acquisition	Section 8.1.1 and 8.2.2.1 EIS Chapter 13 (Land use and property)
	Impacts on future development	EIS Chapter 13 (Land use and property)
	Impacts on parks and reserves	Section 8.2.2 and 9.2.2 EIS Chapter 13 (Land use and property)
	Impacts on homes and how these would be managed	Sections 8.1, 9.1 and 11 EIS Chapter 13 (Land use and property)
Social and business impacts	Impacts on businesses, including the effects of access changes	Technical Paper 8 (Business Impact Assessment)
	Impacts on amenity and how this would be managed	Sections 8.1.3, 8.1.4, 8.2.2, 9.1, 9.2.2 and 11 Technical Paper 1 (Design, Place and Movement)
Landscape and visual impacts	Impacts on local character	Section 9.1 and 9.2 Technical Paper 1 (Design, Place and Movement)
	Impacts on trees	Section 9.2.2 Landscape and Visual Impact Assessment (appendix to Technical Paper 1 (Design, Place and Movement)) Technical Paper 9 (Biodiversity Development Assessment Report)

4.3 Key issues and outcomes of consultation to inform Social Impact Assessment

4.3.1 Summary of issues raised by stakeholders to inform SEARs

As outlined in Section 1.3, the Department of Planning and Environment issued the SEARs for the project, of which selected requirements related to social impacts. NSW Government agencies and key stakeholders were provided with the opportunity to comment on the SEARs for the project. Submissions have reviewed and recommendations and feedback related to social impacts are summarised in Table 4-3.

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Table 4-3 Summary of stakeholder feedback for Parramatta Light Rail Stage 2 SEARs

Stakeholder group	SEARs feedback	Comment / issue / concern	Addressed in
NSW Environment Protection Authority (EPA)	The NSW EPA requested that construction noise and vibration (airborne noise and groundborne noise) is effectively managed to minimise adverse impacts to acoustic amenity. It was noted that an increase in noise emissions and vibration will potentially impact nearby properties and other sensitive receivers during operation of the project and that this requires effective management to ensure the amenity and well-being of the community is protected.	<ul style="list-style-type: none"> • Acoustic amenity • Construction noise and vibration • Impacts to nearby properties / residents 	<ul style="list-style-type: none"> • Section 8.1.3 (Changes to residential amenity due to construction activities) • Section 9.1 (Residents close to the project site) • Table 8-1 (Summary of construction social impacts – residents in close proximity) • Table 9-1 (Summary of operation social impacts – residents in close proximity) • Technical Paper 3 (Noise and Vibration)
Department of Planning and Environment – Environment, Energy and Science Group	The Environment, Energy and Science Group drew attention to the urban tree canopy and the urban heat island effect. Planning Priority C16 – Increase urban tree canopy cover and deliver green grid connections was referenced (GSC 2018b). Increasing the urban tree canopy and mitigating the urban heat island effect both have direct influences on surroundings and a person’s well-being in the public domain.	<ul style="list-style-type: none"> • Tree removal and the urban canopy • Impact of the urban heat island effect on surroundings and wellbeing 	<ul style="list-style-type: none"> • Table 11-2 (Strategies from technical papers) • Section 8.1 (Residents close to construction activities) • Technical Paper 1 (Design, Place and Movement)
Sydney Olympic Park Authority	<p>The Sydney Olympic Park Authority stated that the impacts construction and operation of the project will have on wayfinding in a major events precinct and regional parklands must be assessed and the Sydney Olympic Park Urban Elements Design Manual (UEDM) and Parklands Elements Design Manual (PEDM) adhered to. Sydney Olympic Park Authority requested that how these impacts will be managed is demonstrated, to ensure residents and visitors can effectively navigate their way through the precinct, visit local businesses and reach their destination.</p> <p>Another area of concern is heritage and culture, with the project in the vicinity of numerous local and state heritage listed items. The health, safety and wellbeing of community was also raised, with Sydney Olympic Park Authority requesting that risks to public safety, especially pedestrian safety must be assessed. Demonstration of how these impacts will be managed during construction and operation of the project, to allow uninterrupted and safe provision of events, is required.</p>	<ul style="list-style-type: none"> • Design and wayfinding • Heritage and culture • Impacts to local businesses • Public safety • Health and wellbeing of the community 	<ul style="list-style-type: none"> • Section 8.1 (Residents close to construction activities) • Section 8.2 (Communities close to construction sites) • Section 9.1 (Residents close to the project site) • Section 9.2.2 (Community and recreation facilities) • Technical Paper 1 (Design, Place and Movement) • Technical Paper 4 (Preliminary Aboriginal Cultural Heritage Assessment Report) • Technical Paper 5 (Statement of Heritage Impact – Built Heritage) • Technical Paper 6 (Historical Archaeological Assessment)

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Stakeholder group	SEARs feedback	Comment / issue / concern	Addressed in
Greater Parramatta Urban Renewal	<p>Public open space, movement and urban design were key areas of concern for Greater Parramatta Urban Renewal. The reduction of public open space to the community was of concern. Demonstration of how impacts to Ken Newman Park will be minimised, specifically the useability, pedestrian safety and access was requested. It was recognised that the proposed bridges would improve accessibility and connectivity for the local community, however, it was requested that the integration of the bridges into the public realm, landscape and streetscapes is demonstrated.</p> <p>The impact of traction power substations at various stops on visual amenity was noted, as was measures to integrate the structures into the public realm and landscape.</p> <p>Greater Parramatta Urban Renewal also requested that a detailed urban design and place making strategy for light rail stops, bridges, traction power substations and the alignment be developed. The strategy should identify how the infrastructure will integrate, respond to and capitalise on the surrounding landscape, heritage, character, open space and public spaces.</p>	<ul style="list-style-type: none"> • Place outcomes • Movement / networks • Impacts to recreational spaces • Pedestrian safety • Access to public assets • Visual amenity • Urban design and landscaping • Impacts to the local character of places in the social locality 	<ul style="list-style-type: none"> • Section 8.1.2 (Changes to access and parking) • Section 8.1.3 (Changes to residential amenity due to construction activities) • Section 8.2.1 (Local access and connectivity changes) • Section 8.2.2 (Community and recreation facilities) • Section 9.2 (Communities close to the project site) • Technical Paper 1 (Design, Place and Movement) • Technical Paper 2 (Transport and Traffic)
City of Parramatta Council	<p>The City of Parramatta Council requested that the <i>Employment Lands Strategy</i> (ELS) (City of Parramatta, 2016) is reviewed and considered as part of the identification of socio-economic impacts.</p>	<ul style="list-style-type: none"> • Employment precinct planning • Connectivity • Public amenity and open space 	<ul style="list-style-type: none"> • Section 8.2 (Communities close to construction areas) • Section 9.2 (Communities close to the project site) • Section 10 (Cumulative impacts) • Technical Paper 1 (Design, Place and Movement) • Technical Paper 2 (Transport and Traffic)

4.3.2 Key stakeholder consultation

Transport for NSW and the SIA team met with several local stakeholder groups from 2018 to 2022 to inform the project and the SIA. These meetings and the outcomes are summarised in Table 4-4.

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Table 4-4 Summary of stakeholder and community feedback for the project

Stakeholder group	Feedback overview	Comment / issues / concern	Addressed in
Local councils	<p>The City of Parramatta and City of Ryde councils have expressed support for the project. The City of Parramatta Council has supported the project's urban design-led focus and appreciated the level of collegiality and consultation with them to date.</p> <p>Concerns were raised by the City of Parramatta Council about land use changes, design and place making, and the interface with Parramatta Light Rail Stage 1. The City of Ryde Council were particularly interested in the likelihood of increased business activations because of the project, the planning approvals involved, and any property land requirement that may take place.</p>	<ul style="list-style-type: none"> Place making and urban design Realising place outcomes Property impacts and land requirement Ongoing consultation Business activation 	<ul style="list-style-type: none"> Section 7 (Design refinements) Section 8.1.1 (Residential property impacts) Section 4.2.2.1 (General community and stakeholder engagement activities) Section 9.2 (Communities close to the project site)
Multicultural NSW	<p>Multicultural NSW was briefed on the project status, Have Your Say survey and the Parramatta Light Rail Stage 2 online Virtual Engagement Room. Multicultural NSW expressed support for the project and has offered to be involved in the EIS exhibition period.</p> <p>The organisation commented on the provision of translated materials, including, but not limited to, project updates and notices, where it was advised that translated materials should be targeted to specific areas rather than broadly based.</p> <p>Additionally, consideration should be given to face to face conversations with groups of low English proficiency over just providing translated materials, as impacts are able to be properly explained in detail.</p>	<ul style="list-style-type: none"> Approach to community engagement Equitable consultation Ongoing consultation 	<ul style="list-style-type: none"> Section 11.3 (Monitoring and reporting) Section 4.2.1 (Phase 1 – Consultation prior to preparation of the EIS) Section 4.2.2 (Phase 2 – Consultation during preparation of the EIS)
<p>Greater Parramatta Group (GPG)</p> <p><i>Previously, the Parramatta Light Rail Advisory Group</i></p>	<p>Members of the Greater Parramatta Group (GPG) were directly consulted with during the development of this SIA. Formed in August 2017, the group includes a range of key government and local stakeholders.</p> <p>Members expressed their support for construction respite days for local businesses that have been implemented during the construction of Parramatta Light Rail Stage 1. It was suggested that this approach is also implemented during Parramatta Light Rail Stage 2 construction.</p> <p>Place activation activities are also encouraged, as they will act as a stimulus for local businesses directly impacted during the construction phase.</p> <p>It was noted that consideration needs to be given to access and public transport options for vulnerable persons and social housing tenants, particularly in the Ermington area during construction.</p> <p>A member of the GPG, the Royal Agricultural Society (RAS) expressed support for the project as it will bring positive outcomes for the Sydney Showground by improving access and connectivity to local events held at the site.</p>	<ul style="list-style-type: none"> Minimising business impacts Construction respite days for local businesses Minimise impacts to accessibility – particularly in disadvantaged communities Place activation Improved connectivity Realising place outcomes – GPOP vision 	<ul style="list-style-type: none"> Technical Paper 8 (Business Impact Assessment) Technical Paper 2 (Transport and Traffic) Section 9.2 (Communities close to the project site) Section 8.1.2 (Changes to access and parking) Section 8.2.1 (Local access and connectivity changes)

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Stakeholder group	Feedback overview	Comment / issues / concern	Addressed in
Transport for NSW Accessible Transport Advisory Committee (ATAC)	<p>Members of Transport for NSW's Accessible Transport Advisory Committee (ATAC) were briefed on the new social impact assessments for major projects and welcomed the revised approach.</p> <p>There was consensus across the group for accessibility in general to be at the forefront of design. Pathway design, connectivity and pedestrian safety, especially during the construction of the project was emphasised, in particular for people living with a visual impairment.</p> <p>It was also noted that project communications need to be accessible to all (vision impaired, language, literacy).</p>	<ul style="list-style-type: none"> • Inclusive design • Public access and movement • Wayfinding and navigation • Restricted / limited access to footpaths • Pedestrian safety • Inclusive and accessible communications 	<ul style="list-style-type: none"> • Section 8.2.1 (Local access and connectivity changes) • Section 8.1.2 (Changes to access and parking) • Section 8.1.3 (Changes to residential amenity due to construction activities)
Major landowners	<p>The project team has extensively engaged with major landowners across the alignment. All major developers and landowners, including Sydney Olympic Park Authority, are supportive of the project as they recognise the strong need for improved public transport to support the major land use changes proposed for Ermington, Melrose Park and Sydney Olympic Park and to support existing development in Wentworth Point.</p> <p>Other landowners are supportive of the concept of light rail but have raised concerns about the impact on access to businesses, which will require careful management. This includes industrial landowners in Camellia East and Melrose Park.</p>	<ul style="list-style-type: none"> • Development and growth • Improved connectivity • Increased public transport options • Business impacts / access 	<ul style="list-style-type: none"> • Section 9.2.1 Local access and connectivity changes • Section 9.3 Regional communities • Technical Paper 8 (Business Impact Assessment)
Melrose Park Resident Action Group	<p>Members of the Melrose Park Resident Action Group attended community pop ups, with one member making a formal submission. This submission was generally supportive about the project, but raised concerns regarding the location of Melrose Park to Wentworth Point bridge if the existing 132kV powerlines are not relocated. Without relocation, concerns raised related to property access/acquisition, visual amenity, active transport, environmental issues, and impacts to the boat ramp and parking.</p>	<ul style="list-style-type: none"> • Property access / land requirements • Visual amenity • Environmental • Active transport • Boat ramp and parking 	<ul style="list-style-type: none"> • Section 8.1.1 (Residential property impacts) • Section 8.1.3 (Changes to residential amenity due to construction activities) • Section 8.2 (Communities close to construction areas)
Meadowbank Combined Probus	<p>Transport for NSW gave a general presentation about the project to a broad community group on 6 July 2022, with many members residing in the project area. The group were overall supportive of the project, with no specific feedback received.</p>	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A

4.3.2.1 Aboriginal stakeholder engagement

During earlier planning stages of the project, representatives from Transport for NSW met with Deerubbin Local Aboriginal Land Council (LALC) on 7 December 2018 to introduce the project including route options being considered.

Representatives from the Metropolitan LALC and the Deerubbin LALC then participated in the archaeological survey conducted on 24 January and 4 February 2022 respectively, in accordance with the *Procedure for Aboriginal cultural heritage consultation and investigation* (PACHCI) (Roads and Maritime Services, 2012). The representatives provided input on cultural significance and identified the potential for impacts on Aboriginal heritage. Outcomes of the site surveys included identifying areas of potential archaeological deposits (PADs) as well as verbal confirmation of the significance of the Parramatta River for Aboriginal people.

Transport for NSW has also consulted with Registered Aboriginal Parties (RAPs) as part of the preparation of Technical Paper 4 (Preliminary Aboriginal Cultural Heritage Assessment Report). A total of 27 RAP organisations are registered for the project and were invited to an Aboriginal Focus Group meeting held on 22 July 2022 and a site visit on 8 August 2022. They were also involved in the review of the Archaeological Survey Report and draft Test Excavation Methodology that will guide the archaeological test program planned for around late 2022.

The consultation process to date has indicated that all Aboriginal objects within the project site and surrounds have social and cultural values to Aboriginal people. Some of these values identified to date through the consultation process are outlined below:

- all Aboriginal objects are important to Aboriginal people and have cultural value
- based on the landscape, the project site was identified as a significant location for gathering, hunting and travelling via the Parramatta River
- the project site is part of a broader cultural landscape, which would be addressed through a comprehensive cultural values assessment
- all Aboriginal objects hold physical social and cultural value to the past occupation of the area.

Consultation is ongoing with Aboriginal and Torres Strait Islander stakeholders, and will include:

- an offer of cultural interviews with local Aboriginal stakeholders (including cultural knowledge holders and RAPs) to understand cultural and community values to inform the detailed cultural values assessment
- consultation with RAPs to inform Technical Paper 4 (Preliminary Aboriginal Cultural Heritage Assessment Report) for the EIS, and for the Final Aboriginal Cultural Heritage Assessment Report, following the completion of test excavations and detailed cultural values assessment
- consultation with local Aboriginal stakeholders, including City of Parramatta Council's Aboriginal and Torres Strait Islander Advisory Committee in partnership with the First Nations consulting firm Bangawarra, to inform a connecting and designing with Country approach for the project.

These consultation activities will continue through the EIS public exhibition phase. It is expected the outcomes of these consultation activities would assist with further understanding the potential for cultural and spiritual loss that may occur as a result of the project, as well as the potential to enhance positive impacts for Aboriginal and Torres Strait Islander communities. If required, further assessment would be carried out following public exhibition of the EIS. The outcomes would also inform the Social Impact Management Plan (SIMP) recommended in Section 11.2.

4.3.3 Social impact and outcomes survey

The social impact and outcomes survey was carried out between 24 November 2021 and 28 January 2022 and included 25 qualitative and quantitative questions designed to better understand the potential impacts and outcomes of the project.

The survey provided examples of potential social impacts and outcomes and sought to understand, from the perspectives of the people who may experience them, the significance of the impacts and outcomes. Respondents were also asked to indicate the outcomes they would want enhanced or mitigated and identify mitigation measures that they would like to see in place during construction.

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Valuable insights were shared about the aspirations people hold for the future of the area, concerns they have for impacts to their way of life during construction and operation of the project, and future use of the project.

A summary of survey feedback is provided in the following section, with the full survey report provided in Appendix D. The detailed breakdown of this survey is a consequence of it being the main source of primary data that informed the SIA, as opposed to other, broader project consultation engagement activities.

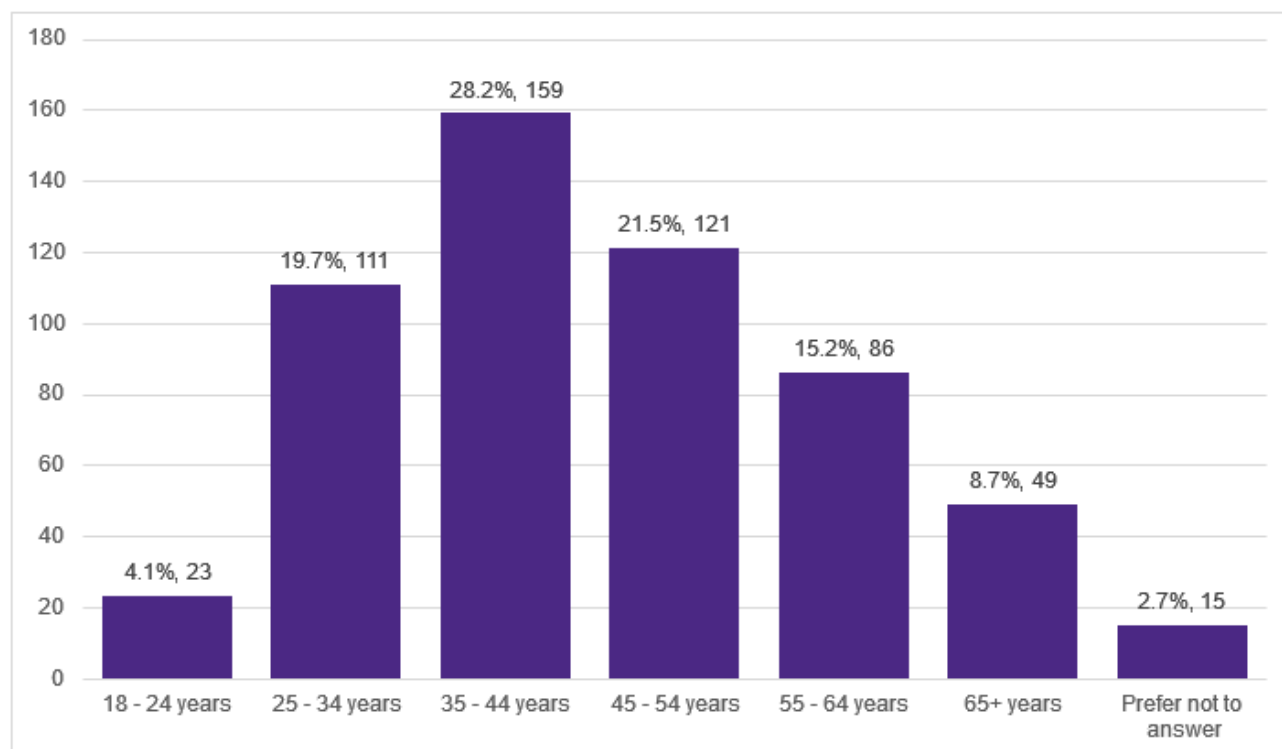
4.3.3.1 Survey participants

A total of 885 participants commenced the survey, with 564 surveys completed in full. A summary of participant demographics is provided below.

Age and gender identity

The top age group represented was participants aged 35 – 44 years (28.3 per cent, 159), followed by those aged 45 – 54 years (21.5 per cent, 121) and 25 – 34 years (19.7 per cent, 111). Graph 4-1 shows there was a noticeably lower representation from older persons aged 65 and over (8.7 per cent, 49) and younger persons aged 18 – 24 years (4.1 per cent, 23).

Participants were asked to identify their gender, rather than being provided with predetermined options. There was a significantly greater number respondents who identify as male (65.1 per cent, 317) than female (33.9 per cent, 165).



Graph 4-1 Survey participant age characteristics

4.3.3.2 Connection to the social locality and place of residence

Survey participants were asked about their connection to the social locality, including whether they lived, worked or operated a business within 500 metres of the proposed alignment. Close to half of participants who responded to the question indicated they live within 500 metres of the alignment (42.5 per cent, 245) (refer to Table 4-5). Living in the area, but not near the alignment (22 per cent, 127) was the second most common connection to the area for respondents. This was followed by participants not living near the alignment, but showing general interest in the project (12 per cent, 69) and those who live and work close to the alignment (within 500 metres) (11.8 per cent, 68).

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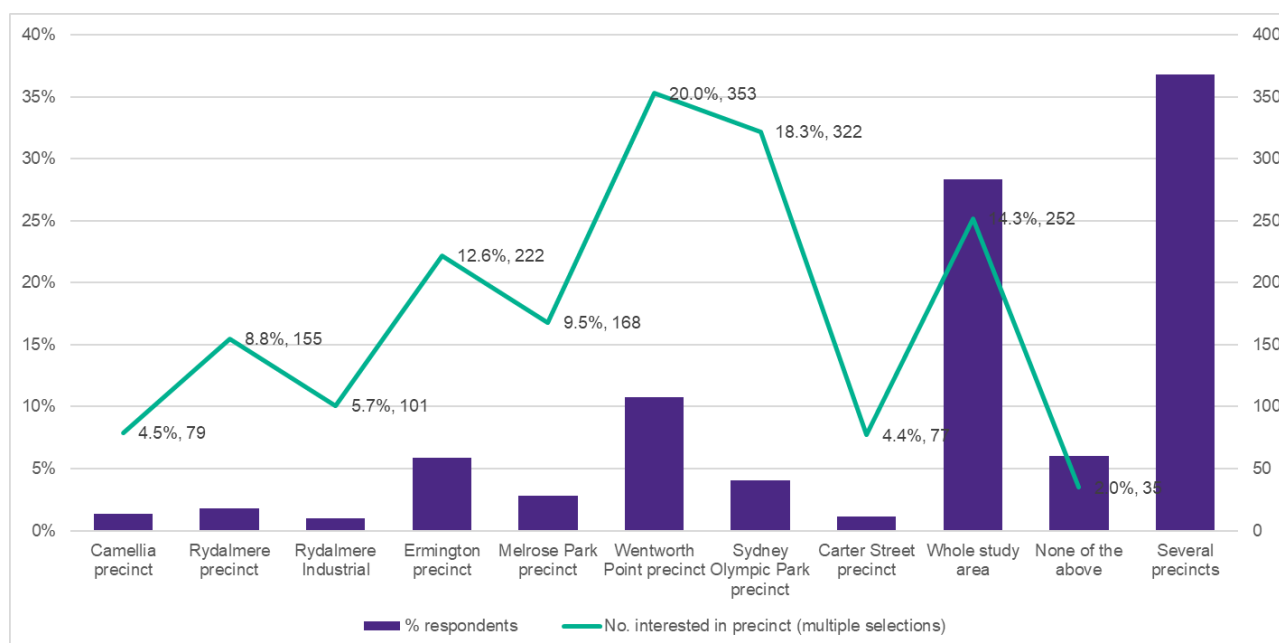
Table 4-5 Connection to the project social locality

Connection to social locality	Number	Per cent
Live close to alignment (<i>within 500m</i>)	245	42.5%
Work close to alignment (<i>within 500m</i>)	28	4.9%
Live and work close to alignment (<i>within 500m</i>)	68	11.8%
Run a business close to alignment (<i>within 500m</i>)	11	1.9%
Live in the area but not near alignment	127	22.0%
Work in the area but not near alignment	10	1.7%
Study in the area	2	0.3%
Own/operate a business in the area but not near alignment	3	0.5%
Don't live near alignment, but interested in the project	69	12.0%
Don't work near alignment, but interested in the project	6	1.0%
Did not respond	8	1.4%
Total	577	100%

A total of 77 suburbs were represented by 530 survey participants. Wentworth Point was the most common place of residence (26 per cent, 138), followed by Ermington (16 per cent, 83) and Rydalmere (8 per cent, 42). Within the top 10 of all suburbs represented, five are located within the project social locality (Wentworth Point, Ermington, Rydalmere, Melrose Park and Sydney Olympic Park).

4.3.3.3 Interest in the project

Survey participants were asked to indicate project areas of interest to them, with eleven options provided as shown in Graph 4-2. A total of 883 responses were received, with many participants selecting more than one area of interest such as multiple precincts or the whole alignment social locality.



Graph 4-2 Summary of survey participation and area of interest

The greatest interest (36.8 per cent) was shown for several precincts combined, followed by the whole social locality (28.3 per cent). Where participants selected only one geography, Wentworth Point precinct received the greatest interest, (10.8 per cent, 95) followed by Ermington precinct (5.9 per cent, 52), Sydney Olympic Park precinct (4.1 per cent) and Melrose Park precinct (2.8 per cent).

Where multiple geographies were selected, Wentworth Point precinct received the greatest interest (20 per cent, 353) followed by Sydney Olympic Park precinct (18.3 per cent, 322) and the whole alignment social locality (14.3 per cent, 252).

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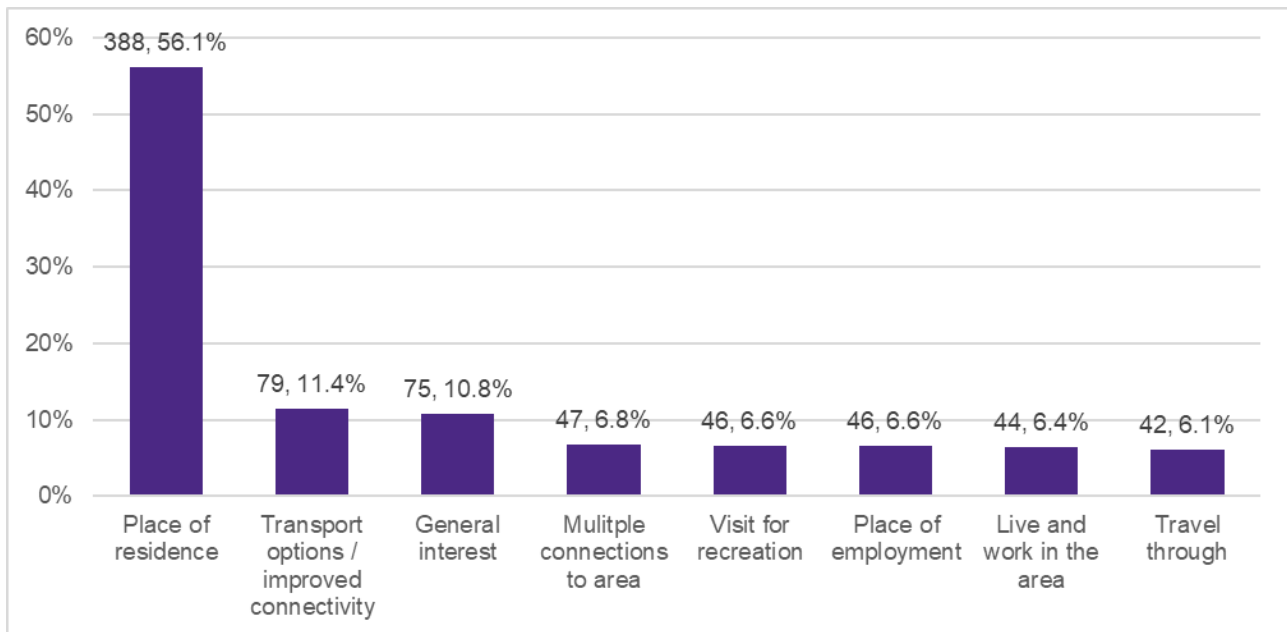
Camellia Precinct (1.4 per cent), the industrial area of Rydalmere (1.0 per cent) and the Carter Street precinct (1.1 per cent) received the least interest from respondents as an individual area and when selected as part of multiple areas of interest. This could be attributed to the minimal to no permanent residential population in these precincts.

4.3.3.4 Reason for interest in the project

Survey participants were then asked to provide details on why their selected precinct/s were of interest to them. A total of 692 responses were received, with 892 reasons provided, indicating that some respondents provided more than one reason.

As shown in Graph 4-3, more than half (56.1 per cent, 388) of the reasons provided showed that 'place of residence' was the driver for interest in the selected precinct/s. Transport options and improved connectivity (11.4 per cent, 79) and a general interest (10.8 per cent, 75) were the next most common reasons for precinct selection.

Multiple connections (6.8 per cent, 47), visiting for recreational purposes (6.6 per cent, 46), it being their place of employment (6.6 per cent, 46) and travelling through (6.1 per cent, 42) were also recorded as reason for interest in selected precincts. For 6.4 per cent (44) participants, both living and working in the area was their reason for precinct interest. Other drivers of interest included concern about potential impacts (3.6 per cent, 25), general support for the project (3.5 per cent, 24) and family and friends live in the area (2.9 per cent, 20).

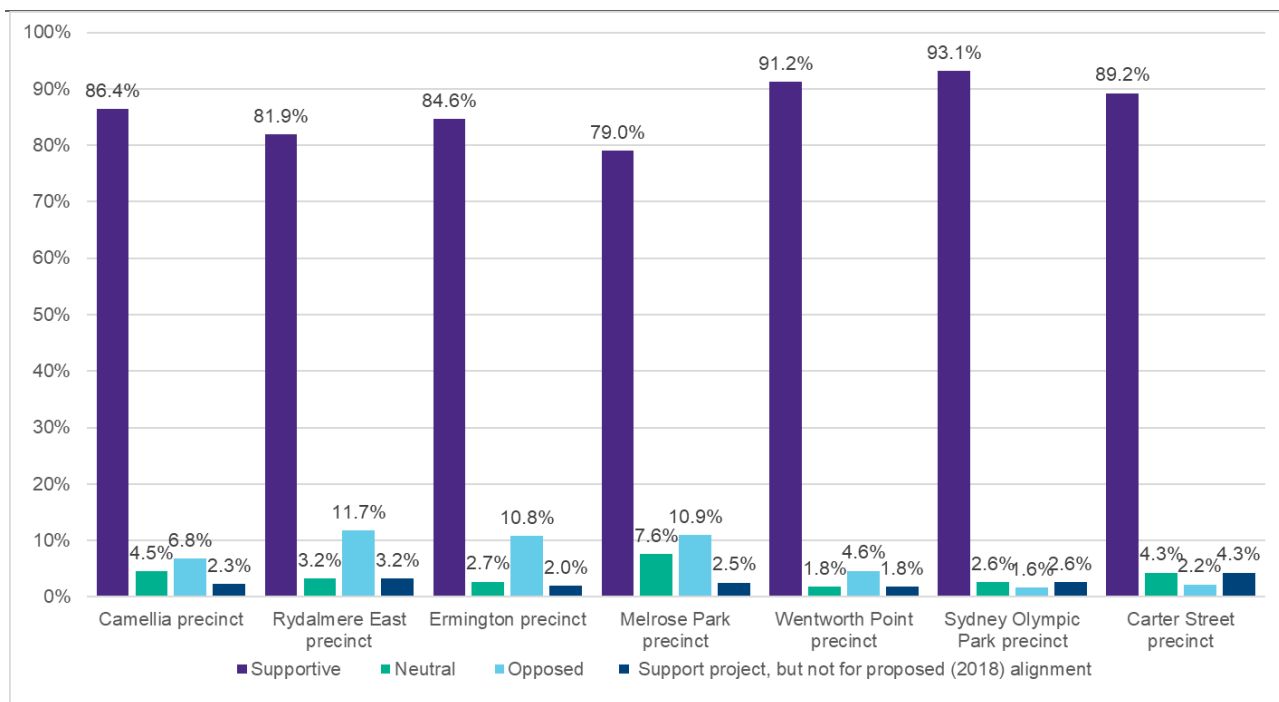


Graph 4-3 Reason for project interest

4.3.3.5 Project sentiment by precinct

Survey participants were asked about their opinion of the project. Sentiment was positive across all precincts with most survey participants who responded to this question indicating they are strongly or somewhat supportive of the project (refer to Graph 4-4).

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Graph 4-4 Project sentiment by precinct

The highest level of support (strongly supportive and somewhat supportive combined) was recorded for the Sydney Olympic Park (93.1 per cent) and Wentworth Point (91.2 per cent) precincts. The highest level of opposition to the project (strongly opposed and somewhat opposed combined) was recorded for the Rydalmere East (11.7 per cent), Melrose Park (10.9 per cent) and Ermington (10.8 per cent) precincts.

A small proportion of respondents indicated broad support for the project, however, not for the preferred alignment that was proposed at the time of survey which extended north through Rydalmere (but has since changed to the proposed alignment through Camellia).

4.3.3.6 Concerns related to the project

Survey participants were asked if there were any issues related to their way of life that concern them about the construction or operation of the project. A total of 421 respondents provided 470 comments, with some identifying more than one issue or concern. Issues of concern to survey respondents related to way of life were similar for both the whole project area and individual precincts as listed in Table 4-6.

Having 'no concerns' for their way of life was the most common response across all precincts, except the Sydney Olympic Park precinct, where construction impacts (49.3 per cent) was the most common concern.

Precinct points of difference include:

- the Camellia precinct features impacts to liveability and amenity in the top five concerns (7.3 per cent)
- traffic did not feature in the top five concerns for the Rydalmere East and Carter Street precincts
- Ermington was the only precinct to voice concerns on government commitment to progressing the project (6.8 per cent) in the top five concerns in relation to way of life
- concerns relating to operational impacts and way of life feature in the top five Rydalmere East (7.6 per cent) and Carter Street (7.1 per cent) precincts
- overdevelopment concerns were featured in the top five for Melrose Park (6.9 per cent), Wentworth Point (6.0 per cent), Sydney Olympic Park (16.4 per cent) and Carter Street (9.5 per cent) precincts. Melrose Park, Wentworth, Sydney Olympic Park, and Carter Street have experienced significant growth, development and increased densities in recent years and consist of high density living when compared with Camellia, Rydalmere East, and Ermington precincts. This is likely the reason for this response.

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Table 4-6 Concerns for way of life – precinct results

Way of life	Whole of social locality	Camellia	Rydalmere East	Ermington	Melrose Park	Wentworth Point	Sydney Olympic Park	Carter Street
No concerns	18.6%	24.4%	15.2%	18.4%	20.7%	21.5%	41.1%	16.7%
Construction impacts	15.1%	14.6%	15.2%	12.9%	15.5%	20.0%	49.3%	11.9%
Traffic	11.1%	9.8%	6.5%	8.8%	13.8%	13.0%	19.2%	4.8%
Transport options/ connectivity	9.0%	4.9%	9.8%	11.6%	6.9%	7.5%	21.9%	11.9%
Project delivery	5.8%	4.9%	4.3%	6.1%	4.3%	5.0%	11.0%	4.8%
Operational impacts	5.3%	0.0%	7.6%	4.8%	6.0%	5.0%	15.1%	7.1%
Long term benefit	4.9%	4.9%	8.7%	4.1%	6.0%	4.5%	12.3%	2.4%
Government commitment	4.9%	4.9%	4.3%	6.8%	4.3%	4.5%	8.2%	4.8%
Overdevelopment	4.7%	2.4%	3.3%	3.4%	6.9%	6.0%	16.4%	9.5%
Liveability / amenity	4.1%	7.3%	6.5%	4.1%	2.6%	3.5%	8.2%	7.1%
Property access	3.0%	4.9%	4.3%	4.1%	3.4%	1.5%	8.2%	4.8%
Removal of vegetation	2.8%	2.4%	4.3%	4.1%	1.7%	2.0%	6.8%	2.4%
Unrelated	2.8%	2.4%	2.2%	0.7%	0.9%	0.5%	4.1%	2.4%
Property impacts	2.3%	0.0%	3.3%	4.1%	1.7%	1.5%	2.7%	0.0%
Project cost	1.9%	0.0%	1.1%	1.4%	0.9%	0.5%	1.4%	2.4%
Walking / cycling	1.5%	0.0%	1.1%	2.0%	1.7%	1.5%	5.5%	4.8%
Health and wellbeing	1.1%	0.0%	2.2%	2.0%	1.7%	0.5%	2.7%	0.0%
Lighting and safety	0.6%	0.0%	0.0%	0.7%	0.9%	0.5%	1.4%	0.0%
Business / economic impacts	0.6%	2.4%	0.0%	0.0%	0.0%	1.0%	1.4%	2.4%

*Dark pink shaded cells indicated the highest result in each column. Highlighted cells indicate the top five highest results for the column.

Questions were raised about impacts to:

- local heritage items and whether any heritage sites would be demolished
- delays in the delivery of the project
- areas with increased disadvantage and vulnerable persons including older people and social housing tenants due to access and movement restrictions during construction.

Additional concerns expressed by participants included:

- an increase in litter around construction sites and the behaviour of contractors (swearing, anti-social behaviour, inconsiderate of the local community)
- traffic concerns, for example an increase in traffic during construction, increased traffic on local roads due to traffic diversions, influx of construction vehicles and less street parking. Other comments focused on the reduction in traffic congestion when the project is operational
- comments related to transport options and connectivity discussed how the project would positively impact their way of life. Respondents also spoke of the lack of transport options currently available and stated that improved connectivity with surrounding areas would be welcomed
- for some, the project would mean they could use public transport instead of depending on a private vehicle to travel and commute
- project delivery and construction delays, operational impacts including noise and air pollution and the NSW Government not committing to progressing the project to delivery were concerns also shared by respondents.

4.3.3.7 Aspirations for the social locality

Survey participants were asked to share their aspirations for the area in the next five to ten years. Results were similar across all precincts. The top aspiration across all precincts is for an integrated, efficient, and reliable public transport network, except for Camellia (16.1 per cent) and Melrose Park (16.5 per cent) precincts, where the top aspiration is for development and growth to be managed in a sustainable way.

As listed in Table 4-7, there is a consistent aspiration across precincts for liveability and local amenity being enhanced, connected communities and local places that are vibrant and thriving.

A point of difference among the top five aspirations was in Wentworth Park precinct, where aspirations for high quality public places and green spaces (8.4 per cent) featured instead of vibrant and thriving local places (6.5 per cent).

Other aspirations shared for the area include the provision of family friendly places, new and upgraded community infrastructure and that the local character of places is retained.

Table 4-7 Aspiration for the area – precinct results

Aspirations for the area	Whole social locality	Camellia	Rydalmere East	Ermington	Melrose Park	Wentworth Point	Sydney Olympic Park	Carter Street
Integrated, efficient and reliable public transport network	17.8%	14.9%	14.9%	16.6%	13.1%	19.1%	18.9%	20.4%
Management of growth	15.9%	16.1%	13.4%	15.6%	16.5%	14.9%	13.2%	15.3%
Enhanced liveability and local amenity	12.3%	9.2%	10.9%	13.6%	13.6%	11.2%	10.8%	14.3%
Connected communities	8.7%	11.5%	7.9%	8.8%	8.5%	10.0%	10.8%	9.2%
Vibrant and thriving local places	8.3%	8.0%	13.4%	10.2%	11.9%	6.5%	8.9%	9.2%
High quality public domain & green space	6.7%	6.9%	6.9%	4.7%	4.5%	8.4%	7.3%	3.1%
Improved traffic conditions	6.2%	8.0%	3.5%	4.1%	4.0%	7.9%	4.9%	6.1%
Thriving local economies and job opportunities	5.0%	6.9%	6.4%	4.7%	4.0%	4.2%	5.1%	8.2%
Positive environmental outcomes	3.4%	3.4%	3.0%	3.4%	3.4%	2.8%	3.5%	2.0%
<i>Other</i>	3.1%	1.1%	2.0%	2.0%	1.7%	2.8%	3.0%	2.0%
Family friendly places	2.2%	2.3%	4.0%	5.1%	2.8%	2.1%	2.2%	-
New/upgraded community infrastructure	2.2%	2.3%	2.0%	2.7%	2.8%	3.0%	2.7%	2.0%
Local character retained	2.0%	2.3%	3.5%	2.4%	5.1%	0.9%	0.8%	0.0%
Pedestrian and cycling infrastructure	1.9%	3.4%	4.0%	3.1%	1.7%	2.1%	3.5%	3.1%
Government commitment to quality public transport infrastructure	1.6%	1.1%	2.0%	1.4%	2.3%	2.6%	2.2%	3.1%
Extension of Parramatta Light Rail Stage 2	1.2%	2.3%	1.5%	1.7%	2.3%	1.2%	1.4%	2.0%
Quality developments and urban design	0.8%	-	1.0%	-	1.7%	0.5%	0.5%	-
Protection of local heritage	0.5%	-	-	-	-	-	0.3%	-

*Dark pink shaded cells indicates the highest result in each column. Highlighted cells indicate the top five highest results for the column.

4.3.3.8 Significance of potential construction impacts for survey respondents

Survey respondents were asked to rate the level of significance of potential construction impacts, from ‘very low’ to ‘very high’. The resultant significance of potential construction impacts for each precinct as determined by the respondents, as well as survey responses for the whole social locality, are listed in Table 4-8. Results for ‘very significant’ and ‘significant’ have been combined and are represented as a percentage of responses for each social locality and potential construction impact.

‘Whole of project area’ responses are listed in numerical order, with living adjacent to the alignment being the most significant impact (58.8 per cent). This was closely followed by traffic impacts (58.5 per cent), impacts to local businesses (54.2 per cent), local amenity (53.8 per cent) and concerns for pedestrian safety (53.6 per cent).

Potential impacts considered as significant across most precincts included impacts to local amenity, restrictions to public access, air quality, impacts to property and visual amenity.

There are points of difference among the top five most significant potential impacts across the precincts with the following impacts not featuring in the top five for significance rating: impacts to local road networks (Camellia precinct – 52.5 per cent), concerns for pedestrian safety (Sydney Olympic Park precinct – 54.6 per cent and Carter Street precinct – 59.3 per cent), landscape impacts (Rydalmere East precinct - 57.5 per cent), living adjacent to the alignment (Camellia precinct – 56.1 per cent), traffic impacts (Camellia precinct – 62.7 per cent) and impacts to local businesses (53.6 per cent).

Table 4-8 Significance of potential construction impacts by precinct

Potential construction impact	Whole of social locality	Camellia	Rydalmere East	Ermington	Melrose Park	Wentworth Point	Sydney Olympic Park	Carter Street
Living adjacent to alignment	58.8%	56.1%	45.8%	45.1%	43.5%	45.2%	47.5%	51.8%
Traffic	58.5%	62.7%	33.1%	29.4%	33.3%	26.7%	31.5%	28.8%
Businesses	54.2%	53.6%	44.6%	42.9%	45.8%	41.0%	44.4%	43.9%
Local amenity	53.8%	60.3%	58.0%	56.6%	58.6%	53.0%	52.7%	50.9%
Pedestrian safety	53.6%	51.8%	48.7%	50.0%	45.5%	46.7%	54.6%	59.3%
Local road network	51.2%	52.5%	52.1%	46.3%	51.9%	45.0%	49.8%	49.1%
Public access	50.6%	51.7%	57.9%	54.9%	61.7%	56.5%	59.8%	54.4%
Jobs (short term)	49.9%	46.6%	54.2%	44.9%	48.9%	43.9%	46.4%	51.7%
Community facilities access	49.8%	46.6%	52.5%	46.9%	51.5%	45.6%	51.3%	52.5%
Air quality	49.2%	47.4%	60.8%	55.7%	59.8%	49.6%	55.8%	71.2%
Landscape impacts	48.9%	48.3%	57.5%	50.3%	47.3%	38.9%	51.5%	48.3%
Noise / vibration	46.4%	33.3%	53.3%	45.1%	53.8%	46.3%	54.2%	53.4%
Health / wellbeing	45.4%	36.2%	50.4%	39.1%	42.7%	32.6%	37.2%	45.6%
Property	41.5%	38.6%	64.2%	59.2%	66.7%	55.2%	58.4%	65.5%
Parking	40.8%	41.1%	42.5%	35.3%	39.3%	32.8%	37.0%	48.3%
Visual amenity	33.9%	33.3%	55.0%	52.0%	57.0%	51.7%	55.1%	58.9%
Aboriginal heritage	31.1%	25.5%	32.8%	31.4%	27.7%	25.3%	31.6%	30.4%
Non-Aboriginal heritage	25.2%	24.1%	27.8%	25.4%	23.3%	18.1%	25.1%	28.1%

*Dark pink shaded cells indicate the highest result in each column. Highlighted cells indicate the top five highest results for the column.

4.3.3.9 Potential construction impact mitigation measures suggested by survey participants

A total of 277 survey respondents provided 474 suggestions for the type of measures they wish to see put in place to mitigate potential construction impacts. As listed in Table 4-9, hours of operation were the most common, accounting for 20.5 per cent (97) of suggested measures. Suggestions focused on limiting or restricting night-time works and the use of noisy machinery, undertaking drilling during the daytime, capitalising on school holiday periods when less people are around, planning for heavy vehicle movement to not coincide with peak traffic period.

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Measures to mitigate noise and vibration (18.6 per cent, 88) were the second most common suggestion. Measures included the implementation of strategies to assist affected residents, noise management plans, sound barriers and soundproof walls, restricting works that generate noise and vibration at night and weekends, undertaking regular noise level assessments by the type of work, and providing rebates for property owners who install double glazed glass to mitigate noise.

Traffic and parking accounted for 15.6 per cent (74) of all suggestions. Measures included general road safety measures and signage, parking restrictions/dedicated parking areas for contractors, limiting construction access routes to industrial areas and roads where possible, only local traffic and delivery drivers allowed on local roads, early communication of changes to traffic conditions and maintaining partial road access during construction. For 59 (12.4 per cent) participants, they want pollution control measures in place. This includes dust suppression and wetting down work areas to minimise dust, air quality monitoring and minimising light pollution (flood lights at night).

Participants also wish to receive project communications (7.8 per cent, 37). They want regular community consultation and regular project updates as well as advanced communications (notifications, SMS, letterbox drops) about work hours, impact mitigation, changes to traffic conditions and noisy works.

Safety and access (7.4 per cent, 35) comments addressed the use of safety barriers in high pedestrian activity areas, ensuring pedestrian and cyclist detours are safe and well considered, and that there is clear access to existing bike paths. It was also suggested that the restriction of access to local parks, playgrounds and community facilities needs to be minimised. Other suggestions included minimising impacts to local businesses (2.7 per cent, 13), general mitigation measures (2.1 per cent, 10) and delivering the project in stages (1.9 per cent, 9).

Table 4-9 Potential construction impact mitigation measures suggested by survey participants

Potential construction impact mitigation focus area	Camellia	Rydalmere East	Ermington	Melrose Park	Wentworth Point	Sydney Olympic Park	Carter Street
Hours of operation	30.0%	21.1%	20.3%	7.0%	23.1%	19.4%	17.9%
Traffic and parking	23.3%	11.6%	13.0%	0.5%	19.4%	15.8%	17.9%
Noise / vibration	16.7%	17.9%	18.1%	2.2%	19.9%	20.6%	15.4%
Pollution control	10.0%	13.7%	17.4%	0.5%	9.7%	11.5%	7.7%
Communications	6.7%	8.4%	7.2%	23.1%	7.0%	9.1%	12.8%
Cumulative impacts	6.7%	0.0%	0.7%	19.9%	1.1%	1.2%	2.6%
General mitigation measures	3.3%	4.2%	2.2%	19.4%	2.2%	2.4%	0.0%
Minimise business impacts	3.3%	4.2%	2.9%	1.6%	1.6%	2.4%	0.0%
Landscaping	0.0%	1.1%	0.7%	7.5%	2.2%	1.8%	5.1%
General opposition	0.0%	3.2%	3.6%	9.7%	1.6%	1.2%	5.1%
Minimise impacts to residents	0.0%	1.1%	0.7%	1.6%	1.1%	1.2%	5.1%
Safety and access	0.0%	8.4%	5.1%	1.1%	7.5%	9.1%	2.6%
Other	0.0%	3.2%	2.2%	1.1%	1.1%	1.2%	2.6%
Revegetation / landscaping	0.0%	0.0%	0.0%	2.2%	0.5%	0.6%	2.6%
Transparency	0.0%	1.1%	0.7%	0.5%	0.5%	0.6%	2.6%
Staged approach	0.0%	1.1%	1.4%	1.1%	1.1%	1.2%	0.0%
Minimise impacts to property	0.0%	0.0%	3.6%	1.1%	0.5%	0.6%	0.0%

*Dark pink shaded cells indicate the highest result in each column. Highlighted cells indicate the top five highest results for the column.

4.3.3.10 Significance of potential project outcomes for survey respondents

Survey respondents were asked to rate the level of significance of potential project outcomes, from 'very low' to 'very high'. Results for each precinct, as well as results for the whole social locality are listed in Table 4-10. Results for 'very significant' and 'significant' have been combined and are represented as a percentage of responses for each social locality and potential outcome.

'Whole of project area' responses are listed in numerical order from most significant. Improved connectivity is the most significant outcome (84.4 per cent), very closely followed by improved amenity (84.3 per cent).

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Additional outcomes listed in the top five for whole of project area include more active transport options (82.6 per cent), quality public places (78.2 per cent) and better access to jobs and economic hubs (77.9 per cent).

There are similarities across all precincts when viewing the top five potential outcomes, with improved connectivity identified as the most significant outcome for four of the seven precincts. Improved amenity and more active transport options feature in the top five significant outcomes across all precincts.

Quality public places are considered as a significant outcome for the Camellia (85.2 per cent), Rydalmere East (75.5 per cent), Ermington (78.1 per cent) and Melrose Park (76.3 per cent) precincts, whereas less traffic congestion received greater attention in the Melrose Park (75.6 per cent), Wentworth Point (84.1 per cent), Sydney Olympic Park (85.3 per cent) and Carter Street (89.1 per cent) precincts.

Table 4-10 Significance of potential project outcomes by precinct

Potential project outcome	Whole of social locality	Camellia	Rydalmere East	Ermington	Melrose Park	Wentworth Point	Sydney Olympic Park	Carter Street
Improved connectivity	84.4%	85.5%	82.1%	83.5%	81.7%	90.3%	92.4%	89.5%
Improved amenity	84.3%	83.6%	81.1%	84.0%	80.9%	89.6%	88.1%	92.9%
More active transport options	82.6%	85.2%	80.0%	82.8%	81.8%	85.4%	85.5%	91.1%
Quality public places	78.2%	85.2%	75.5%	78.1%	76.3%	82.1%	80.9%	80.7%
Better access to jobs	77.9%	81.8%	72.3%	77.6%	74.2%	84.5%	87.2%	87.5%
Less traffic congestion	75.4%	80.0%	66.4%	70.4%	75.6%	84.1%	85.3%	89.1%
Improved traffic flow	72.4%	70.4%	65.8%	71.0%	68.2%	79.5%	80.5%	78.9%
Accommodating population growth	72.0%	75.9%	66.1%	68.6%	67.4%	79.5%	78.8%	76.8%
Less car dependency	71.6%	70.9%	62.7%	70.6%	68.9%	78.8%	76.5%	77.2%
Increased urban density	59.9%	68.5%	63.4%	61.8%	56.8%	57.8%	61.7%	66.7%
More traffic congestion	42.8%	40.0%	41.5%	42.1%	50.0%	42.0%	43.9%	58.5%

*Dark pink shaded cells indicate the highest result in each column. Highlighted cells indicate the top five highest results for the column.

4.3.3.11 Potential social outcomes to be enhanced / mitigated

A total of 241 survey respondents provided 384 suggestions for the type of outcomes they want enhanced once the project is complete and operational. As listed in Table 4-11, survey results were similar for the whole project area and individual precincts. Points of difference include the Rydalmere East precinct featuring management of future development (13.4 per cent) in the top five outcomes, whereas all other precincts include traffic, parking, and car use.

The Carter Street precinct features alignment extension and stops (10.0 per cent), whereas all other precincts include urban design and place-making outcomes. Minimising impacts to local residents was not raised for the Camellia and Carter Street precincts, possibly due to the low number of permanent residents.

Improved accessibility and connectivity are outcomes that many survey respondents indicated they want to see realised. Connectivity comments focused on the need for improved connectivity to neighbouring suburbs and Greater Sydney, whereas accessibility comments related to the need to ensure that light rail is affordable for all. Survey participants also said they want fast and frequent services. An integrated transport network was identified by many respondents. Comments called for a public transport network that is reliable and seamlessly integrated with other modes (rail, buses, cycleways). The need for timetable versatility to respond to large scale events was also noted.

Positive outcomes associated with traffic, parking and car use focused on reduced dependency on private cars, streetscape upgrades and improved amenity to accommodate the light rail, and improved traffic flow. Several comments focused on the need to address traffic issues on Hill Road in Wentworth Point.

Physical place outcomes to be enhanced include urban design and landscaping, pedestrian and cycling infrastructure and safety. Respondents want high quality places, public amenities, and more green space.

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Revegetation, and more mature trees to increase the tree canopy following construction is important for many respondents. Minimising the use of concrete was suggested to mitigate the urban heat island effect, while creating visually aesthetic places.

Survey respondents want well connected, new and improved cycleways and shared pathways. Suggestions were made for bike lockers and secure storage at light rail stops and for a circular pedestrian link between Parramatta and Sydney Olympic Park to coincide with Sydney Metro West.

Table 4-11 Potential project outcomes to be enhanced/mitigated as suggested by survey participants

Outcomes to enhance / mitigate	Whole of social locality	Camellia	Rydalmere East	Ermington	Melrose Park	Wentworth Point	Sydney Olympic Park	Carter Street
Accessibility/connectivity	17.2%	16.3%	13.4%	14.8%	12.4%	16.1%	17.5%	17.5%
Integrated transport network	14.6%	10.2%	17.1%	17.4%	12.4%	14.3%	16.9%	20.0%
Traffic, parking and car use	13.5%	10.2%	7.3%	10.4%	13.5%	16.1%	12.3%	12.5%
Pedestrian/bike infrastructure and safety	11.5%	18.4%	12.2%	11.3%	11.2%	13.0%	13.0%	12.5%
Urban design and landscaping	11.5%	16.3%	13.4%	10.4%	12.4%	13.0%	12.3%	7.5%
Alignment extension and stops	9.1%	10.2%	11.0%	8.7%	7.9%	8.1%	9.7%	10.0%
Manage future development	7.3%	8.2%	13.4%	9.6%	10.1%	8.1%	7.1%	10.0%
Other	6.3%	8.2%	4.9%	7.0%	6.7%	3.1%	3.2%	5.0%
Impacts to local residents minimised	2.6%	-	1.2%	1.7%	2.2%	2.5%	0.6%	-
Economic stimulus/manage impacts	2.3%	2.0%	2.4%	1.7%	2.2%	1.2%	1.9%	2.5%
Communications	1.8%	-	2.4%	1.7%	3.4%	0.6%	1.9%	2.5%
Maintain existing bus services	1.3%	-	1.2%	2.6%	3.4%	1.9%	1.3%	-
Frequency of services	1.0%	-	-	2.6%	2.2%	1.9%	1.9%	-

*Dark pink shaded cells indicate the highest result in each column. Highlighted cells indicate the top five highest results for the column.

Project outcomes comments shared by survey participants included:

“Provide good connectivity and integration to other transport modes to maximise the reach of the [light rail] and provide a benefit to as many people as possible”

“Run it through existing populated suburbs, not just potential development areas”

“Better transport, easier moving around, and less people relying on [their] own cars”

“Better walkability and access to existing and future transport options”

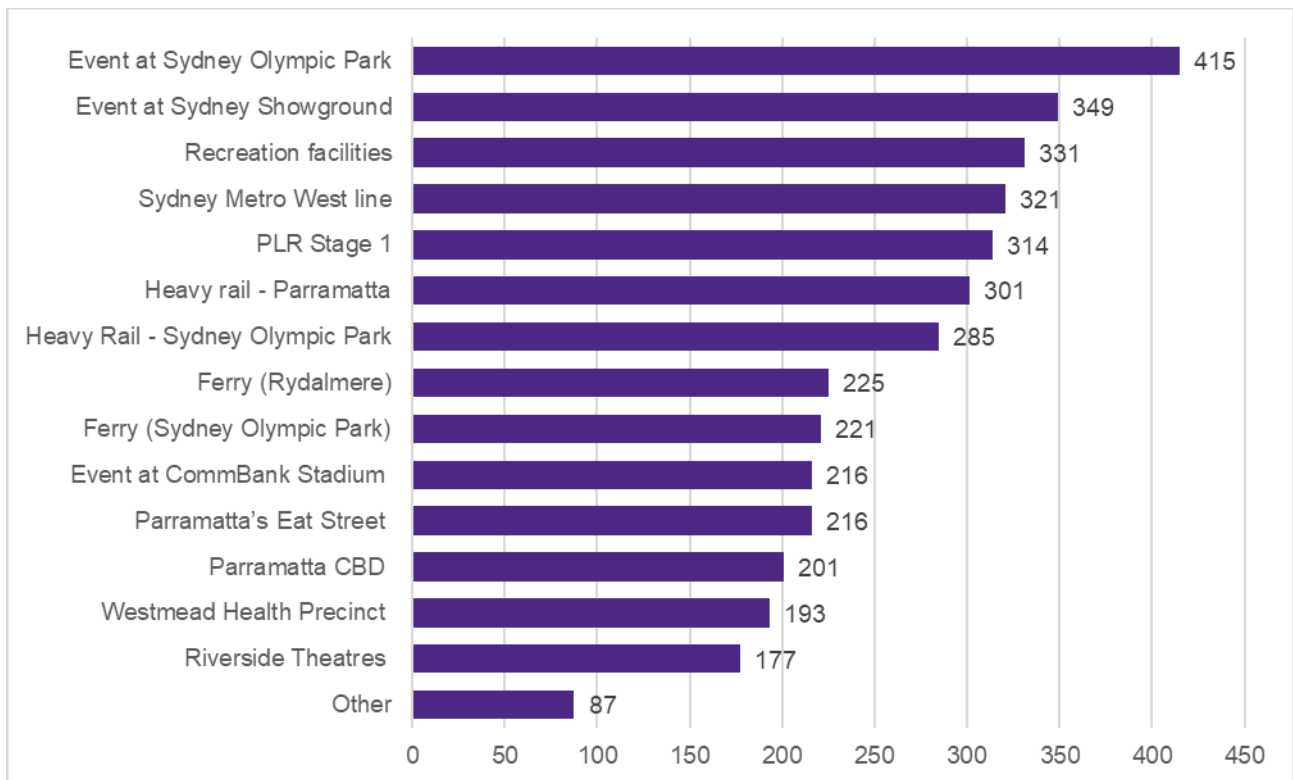
“Placemaking is important, especially in the areas of Rydalmere, Ermington, Melrose Park and Camellia - there is much place making that could be done in terms of drawing people to these areas. Especially in the area of Camellia which is currently mostly industrial land use”

“Don’t have the light rail track on Hill Road because it’s already hard enough to drive around buses and pedestrian islands. Don’t put trees in the middle of the road because it will obscure the view of turning vehicles”

4.3.3.12 Future use of Parramatta Light Rail Stage 2

Survey participants asked to indicate the reasons they would use Parramatta Light Rail Stage 2 and were provided with a list of possible destinations. As shown in Graph 4-5, the main reason for future use of Parramatta Light Rail Stage 2 is to attend an event at Sydney Olympic Park (10.8 per cent, 415), followed by attending an event at the Sydney Showground (9.1 per cent, 349). Using Parramatta Light Rail Stage 2 to connect to other transport services including the Sydney Metro West line (8.6 per cent, 331), Parramatta Light Rail Stage 1 (8.4 per cent, 321), heavy rail in Parramatta (5.9 per cent, 225) and ferry services in Sydney Olympic Park (5 per cent, 193) and Rydalmere (4.3 per cent, 165) were also common reasons for future use.

Survey participants were provided with the option to identify 'other' reasons for future use of Parramatta Light Rail Stage 2. A total of 87 responses were provided, with 22.7 per cent (20) of these stating that they were unlikely to use Parramatta Light Rail Stage 2. Additional reasons included work / business travel (20.5 per cent, 18), to access food and retail services (10.2 per cent, 9), for a variety in mode of travel (6.8 per cent, 6) and to access education (5.7 per cent, 5) and community facilities (3.4 per cent, 3).



Graph 4-5 Reason for future use of Parramatta Light Rail Stage 2

Details on how consultation feedback has informed project refinement are provided in Section 7.

4.3.4 Have Your Say survey

The Have Your Say survey was carried out between 2 May 2022 and 29 July 2022, seeking to simultaneously raise awareness of the project in the local community and seek public feedback on the preferred alignment and proposed light rail stop locations. The survey was available on the project’s Virtual Engagement Room and the target audience was within the City of Parramatta Council, including both residents and businesses (which was an input into Technical Paper 8 (Business Impact Assessment)).

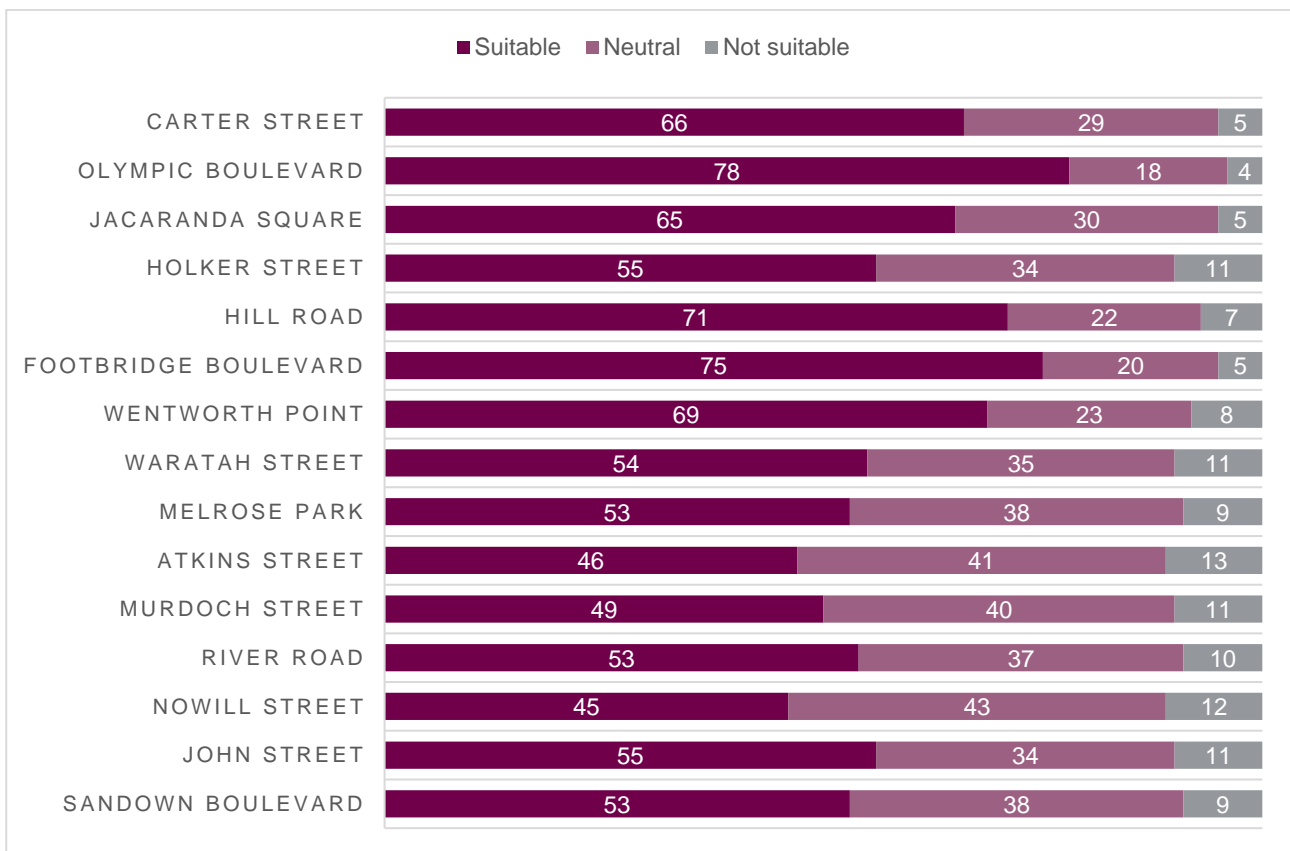
A total of 1,194 responses were received through the survey, with 86 per cent of respondents either living, working, or studying in the project area.

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The survey objectives were to:

- seek feedback in relation to the suitability of the preferred alignment and proposed stop locations
- seek feedback on perceived impacts such as noise and vibration, traffic and parking, property, and business impacts
- seek feedback on how best to communicate with the broader community moving forward, including hard to reach community groups such as non-English speakers and accessibility groups
- identify and increase understanding of the communities that live in the area or may be impacted – or potentially impacted – by the project
- increase awareness of the project in general.

Overall, the Have Your Say survey found an overwhelming general support for the project (80 per cent), with only 14 per cent being outright opposed to it. The proposed stop locations for the project were generally supported, as shown in Graph 4-6, with the highest level of support being for Olympic Boulevard (78 per cent in favour, with four per cent opposed), and the least support being for the Nowill Street stop (45 per cent in favour with 12 per cent opposed).



Graph 4-6 Have Your Say Parramatta Light Rail Stage 2 stop suitability

Survey respondent preferences around the proposed alignment were much more indifferent when compared to stop preferences, with just 35 per cent of respondents preferring the current alignment. However, 40 per cent stated that they did not have a preference in relation to the alignment, leaving 25 per cent of respondents proposing a variety of changes, most notably a change to orient the alignment along the south side of the Parramatta River (eight per cent).

The Have Your Say survey also identified several key concerns that respondents had with the project's construction and operation, the most notable of which were Traffic, parking or impacts on local roads (45 per cent), Loss of, or restricted public access (41 per cent), and Impacts on flora and fauna (41 per cent). A full list of potential impacts of concern is displayed in Table 4-12.

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Table 4-12 Have Your Say potential project impacts by concern

Potential impacts during construction	Concerned	Neutral	Not concerned
Traffic, parking or impacts on local roads	45%	26%	29%
Loss of, or restricted public access	41%	30%	29%
Impacts on flora and fauna	41%	34%	25%
Impacts on public amenities / social infrastructure	38%	34%	28%
Noise, vibration or air quality	34%	32%	33%
Health, safety and wellbeing	35%	34%	31%
Impact on local cultural heritage	30%	35%	35%
Property impacts	29%	37%	34%
Local business impacts	29%	43%	28%
Visual impacts	24%	33%	43%
Increased employment	19%	38%	44%

Further detail on the Have Your Say survey can be found within the Community and Stakeholder Engagement Report (Appendix F of the EIS).

4.3.5 Construction noise hours and mitigation survey

Transport for NSW distributed surveys to about 7,000 properties located along the project site between 30 September and 14 October 2022 to understand the community's preference for balancing the overall construction program duration with receiver amenity impacts associated with the proposed primary project working hours during construction. The survey also sought to understand the community's preference for project-specific mitigation and management measures to reduce potential impacts.

The following types of questions were asked in the survey to ascertain the above:

- Would you support extended construction hours (7am – 7pm) on weekdays, weekends or Sundays and/or public holidays?
- Do you think extended construction hours would impact your day-to-day lifestyle?
- If extended construction hours were to be implemented, what mitigations would you recommend?

There were 257 respondents to the survey. The results found that:

- about half of respondents considered that the proposed working hours would not impact their day-to-day lifestyle
- 75 per cent of respondents supported the proposed working hours on weekdays
- 77 per cent of the respondents supported the proposed working hours on Saturdays
- 53 per cent of respondents supported the proposed working hours on Sundays and/or public holidays.

Community members were also asked their opinions on measures that could be used to mitigate potential noise impacts during construction. Measures involving ongoing monitoring and reporting of noise levels to assist with noise mitigation had the highest level of support, followed by the use of noise barriers or 'at source' noise measures, such as using smaller or less noisy equipment.

5 SOCIAL BASELINE

This section describes the existing social baseline of the social locality shown in Figure 2-1. A summary of the overall demographic profile of the social locality is presented, followed by demographic characteristics, cultural diversity, community values, disadvantage, economic and employment profiles, social infrastructure, and housing profiles for each of precinct that together form the social locality. This section also considers existing and future major development and population projections to provide an overview of the potential future characteristics of each precinct.

The social locality is contained wholly within the City of Parramatta LGA with the exception of a small portion of residential and waterfront land in Melrose Park which is within the City of Ryde LGA.

The City of Parramatta LGA and the Greater Sydney Statistical Area (Greater Sydney) have been used for comparative purposes. Community profiles for each precinct included in the social locality have been organised in order of the project alignment from west to east. Figure 5-1 shows the alignment of Parramatta Light Rail Stage 2, the City of Parramatta LGA and adjacent council areas.

The City of Parramatta community profile is provided in Appendix F.1.

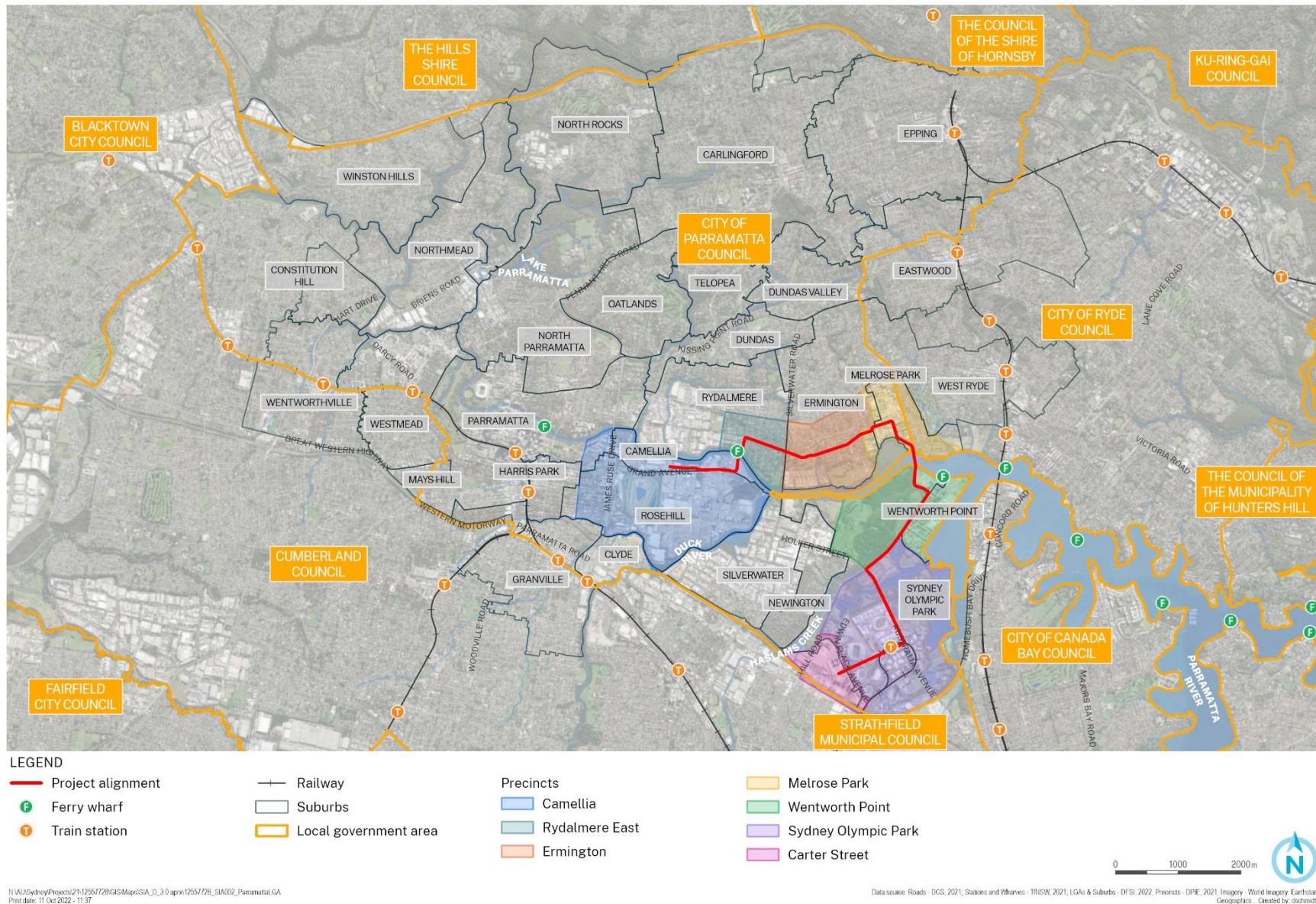


Figure 5-1 Map of Parramatta LGA and surrounding councils

5.1 Social locality community profile

This section provides insights into the demographic characteristics, including indicators of vulnerability. The City of Parramatta LGA and Greater Sydney have been used as a base of comparison for precinct demographics.

The social locality of the City of Parramatta LGA is transforming. Population growth, new housing, jobs, and infrastructure are changing the area from a suburban centre into, the centre of services, infrastructure, and employment for Western Sydney. The precincts within the social locality are home to many unique neighbourhoods and they have their own distinct demographic qualities. With the delivery of the project, regional commercial and professional hubs, including Parramatta CBD, Rhodes, and Sydney Olympic Park, along with the future Camellia town centre, will be magnitudes more accessible and make the future Central River City a much more interconnected and modern locality.

5.1.1 Population characteristics

- A total population of 19,808 residents within the social locality, with Wentworth Point precinct (5,586, 28 per cent) having the highest number of residents. The Sydney Olympic Park and Carter Street precincts are forecast to have the highest growth rate increasing from 2,910 in 2016 to 35,300 in 2041.
- The Parramatta LGA is expected to grow by around 204,000 people (3.5 per cent annually) from 2016 to 2041. The identified project precincts within the social locality are expected to account for over half of this growth with 112,300 people (23 per cent annually).

5.1.2 Economic characteristics

- The working age distribution differs across the precincts with the Sydney Olympic Park (88 per cent) and Carter Street precincts (88 per cent) having the highest proportion of population at working age.
- Rydalmere East (66 per cent) and Ermington (68 per cent) precincts have the lowest proportion of a working age population, which is comparable to Greater Sydney (67 per cent) and the Parramatta LGA (69 per cent).
- Camellia precinct (9 per cent) has the highest proportion of unemployed persons, followed by Rydalmere East (8 per cent). Both precincts unemployment rates are higher than Parramatta LGA (7 per cent) and Greater Sydney (6 per cent).
- Wentworth Point precinct (71 per cent) has the highest workforce participation rate, which is noticeably higher than the City of Parramatta LGA (62 per cent) and Greater Sydney (62 per cent) rates.
- Workforce participation rates are lowest in Rydalmere East precinct (56 per cent) and Ermington precinct (63 per cent).
- Rydalmere East (33 per cent), Camellia (31 per cent) and Ermington (27 per cent) precincts have the highest proportion of blue-collar workers (blue collar workers includes labourers, machinery operators and drivers, and technicians and trades workers).
- The Wentworth Point (86 per cent), Carter Street (85 per cent) and Sydney Olympic Park (84 per cent) precincts have the highest proportion of white-collar workers (white collar workers includes community and personal service workers, clerical and administrative workers, professionals, and managers).

5.1.3 Housing

- A greater proportion of separate house dwellings are located in Melrose Park, Ermington, and Rydalmere East than the remainder of the social locality, the City of Parramatta LGA and Greater Sydney. A significantly higher proportion of residents live in medium and high-density apartment dwellings in the Sydney Olympic Park and Wentworth Point precincts than the rest of the social locality, the City of Parramatta LGA and Greater Sydney. Carter Street precinct is wholly made up of high-density dwellings.
- There is a greater distribution of family households in the Melrose Park (78 per cent) and Ermington (76 per cent) precincts than other precincts.

5.1.4 Vulnerable communities

Culturally and linguistically diverse (CALD) community members

- The precincts at either end of the alignment (Camellia (58 per cent), Sydney Olympic Park (58 per cent) and Carter Street (58 per cent)) have a higher proportion of residents born overseas compared with Melrose Park (28 per cent), the City of Parramatta LGA (48 per cent) and Greater Sydney (35 per cent).
- The precincts at the eastern end of the alignment (Carter Street (56 per cent) and Sydney Olympic Park (56 per cent)) have a higher proportion of residents who speak a language other than English than Melrose Park (25 per cent) and the City of Parramatta LGA (43 per cent).
- The Carter Street and Sydney Olympic Park precincts have 11 per cent of the population who do not speak English well, or at all, which is slightly higher when compared to the City of Parramatta LGA (9 per cent) and Greater Sydney (6 per cent).
- A greater number of Australian born residents reside in the Melrose Park (28 per cent), Rydalmere East (34 per cent) and Ermington precincts (34 per cent) than the rest of the social locality and the City of Parramatta LGA.

Older persons and very young children

- The Rydalmere East and Melrose Park precincts have the highest proportion of older persons (aged 65 years and over), accounting for 14 per cent of the population. This is the same proportion when compared with Greater Sydney (14 per cent), however, slightly higher than the City of Parramatta LGA (12 per cent).
- Precincts with the highest proportion of very young children, aged 0 – 4 years, include Ermington (9 per cent), Camellia (8 per cent) and Wentworth Point (8 per cent), which is slightly higher than City of Parramatta LGA (7 per cent) and Greater Sydney (6 per cent).

Social and community housing

- A significantly higher proportion of people live in social housing in the Rydalmere East (30 per cent) and Ermington (18 per cent) precincts than the other precincts, the City of Parramatta LGA and Greater Sydney, where the percentage living in social housing is 5 per cent or less.

Low-income households

- The Rydalmere East (24 per cent), Ermington (18 per cent) and Camellia (18 per cent) precincts have higher proportions of low-income households when compared with the City of Parramatta LGA (15 per cent) and the other precincts in the social locality.

Residents needing assistance due profound or severe core activity limitation (disability)

- There is a greater proportion of residents needing assistance due to a disability in the Rydalmere East (6 per cent), Ermington (5 per cent) and Melrose Park (4 per cent) precincts compared to the Camellia (2 per cent), Wentworth Point (1 per cent), Sydney Olympic Park (1 per cent) and Carter Street (1 per cent) precincts.

Aboriginal and Torres Strait Islanders (First Nations Australians)

- A higher proportion of First Nation Australian residents live in the Rydalmere East (1.7 per cent) and Ermington (1.7 per cent) precincts compared to the other precincts, the City of Parramatta LGA (0.7 per cent) and Greater Sydney (1.4 per cent).

Vehicle ownership

- The percentage of households that own a private vehicle across all precincts is relatively high, ranging from 84 per cent (Camellia precinct) to 96 per cent (Carter Street precinct). Households without a private vehicle can indicate a greater dependency on active and public transport options. 172 (16 per cent) households in the Camellia precinct and 113 (15 per cent) in the Rydalmere East precinct do not own a private vehicle.

5.1.5 Socio-economic disadvantage

The SEIFA Index of Relative Socio-Economic Disadvantage (IRSD) is an indicator to measure relative disadvantage and is derived from Census variables like low income, low educational attainment, unemployment, and dwellings without motor vehicles.

Precincts with relatively higher levels of disadvantage compared to the City of Parramatta LGA include Rydalmere East (949), Camellia (997), and Ermington (1,011). These three precincts recorded higher levels of disadvantage than the City of Parramatta LGA (1,039) and Greater Sydney (1,018).

Lower levels of disadvantage were recorded for the Sydney Olympic Park (1,099), Carter Street (1,077), Wentworth Point (1,091) and Melrose Park (1,085) precincts. Compared to the City of Parramatta LGA (1,039) and Greater Sydney (1,018), these four precincts have lower levels of disadvantage. Table 5-1 shows the IRSD score, decile, and percentile for each precinct in comparison to other SA1s in Australia.

Table 5-1 Disadvantage IRSD score by precinct – ranked in order from most to least disadvantaged

Geography	IRSD Score	Decile	Percentile
Rydalmere East precinct	949	3	25
Camellia precinct	997	5	41
Ermington precinct	1,011	5	46
Greater Sydney	1,018	5	49
City of Parramatta LGA	1,039	6	59
Carter Street precinct	1,077	8	78
Sydney Olympic Park precinct	1,099	9	88
Melrose Park precinct	1,085	9	82
Wentworth Park precinct	1,091	9	85

Source: Australian Bureau of Statistics, 2016b

5.2 Precinct community profiles

The social locality encompasses seven precincts, all located within Parramatta LGA, with the exception of a small portion of Melrose Park waterfront land in the City of Ryde LGA.

The methodology adopted for the social baseline, including statistical areas used to describe community demographics is described in Section 2 and the extent of the precincts within the social locality are shown in Figure 2-1.

5.3 Camellia precinct

5.3.1 Precinct overview

The Camellia precinct is located 1.5 kilometres east of the Parramatta CBD. The precinct is characterised by an industrial history and contains a large number of industrial land uses, most notably the Viva Energy fuel terminal, storage and distribution facility. Camellia is currently an employment area featuring a range of businesses, including retail and bulky goods, manufacturing, bulk materials storage and handling, waste management and warehouses. The Camellia precinct is expected to experience a series of major projects in the next decade, the details of which can be found in Appendix F.2.

Two rail corridors are located within the town centre, the former T6 Carlingford Line corridor and a former freight rail (Sandown) line located to the north of Grand Avenue. The freight line has not been used for several years, and the T6 Carlingford Line customer services ceased operation in January 2020 to facilitate the conversion to light rail as part of Parramatta Light Rail Stage 1.

The Camellia precinct includes the suburbs of Camellia and Rosehill as shown in Figure 5-2.

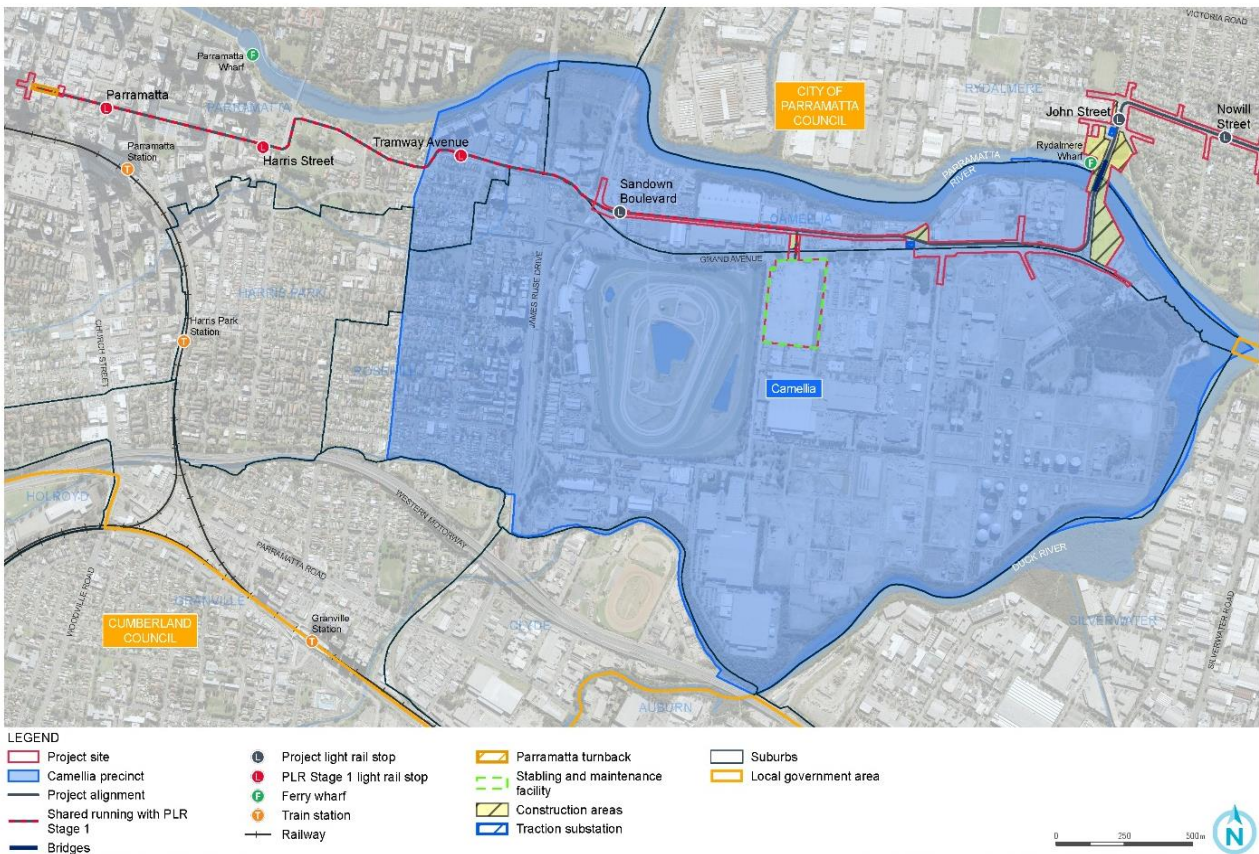


Figure 5-2 Camellia precinct map

5.3.2 Camellia precinct demographic summary

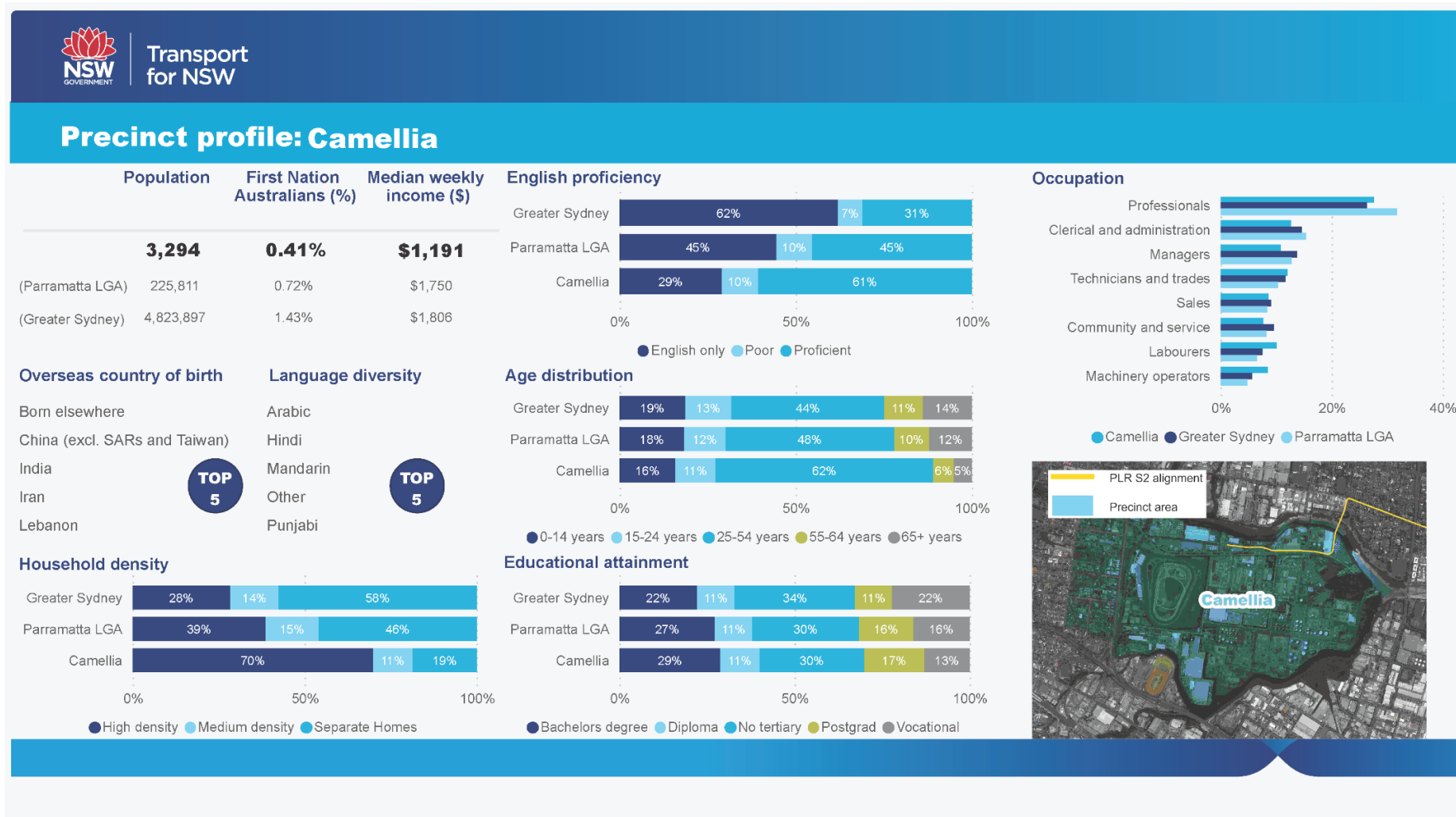


Figure 5-3 Precinct Profile: Camellia
Source: Australian Bureau of Statistics, 2016a

5.3.3 Socio-economic characteristics

The 2016 Census indicates that the Camellia precinct's population was 3,294 people and there were 1,167 private dwellings. The Camellia precinct can be characterised by the following socio-economic features:

Demographic

- Lower proportions of elderly people, with less people aged 65 years or over compared to the City of Parramatta LGA and Greater Sydney averages.
- Highly transient population, with proportions of people who have lived at the same address both one year and five years prior to the 2016 Census far lower than the City of Parramatta LGA and Greater Sydney. About 31 per cent of the population indicated that they lived at the same address in the five years prior to the Census.
- A greater number of residents privately renting their home (63 per cent) than the City of Parramatta LGA (37 per cent) and Greater Sydney (31 per cent). Significantly less residents own their home (outright or mortgaged) (34 per cent) when compared to the City of Parramatta LGA (57 per cent) and Greater Sydney (65 per cent).
- There are less First Nations Australians (0.4 per cent) than the City of Parramatta LGA (0.7 per cent) and Greater Sydney (1.4 per cent) averages.
- High levels of cultural diversity than City of Parramatta LGA and Greater Sydney averages, with 58 per cent of the population born overseas.
- The Camellia precinct has lower levels (3 per cent) of people in need of assistance due to a disability, compared with Greater Sydney (5 per cent).
- A total of 3 per cent of population (of an age eligible to answer) left school in Year 9 or below, which is lower than Greater Sydney (8 per cent) and the City of Parramatta LGA (6 per cent) rates.
- Residents living in social housing (3 per cent) is marginally less than the City of Parramatta LGA (5 per cent) and Greater Sydney (5 per cent).
- In general, the suburb of Rosehill has considerable higher rates of crime when compared to the City of Parramatta LGA and NSW. The most prevalent crime in Rosehill in the year to June 2021, which had 150 incidences, was theft. Stealing from a vehicle was the most common theft offence with 35 counts, followed by breaking and entering a dwelling (23 counts), stealing from a dwelling (17 counts) and motor vehicle theft (13 counts).
- The SEIFA IRSD Index of disadvantage, an indicator to measure relative disadvantage and derived from Census variables like low income, low educational attainment, unemployment, and dwellings without motor vehicles, was 997 for the Camellia precinct in 2016, which is lower than the score for the City of Parramatta LGA with 1,039, and Greater Sydney with 1,018. This means that the Camellia precinct has slightly higher levels of disadvantage than the City of Parramatta LGA and Greater Sydney averages.

Economic

- Labour force participation rate is broadly consistent across the Camellia precinct, the City of Parramatta LGA, and Greater Sydney, however, the unemployment rate in the Camellia precinct is marginally higher (9 per cent, compared to 7 per cent and 6 per cent respectively).
- The proportion of low and high-income households is broadly consistent across the Camellia precinct, City of Parramatta LGA, and Greater Sydney.
- The median household income (\$1,191) is below the City of Parramatta LGA (\$1,750) and Greater Sydney (\$1,806) averages. Compared to all precincts, the Camellia precinct has the second highest proportion of low-income households (18 per cent).
- The Camellia precinct has the highest unemployment rate (9 per cent) out of all precincts, which is higher than the City of Parramatta LGA (7 per cent) and Greater Sydney (6 per cent) rates.

The Camellia community and crime profile data is provided in Appendix F.2.

5.3.4 Local features and community values

An overview of local values and features for the precinct is provided in Table 5-2.

Table 5-2 Camellia precinct – local features and community values

Value/Feature	Description
Local amenity and character	The Camellia precinct sits adjacent to the Parramatta River and James Ruse Drive. The precinct is characterised by large land parcels, with land use along James Ruse Drive comprising mostly of mixed-use commercial, retail, and bulky goods uses. The precinct is immediately adjoined by the Rosehill Gardens Racecourse to the south, while James Ruse Drive to the west provides a significant barrier between Camellia and the residential areas of Harris Farm and Parramatta.
Access and connectivity	<p>Camellia has good road connections, including the M4 Western Motorway to the south and James Ruse Drive to the east, however these roads currently experience heavy congestion. The T6 Carlingford Line passenger services ceased operation in January 2020 and is being converted to light rail as part of Stage 1 of the Parramatta Light Rail Network. The train service has been replaced with a new bus route to transport customers between Carlingford, Telopea, Dundas, Rydalmere, Camellia/Rosehill and Parramatta CBD.</p> <p>The Parramatta River borders the northern edge of the suburb, however there is no public ferry stop in Camellia. Access to Rosehill is somewhat limited as the Parramatta River is to the north and Duck River to the south-east. Grand Avenue is nominated as an on-road cycleway but provides limited connectivity within the precinct.</p>
Environmental features	<p>The Camellia precinct straddles the southern banks of the Parramatta River, with much of the river edge bordered by ecologically sensitive mangroves.</p> <p>Key environmental features in the precinct include Clay Cliff Creek and the Parramatta River foreshores. These public spaces have early colonial and Aboriginal heritage significance. An established trail, the Harris Park Heritage Walk, traverses these environmental features. It starts at Parramatta Wharf and follows key heritage buildings and memorials including the HMAS Parramatta Memorial, Hambledon Cottage, Elizabeth Farm and Experiment Farm Cottage, concluding at the Parramatta Transport Interchange.</p> <p>Clay Cliff Creek is a small watercourse which flows from Parramatta River through the precinct to the south of the Parramatta CBD. The creek has been canalised and is lined with established vegetation.</p>
Community cohesion	<p>The precinct contains community facilities and organisations that are important to social interaction, including Rosehill Bowling Club.</p> <p>The precinct contains three childcare centres and Rosehill Public School, which are likely to play a key part in promoting social cohesion among community members associated with these facilities.</p>

5.3.5 Community infrastructure in Camellia precinct

The precinct currently has limited community infrastructure due to the area being dominated by industrial uses and major sporting facilities. Table 5-3 provides an overview of key facilities within the precinct near to the project. Community infrastructure near the project footprint (<250 metres away) is also shown in Figure 5-4.

Table 5-3 Camellia precinct – Community infrastructure

Infrastructure / facility	Location	Description	Approximate distance from project site
Childcare			
Rosehill Montessori Kindergarten	Weston St, Rosehill	The kindergarten occupies a small piece of land and is 700 metres away from the Parramatta River.	770m
Fun2Learn Early Learning Centre	Virginia St, Rosehill	The early learning centre is a multistorey building located a block over from James Ruse Drive. It is privately owned and provides care for children from 6 weeks to preschool age.	750m
Rosehill Community Preschool - Big Fat Smile	Hassall St, Rosehill	The Preschool is part of the not-for-profit <i>Big Fat Smile</i> which provides child education, care, recreation, cultural and inclusions services across NSW and the ACT. There is no on-site parking, and the preschool is adjacent to a McDonalds, which has on-site parking.	195m
Education			
Rosehill Public School	Virginia St, Rosehill	The primary school is located 860m from the Parramatta River and has pre-school an early childhood clinic within the school grounds. According to the school's website, 84 per cent of the children attending the school are from non-English speaking backgrounds.	720m
Recreation / sport facility			
Rosehill Gardens Racecourse	James Ruse Dr, Rosehill	The racecourse holds several horse race events annually. The venue also consists of conferencing facilities, an exhibition hall, outdoor entertaining spaces and 5,000 free car spaces. Other major events are hosted at the facility, including the NSW Caravan Camping, 4WD and Holiday Supershow in April each year. Public transport access is also provided by bus and ferry only, as train access ceased operation with the closure of Rosehill Railway Station and the T6 Carlingford Line.	180m
Rosehill Bowling Club	Hassall St and James Ruse Dr, Rosehill	Rosehill Bowling Club is located on the corner of Hassall Street and James Ruse Drive. It consists of three bowling greens, a dining room and function rooms. On-site parking is available and is accessed via James Ruse Drive.	70m
Lollipop's Playland Parramatta	James Ruse Dr, Parramatta	Lollipop's Playland is an indoor play centre located on James Ruse Drive. The venue is open seven days a week and is situated within a larger retail complex and is surrounded by a car park.	190m

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Infrastructure / facility	Location	Description	Approximate distance from project site
GPS Fitness Rosehill	James Ruse Dr, Parramatta	GPS Fitness is located on James Ruse Drive and is part of a larger retail complex that is bordered by a car park and tree line. The gym is open 24 hours	190m
Open space, parks and reserves			
Biplane Park	Prospect St, Rosehill	A small local park with children's play equipment.	690m
Health			
Rosehill Family Medical Practice	Oak St, Rosehill	The family medical practice is located in a larger commercial complex that has on-site parking. The complex is bordered by Arthur Street, Oak Street and Hassel Street. The practice is open from 8am-6pm Monday-Friday, open 9am-1pm on Saturday and closed on Sunday.	420m
Lifeblood Parramatta Donor Centre Rosehill	Oak St, Rosehill	Lifeblood Parramatta is located on the corner of Oak and Arthur Streets. The Centre has both on-site and curb-side parking and is open seven days a week. It is accessible via public transport, with the closest bus stop being Hassall Street after Arthur Street.	420m
Community and cultural facility			
BAPS Shri Swaminarayan Mandir	Eleanor St, Rosehill	A local Hindu Temple on Eleanor St. There is on-site parking located behind the venue on Watson St.	1000m
Elizabeth Farm	Alice St, Rosehill	An historical estate and museum featuring a colonial bungalow with a veranda and an 1830s-style garden.	600m

SOCIAL IMPACT ASSESSMENT

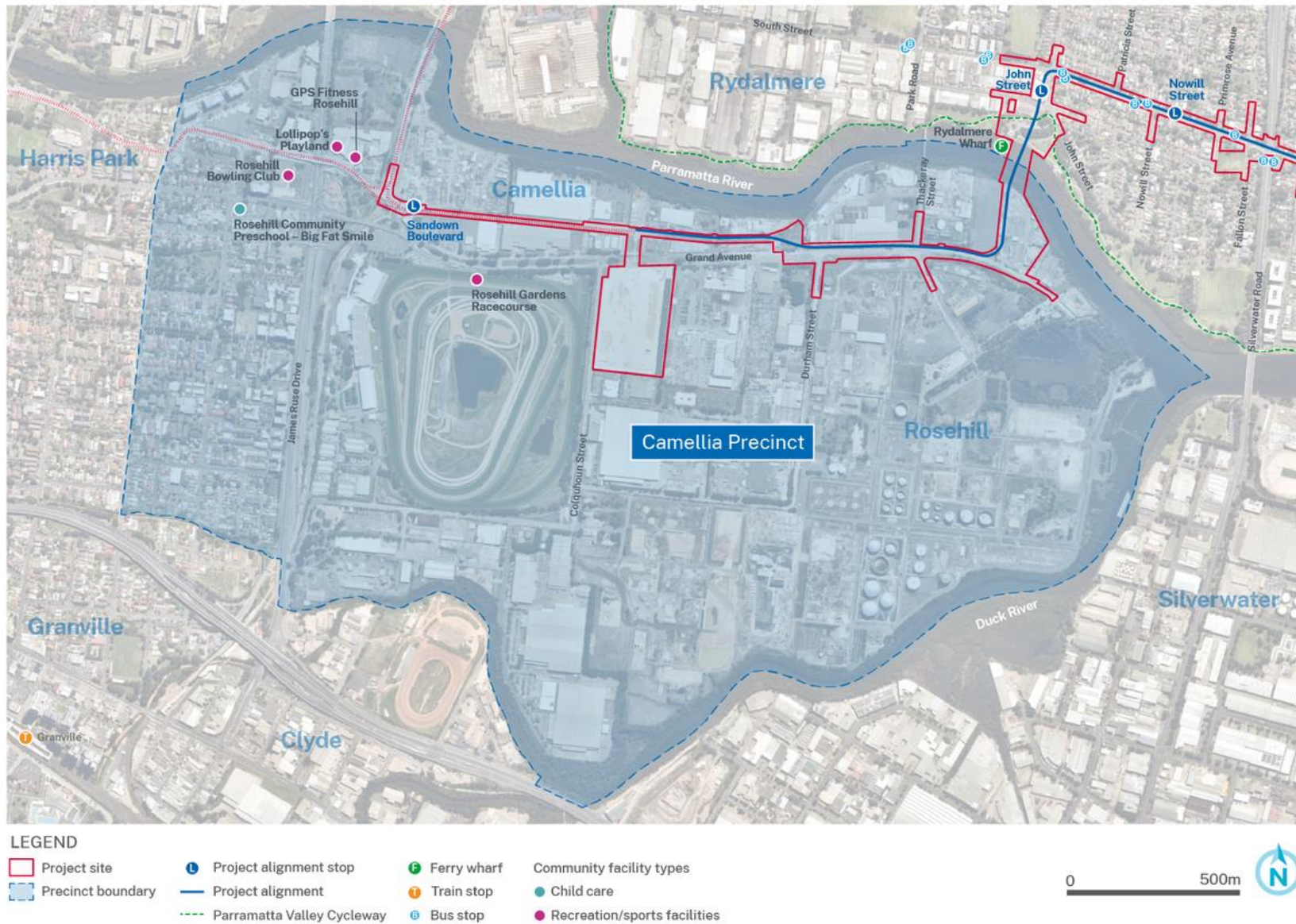


Figure 5-4 Community infrastructure and facilities in the Camellia precinct

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5.4 Rydalmere East precinct

5.4.1 Precinct overview

The Rydalmere East precinct is located three kilometres east of the Parramatta CBD and north of Camellia across the Parramatta River. The Rydalmere East precinct incorporates part of the suburb of Rydalmere and is characterised by light industrial and business uses in the south-west, with the rest of the precinct comprising low density residential areas, with some newer medium density development between Park Road and John Street. There are many lots owned by Land and Housing Corporation (LAHC) in this precinct and a considerable number are co-located together. Industrial lands of Rydalmere comprise a variety of medium to large scale factories, with larger factories often requiring heavy vehicle access via South Street.

As shown in Figure 5-5, the precinct fronts the Parramatta River to the south and Victoria Road to the north, extends beyond Rydalmere Wharf to the west and abuts Silverwater Road to the east.

This area is located close to Western Sydney University (WSU) Parramatta Campus and has the potential to build upon linkages with the university and future town centre, with current plans for the precinct including the bolstering of its recreational infrastructure, the details of which can be found in Appendix F.3.

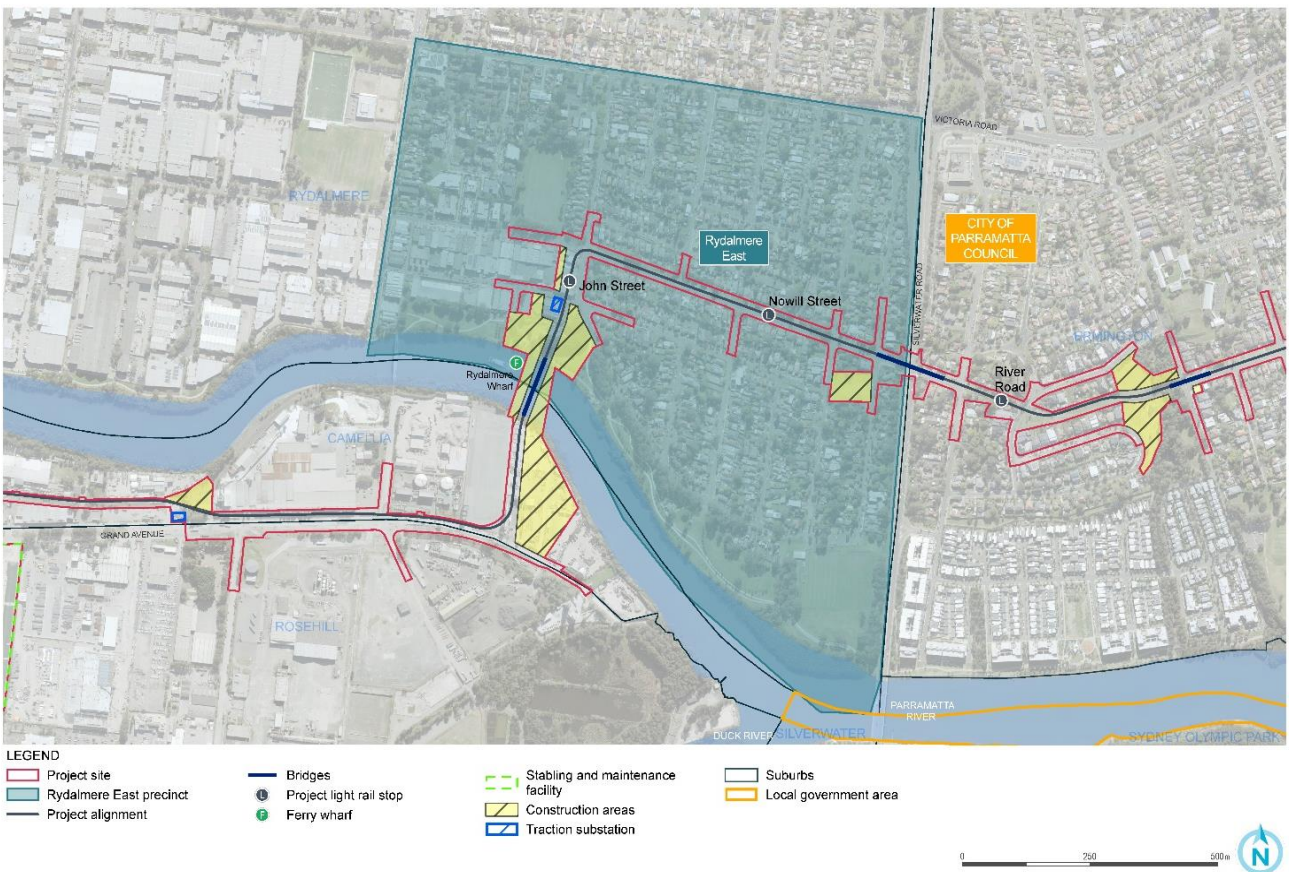


Figure 5-5 Rydalmere East precinct map

5.4.2 Rydalmere East precinct demographic summary



Figure 5-6 Precinct Profile: Rydalmere East
Source: Australian Bureau of Statistics, 2016a

5.4.3 Socio-economic characteristics

The Rydalmere East precinct has a population of about 2,176 people and about 764 private dwellings as of the 2016 Census. The Rydalmere East precinct can be characterised by the following socio-economic features:

Demographic

- Slightly higher proportions of younger and older people, with more people aged under 14 years and 65 years or over compared to the City of Parramatta LGA and Greater Sydney averages.
- There are more First Nations Australians (1.7 per cent) than the City of Parramatta LGA (0.7 per cent) and Greater Sydney (1.4 per cent) averages.
- A small proportion of residents (8 per cent) do not speak English well, or at all, which is marginally lower than the City of Parramatta LGA (9 per cent), and slightly higher than Greater Sydney (6 per cent).
- Compared to all other precincts, Rydalmere East precinct ranks second last for the proportion of the population born overseas (34 per cent). This indicates lower levels of cultural diversity than the City of Parramatta LGA (48 per cent), however, it is similar to Greater Sydney (35 per cent).
- As of the 2016 census, a significant proportion of people in the Rydalmere East precinct live in social housing (30 per cent). This is the highest of all precincts, and considerably higher than the City of Parramatta LGA (5 per cent) and Greater Sydney (5 per cent) averages.
- Established community, with 65 per cent of the population having lived at the same address both one year and five years prior to the 2016 Census.
- About 10 per cent of the population (of an age eligible to answer) left school in Year 9 or below, which is a higher proportion than all other precincts, Greater Sydney (8 per cent) and the City of Parramatta LGA (6 per cent) rates.
- Of all precincts, Rydalmere East has the highest proportion of people in need of assistance due to a disability (6 per cent).
- In general, the crime profile for the suburb of Rydalmere is comparable to the City of Parramatta LGA for 'malicious damage to property', 'theft', 'non-domestic violence related assault' and 'disorderly conduct'. 'Robbery' offence rates (13.4) were considerably higher when compared to rates across the LGA (3.5), however, considerably less than NSW rates (26.2). In general, the five-year trend data (where available) indicates a decrease in crime within the suburb of Rydalmere.
- The SEIFA IRSD Index of disadvantage, an indicator to measure relative disadvantage and derived from Census variables like low income, low educational attainment, unemployment, and dwellings without motor vehicles, was 949 for the Rydalmere East precinct in 2016, which is lower than the score for the City of Parramatta LGA, with 1,039, and Greater Sydney, with 1,018. This means that the Rydalmere East precinct has slightly higher levels of disadvantage than the City of Parramatta LGA and Greater Sydney averages. People living in social housing (32 per cent), low-income households (15 per cent) and people needing assistance (6 per cent) are higher in the Rydalmere East precinct than the City of Parramatta LGA and Greater Sydney.

Economic

- Labour force participation rate is lower in Rydalmere East (56 per cent) than in the City of Parramatta LGA (62 per cent) and across Greater Sydney (62 per cent).
- With a median weekly income of \$1,076, Rydalmere East has the highest proportion of low-income households (24 per cent) compared to all other precincts, the City of Parramatta LGA (15 per cent) and Greater Sydney (16 per cent).
- Compared to all other precincts, Rydalmere East precinct has the highest proportion of low-income households (24 per cent).
- The Rydalmere East precinct has the second highest unemployment rate (8 per cent) out of all precincts, which is higher than the City of Parramatta LGA (7 per cent) and Greater Sydney (6 per cent) rates.

The Rydalmere East community profile and crime profile data is provided in Appendix F.3.

5.4.4 Local features and community values

An overview of local values and features for the precinct is provided in Table 5-4.

Table 5-4 Rydalmere East precinct – local features and community values

Value/Feature	Description
Local amenity and character	The Rydalmere East precinct is characterised by low density residential housing with some more intensive medium and high-density areas. The built form mostly consists of detached housing on traditional suburban neighbourhood blocks. There are many lots owned by Land and Housing Corporation (LAHC) in this precinct and a considerable number are co-located together. The area in the south-west is characterised by light industrial and business uses. Parramatta River and public open green space on the southern border of the precinct is a major contributor to the amenity and character of the social locality and are highly valued by communities for their natural, ecological, scenic amenity, landscape, heritage, recreational and lifestyle values.
Access and connectivity	<p>Silverwater Road forms the eastern boundary of the precinct from Victoria Road to the Parramatta River, providing a significant barrier to the east-west movement of pedestrians, cyclists, and vehicles.</p> <p>There is no train station within the precinct. Rydalmere Station was closed in early 2020 and is being converted to a light rail stop as part of Stage 1 of the Parramatta Light Rail network.</p> <p>The area is serviced by a bus route running between Parramatta and Ryde, and the Parramatta to Circular Quay ferry service which is accessible via Rydalmere Wharf, located within Eric Primrose Reserve. The wharf is used solely for ferry services, as commercial or private motorboats are not permitted this far upriver.</p> <p>The wharf can be accessed by customers using the Parramatta River Valley Cycleway or a customer car park. There is a secure bike locker for customers to use as well as a bike rack.</p> <p>South Street is nominated as an on-road cycleway but provides limited connectivity throughout the precinct. The Parramatta River Valley Cycleway, a formal separated cycleway, extends along the northern side of the Parramatta River foreshore.</p>
Environmental features	<p>The foreshore is lined with mangrove and contains recreational green space associated with the cycleway and the Rydalmere Wharf.</p> <p>To the west of the precinct boundary is Subiaco Creek which intersects the suburb of Rydalmere from east to west, then converges south, joining the Parramatta River. Ponds Creek joins Subiaco Creek, coming in from the north-west of the suburb, forming a section of the Marri Badoo Reserve. In the top north-eastern corner of the suburb is Upjohn Park with an oval and playing fields and on the south-eastern tip of the suburb is Eric Primrose Reserve.</p>
Community cohesion	<p>Overall, levels of community cohesion and sense of belonging in the Rydalmere East precinct are expected to be good, with communities having access to a diverse range of local sporting, recreational and cultural facilities. Several neighbourhood parks, including Eric Primrose Reserve and Bretby Park, are scattered throughout the precinct, with local amenities including picnic tables, playgrounds and barbeque facilities all providing opportunities for social interaction. Local teams utilise Eric Primrose Reserve for organised sporting events including the Newington Soccer Club.</p> <p>Places of worship within the precinct provide a sense of community for Christian, Catholic and Muslim community members, and Parramatta Artist's Studios is the centre of a local flourishing artists community network.</p> <p>With St. Mary's Primary School and Rydalmere Public School in the precinct, it is recognised that schools can often play a key part in promoting community cohesion.</p> <p>There are various online groups relevant to Rydalmere suggesting a sense of community within the area including the Rydalmere, Ermington and Dundas Community Group, Rydalmere Community Hub, and the Ermington and Rydalmere mother's group and dad's group.</p>

5.4.5 Community infrastructure in Rydalmere East precinct

The precinct contains community infrastructure including educational facilities catering for primary school students, neighbourhood parks with local amenities which provide opportunity for passive and active recreation, and places of worship for different religious groups.

There are no medical facilities located within the precinct, however to the west (Westmead Health Precinct) and north of the precinct (over Victoria Road) medical services are available. Table 5-5 provides an overview of key facilities within the precinct near to the project. Community infrastructure near the project is also shown in Figure 5-7.

Table 5-5 Rydalmere East precinct – Community infrastructure

Infrastructure / facility	Location	Description	Approximate distance from project site
Education			
Rydalmere Public School	Victoria Rd, Rydalmere	Rydalmere is a P-6 public school that has a large oval, a basketball court and quadrangle as part of its outdoor facilities. The school hall is available to hire for public use. There is onsite parking, and it is located close to public transport bus routes on Victoria Rd and South St.	110m
Recreation/sports facilities			
Newington Soccer Club	User of Eric Primrose Reserve – playing fields	Newington Soccer Club is located within Eric Primrose Reserve, next to the Parramatta River and flanked by Silverwater Bridge. The Club uses the two sporting fields on the Reserve in the winter to host men’s and women’s soccer teams of all ages.	300m
Parramatta River Valley Cycleway	Traverses through the precinct	The Parramatta Valley Cycleway is a 20-kilometre-long path shared by cyclists and pedestrians that follows the Parramatta River. The cycleway links Morrison Bay Park in Ryde through the Ermington Nature Reserve and along the river foreshore to the Parramatta CBD.	Intersects project site
Parramatta River Walk	Traverses through the precinct	A section of Parramatta River Walk, that spans from Ryde Bridge to Parramatta, runs through the foreshore in Ermington. The section begins on Ermington side of Silverwater Bridge and runs until the end of George Kendall Reserve.	Intersects project site Continues through Rydalmere East, Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park
Open space, parks and reserves			
Eric Primrose Reserve	John St, Rydalmere	The reserve is located along Parramatta River between Silverwater Bridge and Rydalmere Wharf. There are two sporting fields close to the bridge, being used for football. There are car parks available along John Street servicing the sporting fields, play space and ferry wharf. The facilities include an amenities building, a skill and sensory-based play space suited to children between 0 and 5, outdoor exercise equipment, cycleway and walking paths, drinking fountains and refillable water stations, picnic areas and barbeques.	Partially within the project site

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Infrastructure / facility	Location	Description	Approximate distance from project site
		Located within Eric Primrose Reserve there are two full-sized sporting fields. In winter, these fields are used by the Newington Soccer Club.	
Broadoaks Park	Primrose Ave, Rydalmere	Broadoaks Park is a small park that has no facilities and is in-between residential properties.	Located within project site (construction compound)
Bretby Park	Fallon St, Rydalmere	Bretby Park covers a small area of land and is adjacent to several residential properties' backyards. The Park has two footpaths that run parallel to each other and a fenced-in playground with swings, observation chairs, a bridge, and slide.	30m
Hannibal Macarthur Park	Burbang Cres, Rydalmere	Hannibal Macarthur Park is a small residential park which is distinguished from the footpath by a low-rise wooden fence. The Park is lined by residential property fences. There is a small playground in the park with a slide, swing set and see-saw. There is a shaded observational bench.	170m
Community and cultural facility			
Immanuel Australia Church	Park Rd, Rydalmere	Immanuel Australia Church is a local Presbyterian church, specifically catering for the Korean community. The church offers several services during the week, as well as events and retreats for members of the congregation.	200m
Harvest Christian Centre	Victoria Rd, Rydalmere	Harvest Christian Centre is located on Victoria Rd and is on the same plot of land as Rydalmere Public School but is not affiliated with the school.	250m
Saeum Presbyterian Church	Antoine St, Rydalmere	Saeum Presbyterian Church services the Christian community, with services held in Korean on Wednesdays and Sundays.	50m

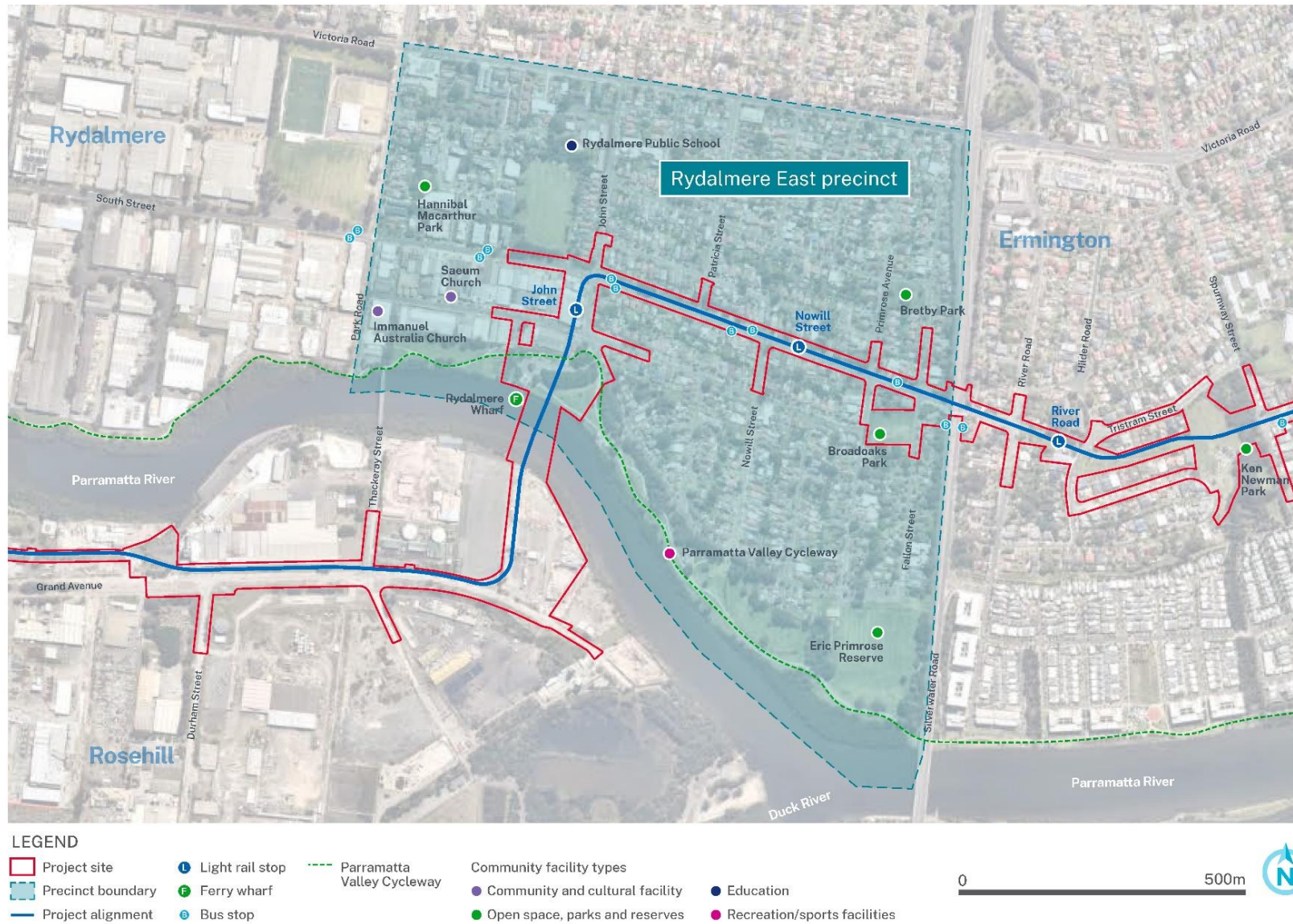


Figure 5-7 Community infrastructure and facilities in the Rydalmere East precinct

5.5 Ermington precinct

5.5.1 Precinct overview

Ermington precinct is located approximately five kilometres east of the Parramatta CBD, on the northern bank of the Parramatta River. The precinct falls within the larger suburb of Ermington (refer to Figure 5-8), and is separated from Rydalmere by Silverwater Road. Victoria Road defines the northern border extending from east to west of the suburb. The Parramatta River delineates the southern border of the suburb. The suburb is not currently serviced by public ferry or rail.

The precinct predominantly consists of residential land use, with industrial uses in the south-western corner and public open space and community infrastructure interspersed throughout the precinct. George Kendall Riverside Park is located in the south-eastern part of the precinct, adjacent to the Parramatta River. The parkland is a 27-hectare former landfill site with walking and bike tracks, football, basketball, baseball, cricket, and netball facilities. A foreshore walk is accessible from the reserve and continues to Parramatta to the east and Concord to the west. Future plans for the precinct are detailed in Appendix F.4.

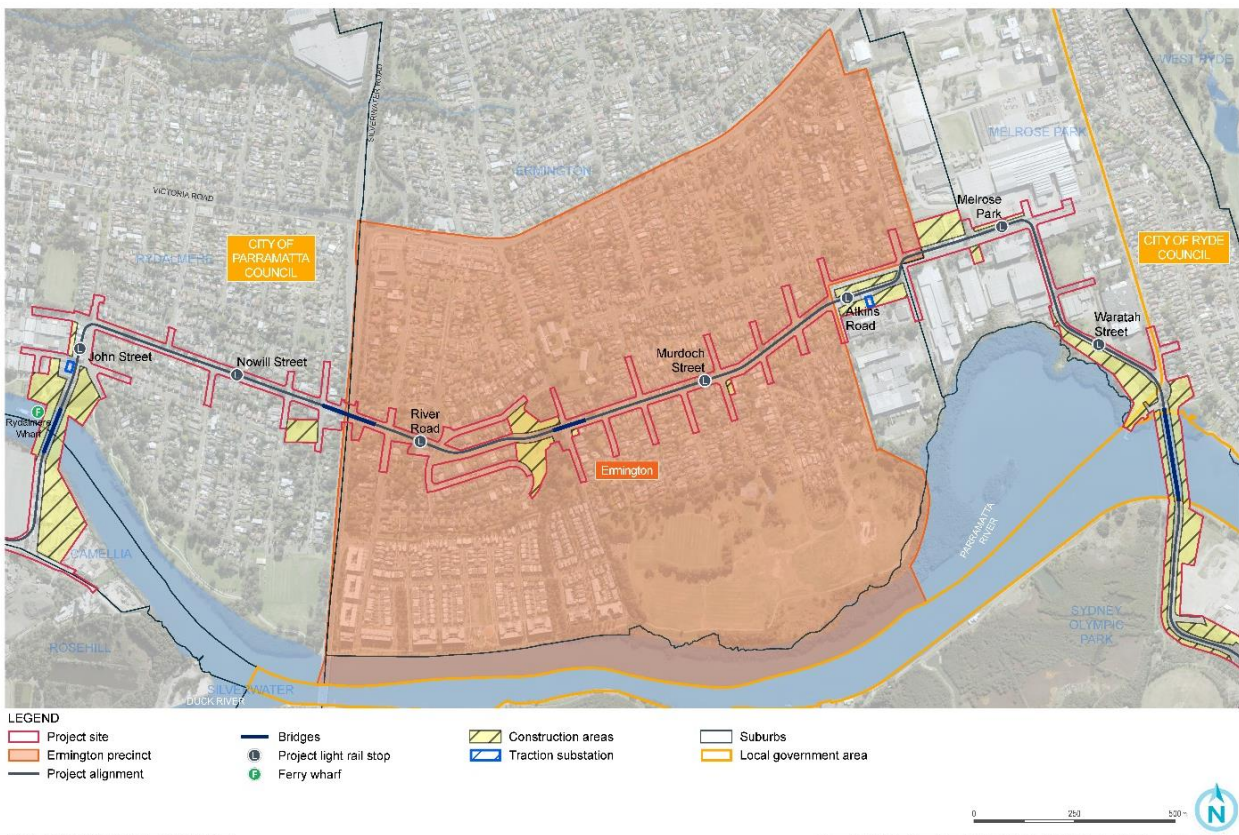


Figure 5-8 Ermington precinct map

5.5.2 Ermington precinct demographic summary



Figure 5-9 Precinct Profile: Ermington

Source: Australian Bureau of Statistics, 2016a

5.5.3 Socio-economic characteristics

The Ermington precinct has a population of about 4,426 people and about 1,471 private dwellings as of the 2016 Census. Ermington precinct can be characterised by the following socio-economic features:

Demographic

- Marginally lower proportions of elderly people aged 65 years or over (at 10 per cent) compared to the City of Parramatta LGA and Greater Sydney averages.
- Transience is comparable to the City of Parramatta LGA (51 per cent) and Greater Sydney (57 per cent), with similar proportions of people who have lived at the same address both one year and five years (56 per cent) prior to the 2016 Census.
- There are more First Nations Australians (1.7 per cent) than the City of Parramatta LGA (0.7 per cent) and Greater Sydney (1.4 per cent) averages.
- Lower levels of cultural diversity than the City of Parramatta LGA, however similar to Greater Sydney averages, with 34 per cent of the population born overseas (35 per cent in Greater Sydney and 48 per cent in Parramatta LGA).
- About 8 per cent of the population do not speak English well, or at all, comparable to Greater Sydney but less than the City of Parramatta LGA.
- As of the 2016 census, a considerable proportion of people in the Ermington precinct live in social housing (18 per cent), which is almost four times the amount across the City of Parramatta LGA (5 per cent) and Greater Sydney (5 per cent).
- About 10 per cent of the population (of an age eligible to answer) left school in Year 9 or below, which is a higher proportion than all other precincts, Greater Sydney (8 per cent) and the City of Parramatta LGA (6 per cent) rates.
- The Ermington precinct has the second highest proportion of residents who need assistance due to a disability (5 per cent), when compared with other precincts.
- In general, Ermington has considerably lower rates of crime compared to the City of Parramatta LGA and NSW, except for 'sexual offences' where rates are comparable. Ermington has experienced a stabilisation in crime rates over the past five years (2016 – 2021), with a decrease in the rates of 'malicious damage to property' and 'drug offences'.
- The SEIFA IRSD Index of disadvantage, an indicator to measure relative disadvantage and derived from Census variables like low income, low educational attainment, unemployment, and dwellings without motor vehicles, was 1,011 for the Ermington precinct in 2016, which is slightly lower than the score for the City of Parramatta LGA, with 1,039, and Greater Sydney, with 1,018. This means that the Ermington precinct has slightly higher levels of disadvantage than the City of Parramatta LGA, however, is comparable to the Greater Sydney average. Low-income households (10 per cent) and people needing assistance (5 per cent) are comparable to Greater Sydney. There are, however, considerably more people living in social housing (18 per cent) than in the City of Parramatta LGA (5 per cent) and Greater Sydney (5 per cent).

Economic

- Labour force participation (63 per cent) and unemployment rates (6 per cent) are broadly consistent with the City of Parramatta LGA and Greater Sydney.
- The proportion of low-income households (18 per cent) is slightly higher than the City of Parramatta LGA (15 per cent) and Greater Sydney (16 per cent).
- The median weekly household income (\$1,273) is below the City of Parramatta LGA (\$1,750) and Greater Sydney (\$1,806) averages.
- Compared to all precincts, Ermington precinct ranks third for low-income households (18 per cent), which is marginally higher than the City of Parramatta LGA (15 per cent) and Greater Sydney (16 per cent).

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- The Ermington precinct has the second highest unemployment rate (8 per cent) out of all precincts, which is higher than the City of Parramatta LGA (7 per cent) and Greater Sydney (6 per cent) rates.

Ermington precinct community and crime profile data is provided in Appendix F.4.

5.5.4 Local features and community values

An overview of local values and features for the precinct is provided in Table 5-6.

Table 5-6 Ermington precinct – local features and community values

Value/Feature	Description
Local amenity and character	<p>The predominantly residential suburb of Ermington comprises low-rise, detached residential housing stock, typically post-war brick bungalows, as well as some more recent dual occupancies, townhouse developments and apartments. Consistent with the residential character of the precinct, several community and cultural facilities support the needs of local residents, including places of worship, parks, community centre, local library and a school.</p> <p>The Ermington Shores development is located on the Parramatta River in the southern area of the precinct and introduces a significant higher density to the Ermington suburb.</p> <p>Parramatta River, George Kendall Riverside Park and Ken Newman Park, all in the southern area of the precinct, are major contributors to the amenity and character of the area and are highly valued by the local community.</p>
Access and connectivity	<p>There is no train station within the precinct. The closest train station is located to the east at Meadowbank on the T1 North Shore & Western Line, following the closure of Rydalmere Station which is being converted to light rail as part of Parramatta Light Rail Stage 1.</p> <p>A bus route bus services the area (running between Parramatta and Ryde) and travels along South Street and Boronia Street.</p> <p>The nearest cycleway is the Parramatta River Valley Cycleway, a formal separated cycleway, which extends along the northern side of the Parramatta River foreshore.</p>
Environmental features	<p>Key environmental features in the precinct include the Parramatta River and its foreshores, as well as the significant green space in the south-eastern corner of the precinct (George Kendall Riverside Park) and in the centre of the precinct (Ken Newman Park).</p> <p>A series of ridgelines descend from Victoria Road to the Parramatta River and the gully at Ken Newman Park resulting in steep topography within the western section of the precinct.</p>
Community cohesion	<p>There are various online, social and sporting groups and community facilities that support important community networks suggesting a sense of community. Local groups include the 1st Ermington Scout Group, Ermington Walkers Group, Ermington United Sports and Recreation Club, Parramatta Parkrun, Epping Eastwood Tigers Baseball and Softball Club, Northern District Cricket Association, the Rydalmere, Ermington and Dundas Community Group, and the Ermington and Rydalmere mother's group and dad's group.</p>

5.5.5 Community infrastructure in Ermington precinct

The Ermington precinct is predominately residential and accommodates a diverse range of community infrastructure to support local residents including early education centres and a primary school. A local library, a community centre and local places of worship also provide important community networks.

The precinct also contains several public open spaces and sporting facilities that provide local gathering places and support local social cohesion. Table 5-7 on the following page provides an overview of key facilities within the precinct near to the project. Community infrastructure near the project is also shown in Figure 5-10.

Table 5-7 Ermington precinct – Community infrastructure

Infrastructure / facility	Location	Description	Approximate distance from project site
Childcare			
Being Early Education Ermington (1)	River Rd, Ermington	Formerly known as Future Stars Early Learning Centre, the preschool is one of two 'being' centres in Ermington. It is open Monday-Friday from 6:30am-6:00pm for children aged between 0-6 years old. There is no onsite parking.	Located directly west along the boundary of the project site
Being Early Education Ermington (2)	Lambert Ave, Ermington	Formerly known as Future Stars Early Learning Centre, the preschool is one of two 'being' centres in Ermington. It is open Monday-Friday from 6:30am-6:00pm for children aged between 0-6 years old. There is no onsite parking.	290m
Little Explorers Learning Centre	Atkins Rd, Ermington	Little Explorers Learning Centre offers childcare services for children aged between 0-6. There is no onsite parking but there is a turning circle out the front of the building and street parking on Atkins Rd.	150m
Tiny Scholars Childcare and Preschool	Massie St, Ermington	The Tiny Scholars Preschool offers its services to children between the ages of 1.5-6 years. The preschool also has a small amount of onsite parking.	Located on the southern boundary of the project site
Education			
Rydalmere East Public School	Spurway St, Ermington	Rydalmere East Public School is a P-6 public school. The school has onsite parking, a school oval and hall.	Adjacent to project site on Spurway Street
Health			
Ermington Family Medical Practice	Jackson St, Ermington	Ermington Family Medical Practice is a local General Practice, has provided medical care to the residents of Ermington for over 40 years.	330m
MyHealth Ermington	Betty Cuthbert Ave, Ermington	Myhealth Ermington is a new, purpose-built local medical centre with state-of-the-art facilities located inside the Ermington Shopping Centre.	360m
Open space, parks and reserves			
George Kendall Riverside Park	Spofforth St, Ermington	Located along the Parramatta River on the Ermington side of Silverwater Bridge, the Park is a 27-hectare former landfill site with walking and bike tracks, football, basketball, baseball, cricket and netball facilities. The Parramatta River Valley Cycleway runs along the reserve. The sport fields are used for football and baseball in winter and summer. There is parking available on Broadoaks St, Trumble Avenue and Boyle St.	100m

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Infrastructure / facility	Location	Description	Approximate distance from project site
		<p>The play space is a skill-based and nature play space most suited to 0- to 12-year-old age group. Its features include swings, climbing equipment, a slide and shade sails. Local features include barbecue area, car park, cricket wicket, outdoor exercise equipment, playground, public toilets, sports field and a walking track.</p> <p>Mihiri's Lookout is at the end of a walking platform that can be accessed from a turn-off on the Parramatta River Walk section that runs through George Kendall Riverside Park. There is a manmade walking platform that allows visitors access to the lookout. The lookout itself offers views towards Meadowbank and across the river.</p>	
Ken Newman Park	Heysen Ave, Ermington	<p>The Park is a large reserve that covers 3.7 hectares of land that spans from Spurway Street to Hilder Road and down to Parramatta River. Ken Newman Park is located north-west of George Kendall Riverside Park in the southern portion of the suburb. The Park consists of passive open space as well as a playground. The playground contains a rope bridge, rock climbing wall, rope obstacle course, three swings and a twister. The playground is best accessed from Heysen Avenue, and this is where street parking is easiest to find. The 524 bus travels near the park and is accessible if you get on/off on Boronia Street. Council completed consultation in April 2022 on a planned upgrade of this park, to be completed in June 2022. This will add new play equipment suitable to a broader range of age groups, upgrading playground surface, adding seating and shade tree planting. Community feedback indicated play equipment, shade structures and amenities were the most important aspects to this upgrade. This park would be impacted by construction. To mitigate impacts, Transport for NSW is continuing to consult with the City of Parramatta about works at this location and public domain improvements.</p>	Intersects project site
Bruce Miller Reserve	Trumper St, Ermington	<p>Bruce Miller Reserve is a bushy, grassy reserve on Trumper Street. Within the trees, there is a small playground in the corner. The playground is naturally shaded and has play and climbing equipment. The playground is fenced on three sides, with the back open to the reserve and a gate along the road. There is a community garden located in the back left corner of the reserve, when facing the reserve from the street.</p> <p>Outside the gate to the community garden is a street library.</p> <p>There is considerable open space, a small picnic shelter and a few park benches around the reserve. There is street parking and several buses travel along Victoria Rd.</p>	110m
Halvorsen Park Playground	Seamist Ave, Ermington	<p>A nautical themed playground for children, located on the foreshore of Parramatta River. The playground has several nature-based play elements, swings, slides, four rope towers linked together, sandstone boat, wooden bridge with ship rope, play gym shaped like the top of a submarine with a sail and periscope, twirling twister, and paths to ride a bike/scooter on, including along the Parramatta River foreshore. Along the foreshore path are sandstone blocks forming a barrier to reaching Parramatta River. The Park is located in the AE2 Defence housing state next to the new <i>Royal Shores</i> apartments. There is Parking on Zana Street, and the park can be accessed from Seamist Avenue and Winnya Street.</p>	360m
Hughes Avenue Reserve	Hughes Ave, Ermington	<p>Located on Hughes Avenue, between Swane Street and Hope Street. The play equipment is located in the centre of the park, flanked on one side by grass and on the other by trees and</p>	Adjacent to the project site

SOCIAL IMPACT ASSESSMENT

Infrastructure / facility	Location	Description	Approximate distance from project site
		bushes. The equipment is best suited for children aged between 3-6 years, and consists of a slide, rock climbing wall, spiral slide, tunnel, swinging bridge, shop, steering wheel, binoculars, chain link climbing rope with board, and vertical links to climb through. There is a concrete path that runs through the park and circles around the play equipment. Street parking is available, with the park is also accessible via public transport.	
Recreation / sports facilities			
Parramatta River Valley Cycleway	Traverses through the precinct	The Parramatta Valley Cycleway is a 20-kilometre-long path shared by cyclists and pedestrians that follows the Parramatta River. The cycleway links Morrison Bay Park in Ryde through the Ermington Nature Reserve and along the river foreshore to the Parramatta CBD.	Intersects project site
Parramatta River Walk	Traverses through the precinct	A section of Parramatta River Walk, that spans from Ryde Bridge to Parramatta, runs through the foreshore in Ermington. The section begins on the Ermington side of Silverwater Bridge and runs until the end of George Kendall Reserve.	Intersects project site
Emergency			
Ermington Police Station	Lister Ave, Ermington	Ermington Police Station is located on Lister Avenue on the same block as Ermington Branch library and Ermington Community Centre. There is onsite parking available. There is public transport from Parramatta Interchange, stand A3- bus route 523/M52.	220m
Community and cultural facility			
Ermington Community Centre / Learning Centre	River Rd, Ermington	Ermington community centre has extensive event hosting facilities, including meeting rooms and a main hall that can host up to 200 guests for private event. There is onsite parking, the venue is accessible and has accessible toilets. There is public transport from Parramatta Interchange, stand A3- bus route 523/M52.	220m
Ermington Branch Library	River Rd, Ermington	Ermington Branch Library is located next door to the Ermington Community Centre, near Woolworths and the Ermington Police Station. It has a children's space at the back of the library. There is free off-street parking at the community centre.	220m
Sydney Hankyul Church	River Rd, Ermington	Sydney Hankyul Church is a Korean church in the heart of the Ermington Community Centre. The church offers Wednesday, and Sunday services and hosts an online Christianity Forum to enable members to connect with one another.	220m
Sydney Vision Uniting Church	Victoria Rd, Ermington	Sydney Vision Church Uniting Church is a small church located on the northern border of the precinct.	350m

Map focusing on the Camellia precinct, showing proposed project infrastructure along with existing community infrastructure facilities.



Figure 5-10 Community infrastructure and facilities in the Ermington precinct

5.6 Melrose Park precinct

5.6.1 Precinct overview

The Melrose Park Precinct is located approximately seven kilometres from the Parramatta CBD, on the eastern boundary of the City of Parramatta LGA. The precinct comprises the entire suburb of Melrose Park and is located on the northern bank of the Parramatta River (refer to Figure 5-11). The area is largely industrial with low-density detached residential housing running north-south to the east of Wharf Road, and industrial properties along Hope Street. Waratah Street has light industrial land uses on its western side, Melrose Park Public School on the eastern side and Meadowbank Park in the south-eastern corner of the suburb. Access to the suburb is primarily from the north. Located at the end of Wharf Road is the popular Ermington Boat Ramp, providing direct access into the Parramatta River. The locally heritage listed Bulla Cream Dairy (Willowmere) is situated in the western section of the precinct, an important piece of local history as the precinct begins to see fast-paced new development, as detailed in Appendix F.5.

The precinct falls within two LGAs: the City of Parramatta and the City of Ryde, with Wharf Road dividing the two. Melrose Park is a smaller suburb along the project alignment in terms of physical land size and population. The precinct is set to experience major change, with planning proposals lodged for Melrose Park North and South, and significant development planned for the precinct. Residential development has started to occur in the very north of the precinct along the Victoria Road frontage with several residential apartment buildings completed in the past few years.

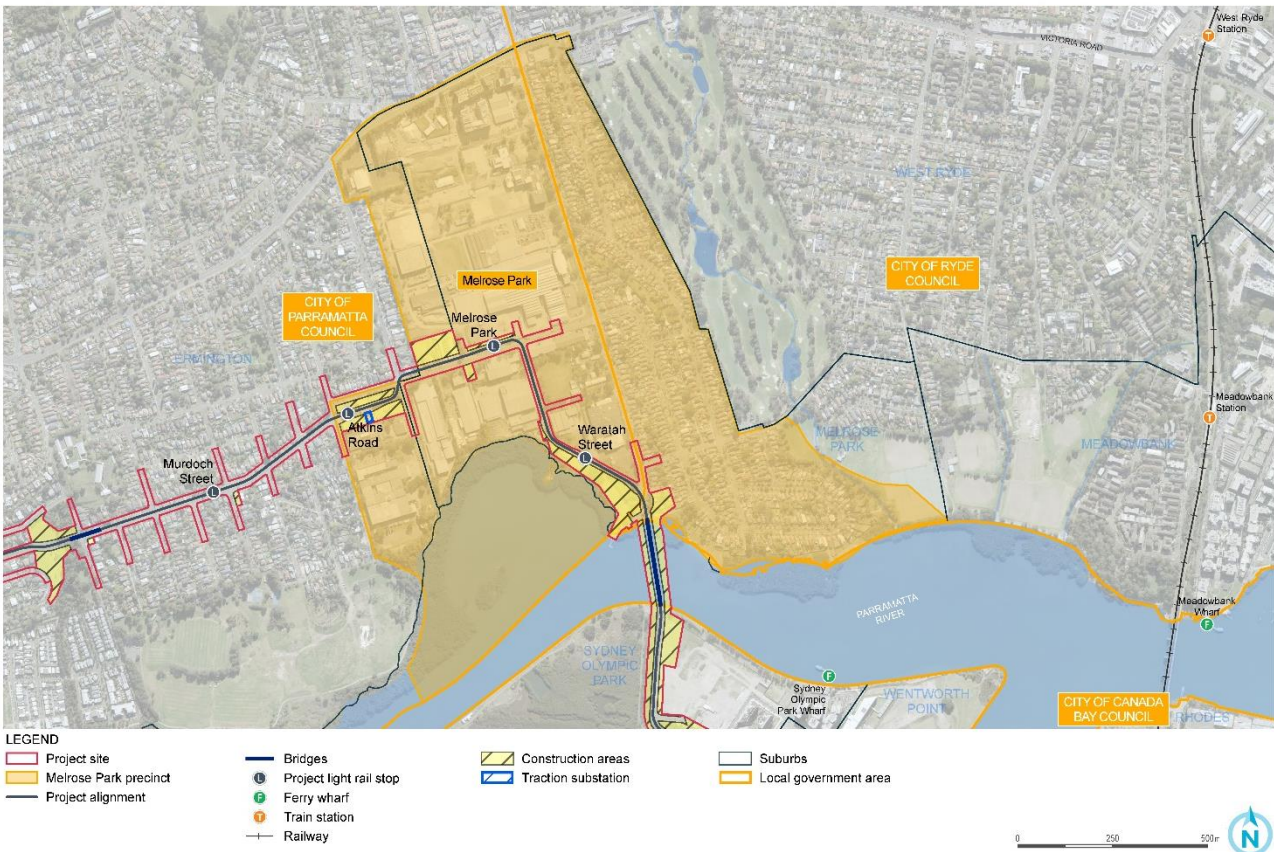


Figure 5-11 Melrose Park precinct map

5.6.2 Melrose Park precinct demographic summary



Figure 5-12 Precinct Profile: Melrose Park

Source: Australian Bureau of Statistics, 2016a

5.6.3 Socio-economic characteristics

The 2016 Census indicates that the Melrose Park precinct had a population of 1,416 people and about 464 private dwellings. Melrose Park precinct can be characterised by the following socio-economic features:

Demographic

- Older persons (aged 65 years and over) account for 14 per cent of the population, which ranks first for the highest proportion across all precincts, along with the Rydalmere East precinct (14 per cent) and Greater Sydney (14 per cent).
- A very established community, with the highest proportion of people who have lived at the same address both one year (91 per cent) and five years (74 per cent) prior to the 2016 Census when compared with the City of Parramatta LGA (81 per cent, 51 per cent) and Greater Sydney (84 per cent, 57 per cent).
- Lowest levels of cultural diversity when compared to the other precincts, the City of Parramatta LGA (48 per cent) and Greater Sydney (58 per cent) averages, with only 28 per cent of the population born overseas. Only 5 per cent of the population indicated they do not speak English well, or at all.
- Residents living in social housing (2 per cent) are marginally less than the City of Parramatta LGA (5 per cent) and Greater Sydney (5 per cent).
- The Melrose Park precinct ranks third out of all precincts for people in need of assistance due to a disability (4 per cent), which is similar to the City of Parramatta LGA (4 per cent) and Greater Sydney (5 per cent).
- There are less First Nations Australians (0.8 per cent) in the Melrose Park precinct than Greater Sydney (1.4 per cent), however a similar number to the City of Parramatta LGA (0.7 per cent).
- A total of 6 per cent of population (of an age eligible to answer) left school in Year 9 or below, which is equal to rates for the City of Parramatta LGA (6 per cent), however, slightly lower than Greater Sydney (8 per cent) rates.
- In general, there is minimal crime in Melrose Park. Rates per 100,000 population and trend data was not available from BOCSAR. Theft was the most prevalent crime in Melrose Park in the year to June 2021, with 36 occurrences. 'Stealing from a motor vehicle' was the most common theft offence with 13 counts, followed by 'break and entering a dwelling' (7 counts) and 'receiving/handling stolen goods' (5 counts).
- The SEIFA IRSD Index of disadvantage, an indicator to measure relative disadvantage and derived from Census variables like low income, low educational attainment, unemployment, and dwellings without motor vehicles, was 1,085 for the Melrose Park precinct in 2016, which is higher than the score for the City of Parramatta LGA with 1,039, and Greater Sydney with 1,018. This means that the Melrose Park precinct has lower levels of disadvantage than the City of Parramatta LGA and Greater Sydney average.

Economic

- Labour force participation is broadly consistent across the precinct, the City of Parramatta LGA, and Greater Sydney.
- Compared with other precincts, the Melrose Park precinct has the lowest unemployment rate (4 per cent), which is slightly lower than the rate for the City of Parramatta LGA (7 per cent) and Greater Sydney (7 per cent)
- Compared to all precincts, the Melrose Park precinct has the second lowest proportion of low-income households (11 per cent), which is marginally more than the Wentworth Point precinct (10 per cent).
- There is a considerably higher proportion (31 per cent) of high-income households (more than \$3,000 gross weekly income) compared to the City of Parramatta LGA (20 per cent) and Greater Sydney (23 per cent) averages.
- The Melrose Park precinct has the lowest unemployment rate (4 per cent) out of all precincts, which is less than City of Parramatta LGA (7 per cent) and Greater Sydney (6 per cent) rates.

The Melrose Park precinct community and crime profile data is provided in Appendix F.5.

5.6.4 Local features and community values

An overview of local values and features for the Melrose Park precinct is provided in Table 5-8.

Table 5-8 Melrose Park precinct – local features and community values

Value/Feature	Description
Local amenity and character	<p>The existing industrial precinct of Melrose Park is undergoing major urban renewal, which is expected to continue in the future, with the delivery of a new town centre and surrounding high density residential precinct. The area to the west of Wharf Road is predominantly characterised by light industrial buildings, with several industrial sites having been repurposed as churches. The existing residential area located to the east of Wharf Road is characterised by detached residential housing. To the east of this is the Ryde Parramatta Golf Course, and to the south-east is Meadowbank Park.</p> <p>Residential development has started to occur in the very north of the precinct along the Victoria Road frontage, with several residential apartment buildings completed in the past few years.</p>
Access and connectivity	<p>Victoria Road is main point of access to the precinct. There is no train station within the precinct. The closest train station is Meadowbank on the T1 North Shore & Western Line to the south-east of the precinct. The area is serviced by bus route 524.</p> <p>Ermington Boat Ramp is located at the southern end of Waratah Street and Wharf Road, providing public access to Parramatta River.</p> <p>Hope Street is nominated as an on-road cycleway and the Parramatta River Valley Cycleway, a formal separated cycleway, extends along the northern side of the Parramatta River foreshore adjacent to the Ermington Boat Ramp.</p> <p>Ermington Bay Nature Trail runs along the southern edge of the precinct, adjacent to the Parramatta River. The trail connects George Kendall Riverside Park to Ermington Boat Ramp. Significant works have been carried out along the riverfront with the construction of the Parramatta River Valley Cycleway.</p>
Environmental features	<p>The Melrose Park precinct has established street trees with extensive tree planting on several large industrial sites. The foreshore is lined by dense mangroves and contains recreational green space associated with the Ermington Nature Trail and cycleway, and the Ermington Boat Ramp. Key environmental features also include Parramatta River and small parks and reserves scattered throughout the precinct’s existing residential area.</p>
Community cohesion	<p>Melrose Park has a small and tightknit community connected by the Melrose Park Community Group - a local community organisation that arrange a number of events, fundraisers, initiatives and projects to bring the Melrose Park community together. The group comprises six other local community groups servicing the Melrose Park area including Melrose Park Public School, West Ryde Rovers, the Michael Hughes Foundation, Ermington United, Parramatta Women’s Shelter and St Michaels Primary School. The group produces ‘Village Talk’, a local seasonal publication sharing local news. The Melrose Park Community Cup is an annual fundraising event organised by the Melrose Park Community Group.</p>

5.6.5 Community infrastructure in Melrose Park precinct

While the western part of the precinct is predominantly industrial, the eastern part is characterised by residential housing, with the Ryde Parramatta Golf Course and Meadowbank Park located just outside the precinct boundary. Given the precinct’s industrial history, community infrastructure is limited, for example, there are no health and medical services available within the precinct, however, they are available in the adjacent Ermington precinct.

Public green space providing recreation opportunities for the existing community includes some small playgrounds, Archer Park, and the Ermington Nature Trail and Boat Ramp in the south of the precinct. Table 5-9 provides an overview of key facilities within the precinct near to the project. Community infrastructure near the project is also shown in Figure 5-13.

Table 5-9 Melrose Park precinct – community infrastructure

Infrastructure / facility	Location	Description	Approximate distance from project site
Education			
Melrose Park Public School	Wharf Rd, Melrose Park	Melrose Park Public School is located within the industrial area, approximately in the middle of the suburb. It is a k-6 school and has a range of facilities including a school hall with sprung dance floor, outdoor learning, handball and netball courts, a large oval, playground equipment, soccer field, and before and after-school care. The school is accessible via buses on Hope St.	Adjacent to project site
Open space, parks and reserves			
Archer Park	Waratah St, Melrose Park	Archer Park is located off Waratah St in Melrose Park on the Parramatta River. The Park has onsite parking, Boat Ramp Parking, a public toilet, and access to Ermington Boat Ramp.	Within project site.
Jennifer Park Playground	Cobham Ave, Melrose Park	Jennifer Park Playground is a small playground next to residential dwellings. The park features a playground with swings and slides. There is a path leading from the footpath into the park and bins.	275m
Melrose Park Playground	Lancaster Ave, Melrose Park	The Melrose Park playground is a neighbourhood playground featuring an access path, boardwalk in the park, seating, play equipment and a sandstone water feature.	Partially located within project site
Recreation / sports facilities			
Ermington Boat Ramp	Wharf Rd, Melrose Park	Ermington Boat Ramp contains a concrete ramp providing direct access into the Parramatta River. Facilities include a jetty, public toilets, wash down bay and car parking.	Located within the project site
Parramatta River Valley Cycleway	Traverses through the precinct	The Parramatta Valley Cycleway is a 20-kilometre-long path shared by cyclists and pedestrians that follows the Parramatta River. The cycleway links Morrison Bay Park in Ryde through the Ermington Nature Reserve and along the river foreshore to the Parramatta CBD.	Intersects with project site

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Infrastructure / facility	Location	Description	Approximate distance from project site
Ermington Bay Nature Trail – connects with the Parramatta River Cycleway	Melrose Park	The Ermington Bay Nature Trail connects George Kendall Riverside Park with Wharf Road. Walkers and cyclists can explore a tidal mangrove ecosystem and enjoy river views. Bicycle hire is available nearby.	Partially located within project site
Parramatta River Walk	Traverses through the precinct	A section of Parramatta River Walk, that spans from Ryde Bridge to Parramatta, runs along the southern edge of the precinct, spanning from George Kendall Riverside Park to the west (in Ermington precinct), past the Ermington Boat Ramp, along Lancaster Avenue and continues east through Meadowbank Park.	Intersects with project site
Community and cultural facility			
The Potter's House Christian Church Melrose Park	Hope St, Melrose Park	The Potter's House Christian Church is a Pentecostal Christian Church located in Melrose Park. The church offers several services throughout the week and organises events for its community members including Sunday school presentation shows and retreats.	20m. Located directly south-east of the project site
Brethren Church	Hughes Ave, Ermington	Brethren Church is an Anabaptist Christian Church on Hughes Avenue. It is accessible via public transport on Victoria Rd. There is also onsite parking located behind the church.	420m

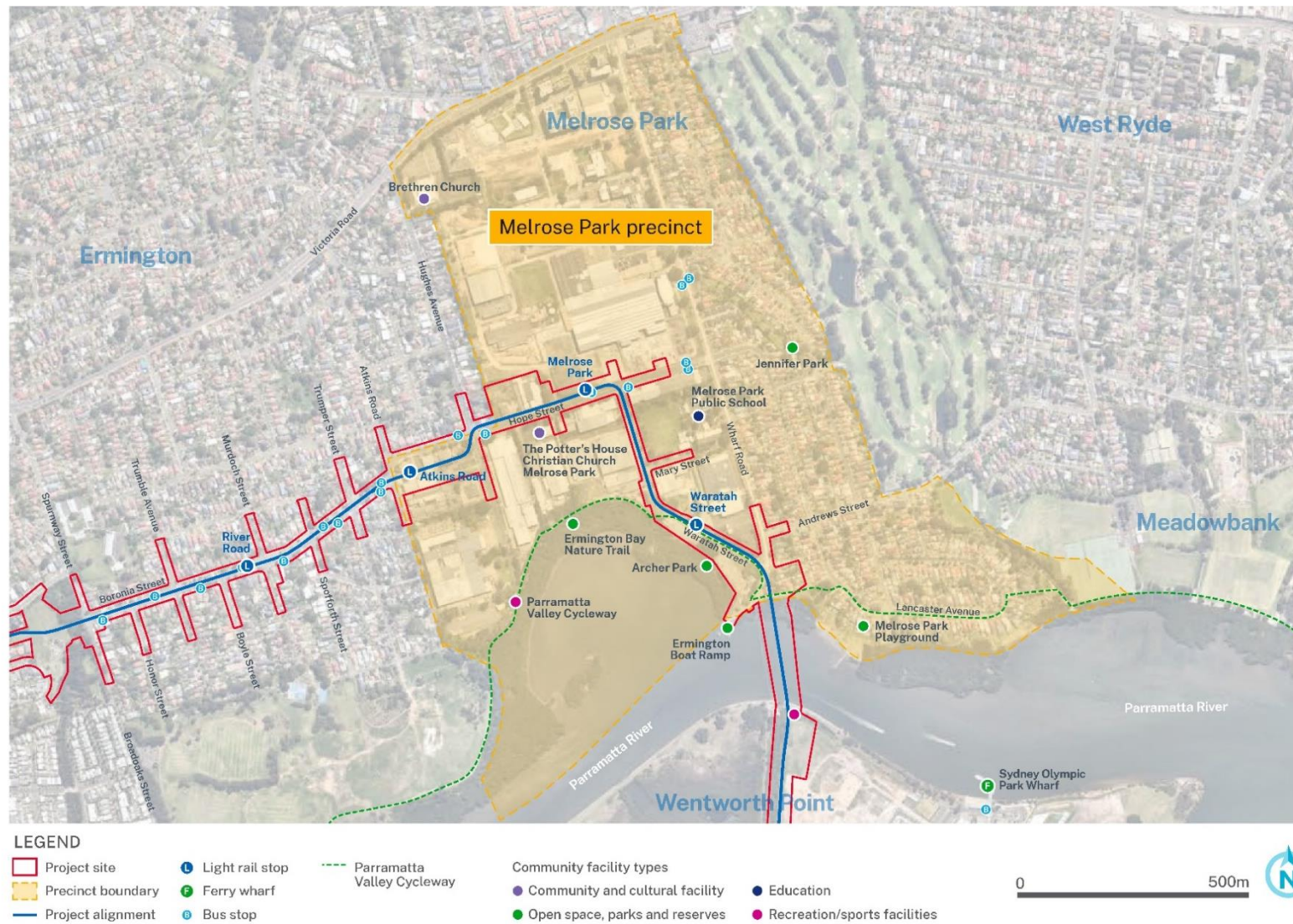


Figure 5-13 Community infrastructure and facilities in Melrose Park precinct

5.7 Wentworth Point precinct

5.7.1 Precinct overview

Located 20 kilometres from the Sydney CBD and 13 kilometres from the Parramatta CBD, the Wentworth Point precinct is bordered by the Parramatta River and Homebush Bay. The precinct encompasses the suburbs of Wentworth Point and the north-west section of the Sydney Olympic Park suburb that lies to the west of Hill Road. Wentworth Point is predominantly made up of high-density residential buildings, with a mix of commercial land use and retail hubs. Due to its location on a peninsula (as shown in Figure 5-14), access to Wentworth Point is limited to access from the south, via Hill Road, or the west, via the Parramatta River Walk.

Wentworth Point has transformed from an industrial suburb into a thriving residential precinct, against a backdrop of natural and environmentally protected areas and wetlands. Major projects continue to be a significant feature in Wentworth Point, with some of the key projects detailed within Appendix F.6. The north and the eastern sections of the Sydney Olympic Park suburb are primarily open space and also include the heritage listed Newington Armory and Nature Reserve.

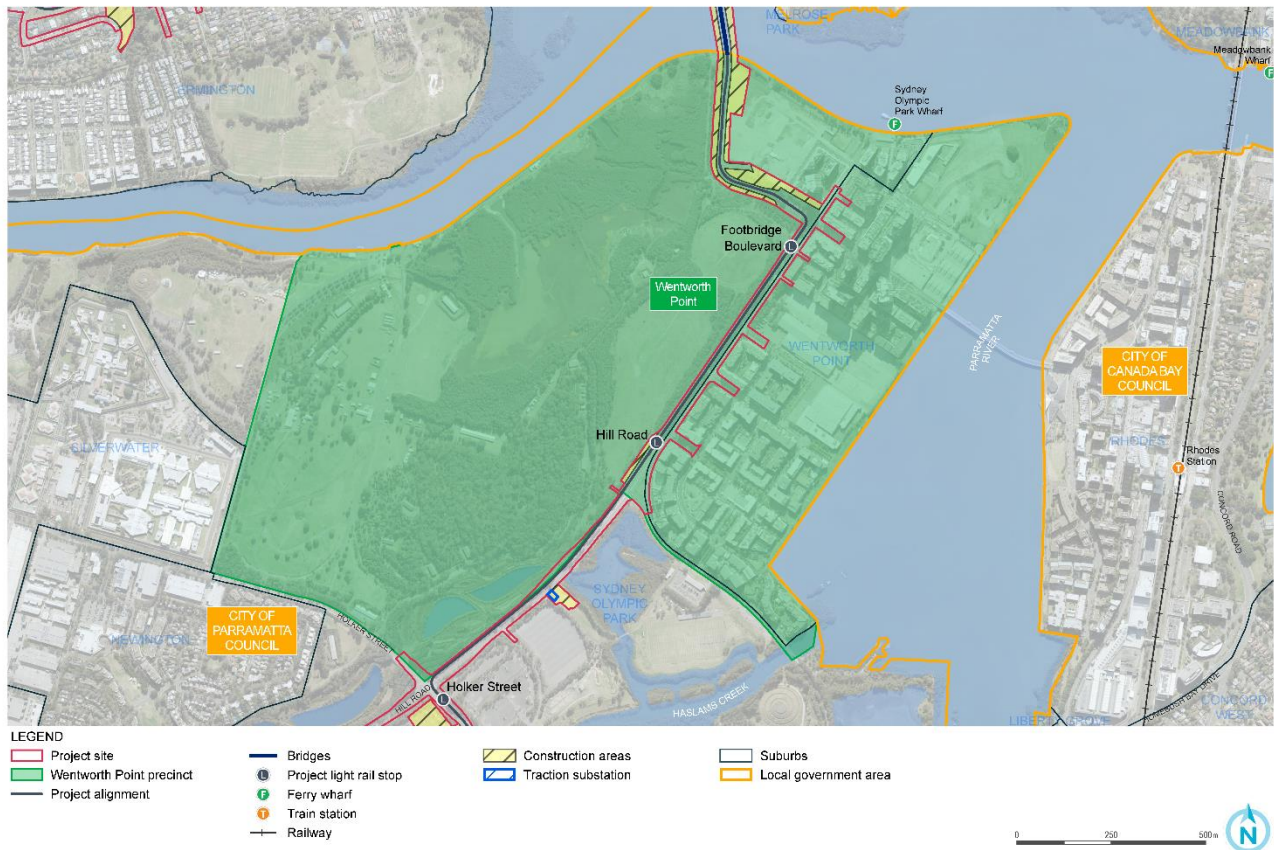


Figure 5-14 Wentworth Point precinct map

5.7.2 Wentworth Point precinct demographic summary



Figure 5-15 Precinct Profile: Wentworth Point

Source: Australian Bureau of Statistics, 2016a

5.7.3 Socio-economic characteristics

The 2016 Census indicates that the Wentworth Point precinct had a population of 5,586 people and about 2,362 private dwellings. Wentworth Point precinct can be characterised by the following socio-economic features:

Demographic

- Equivalent to the Camellia precinct, older persons (aged 65 years and over) account for 5 per cent of the population, which is noticeably less than the City of Parramatta LGA (12 per cent) and Greater Sydney (14 per cent).
- The precinct has the lowest proportion people living in social/community housing (0.2 per cent), compared to the other precincts, the City of Parramatta LGA (5 per cent) and Greater Sydney (5 per cent).
- Highly transient population, with proportions of people who have lived at the same address both one year and five years prior to the 2016 Census far lower than the City of Parramatta and Greater Sydney.
- There are less First Nations Australians (0.6 per cent) when compared to Greater Sydney (1.4 per cent), however, a similar proportion to the City of Parramatta LGA (0.7 per cent).
- Higher levels of cultural diversity than in the City of Parramatta LGA (48 per cent) and Greater Sydney (35 per cent) averages, with 48 per cent of the population born overseas.
- The proportion of residents that do not speak English well, or at all, is the same for the Wentworth Point precinct (9 per cent) and the City of Parramatta LGA (9 per cent).
- Only 2 per cent of population (of an age eligible to answer) left school in Year 9 or below, which is less than the City of Parramatta LGA (6 per cent), and Greater Sydney (8 per cent) rates.
- Only 1 per cent of residents are in need of assistance due to a disability, which is equivalent to the Sydney Olympic Park and Carter Street precincts.
- In general, Wentworth Point has considerably lower rates of crime compared to the City of Parramatta LGA and NSW. Where trend data was available, it indicates that Wentworth Point has experienced a decrease in crime rates over the past five years (2016 – 2021), with a 25 per cent decrease per year for 'malicious damage to property' and a stabilisation of 'theft'. 'Theft', however, was the most prevalent crime in Wentworth Point in the year to June 2021, with 177 occurrences. 'Fraud' was the most common theft offence with 50 counts, followed by 'stealing from a dwelling' (36 counts) and 'break and enter a dwelling' (34 counts).
- The SEIFA IRSD Index of disadvantage, an indicator to measure relative disadvantage and derived from Census variables like low income, low educational attainment, unemployment, and dwellings without motor vehicles, was 1,091 for the Wentworth Point precinct in 2016, which is higher than the score for the City of Parramatta LGA, with 1,039, and Greater Sydney, with 1,018. This means that the Wentworth Point precinct has considerably lower levels of disadvantage than the City of Parramatta LGA and Greater Sydney average.

Economic

- Labour force participation (71 per cent) slightly higher within Wentworth Point precinct than in the City of Parramatta LGA (62 per cent) and Greater Sydney (62 per cent).
- The median household incomes are higher (\$1,992) than the City of Parramatta LGA (\$1,750) and Greater Sydney averages (\$1,806).
- The precinct has the lowest proportion of low-income households (10 per cent) compared to the other precincts, the City of Parramatta LGA (15 per cent) and Greater Sydney (16 per cent).

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- The precinct has a second lowest unemployment rate (5 per cent) compared to the other precincts. The unemployment rate is similar to the City of Parramatta LGA (7 per cent) and Greater Sydney (6 per cent).

The Wentworth Point precinct community and crime profile data is provided in Appendix F.6.

5.7.4 Local features and community values

An overview of local values and features for the Wentworth Point precinct is provided in Table 5-10.

Table 5-10 Wentworth Point precinct – local features and community values

Value/Feature	Description
Local amenity and character	<p>Most of Wentworth Point is located on land rehabilitated from industrial uses, and now consists of predominately high-density housing, after being designated as a Priority Growth Precinct in 2014. There are some remaining industrial sites that have been approved for or are currently undergoing redevelopment.</p> <p>At the northern end of the peninsula, ongoing development continues to change the character of the area to high-density and well serviced residential development, taking advantage of Parramatta River and changing the foreshore landscape.</p> <p>The thriving residential precinct includes a community library, primary school, community centre, retail hubs including Marina Square and open spaces areas. The portion of Sydney Olympic Park that is within the precinct is primarily open space, comprised of wetlands, parklands, reserves and key local and State heritage items or conservation areas.</p>
Access and connectivity	<p>Wentworth Point sits on the western side of Homebush Bay, with road access to the east, south and west, and public ferry access to the north along the Parramatta River. Hill Road currently provides the primary access to Wentworth Point.</p> <p>Located on Hill Road and part of the Parramatta River Walk, the Sydney Olympic Park Wharf offers access to the F3 ferry service (ferry services to Parramatta and the Sydney CBD). Its facilities include a bike rack, public restroom, and parents' room. The Sydney Olympic Park Wharf, Hill Road 526 bus station is directly out the front of the wharf. The River Walk is adjoining to the wharf. There is no onsite or street-side parking.</p> <p>The closest train station is located at Rhodes with bus services providing a connection from the precinct. Wentworth Point and Rhodes are connected via a car free bridge across Homebush Bay – Bennelong Bridge, increasing the capacity for active transport between the two suburbs.</p> <p>Extensive cycle paths exist parallel to Hill Road and provide a connection to the Sydney Olympic Park precinct and Bennelong Bridge provides bus and active transport access to Rhodes. Public transport is limited at Wentworth Point, however there are two bus services and the Baylink Shuttle, which is a free shuttle service operated by Billbergia between Wentworth Point and Rhodes Station.</p>
Environmental features	<p>The Newington Nature Reserve contains endangered ecological communities protected under State and Commonwealth legislation and habitat for threatened species such as the Green and Golden Bell Frog and migratory birds protected under international agreements. The BirdLife Discovery Centre provides opportunities for people to learn about and engage with birds in their natural habitat.</p>
Community cohesion	<p>Overall, levels of community cohesion and sense of belonging in the Wentworth Point precinct are expected to be good, with the community having access to a range of local community facilities and a variety of meeting places such as the Piazza, retail centre, community centres and cafes. A Wentworth Point community Facebook group has close to 6,000 members, and there is an active community website - <i>Wentworth Point Community Central, advocating for local issues</i>, providing information to the community, promoting local monthly social events including barbeques and Music in the Piazza. Local community / social groups provide opportunity or social interactions with local residents including Wentworth Point cyclists, Wentworth Point Probus Club and the Waterfront Kayak Club.</p>

5.7.5 Community infrastructure in Wentworth Point precinct

Wentworth Point precinct accommodates a diverse range of community infrastructure which support important community networks including the local primary school, community centre and local library. The precinct also contains several public open spaces and cultural facilities that provide local meeting places, support social cohesion and contribute to a sense of place. Table 5-11 provides an overview of key facilities within the precinct. Community infrastructure near the project is also shown in Figure 5-16.

Table 5-11 Wentworth Point precinct – community infrastructure

Infrastructure / facility	Location	Description	Approximate distance from project site
Education			
Wentworth Point Public School	Burroway Rd, Wentworth Point	Wentworth Point Public School is a k-6 primary school located on the banks of Parramatta River on Burroway Rd and Hill Rd. The school is accessible via public transport, including ferry and bus routes. There is onsite car parking, large grass grounds, a basketball court and school hall.	130m
Health			
Clear Dental	Footbridge Blvd, Wentworth Point	Clear Dental is a general dentistry practice and is located in Marina Square, a shopping centre comprised of 45 retailers and eateries. It is accessible via public transport on Hill Rd and there is limited on-street parking. The office is open 7-days a week.	110m
Waterfront Pharmacy (1)	Burroway Rd, Wentworth Point	Located near the Sydney Olympic Park Wharf, Waterfront Pharmacy services the Wentworth Point Community as well as Sydney Olympic Park and Newington. This is one of two Waterfront pharmacies, operated as part of the same business.	110m
Waterfront Pharmacy (2)	The Piazza, Wentworth Point	Located on the Piazza in a commercial area of Wentworth Point. It is accessible via public transport on Hill Rd and there is limited on-street parking. This is one of two Waterfront pharmacies, operated as part of the same business.	215m
Waterfront Medical Centre	The Piazza, Wentworth Point	The Waterfront Medical Centre is a bulk-billing family practice open 6-days a week offering a range of services to the local community. Located on the Piazza in a commercial area of Wentworth Point. It is accessible via public transport on Hill Rd and there is limited on-street parking.	215m
Waterfront Physiotherapy and Pilates	The Piazza, Wentworth Point	Located on the Piazza in a commercial area of Wentworth Point. It is accessible via public transport on Hill Rd and there is limited on-street parking.	160m
Laverty pathology	The Piazza, Wentworth Point	Located on the Piazza in a commercial area of Wentworth Point. It is accessible via public transport on Hill Rd and there is limited on-street parking. The clinic is only open from 9am-1pm on weekdays, 9am-12pm on Saturday and closed on Sundays.	215m

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Infrastructure / facility	Location	Description	Approximate distance from project site
Recreation/sports facilities			
Parramatta River Walk	Traverses through the precinct Parramatta River/ block behind Lapwing St	The Wentworth Point precinct portion of the Parramatta River Walk is over 500 metres long and spans from the River Walk Bridge over a creek to Sydney Olympic Park Ferry Wharf. River Walk Bridge is a small manmade grated two-way cycle/pedestrian bridge.	Partially located within southern part of the project site. Runs parallel to footprint through precinct stopping at Sydney Olympic Park Wharf.
Louise Sauvage Pathway	Wentworth Point	The Louise Sauvage Pathway is the longest continuous section of pathway in Sydney Olympic Park. The pathway intersects with the Parramatta River Walk in Wentworth Point near the River Walk Bridge. The portion that runs through Wentworth Point is about 2km long. It is suitable for walking, cyclists and wheelchairs. The pathway is generally two-laned though with some variations, ranging from two-lane and marked, to one-lane sealed and an assortment of recognised and unrecognised unsealed paths. The pathway is only interrupted in two locations where the access roads cross into Newington, the former athlete's village. Amenities for customers are provided along the path, including five water fountains and a toilet facility. There are numerous waterways and wetlands adjoining the Pathway and its linking paths.	Runs 2km north to south through the precinct, and 15m west of project site boundary where the path intersects with the River Walk.
Judo NSW Training Facility – Martial Arts Training Centre	Jamieson St, Silverwater	The Judo NSW Training facility – Martial Arts Training Centre is located on Jamieson St in the Newington Armory. There is onsite parking and it is neighboured by the Sydney Disc Golf Club and the Sydney Olympic Park Lodge.	850m
Sydney Disc Golf Club	Jamieson St, Silverwater	The Sydney Disc Golf Course was first established in 2006. The course plays around the historical site of the Newington Armory. The Sydney Disc Golf Club was incorporated as an association in 2017 and holds monthly social days and two tournaments a year. The venue is not easily accessible via public transport, but there is onsite car parking.	600m
Open space, parks, and reserves			
Millennium Parklands	Wentworth Point	The Parklands surround the site of the 2000 Sydney Olympics and Paralympics at Homebush Bay and runs next to the Louise Sauvage Pathway. The site has set world standards for innovative techniques devised to deal with contaminated material and clean fill on site, integrating highly technical water recycling systems, to create an environment where native plants can thrive. The resulting parklands, which were designed to be self-sustaining, reconnect residents of Sydney's western suburbs to its major waterway and provide recreational and educational opportunities for 2.5 million visitors annually.	Partially intersects with the project site
Newington Nature Reserve	Jamieson St, Sydney Olympic Park	The 47-hectare reserve is an integral part of the Parklands associated with Sydney Olympic Park, and contains buildings and infrastructure of the Newington Armory, dating back to the 1890s. The Reserve plays an important role as a	Adjacent to project site

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Infrastructure / facility	Location	Description	Approximate distance from project site
		valuable local and regional destination for leisure, recreation and education. It is a place with significant historical and cultural value, includes the Armory, critically endangered forest, wetlands, mangroves and saltmarshes. The Reserve is also home to the endangered Green and Golden Bell Frog.	
Bay Park	Amalfi Dr, Wentworth Point	The playground is part of the <i>On the Waterfront</i> development and situated within 4,700 square metres of open community space. The Park has a small waterplay area and a few different pieces of play equipment. There are also barbeques, picnic shelters, shaded seating, and outdoor exercise equipment. The Park can be accessed via buses and walking up from the Sydney Olympic Park Wharf. There is limited street parking.	120m
Community and cultural facilities			
Wentworth Point Community Centre and library	Footbridge Boulevard, Wentworth Point	The Wentworth Point Community Centre and Library is directly opposite the commercial/retail precinct of Marina Square. The two-level facility offers a library, community centre and creative spaces for the public. The facility is completely wheelchair accessible, ambulant toilets are located through the building and hearing augmentation is present throughout the entire facility. There are function rooms that can be booked by the public and include a dance studio, function rooms, boardroom, learning lab and meeting rooms.	100m
Woo-la-ra	Hill Rd, Wentworth Point	Woo-la-ra is a park and scenic lookout at Sydney Olympic Park. The site is on Hill Rd and has limited parking. The Louise Sauvage Pathway runs alongside it. The paved paths for walking and cycling are lined with educational signage. The Park is accessible via public transport on Hill Rd using the 526/533 buses.	Adjacent to project footprint
Newington Armory	Jamieson St, Sydney Olympic Park	A significant heritage site offering a range of activities, including a train ride, plus a riverside cafe. The Armory site, located within Newington Nature Reserve was established in 1890, initially as a weapons storage site and in 1921 became a Naval Armaments Depot. The site grew to a size of 259 hectares during the height of World War II and continued to operate until 1996 when it was closed in preparation for the 2000 Sydney Olympic and Paralympic Games. All but one of the buildings dating back to 1897 still stand on the site today and many are open to the public for viewing. The Armory has evolved into a unique arts precinct, with festivals and events held on-site. The venue is not easily accessible via public transport, but there is onsite car parking.	820m
Armory Theatre	Jamieson St, Sydney Olympic Park	Armory Theatre is located within the Newington Armory at Sydney Olympic Park. The venue is not easily accessible via public transport, but there is onsite car parking.	690m

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Infrastructure / facility	Location	Description	Approximate distance from project site
Armory Gallery	Jamieson St, Sydney Olympic Park	<p>Part of the Newington Armory site, the Armory Gallery is housed in building 18, near the Parramatta River, and is one of the largest armament storehouses constructed prior to World War II. It now houses a flexible exhibition space that can accommodate 500 visitors at one time. It has the longest uninterrupted wall space of any gallery in Australia.</p> <p>It hosts annual exhibitions including ArtExpress and Operation Art. The gallery hosts free exhibitions throughout the year, plus film festivals, cultural activities, and kids' activities. The venue is not easily accessible via public transport, but there is onsite car parking.</p>	700m
Murama Dance Ground	Jamieson St, Sydney Olympic Park	<p>The Murama Dance Ground is a community facility developed by Sydney Olympic Park Authority in partnership with the Murama Cultural Council. It has been created by the community, for the community, and joins the Murama Healing Space at Newington Armory as part of an Aboriginal heritage hub that supports cultural revival, shared learning and social benefits.</p> <p>It is becoming a gathering place for the entire community and a place to celebrate the rich Aboriginal culture of the place now known as Sydney Olympic Park. The dance grounds are available to host intertribal meetings and community events, Healing Camp programs, school excursions, and arts and cultural awareness programs.</p>	750m
BirdLife Discovery Centre	Jamieson St, Sydney Olympic Park	<p>Adjoining the Newington Nature Reserve, the BirdLife Discovery Centre provides opportunities for the community to learn about and observe birds in their natural habitat. The centre is also home to a pair of White-bellied Sea-Eagles, that nest in the area.</p>	480m



Figure 5-16 Community infrastructure and facilities in Wentworth Point precinct

5.8 Sydney Olympic Park precinct

5.8.1 Precinct overview

Located nine kilometres east of Parramatta CBD, and 14 kilometres west of Sydney’s CBD, the Sydney Olympic Park precinct encompasses the suburb of Sydney Olympic Park. The precinct is characterised by 430 hectares of parklands and green space, major sporting facilities and high-density mixed use commercial and residential development and is currently experiencing a series of major projects, detailed within Appendix F.7. As noted in Section 5.7.1 some of the suburb of Sydney Olympic Park is encompassed by the Wentworth Point precinct.

As shown in Figure 5-19, dominating the landscape is a significant number of sporting and cultural facilities such as the Sydney Showgrounds, Sydney Aquatic Centre, and various stadiums. These sites are of regional significance. Comparatively there is a relatively small number of residential properties in relation to the size of the suburb and the large number of sporting facilities. The Parramatta River abuts the northern and eastern side of the precinct, merging into Homebush Bay. The northern part of the precinct connects to the Wentworth Point precinct and access to Sydney Olympic Park Wharf.

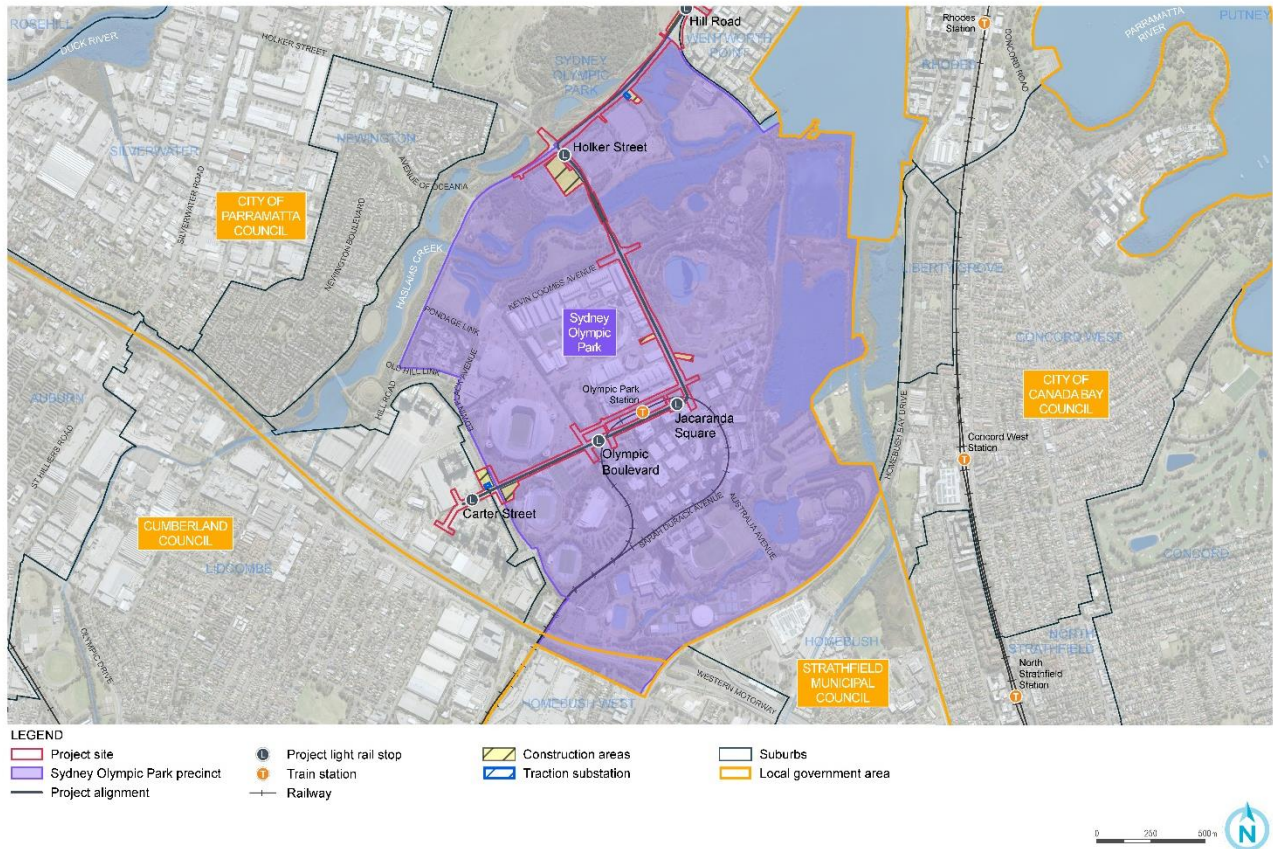


Figure 5-17 Sydney Olympic Park precinct map

5.8.2 Sydney Olympic Park precinct demographic summary

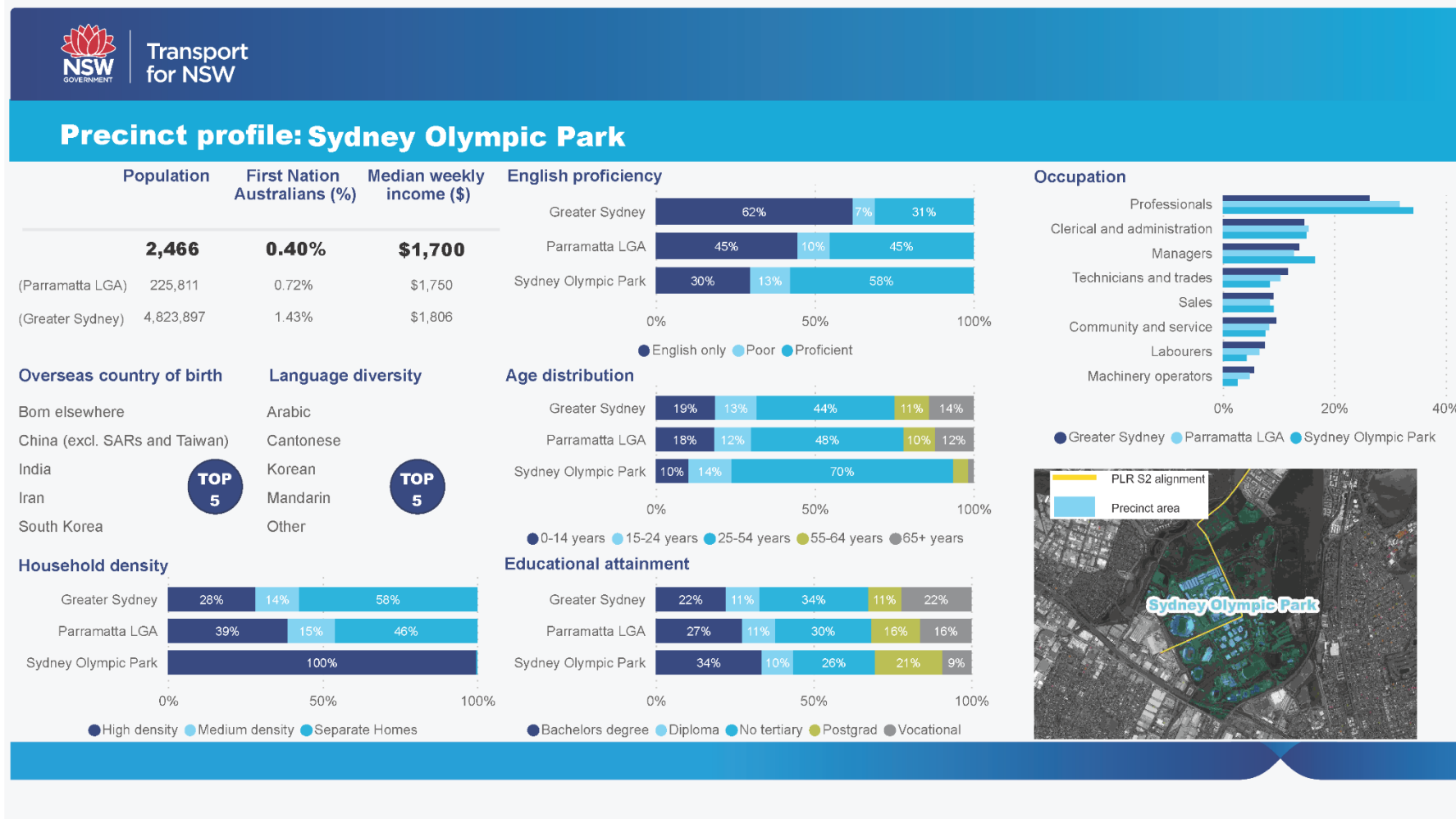


Figure 5-18 Precinct Profile: Sydney Olympic Park

Source: Australian Bureau of Statistics, 2016a

5.8.3 Socio-economic characteristics

The 2016 Census indicates that the Sydney Olympic Park precinct had a population of 2,466 people and about 990 private dwellings. Sydney Olympic Park precinct can be characterised by the following socio-economic features:

Demographic

- When compared with all precincts, the City of Parramatta LGA and Greater Sydney, the lowest proportion of older persons (aged 65 years and over) live in the Sydney Olympic Park precinct (2 per cent).
- There are less First Nation Australians (0.4 per cent) than the City of Parramatta LGA (0.7 per cent) and Greater Sydney (1.4 per cent) averages.
- Highly transient population, with only 6 per cent of people having lived at the same address five years prior to the 2016 Census, which is far lower than the City of Parramatta LGA (51 per cent) and Greater Sydney (57 per cent).
- Higher levels of cultural diversity than the City of Parramatta LGA and Greater Sydney averages, with 58 per cent of the population born overseas (compared to 48 per cent and 35 per cent respectively). Along with the Camellia and Carter Street precincts, the Sydney Olympic Park precinct has the highest proportion of residents born overseas.
- Out of all precincts, the Sydney Olympic Park (11 per cent) and Carter Street precincts (11 per cent) have the highest number of residents who do not speak English well or at all.
- Social housing composition is low at 1 per cent, which is slightly lower than the City of Parramatta LGA (5 per cent) and Greater Sydney (5 per cent).
- Along with the Carter Street precinct, a mere 1 per cent of the population (of an age eligible to answer) left school in Year 9 or below. This is noticeably less than the City of Parramatta LGA (6 per cent), and Greater Sydney (8 per cent) rates.
- The lowest proportion of residents in need of assistance (1 per cent) compared with other precincts, the City of Parramatta LGA (4 per cent) and Greater Sydney (5 per cent).
- Sydney Olympic Park has considerably higher rates of crime when compared to the City of Parramatta LGA and NSW. This may be due in part to the area hosting large scale sporting events, festivals and entertainment events. 'Theft', was the most prevalent crime in Sydney Olympic Park in the year to June 2021, with 154 occurrences. 'Fraud' was the most common theft offence with 45 counts, followed by 'stealing from a motor vehicle' (16 counts). A total of 48 counts of theft were categorised as 'other'.
- The SEIFA IRSD Index of disadvantage, an indicator to measure relative disadvantage and derived from Census variables like low income, low educational attainment, unemployment, and dwellings without motor vehicles, was 1,099 for the Sydney Olympic Park precinct in 2016, which is higher than the score for the City of Parramatta LGA, with 1,039, and Greater Sydney with 1,018. This means that the Sydney Olympic Park precinct has lower levels of disadvantage than the City of Parramatta LGA and Greater Sydney average.

Economic

- Labour force participation and unemployment rates are broadly consistent across the Sydney Olympic Park precinct, the City of Parramatta LGA, and Greater Sydney, with the Sydney Olympic Park precinct demonstrating marginally higher workforce participation (66 per cent compared to 62 per cent for the City of Parramatta LGA and Greater Sydney).
- Equivalent to the Carter Street precinct, the proportion of low-income households is equivalent is 14 per cent. This is marginally less than the City of Parramatta LGA (15 per cent) and Greater Sydney (16 per cent).
- The unemployment rate of 7 per cent is the same as the Carter Street precinct and City of Parramatta LGA.

The Sydney Olympic Park precinct community and crime profile data is provided in Appendix F.6.

5.8.4 Local features and community values

An overview of local values and features for the precinct is provided in Table 5-12.

Table 5-12 Sydney Olympic Park precinct – local features and community values

Value/Feature	Description
Local amenity and character	<p>The Sydney Olympic Park precinct is characterised by a mix of parkland, sporting facilities and higher density mixed use commercial and residential development. Dawn Fraser Avenue and the area around the Olympic Park Station and Jacaranda Square are characterised by shopfront retail with hotel and office buildings above.</p> <p>Sydney Olympic Park is a dynamic place, that has continued to evolve since the 2000 Sydney Olympic and Paralympic Games. This Olympic heritage is reflected in the broad avenues that shape the precinct. There is a heritage conservation area south-west of Olympic Park Station that contains heritage buildings and adds significantly to the surrounding conservation area. Heritage listed places within the suburb include Cathy Freeman Park, the State Abattoir and the State Sports Centre: New South Wales Hall of Champions Collection.</p>
Access and connectivity	<p>The T7 Olympic Park Line provides access between Olympic Park Station (adjacent to Dawn Fraser Avenue) connecting to the T1 North Shore, Northern and Western Line. The station has toilets and cafes and restaurants around it. Concord West Station sits outside of the suburb and is an approximately 2.5 kilometre walk to sports facilities.</p> <p>There are numerous bus routes servicing the area, with additional services and direct services from Central Station and Parramatta Station operating during major events and the Sydney Royal Easter Show. Extensive cycle paths exist throughout Millennium Parklands and Bennelong Parkway Cycleway as well as along Australia Avenue and Dawn Fraser Avenue.</p>
Environmental features	<p>The Sydney Olympic Park precinct and suburb contains, or is close to, extensive green space, such as Bicentennial Park, Wentworth Common, Brickpit Park, Wilson Park, Newington Nature Reserve Woodland and Blaxland Riverside Park.</p>
Community cohesion	<p>Encouraging community cohesion and building a sense of community is actively being pursued within the precinct. The Sydney Olympic Park Community Facebook group has over 600 members. The Sydney Olympic Park 'Town Team' is also being promoted to connect locals with one another and build the local community. The proactive group of local people meet regularly to connect and drive actions for Sydney Olympic Park. Several festivals and events held within the precinct also contribute to a sense of community for residents and visitors.</p>

5.8.5 Community infrastructure in Sydney Olympic Park precinct

The Sydney Olympic Park precinct contains considerable community infrastructure, dominated by a significant number of sporting and cultural facilities. The precinct plays host to major sporting events, conferences, festivals and community events and contains several hotels, and numerous permanent cafes, restaurants and bars. The precinct also contains extensive green space such as Bicentennial Park, Brickpit Park, and Wentworth Common and has over 35 kilometres of cycle pathways.

Table 5-13 provides an overview of key facilities within the precinct near to the project. Community infrastructure near the project is also shown in Figure 5-19.

Table 5-13 Sydney Olympic Park precinct – community infrastructure

Infrastructure / facility	Location	Description	Approximate distance from project site
Childcare			
Mini Masterminds Sydney Olympic Park	Murray Rose Ave, Sydney Olympic Park	Mini Masterminds is a long day care centre located in Sydney Olympic Park. The day care is located in a large commercial block. There is a car park and no access via public transport.	210m
Guardian Childcare & Education Homebush	Parkview Dr, Sydney Olympic Park	The childcare centre is located inside a larger commercial/business building that houses other businesses and sporting institutes. The childcare has onsite parking	200m
Woodstock Early Learning Centre	Brushbox St, Sydney Olympic Park	The Early Learning Centre is open from 7:30am to 6:00pm and is located minutes from the hub of Sydney Olympic Park. The centre is surrounded by apartment blocks and new businesses. There is a public transport route nearby on Australia Avenue.	320m
Little Zak’s Academy	Betty Cuthbert Ave, Sydney Olympic Park	Little Zak’s Academy is a day care facility that has an outdoor play area and onsite parking. There is no nearby public transport.	340m
Education			
SEDA College- Olympic Park campus	Olympic Boulevard, Sydney Olympic Park	SEDA College offers education to year 11 and 12 students, partnering with peak industry organisations to provide students the opportunities and experiences specific to their sporting interests. The school has extensive sporting facilities including a full-sized soccer field, hockey field and netball centre. There is onsite parking and no close public transport routes.	630m
Western Sydney University Sydney Olympic Park Campus Student Central	Australia Ave, Sydney Olympic Park	Western Sydney University Sydney Olympic Park Campus Student Central is in the heart of the precinct and provides current and future students with a range of services related to their study including enrolments, graduations, and exam information. Parking is not available at the facility, however there are a range of public car parks within walking distance of the campus.	Located directly east and north of the project site
Health			
Sydney Olympic Park General Practice	Murray Rose Ave, Sydney Olympic Park	Sydney Olympic Park GP is a small general practice comprising dedicated health professionals delivering high health care to the local community.	130m

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Infrastructure / facility	Location	Description	Approximate distance from project site
Sydney Sports Medicine Centre	Figtree Dr, Sydney Olympic Park	Sydney Sports Medicine Centre is one of the largest multi-disciplinary Sports Medicine practices in Australia. Located in the NSW Institute of Sport, the team of health practitioners service major sporting teams, elite and recreational athletes as well as people recovering from exercise-related, non-athletic and workplace injuries. The Centre is located in the south-eastern corner of the precinct and offers onsite parking facilities.	350m
Rainbow Dental Practice	Murray Rose Ave, Sydney Olympic Park	Rainbow Dental Practice is a local small practice providing a range of dentistry services to the community. Located in the heart of the precinct, parking is available within one of the major paid parking stations.	Located directly adjacent to project site
Chemist Warehouse	Murray Rose Ave, Sydney Olympic Park	Chemist warehouse is located on Murray Rose Avenue just opposite the Olympic Park Station. It is easily accessible by foot and flanked by other commercial and retail outlets.	Located directly adjacent to project site
Emergency			
NSW Rural Fire Service	Murray Rose Ave, Sydney Olympic Park	The Headquarters for the NSW Rural Fire Service is located on Murray Rose Ave, toward the centre of the precinct. The State Operations Centre is located within the Headquarters. Within minimal onsite parking, the Headquarters is a short distance from Olympic Park Station, which is also accessible by bus services.	220m
Recreation/sports facilities			
Sydney Showground	Showground Rd, Sydney Olympic Park	The Sydney showground is a purpose-built venue used each year for the Sydney Royal Easter Show. The showgrounds cover 120,000 square meters of land. The showground is run by the venue and hire business of the Royal Agricultural Society of NSW, a not-for-profit organisation dedicated to contributing to the agricultural prosperity of NSW. There are two parking venues: Secure Parking – P6 on Murray Rose Avenue and Australia Street and Securing Parking - P3 on Sarah Durack Avenue. Sydney Buses operate direct bus services to Sydney Olympic Park from Lidcombe, Strathfield, and Parramatta. The Olympic Park Station is on Sydney Showground's doorstep; the 'sprint service' travels between Lidcombe and Olympic Park stations daily, every 10 minutes. There is also a bus connection from the Wentworth Point ferry terminal to Olympic Park Station.	Adjacent to the project site
NSW Rugby League Centre of Excellence	Dawn Fraser Ave Sydney Olympic Park	The Centre is a state-of-the-art facility providing elite training facilities, a full-sized training field, gymnasium, recovery facilities, a lecture theatre as well as the offices of NSW Rugby League and Country Rugby League.	Located directly adjacent to project site
Brickpit Ring Walk	Australia Ave, Sydney Olympic Park	The Brickpit Ring Walk is an educational tourist attraction, situated above a large pond where a brickyard was once located. The pond is now a protected habitat for endangered frogs and other wildlife.	110m
Open space, parks, and reserves			
Cathy Freeman Park	Showground Rd, Sydney Olympic Park	Cathy Freeman Park is located in the centre of Sydney Olympic Park and is home to one of the Park's most loved attractions, the Olympic Cauldron from the 2000 Sydney	Adjacent to project site

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Infrastructure / facility	Location	Description	Approximate distance from project site
		Olympic and Paralympic Games. The park contains various artworks, shared pathways, amenities, a playground and outdoor games.	
Sydney Olympic Park Town Centre	Sydney Olympic Park	<p>Sydney Olympic Park is a large sports and entertainment precinct that was originally redeveloped for the 2000 Sydney Olympic and Paralympic Games. The stadiums, arenas and venues continue to be used for sporting, musical and cultural events, including the Sydney Royal Easter Show, Sydney Festival, and many sporting fixtures. The precinct consists of the following:</p> <ul style="list-style-type: none"> • Qudos Bank Arena • Stadium Australia • Athletic centre • Aquatic Centre • Warm Up Arena • Hockey Centre • Sports Centre • Netball Central • Tennis Centre • Tom Wills Oval and Community Field • The Showgrounds. • Sydney BMX • Sydney Olympic Park Archer Centre <p>The precinct can be accessed from various public transport bus and train routes. There is also paid parking available on site.</p>	<p>Stadium Australia – 150m Athletic centre – 70m Qudos Bank Arena – 680m Aquatic Centre – 270m Warm Up Arena – 420m Hockey Centre – 760m Netball Central – 630m Tennis Centre – 920m Tom Wills Oval and Community Field – 600m Sydney BMX – 200m Sydney Olympic Park Archer Centre – 360m</p>
Wentworth Common	Marjorie Jackson Parkway, Sydney Olympic Park	Wentworth Common is a nature space containing picnic shelters, toilets, climbing play equipment, a sand pit and cycle paths. There are public amenities, including toilets, car parking on site, and barbeques.	460m
Community and cultural facilities			
Sydney Olympic Park Education Centre	Bicentennial Park, Homebush Bay Dr	The Sydney Olympic Park Education Centre overlooks the largest mangrove habitat in Sydney. There is no parking onsite, however, the centre is accessible via bike or foot from Bicentennial Drive. The centre has toilets, bubblers, and bins. The facilities can be hired out by education groups.	660m
Scouts NSW	Bennelong Parkway, Sydney Olympic Park	Scouts NSW is located in a large commercial/industrial precinct. There is onsite parking, and the closest public transport is available on Australia Avenue via buses 525, 526, and 533.	200m
Parramatta River Walk	Traverses through the precinct	A section of Parramatta River Walk, that spans from Ryde Bridge to Parramatta, runs through the precinct including Wentworth Common, Brickpit Ring Walk and the mangroves along the north-eastern edge of the precinct, then into Bicentennial Park.	Pathway directly adjacent to project site, on the western side

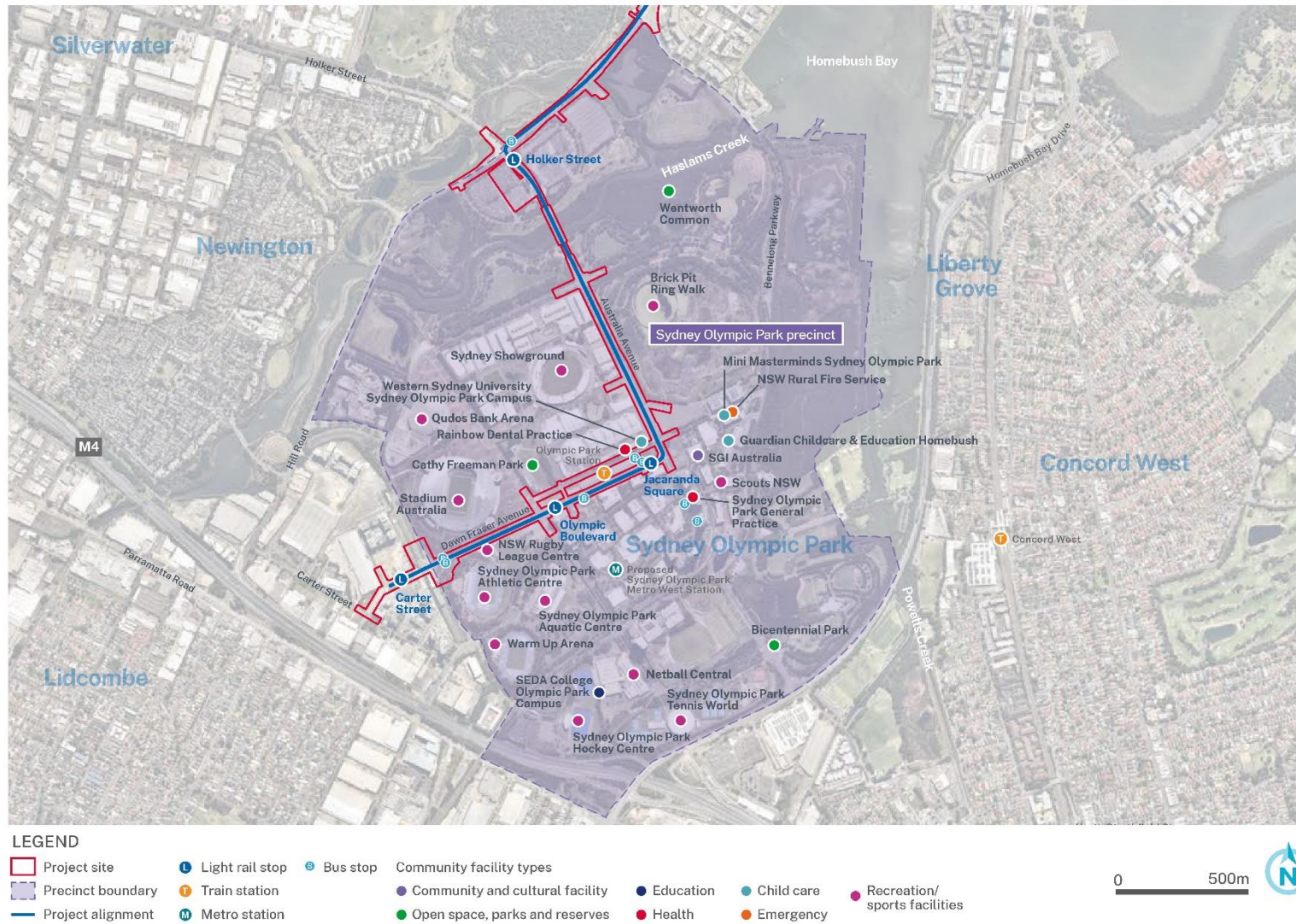


Figure 5-19 Community infrastructure and facilities in Sydney Olympic Park precinct

5.9 Carter Street precinct

5.9.1 Precinct overview

The Carter Street precinct is located about four kilometres from the Parramatta CBD and is in the geographic centre of the Sydney Metropolitan area. Bounded by Hill Road to the west, the Western Motorway (M4) to the south, Birnie Avenue to the east, and Edwin Flack Avenue to the north, the precinct forms an integral part of the broader Sydney Olympic Park Strategic centre (refer to Figure 5-20).

The precinct encompasses part of the suburb of Lidcombe and is an established industrial area with mainly large warehouse facilities offering logistics services, as well as two hotel chains located along Edwin Flack Avenue. It is undergoing rapid change with increasing residential and mixed-use development, with the first buildings completed in 2019. Residents have begun to move into the first completed residential buildings located in the northern corner of the precinct along Fantail Street, Stockyard Boulevard and Paddock Street and the south-eastern corner along Carter Street and Flock Street.

The Carter Street precinct was originally rezoned by the then NSW Department of Planning, Industry and Environment in November 2015 for a mix of residential and employment uses. The *Carter Street Precinct Master Plan* was finalised on 18 December 2020 (Department of Planning, Industry and Environment, 2020). The precinct will include up to 6,200 new dwellings, employment and retail services, a new village centre and around three hectares of open space with pedestrian and cycle paths linking to the existing network, to Sydney Olympic Park and the future Sydney Metro West station. The Master Plan also accommodates for a community centre and a site for a future primary school. Future plans for the precinct also include activating the Haslams Creek foreshore. Further details are contained within Appendix F.8.

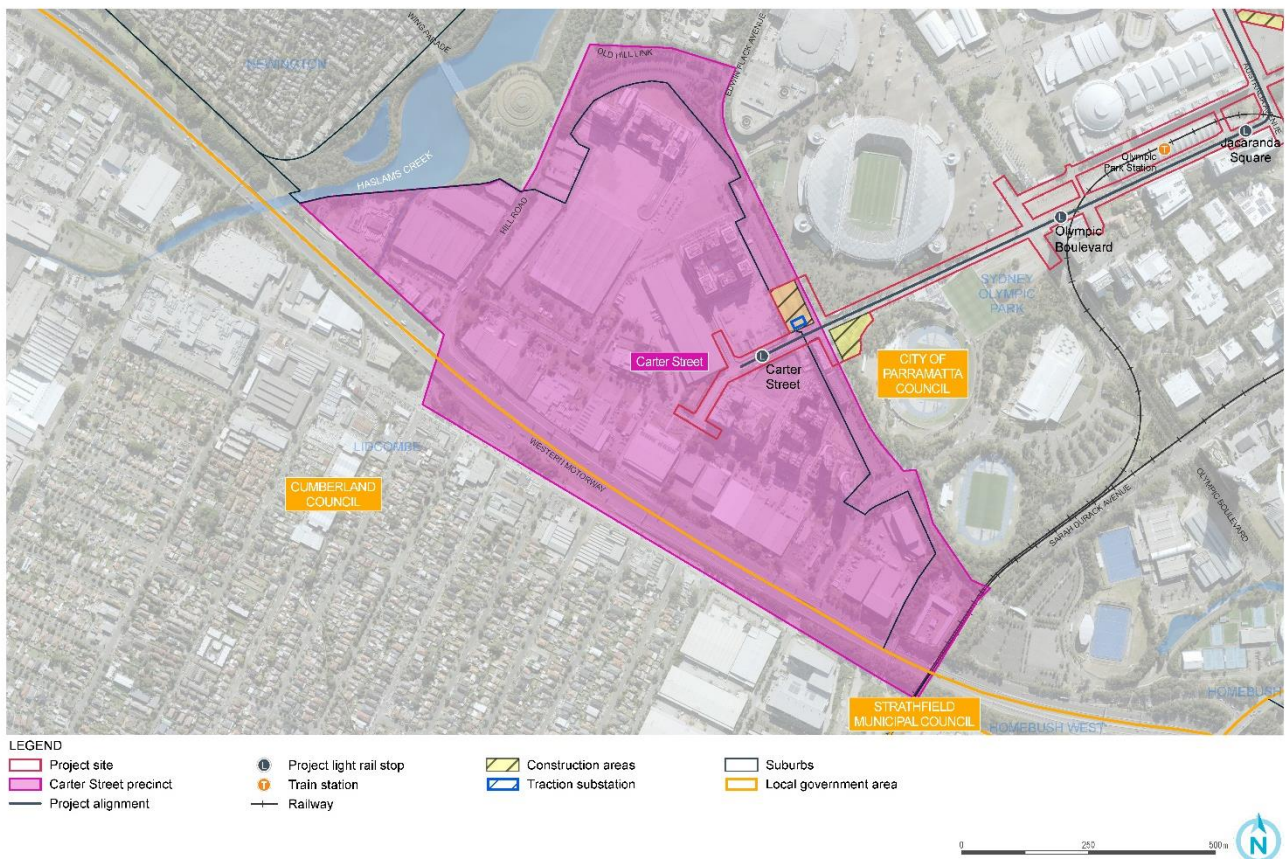


Figure 5-20 Carter Street precinct map

5.9.2 Carter Street precinct demographic summary



Figure 5-21 Precinct Profile: Carter Street

Source: Australian Bureau of Statistics, 2016a

5.9.3 Socio-economic characteristics

The 2016 Census indicates that the Carter Street precinct had a population of 444 people and about 178 private dwellings. The precinct is forecast to have a population of 5,400 by 2041 (rounded to the nearest 100) (Forecast id (2021a)). The Carter Street precinct can be characterised by the following socio-economic features; however, it is worth noting that the precinct has undergone major change since the 2016 census, with a significant amount of planning and new developments completed:

Demographic attributes

- Lower proportion of older persons aged 65 years and over (2 per cent) compared to the City of Parramatta LGA (12 per cent) and Greater Sydney (14 per cent) averages.
- Labour force participation and unemployment rates are broadly consistent across the social locality, the City of Parramatta LGA, and Greater Sydney, with the Carter Street precinct demonstrating marginally higher workforce participation (66 per cent compared to 62 per cent for the City of Parramatta LGA and Greater Sydney), and an unemployment rate akin to the City of Parramatta LGA (both 7 per cent).
- Only 52 per cent of people lived at the same address one year ago, and 6 per cent lived there five years prior to 2016, which reflects the newness of the precinct as a residential area.
- There are less First Nation Australians (0.5 per cent) than the City of Parramatta LGA (0.7 per cent) and Greater Sydney (1.4 per cent) averages.
- With more than half the population (58 per cent) born overseas, there are higher levels of cultural diversity in the Carter Street precinct than in the City of Parramatta LGA (48 per cent) and Greater Sydney (35 per cent).
- Along with the Sydney Olympic Park precinct, the Carter Street precinct has the highest number of residents who do not speak English well or at all (11 per cent).
- The proportion of people living in social housing is similar to Sydney Olympic Park (1 per cent), however is slightly less than the City of Parramatta LGA (5 per cent) and Greater Sydney (5 per cent).
- Along with the Sydney Olympic Park precinct, only 1 per cent of the population (of an age eligible to answer) left school in Year 9 or below. This is noticeably less than the City of Parramatta LGA (6 per cent) and Greater Sydney (8 per cent) rates.
- The Carter Street precinct, along with the Sydney Olympic Park precinct, have the lowest proportion of residents in need of assistance due to a disability (1 per cent) compared with other precincts, the City of Parramatta LGA (4 per cent) and Greater Sydney (5 per cent).
- The Carter Street precinct encompasses a relatively small section of the northern tip of the suburb of Lidcombe. Crime data from the NSW Bureau of Crime Statistics and Research (BOCSAR) is available by suburb and, whilst available for Lidcombe, this would not be an accurate representation of the crime profile for the Carter Street precinct, therefore has been excluded from this report.
- The SEIFA IRSD Index of disadvantage, an indicator to measure relative disadvantage and derived from Census variables like low income, low educational attainment, unemployment, and dwellings without motor vehicles, was 1,077 for the Carter Street precinct in 2016, which is higher than the score for the City of Parramatta LGA, with 1,039, and Greater Sydney, with 1,018. This means that the Carter Street precinct has lower levels of disadvantage than the City of Parramatta LGA and Greater Sydney average.

Economic characteristics

- The median weekly income of \$1,700 and the proportion of low-income households (14 per cent) is consistent with the City of Parramatta LGA (15 per cent) however, the proportion of high-income households (14 per cent) is noticeably lower than the City of Parramatta LGA (20 per cent) and Greater Sydney (23 per cent).
- As per the Sydney Olympic Park precinct, the proportion of low-income households is equivalent to 14 per cent. This is marginally less than the City of Parramatta LGA (15 per cent) and Greater Sydney (16 per cent).

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- The unemployment rate of 7 per cent is the same as the Sydney Olympic Park precinct and City of Parramatta LGA.

The Carter Street precinct community profile data is provided in Appendix F.8.

5.9.4 Local features and community values

The Carter Street precinct has experienced rapid growth in recent years, with residential apartments replacing previous industrial buildings. As an emerging mixed-use area, with a new residential community, the area's new identity is beginning to rise. An overview of local values and features for the precinct is provided in Table 5-14.

Table 5-14 Carter Street precinct – local features and community values

Value/Feature	Description
Local amenity and character	<p>The precinct is predominantly an industrial area comprising uses such as courier services and manufacturing, however, residents began moving into the first completed residential buildings in 2019.</p> <p>New developments in the northern corner of the precinct along Fantail Street, Stockyard Boulevard and Paddock Street and the south-eastern corner along Carter Street and Flock Street have changed the local character and it now resembles an emerging high-density residential and mixed-use area.</p>
Access and connectivity	<p>There is no train station within the precinct. The closest train station is at Sydney Olympic Park (T7 Olympic Park Line), within walking distance or serviced by the 401-bus route. Lidcombe and Flemington Stations are located to the south.</p> <p>There is a bus route in the area that connects Sydney Olympic Park to Lidcombe.</p> <p>The precinct is bounded by the M4 Western Motorway to the south and is accessed via Dawn Fraser Avenue (to Sydney Olympic Park) and Hill Road in the west.</p> <p>Active transport within the precinct is also limited, however, Hill Road has a designated shared path for pedestrians and cyclists and new shared paths are proposed at Uhrig Road as part of the Carter Street Precinct Master Plan.</p>
Environmental features	<p>There is no public green space within the precinct, with the exception of Osprey Park, a small park with a few trees adjacent to a new development. There is some green space close to the precinct, along Haslams Creek as well as the Parklands of Sydney Olympic Park.</p>
Community cohesion	<p>With a relatively new residential population, limited social infrastructure and community facilities, it is difficult to ascertain community cohesion within the precinct. As the precinct realises the vision of the master plan with 5,500 dwellings, a village centre, a primary school, and more open space, the community will be afforded with local places where opportunities for social interactions can occur and enable community cohesion to develop.</p>

5.9.5 Community infrastructure in Carter Street precinct

Due to its industrial past, the precinct has limited community infrastructure. As new residents move into the precinct and significant change continues, it is expected the existing and future community will gain access to a new town centre, school, and quality public open space.

New residential apartment developments have access to their own recreation facilities, such as swimming pools, green space, gymnasiums, and communal/barbeque areas. As the precinct shares a boundary with the Sydney Olympic Park precinct, there is significant community infrastructure located a short distance away. Table 5-15 provides an overview of facilities within the precinct near to the project. Community infrastructure near the project is also shown in Figure 5-22.

Table 5-15 Carter Street precinct – community infrastructure

Infrastructure / Facility	Location	Description	Approximate distance from project site
Education			
S P Jain School of Global Management	Carter St, Lidcombe	S P Jain School of Global Management recently moved into their new campus in Carter Street, which is spread across 6,000 square metres. The new campus includes auditorium-style classrooms, a library, a gym, music room and outdoor spaces. There is onsite parking, and the school is accessible using public transport bus routes on Carter Street.	80m
Open space, parks, and reserves			
Osprey Park	Carter St, Lidcombe	Fronting an indoor car park and a new Meriton high rise development, Osprey Park is a small park with no extra features. There are a few trees throughout the park. There is street parking and a bus station in front of the park.	140m
Recreation / sports facilities			
NBC Homebush	Carter St, Lidcombe	NBC Homebush is a Badminton centre on Hill Rd and Carter St. It is part of a larger commercial complex that also houses the Hype Dance Co Performing Arts Studio. There is onsite parking and public transport bus routes on Carter St that stop nearby the centre.	430m
Community and cultural facility			
Hype Dance Co Performing Arts Studio	Carter St, Lidcombe	Hype Dance Co is a dance studio on Hill Rd and Carter St. It is part of a larger commercial complex that also houses NBC Homebush. There is onsite parking and public transport bust routes on Carter St that stop nearby the centre.	420m

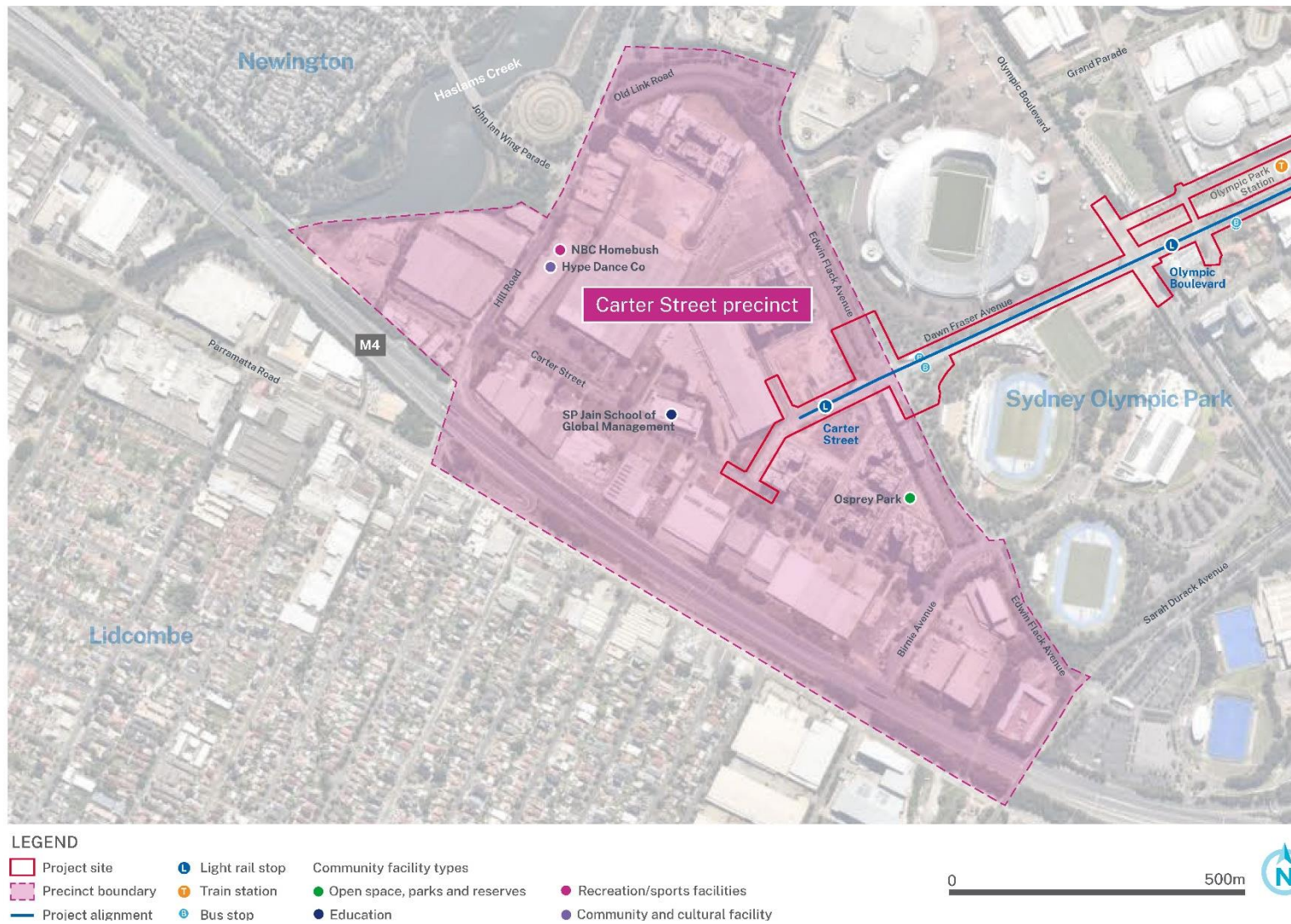


Figure 5-22 Community infrastructure and facilities in the Carter Street precinct

6 REVIEW OF THE SOCIAL IMPACTS OF COMPARABLE TRANSPORT PROJECTS

This section sets out the findings of a review of secondary evidence from comparable local, national, and international light rail projects, to inform the magnitude and likelihood of impacts set out in this SIA.

Specifically, the perceived or experienced social impacts from comparable projects are considered along with responses and mitigation measures, to develop insights relevant to the delivery of the project.

Social impact assessments carried out for the following comparable projects have been reviewed:

Parramatta Light Rail Stage 1

- *Social Impact Assessment* (Jacobs, 2017).
- *Submissions Report incorporating Preferred Infrastructure Report* (WSP and Jacobs, 2018).

Capital Metro Light Rail Stage 1 (Canberra)

- *Capital Metro Light Rail Stage 1 — Gungahlin to Civic Social and Economic Impact Assessment* (Parsons Brinckerhoff, 2016).

CBD and South East Light Rail

- *Environmental Impact Statement Technical Paper 3: Social Impact Assessment* (Elton Consulting, 2013).

Newcastle Light Rail

- *Socio-economic Impact Assessment* (GHD, 2016).

Beaches Link and Gore Hill Freeway Connection

- *Technical working paper: Socio-economic Assessment* (Jacobs Group, 2020).

Sydney Metro West (Westmead to the Bays and Sydney CBD)

- *Technical Paper 6 Social impact assessment* (Ethos Urban, 2020).

It is noted that as this discussion of social impacts is based on a concise desktop review, it is possible that some projects generated additional social impacts that have not been reported, and therefore have not been identified in this report.

6.1 Findings from comparative analysis of linear transport infrastructure projects

Findings from the desktop review of social impacts from six comparative linear transport infrastructure projects are summarised in Table 6-1 to Table 6-5. Details provided include a general overview of the projects, relevance to Parramatta Light Rail Stage 2, community concerns identified, potential social impacts and the resultant mitigation measures.

Table 6-1 Project overviews

Parramatta Light Rail Stage 1	Newcastle Light Rail	CBD and South East Sydney Light Rail	Capital Metro Light Rail Stage 1 (Canberra)	Beaches Link / Gore Hill Freeway	Sydney Metro West (Westmead to the Bays and Sydney CBD)
<ul style="list-style-type: none"> • 12 kilometres of new light rail track between Westmead and Carlingford • 16 light rail stops • Three interchanges at Westmead, Parramatta CBD and Carlingford • Two new light rail and pedestrian only zones at Parramatta CBD • 5.7-kilometre Active Transport Link, (walking and bike-riding path). 	<ul style="list-style-type: none"> • 2.7 kilometres of new track through Newcastle CBD • Six new light rail stops • Supporting facilities • Streetscape upgrades • Landscaping. 	<ul style="list-style-type: none"> • 12 kilometres of new light rail track from Circular Quay to Kingsford and Randwick • 20 new light rail stops • Four interchanges. 	<ul style="list-style-type: none"> • 12 kilometres of new light rail track, from Gungahlin to Canberra CBD • 13 stops • Three major interchanges • Construction of a new bridge • A light rail vehicle only / pedestrian friendly zone • Public domain improvements including paving, street trees, lighting and street furniture. 	<ul style="list-style-type: none"> • Motorway link connecting the Northern Beaches and the rest of Sydney • Twin tolled motorway tunnels connecting Cammeray, Artarmon, Balgowlah and Killarney Heights • Twin tunnels 5.6km long crossing Middle Harbour between Northbridge and Seaforth • Ventilation outlets and motorway facilities • 5 kilometres of cycle and pedestrian pathways • Supporting facilities including open space, ventilation shafts and operational infrastructure. 	<ul style="list-style-type: none"> • Underground railway connecting Greater Parramatta and Sydney CBD • 24-kilometre twin tunnels between Westmead and Sydney CBD • Eight new Metro stations with two option stations under investigation.

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Table 6-2 Relevance to Parramatta Light Rail Stage 2

Parramatta Light Rail Stage 1	Newcastle Light Rail	CBD and South East Sydney Light Rail	Capital Metro Light Rail Stage 1	Beaches Link / Gore Hill Freeway	Sydney Metro West (Westmead to the Bays and Sydney CBD)
<ul style="list-style-type: none"> • High relevance • Forms the first part of the Parramatta Light Rail network, to which this project connects • Similar community demographics • Shared community perceptions 	<ul style="list-style-type: none"> • High to medium relevance • Recent project • Extensive community consultation as part of program • Similar CBD location • Different demographics 	<ul style="list-style-type: none"> • High to medium relevance • High profile project, • Same city, although may have slightly different demographics in directly impacted area 	<ul style="list-style-type: none"> • High to medium relevance • Recent light rail project • Fast delivery timeframes • High density and CBD location • Construction of a new bridge • Different demography 	<ul style="list-style-type: none"> • Medium relevance • Extensive community consultation as part of program • Servicing some pockets of high-density residential areas • Similar impacts to property, similar future land uses during construction and operation • Enhances connectivity • Different demographics 	<ul style="list-style-type: none"> • Medium relevance • High profile project • Both cover city-shaping transport corridors nominated in Greater Sydney Region Plan • Deliver on place-making objectives • Enhances connectivity • Similar demographics.

Table 6-3 Community concerns

Parramatta Light Rail Stage 1	Newcastle Light Rail	CBD and South East Sydney Light Rail	Capital Metro Light Rail Stage 1	Beaches Link / Gore Hill Freeway	Sydney Metro West (Westmead to the Bays and Sydney CBD)
<ul style="list-style-type: none"> • Access and parking • Design and light rail stop layout • Timing and duration of construction • Business impacts • Property acquisition • Communication • Construction impacts (noise, vibration) 	<ul style="list-style-type: none"> • Traffic congestion • Loss of parking • Capacity of light rail to service region • Pedestrian and community safety • Proposed route, extension plans and connectivity • Congestion and integration with buses 	<ul style="list-style-type: none"> • Business impacts • Traffic congestion and parking • Travel times • Reduced road connectivity • Prolonged construction impacts • Tree removal 	<ul style="list-style-type: none"> • Tree removal • Pedestrian and community safety • Traffic and parking • Visual amenity 	<ul style="list-style-type: none"> • Environmental concerns • Traffic delays • Disruption of lifestyles • Construction fatigue 	<ul style="list-style-type: none"> • Strong support overall • Support future growth • Improved public domain • Construction vibration, and noise • Traffic and parking • Damage to properties, dust and reduced amenity

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Table 6-4 Social impacts

Parramatta Light Rail Stage 1	Newcastle Light Rail	CBD and South East Sydney Light Rail	Capital Metro Light Rail Stage 1	Beaches Link / Gore Hill Freeway	Sydney Metro West (Westmead to the Bays and Sydney CBD)
<ul style="list-style-type: none"> • Access and connectivity • Amenity • Population and demography • Noise, dust and visual impacts • Social infrastructure • Property acquisition • Equal distribution of resources 	<ul style="list-style-type: none"> • Access and connectivity • Traffic, access and parking • Amenity – noise, vibration and visual • Jobs and upskilling • Congestion • Access to local community infrastructure and facilities • Land value • Pedestrian and community safety • Increase in pedestrian and cycling activity in city centre • Support key events that attract tourism 	<ul style="list-style-type: none"> • Amenity and local character • Visual amenity • Tree removals • Traffic access and parking availability • Access to local community infrastructure and facilities • Access to public spaces and urban connectivity • Noise, dust and vibration • Property acquisition • Pedestrian and community safety • Impacts to community cultural resources • Health and wellbeing (positive and negative) 	<ul style="list-style-type: none"> • Amenity • Noise, dust and visual impacts • Changes to community demographics • Impacts to community infrastructure and facilities • Pedestrian and community safety • Local residents in close proximity • Impacts to objects / sites of Aboriginal cultural significance • Health benefits • Loss of trees • Parking 	<ul style="list-style-type: none"> • Amenity • Access restrictions near proposed works • Changes in traffic and local access • Loss of some open space, parks and recreational facilities • Construction noise and dust • Perceptions of safety for neighbours and users of social infrastructure. 	<ul style="list-style-type: none"> • Noise, dust and visual impacts • Power interruptions (sensitive receivers) • Community character • Property acquisition • Access and use of social infrastructure and community facilities and services • Health and wellbeing • Temporary changes to surroundings • Cumulative impacts

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Table 6-5 Mitigation measures

Parramatta Light Rail Stage 1	Newcastle Light Rail	CBD and South East Sydney Light Rail	Capital Metro Light Rail Stage 1	Beaches Link / Gore Hill Freeway	Sydney Metro West (Westmead to the Bays and Sydney CBD)
<ul style="list-style-type: none"> • Targeted engagement with the homeless population • All acquisitions managed in accordance with the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> • Place and property acquisition managers • Direct engagement with business owners, owners and managers of social infrastructure • Construction Environmental Management Plan • Communications and Engagement Strategy • Business Activation Plan • Traffic Management Plan • Advanced notification of road closures • Tree replanting / offsetting of trees removed 	<ul style="list-style-type: none"> • Prioritisation of accessible parking options • Regular community engagement • Business survey • Partnership opportunities with employment agencies along alignment • Traffic and access management plan • Phased construction • Prioritisation of disabled parking for retention • Crime prevention through environmental design (CPTED) principles 	<ul style="list-style-type: none"> • High Level Social Impact Management Plan, demonstrating how the management plans of other EIS disciplines would address the identified social impacts • Consultation with the affected community • Place managers • Place-based mitigation plans • Commitment to contemporary urban design 	<ul style="list-style-type: none"> • Business landowner and engagement management plan • Broad community consultation and education campaigns • Signage / communications • Culturally sensitive and collaborative approach to manage items/places of cultural significance • Streetscape improvements and footpath enhancements • Enhanced tree planting and landscape strategy 	<ul style="list-style-type: none"> • Regular communication about proposed works to neighbours • Toolbox talks for workers about community safety and appropriate behaviours • Direct engagement with business owners, and owners and managers of social infrastructure 	<ul style="list-style-type: none"> • Wayfinding • Community and stakeholder involvement addressing fatigue where appropriate • Ongoing engagement with sensitive receivers near construction sites • Develop community benefit plan to address local positive social outcomes • Public art opportunities on temporary hoardings • Structures coloured to minimise visual impact • Retain existing street trees • Provide personal managers for assistance and support during acquisitions and construction

6.2 Summary

Overall, the most common social impacts assessed across six comparative linear transport infrastructure projects related to changes to access and connectivity, and amenity and character. These impacts are relevant to Parramatta Light Rail Stage 2 and the lessons learned from previous projects have been considered, particularly regarding appropriate mitigation measures to address community concerns and perceived impacts.

All SIAs noted the short-term negative impacts that may result from traffic congestion, access and connectivity changes, and loss of parking because of construction related activities. These impacts would be particularly experienced by residents and businesses, and by road users (for example, motorists, public transport customers, cyclists, and pedestrians). However, once construction is complete and the transport and light rail projects are operational, accessibility and connectivity would improve, with an enhanced public transport system. These benefits would be experienced by the wider community, local business owners, residents, and workers. Despite this enhanced accessibility, the potential for perceived or actual severance of communities on either side of the light rail infrastructure was noted as a concern in some residential areas, which could in turn reduce local community cohesion.

All six SIAs assessed the impacts to local amenity and character from construction activities. Construction can lead to reduced amenity in residential areas and for businesses, which can impact on the ability of businesses to operate. However, once construction activities are complete, local amenity and character is likely to improve because of reduced traffic, with businesses potentially benefiting from enhanced pedestrian environments, and communities expected to adjust to changes to the visual landscape. Impacts on use of community infrastructure and facilities, perceptions of safety, community and social cohesion were also common across several projects. This related to impacts to local community values and concerns, particularly during construction. The social implications of property acquisition, particularly related to anxiety and stress for individual residents and businesses, were also common impacts across several of the SIAs.

All SIAs recommended community and stakeholder consultation as a mitigation measure to address the identified social impacts that could result from the construction and operation of light rail projects. This included:

- early and consistent community engagement about the project
- targeted engagement with groups who may be more vulnerable to changes because of the project (for example, homeless people or rough sleepers, people with mental health issues)
- direct engagement with business owners in the area, as well as owners or managers of social infrastructure that may be impacted by the project
- public education campaigns targeting the wider community regarding the impacts and benefits of the light rail projects.

These measures have been considered in the development of measures for this SIA, which are discussed in Section 11.

7 DESIGN REFINEMENTS

The design has been developed and refined to avoid and minimise social impacts and enhance social outcomes. In particular, stakeholder feedback has been considered in the design where feasible. Table 7-1 summarises where the project design has been refined in response to stakeholder feedback and to enhance social outcomes.

Table 7-1 Design refinements made for Parramatta Light Rail Stage 2

Precinct	Light rail stop / bridge / ancillary facility	Design refinements
Camellia/Rydalmere East	Bridge between Camellia and Rydalmere	In response to community consultation that uncovered a significant desire for 'more active transport options' across all precincts (Section 4.3.3.10), the bridge between Camellia and Rydalmere has been redesigned to accommodate an active transport route. This takes the form of a shared path for pedestrians and cyclists on either side of the bridge.
Rydalmere East	Nowill Street stop	Original designs for the Nowill Street stop meant a much greater impact for residences on the northern side of South Street, resulting in a higher number of properties potentially losing their driveway access fronting South Street. Following design refinements, properties would now retain existing driveway access, however adjustments may be required to existing informal access and parking arrangements for around eight properties on the northern side of South Street.
Rydalmere East/Ermington	Bridge over Silverwater Road	An initial design for the bridge over Silverwater Road sought to retain the existing pedestrian bridge adjacent to the future light rail bridge, while removing the northbound access onto Silverwater Road. As a result of consultation, the proposed bridge over Silverwater Road would remove the existing pedestrian bridge in favour of a multimodal solution. The new integrated bridge over Silverwater Road would have capacity for two-way light rail, along with a dedicated cycle path with ramps and a pedestrian path parallel to the light rail, accessed by steps or a lift on either side. It also proposed to retain the previously removed northbound access onto Silverwater Road. The revised layout would allow for the desired outcomes identified in the social impact and outcomes survey (Section 4.3.3.11) of integrating the transport network, making it more accessible and connected, while also providing consistent active transport links. This refinement also provides greater public open green space and landscaped areas than previously envisioned.
Ermington/Melrose Park	Atkins Road Stop	Following design refinements and community consultation, the Atkins Road stop has been modified to incorporate more public open space, by adding some of the area south of the stop into the long-term public domain footprint rather than simply utilising it as a temporary construction compound. Consequently, the Atkins Road stop would be situated in an area of shared public space and access, including local heritage elements. The light rail track in this section would also consist of green track to further complement and benefit and consistency of the public domain.
Melrose Park	Bulla Cream Dairy (Willowmere)	The alignment of the light rail track around the Bulla Cream Dairy (Willowmere) was revised to ensure sufficient clearances to the Main House, which has high local significance. This would allow the Main House to be retained while an alternative northern option (along Hope Street) would have likely required the removal of the Main House. The revised alignment would require the removal of trees of high and moderate significance, and potentially the Billiards Room (depending on the construction methodology). However, it is proposed to retain or relocate significant trees, where feasible, in accordance with the recommendations of Technical Paper 5 (Statement of Heritage Impact - Built Heritage).
	Waratah Street stop	Residents along Wharf Road expressed concerns over the light rail alignment, which resulted in an alternative alignment developed for Waratah Street. This retains the access and amenity for the majority of

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Precinct	Light rail stop / bridge / ancillary facility	Design refinements
		residents along Wharf Road during construction and operation, while still having easy walking access to the Waratah Street stop during operation.
	Ermington Boat Ramp	Improvements to the car park at Ermington Boat Ramp were incorporated as a part of the design refinements carried out by the project team. This includes a resurfacing of the car park and the addition of a U-turn bay at the western end of the car park, providing easier wayfinding for recreational users and convenient navigation.
Melrose Park/Wentworth Point	Bridge between Melrose Park and Wentworth Point	In response to community consultation that uncovered a significant desire for 'more active transport options' across all precincts (Section 4.3.3.10) the bridge between Melrose Park and Wentworth Point has been redesigned to accommodate an active transport route. This takes the form of a shared path for pedestrians and cyclists on either side of the bridge.
Wentworth Point	Alignment revision	<p>The preferred alignment originally incorporated the bridge between Melrose Park and Wentworth Point, before turning through Sanctuary Wentworth Point, a mixed-use development area, and then finally intersecting with the north-western part of Hill Road.</p> <p>Consultation with Sekisui House and Wentworth Point residents in the Have Your Say survey which resulted in refining the alignment to run south of the Sanctuary Wentworth Point development. This is considered to benefit future residents, as it would decrease traffic congestion in proximity to the northern end of Hill Road, while also reducing future resident's exposure to noise and vibration. The project alignment also avoids utility relocation works associated with the previous alignment.</p>
	Footbridge Boulevard stop	Community consultation revealed concerns for pedestrian safety in relation to the project in Wentworth Point (Table 4-8 and Table 4-11). In response to this, changes were made to the design of the project around the Footbridge Boulevard stop. This includes the addition of dedicated pedestrian crossings immediately on either side of the stop (rather than one) to provide ease of access and safe passage for both light rail and active transport link users.
	Dawn Fraser Avenue	<p>Reducing car dependency was a key outcome of high significance for social impact survey respondents, with 76.5 per cent considering it as 'high or very high' significance in Sydney Olympic Park. In combination with this consultation and the physical constraints of Dawn Fraser Avenue, the section of the road between Australia Avenue and Olympic Boulevard is proposed as a shared light rail and pedestrian zone.</p> <p>This would include landscaping, the re-routing and/or termination of road connections to Dawn Fraser Avenue, and the dedication of two separated cycling lanes running parallel to the light rail alignment.</p>
All	Traction power substations	Upon community consultation, which revealed a concern among residents for the project to improve upon the urban design and landscaping outcomes for the social locality (Section 4.4.11), the traction power substations would be integrated into the public domain, with plantings used where appropriate to minimise visual impact for residents on vistas.

8 SOCIAL IMPACT ASSESSMENT – CONSTRUCTION

This section discusses the potential social impacts and benefits that may occur as a result of construction of the project. The section is divided into:

- social impacts that would be experienced by residents living close to construction activities, including impacts due to land requirements and reduced residential amenity
- social impacts that would be experienced by communities close to construction activities, including impacts to users of community and recreation facilities and open space, and impacts to local access and connectivity
- social impacts and benefits that would be experienced by regional communities, including construction employment and training opportunities.

Each subsection includes a summary table which presents the assessment of significance for each social impact prior to mitigation. Section 11.4 presents the residual impacts following implementation of recommended mitigation measures.

8.1 Residents close to construction activities

8.1.1 Residential property impacts

The project would involve both permanent and temporary land requirements. Social impacts due to land requirements would start to occur from the pre-construction phase as final land requirements are determined and the acquisition process progressed. This section discusses both permanent and temporary land requirements for private properties.

There would be around 36 residential properties that would be impacted by the project. The main property impacts would be associated with the project's land requirements, which have the potential to:

- partially affect a property where part of a site is required, resulting in adjustments to, or relocation of, facilities to other parts of the site. In most instances the land requirements would necessitate acquisition of a strip of property to allow for widening of the road reserve, construction of light rail stops and/or intersection upgrades
- fully affect a property if the entire site on which a property is required for the project.

Of the 36 properties impacted, around 15 would be fully affected, with two located in the suburb of Rydalmere, nine located in the suburb of Ermington and four located in Melrose Park. The remaining properties would be partially affected.

All property acquisition would be managed in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*, land acquisition reforms announced by the NSW Government during 2016, and the recommendations made by the 2021 Auditor General's review of Transport for NSW's acquisition practices. Transport for NSW's preference is to achieve a negotiated agreement with the affected landowner in the first instance. However, if a negotiated agreement cannot be reached the compulsory process would then be followed.

The compensation payable is pursuant to section 55 of the *Land Acquisition (Just Terms) Compensation Act 1991*, which includes provisions for market value, special value, severance, disturbance (including items such as associated legal costs, valuation fees, relocation and removal expenses, and mortgage costs) and disadvantage from relocation. Depending on the individual circumstances of each property and the potential impacts of the project, compensation may take the form of compensation or land/works, as agreed by the parties.

Further information about the project's land requirements, and the potential impacts of these requirements, is provided in Chapter 13 of the EIS (Land use and property).

Residents of properties that would be fully required for the project would need to relocate prior to construction. The involuntary nature of acquisition and subsequent relocation is likely to disrupt lifestyles and pose demands on resident's time. Working through the project's compensation and negotiation process, finding and purchasing a new home, and moving has the potential to cause stress and anxiety for affected residents. Additionally, it is likely that people may not be able to relocate within the same neighbourhood

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(that is, the same street or within the next few streets) and therefore may experience a loss of the social ties within their neighbourhood. Generally, people that have lived at the same residence for a long time would likely have stronger ties and attachment to the area. The baseline assessment indicates there are significantly lower levels of migration in Ermington, Rydalmere, and Melrose Park. Depending on where people relocate to, they may also have to travel further to access employment, services, and facilities.

The severity of these effects would vary depending on the individuals and their circumstances, noting that vulnerable households would experience these impacts at a higher level of intensity. The baseline assessment has identified low levels of vulnerability in the overall study areas subject to acquisition such as disability, low levels of English, and elderly populations (see Section 5.1.1 and Section 5.1.4). However, consultation for the social impact assessment found that some of the areas near the project are home to vulnerable groups (such as people with disability, elderly residents, and people with limited English skills). There is potential for some individuals to experience higher levels of disruption and loss of social ties and support than others who are less vulnerable.

Relocation of households also introduces the potential for loss of social ties at the neighbourhood level, which is more likely to occur when several households from an area are relocated. This is most likely to occur in Ermington where ten properties would be fully acquired.

Up to 21 residential properties in Rydalmere, Ermington, Melrose Park, and Sydney Olympic Park would be affected by partial property requirements, with most involving acquisition of a strip of property to allow for widening of the road reserve, construction of light rail stops or intersection upgrades. This may result in adjustments to driveways and fencing, water meters, letterboxes, and trees.

While access to the majority of residential properties would be maintained and reinstated following construction, adjustments may be required to existing informal access and parking arrangements for around eight properties on the northern side of South Street. Several properties on South Street and Boronia Street may also lose their existing large verges, and access to their properties would become left in and left out.

A small number of properties located on Heysen Avenue and Tristram Street in Ermington back onto Ken Newman Park, and currently have informal access to the park from their properties. This would likely be adjusted to reduce potential safety risks associated with proximity to the project.

The design would continue to be refined to minimise the project's land requirements and associated property impacts as far as possible. Consultation with affected property owners would be ongoing to identify opportunities to minimise impacts on properties, where practicable.

Property-specific measures would be developed to manage the requirements at individual properties. This would involve determining requirements, in consultation with individual property owners, for property-level responses during construction and operation. Individual property level responses would be defined by property adjustment plans, the development of which would be guided by property relationship managers in consultation with property owners and occupants.

The social impact and outcomes survey found that respondents across several precincts considered property impacts to be a significant impact during construction, with this being the most significant potential impact identified by respondents in Rydalmere East (64.2 per cent of respondents) and Ermington (59.2 per cent of respondents), as shown in Section 4.3.3.8.

A review of SIAs for other similar projects (see Section 6) indicates that uncertainty associated with property impacts is likely to cause frustration, stress, and anxiety for some residents. This is likely to be compounded by the demand on time for some property owners required to engage with Transport for NSW during the planning, design, and construction phases of the project. Some residents may also be concerned about issues such as changes to property values, and impacts to their way of life including how they use and access their properties.

Stress and anxiety has the potential to affect some individual's health, wellbeing, and quality of life. These wellbeing effects have the potential to be long term for some property owners as the uncertainty about property impacts and demand on time has the potential to commence during the pre-construction phase, continue through the design development process, and into the construction and operation phases depending on the type and timing of property impacts. Some residents affected by property impacts may be more vulnerable to these wellbeing impacts, such as older people, people on low incomes, and people with low levels of English. As discussed in Section 5.4 and 5.5, Rydalmere East and Ermington both have higher rates of socio-economic disadvantage and vulnerable residents (i.e. older people over 65 years, people who need assistance and social housing residents).

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The management measures recommended in Chapter 13 of the EIS (Land use and property) are expected to help manage the potential social implications of property impacts. This includes a Personal Relationship Manager(s) – Acquisitions who would be appointed by Transport for NSW to assist residential landowners/occupants who may be affected by acquisition. The Personal Relationship Manager(s) – Acquisitions would maintain regular contact with these individuals to provide updates on the project and respond to questions and queries. The Personal Relationship Manager(s) – Acquisition would work with landowners and tenants to offer assistance and support throughout the acquisition process.

8.1.2 Changes to access and parking

As discussed in Section 8.1.1, there are several areas where residential property access would change due to direct property impacts during construction. Residents in these locations would also experience changes to local access due to construction traffic impacts such as road closures and detours, and the presence of construction traffic.

Technical Paper 2 (Transport and Traffic) outlines there would be impacts to parking availability across the road network, which would be in the order of 1,300 parking spaces during construction including:

- 712 parking spaces permanently removed due to the project during construction
- 262 off-street parking spaces temporarily occupied by site compounds including full occupation of John Street commuter car park (Rydalmere Wharf) and Ermington Boat Ramp car park (Wharf Road), full occupation of Australia Avenue car parking and partial occupation of Sydney Olympic Park P6 car park (Australia Avenue)
- 326 on-street parking spaces temporarily removed due to road closures and reinstated upon completion of the works in each area.

Technical Paper 2 (Transport and Traffic) found that Camellia, Rydalmere, and Ermington have sufficient parking on side-streets within the vicinity of the project site to accommodate displaced car parking due to road and car park closures. Other areas, including Melrose Park, Wentworth Point, Sydney Olympic Park and Lidcombe, may experience strain on the existing parking network.

Technical Paper 2 (Transport and Traffic) identifies that a parking management strategy would be prepared to provide an overarching framework for parking management during all work and stages. The strategy would include:

- a summary of affected parking, including where it is, when it would be impacted, and for what duration
- detailed surveys to understand existing demand and usage of both on and off-street parking
- measures to manage the reduction in on-street parking availability, including provision of alternative parking arrangements for accessible and service spaces, staged removal, resident parking schemes, and managed staff parking arrangements
- measures to manage construction worker parking to minimise worker parking in public streets, including provision of designated parking areas within the project site, encouraging use of public transport, and implementing shuttle bus arrangements
- details of the engagement strategy for stakeholders and the community
- a monitoring strategy to assess implemented measures.

Reduced parking availability in residential areas is likely to cause inconvenience for residents. The Have Your Say survey implemented by Transport for NSW during May and July 2022 found that 'traffic, parking or impacts to local roads' was the top concern for respondents (48 per cent) (refer to Section 4.3.4 and Community and Stakeholder Engagement Report (Appendix F of the EIS). Temporary and permanent loss of on-street parking has the potential to disrupt affected resident's lifestyles and daily routines, particularly for households which rely on on-street parking if they are multi-car households or need parking for visitors.

8.1.3 Changes to residential amenity due to construction activities

Construction activities would generate noise, vibration, dust, construction traffic and visual changes, which may reduce amenity for residents living close to construction areas. This includes existing residential areas, as well as new areas which are currently being redeveloped into high density residential developments.

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Future residents may be living in these recent residential developments (e.g. in Melrose Park, Wentworth Point, Sydney Olympic Park and Lidcombe) by the time the project is being constructed (from 2025).

Construction would take between five to six years to complete. Construction activities would progress, with major works in localities generally expected to take about three to nine months to complete, depending on the work required (for example, construction of a stop compared to track alignment only).

Most construction generated noise, vibration and dust would be intermittent or sporadic throughout the construction period. Most construction activities are expected to occur during standard working hours, however where necessary some night-time work would be required. Technical Paper 3 (Noise and Vibration) identifies that some residential areas would require additional noise mitigation during construction. This includes South Street in Rydalmere, Boronia Street in Ermington, and Hill Road in Wentworth Point.

Increased noise, vibration and dust can disturb people's day-to-day activities and impact people's quality of life. For example, people may close windows while indoors, which can reduce fresh air, or people may spend less time outdoors engaging in recreational activities or relaxation. Increased noise can also interrupt activities such as conversations or watching television. Increased night-time noise can also affect people's sleep, which can have health and wellbeing impacts. The social impact and outcomes survey found that more than a third of respondents (35.6 per cent, 228) indicated they are concerned about both daytime and night-time works, whereas 27.9 per cent (179) of respondents are concerned about night-time works only (see Appendix C). While the construction noise survey found that about half of the 257 respondents considered that the proposed primary project working hours would not impact their day-to-day lifestyle, 75 per cent of respondents supported the proposed primary project hours on weekdays, 77 per cent supported these hours on Saturdays, and 53 per cent supported these hours on Sundays and/or public holidays. Transport for NSW has considered the feedback received regarding the primary project working hours and in response to this feedback has included the requirement for no work to be undertaken one weekend per month in areas to provide respite where there is the potential for construction noise impacts.

As discussed in the landscape and visual impact assessment (appended to Technical Paper 1 (Design, Place and Movement)), there would be visual changes during construction due to views of construction activities and removal of trees. This may also contribute to an overall reduced amenity of residential areas during construction, which may reduce people's sense of pride in their homes and local area, and reduce enjoyment of outdoor spaces, or views from some windows, yards and balconies. Visual changes such as views of construction activities would be short term during the construction period, and most community members are expected to adapt to these changes.

The social impact and outcomes survey found that impacts to local amenity, air quality, landscape changes (e.g. clearing of trees or vegetation) and visual changes (e.g. views of machinery and night time illumination) featured as the most significant potential impacts during construction across a range of precincts (refer to Section 4.3.3.8). The Have Your Say survey implemented by Transport for NSW during May and July 2022 also found that impacts to flora and fauna (42 per cent), noise, vibration and air quality (36 per cent) and visual impacts (26 per cent) are key concerns for survey respondents (refer to Section 4.3.4 and Community and Stakeholder Engagement Report (Appendix F of the EIS)).

Overall, increased noise, vibration and dust, and visual changes, may impact residents living close to construction activities, which could affect people's quality of life, disturb daily activities, and could also result in wellbeing impacts. Most residents affected by amenity changes are located in quiet suburban areas, and residents are likely to be used to and value a quiet environment, which may increase their sensitivity to these changes. Some residents may also be more vulnerable to these changes, such as older people, people with a disability, children, and people with existing health issues. As discussed in Section 5.1.1 and 5.1.4, Rydalmere East and Ermington both have higher rates of older people over 65 years (14 per cent of residents), and people who need assistance (6 per cent and 5 per cent). Ermington also has more young children aged 0 to 4 years, at nine per cent of the population.

8.1.4 Combined and cumulative impacts for residents during construction

There are several residential areas where complex construction activities would occur, such as construction of new light rail stops, new bridges over Parramatta River, and works in and around Ken Newman Park (refer to Section 8.2.2.1). Residents may experience multiple impacts over a longer duration, such as property, access and amenity changes. These locations include:

- Rydalmere – South Street and John Street
- Ermington – Hilder Road, River Road, Boronia Street and Tristram Road

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- Melrose Park – southern end of Wharf Road and Lancaster Avenue
- Wentworth Point – sections of Hill Road close to proposed stop locations.

These areas in Rydalmere, Ermington and Melrose Park are quiet residential areas, which may increase the sensitivity of residents to changes. The combined effects of property and access changes with reduced amenity over a prolonged period may reduce people's quality of life, and result in health and wellbeing effects. As discussed above, affected residents may be more vulnerable to these changes. The social impact and outcomes survey also found that more than half of respondents interested in the Rydalmere East and Ermington precincts identified impacts to local amenity, air quality, and landscape changes as the most significant potential impacts during construction (refer to Section 4.3.3.8).

There are also several areas where residents may experience cumulative or concurrent construction activities due to other projects being constructed nearby. This can also lengthen or increase the effects from construction activities, which can contribute to construction fatigue. As summarised in Section 10, residents in the following locations may experience the following cumulative construction impacts:

- residents on Hope Street in Melrose Park precinct due to potential overlap with Melrose Park Northern Precinct
- residents in the Wentworth Point precinct due to potential overlap with Sanctuary, new Sydney Olympic Park High School and 37-39 Hill Road
- residents in the Sydney Olympic Park precinct due to potential overlap with Sydney Metro West Olympic Park Station, 'Antara' and 2A and 2B Australia Avenue
- residents in the Carter Street precinct due to potential overlap with 'Broader Meriton Land' (Phase 3 and 4) and 'Vivacity'.

Construction fatigue may affect some individuals' quality of life and wellbeing, with some residents potentially more sensitive to these effects (e.g. vulnerable community members, shift workers).

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Table 8-1 Summary of construction social impacts – residents in close proximity

Summary of social impact	Stakeholders affected	Precinct	SIA category	Magnitude	Likelihood	Significance
<p>Acquisition and relocation process would generate demands on time for residents and their families. This could reduce the time that people can spend with family or engaging in leisure activities.</p> <p>People may also not be able to relocate to a similar property in the same neighbourhood, depending on their individual circumstances. If relocating out of the area, residents may experience a loss of social ties, and may need to travel further to access employment, services, and facilities.</p>	Landowners and residents of properties that would be fully or partially acquired	Rydalmere East Ermington Melrose Park	Way of life Community Health and wellbeing Decision-making systems	Major	Likely	High Negative
Potential loss of social ties due to relocation of several households in a neighbourhood.	Neighbourhoods where multiple households relocate	Ermington Melrose Park	Community	Moderate	Possible	Medium Negative
Uncertainty associated with property impacts, and the acquisition and compensation process including property values may cause frustration, stress, and anxiety for some property owners. This has the potential to impact individuals' health, wellbeing, and quality of life.	Landowners and residents of properties that would be affected by the project's land requirements	Rydalmere East Ermington Melrose Park Sydney Olympic Park	Health and wellbeing Decision-making systems	Major to moderate	Almost certain	Very high – high Negative
Inconvenience due to property access changes and reduced parking spaces as a result of construction activities. These changes would be short term during construction in most locations.	Residents close to construction activities	All precincts	Way of life	Moderate	Almost certain	High Negative
Disrupted lifestyles and routines resulting from permanent access and loss of on-street parking spaces in some residential locations including the suburbs of Rydalmere, Ermington, and Melrose Park.	Residents close to construction activities	Rydalmere East Ermington Melrose Park	Way of life	Moderate	Almost certain	High Negative
Increased noise, vibration, dust, traffic, and visual changes may impact residents located close to construction activities, which could affect people's quality of life, disturb daily activities, and can result in wellbeing impacts. Some residents may also be more vulnerable to these changes, such as older people, people with disability, children, and people with existing health issues.	Residents close to construction activities	All precincts	Way of life Health and wellbeing Surroundings	Major to moderate	Likely	High Negative
Some residents may experience combined impacts over a longer duration during construction due to property, access, and amenity impacts. This is most likely to occur in residential	Residents close to construction activities with multiple impacts	Rydalmere East Ermington Melrose Park	Way of life Health and wellbeing	Major	Likely	High Negative

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Summary of social impact	Stakeholders affected	Precinct	SIA category	Magnitude	Likelihood	Significance
areas where new light rail stops and bridges would be constructed. Combined impacts may reduce quality of life, and health and wellbeing.		Wentworth Point	Surroundings			
Some residents may experience cumulative or concurrent construction activities due to other projects being constructed nearby. This can also lengthen or increase the effects from construction activities, which can contribute to construction fatigue. This may affect some people's quality of life, and health and wellbeing.	Residents close to overlapping or concurrent construction activities	Melrose Park Wentworth Point Sydney Olympic Park Carter Street	Way of life Health and wellbeing Surroundings	Moderate	Possible	Medium Negative

8.2 Communities close to construction areas

8.2.1 Local access and connectivity changes

Residents, workers, and visitors close to the project site would experience changes to local access and connectivity during the construction period. Technical Paper 2 (Transport and Traffic) describes the changes that would occur as a result of increased construction traffic, temporary and permanent road closures and detours, changes to public transport, and walking and cycling infrastructure.

Overall, these changes are expected to change how communities move around their local areas and may lead to increased travel times for daily commutes or other trips (e.g., to access services and facilities).

The social impact and outcomes survey found that more than half of respondents ranked traffic (i.e., construction vehicles, delays during construction) as the second most significant construction impact (58.5 per cent, 366). The survey also found that respondents interested in the Wentworth Point (56.5 per cent) and Sydney Olympic Park (59.8 per cent) precincts indicated that loss or restricted access during construction is a key concern. Almost half of survey respondents (49.2 per cent, 306) also raised access to social infrastructure as a key impact during construction (Section 4.3.3.8). These results are supported by findings from the Have Your Say survey implemented by Transport for NSW during May and July 2022, which also found that loss of, or restricted public access is a key concern for respondents (42 per cent) (refer to Section 4.3.4 and the Community and Stakeholder Engagement Report (Appendix F of the EIS)).

Changes to local access and connectivity, combined with amenity changes such as increased noise and vibration from the project construction and other projects across the precincts, are likely to result in construction fatigue in surrounding communities. At a community level, construction fatigue may lead to frustration and reduce people's enjoyment in their local communities. The social impact and outcomes survey found there are some concerns regarding the behaviour of construction workers (e.g. swearing, littering), which may compound feelings of frustration for some community members (Section 4.3.3.6).

8.2.2 Community and recreation facilities

8.2.2.1 Directly affected community and recreation facilities

This section discusses community and recreation facilities that would be directly impacted due to construction activities.

Rydalmere Wharf, Eric Primrose Reserve and Parramatta Valley Cycleway

As shown in Figure 5-7, Rydalmere Wharf is located at the western end of Eric Primrose Reserve, which stretches along the northern bank of Parramatta River. Rydalmere Wharf is primarily used on weekends, with an average of 903 patrons on weekends, and an average of 645 patrons during the week.

The project involves construction of a bridge over Parramatta River from Camellia to Rydalmere which would temporarily impact these facilities. The commuter car park at Rydalmere Wharf would be used as a construction compound and general bridge construction activities would result in no access to parking and the adjacent park areas for up to three years. However, Transport for NSW would continue to investigate alternative parking locations during detailed construction planning. This could include the provision of kiss and ride facilities at Jean Street.

There would also be two occasions when the wharf would need to be closed for about two to three months to facilitate bridge construction. At these times, all ferries from Sydney CBD would terminate at the Sydney Olympic Park Wharf at Wentworth Point, with alternative transport measures being provided, such as buses or shuttle buses. Outside of these periods, there are likely to be short term closures for construction works and changes to maritime traffic controls during works, which would be disruptive to recreational users of the river in the general vicinity. Impacts to recreational water users are discussed further below (see Parramatta River).

The western part of Eric Primrose Reserve would be used as part of a construction compound for the bridge works. This would reduce the amount of public open space available during construction of the bridge (up to three years) and sever access to the existing active transport link. However, a detour would be provided for the cycle path which would go around the construction compound. Pedestrians would be able to access the wharf via Jean Street during the construction period.

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These changes have the potential to deter some ferry customers, especially if alternate parking is some distance from the wharf, and during disruptions to the ferry service due to bridge construction activities. Due to the timeframes of disruption to the operations of Rydalmere Wharf, some passengers may choose to use alternate modes of travel, which may increase their travel times and cause frustration. If passengers choose to drive, this may also reduce opportunities for incidental exercise. Detours for cyclists and pedestrians may also increase travel times which may inconvenience some users.

Increased noise, vibration and dust may reduce amenity and enjoyment of Eric Primrose Reserve, and the cycleway. It is expected that walkers and cyclists would be passing through these areas so these impacts would be temporary. Other park users may choose to access the western end of Eric Primrose Reserve or other nearby parks. This may be an inconvenience for some local community members, who are likely to value having access to a park close to their homes.

Broadoaks Park

This is a small passive park located in Rydalmere. As discussed in Section 5.4.5, Broadoaks Park is an open grassed, flat park which does not contain any facilities. This park would be used as a construction compound, which would restrict public access to the park. Given the park has no facilities or amenities, it is likely to be used by residents in the surrounding area for passive activities such as dog walking. During construction, users of the park would be required to access alternate public open space. There are several alternate public open spaces within walking distance, including Bretby Park to the north (180 metres), and the eastern end of Eric Primrose Reserve (300 metres to the south). This may be an inconvenience for some local residents, who may value having access to a park close to their homes.

Ken Newman Park

Ken Newman Park is a local park located in a quiet residential area in Ermington. The park is on a slope from north to south, and mostly consists of passive open space, with a small playground in the centre. The grade of the park means there are large parts of the park that are not highly utilised. As discussed in Section 5.5.5, there are several residences which back onto the western end of the park.

Light rail track would travel through Ken Newman Park, with a bridge to be constructed at the eastern end of the park to connect the light rail to Boronia Street.

During construction, access to the park would be restricted in the north and central sections, as well as along the western services corridor. Access to the play equipment and the southern section would continue to be available. However, some users may choose to use alternate public open space, particularly as construction noise may disturb users and reduce amenity of the park. The closest alternate park within walking distance is George Kendall Riverside Park, which is approximately 650 metres or an eight-minute walk south-east of Ken Newman Park. George Kendall Riverside Park is a regional park located on Parramatta River. As discussed in Section 5.5.5, it includes several sports fields and sport courts, toilets, parking, and passive recreation areas. Travelling further to access public open space may be an inconvenience for users of Ken Newman Park.

Ermington Boat Ramp and Archer Park

Ermington Boat Ramp and Archer Park are located on Wharf Road and Waratah Street in Melrose Park. As discussed in Section 5.6.5, Archer Park includes parking for the boat ramp, and a public toilet. The boat ramp is used by local recreational users, such as people using motorboats, row boats, canoes and kayaks, other sailing craft and recreational watercraft (e.g. stand up paddle boarders). Many of these recreational boat users are likely to be participating in activities such as fishing.

Construction of the bridge between Melrose Park and Wentworth Point would take place adjacent to the Ermington Boat Ramp, which would be closed for up to three years. During this time, recreational users would need to access Parramatta River from other nearby boat ramps. The closest alternate ramps are:

- Silverwater Boat Ramp – located in Silverwater around five kilometres or eight minutes' drive
- Rhodes Boat Ramp – located in Rhodes around five kilometres or ten minutes' drive
- Kissing Point Park Boat Ramp – located in Putney around six kilometres or 15 minutes' drive.

However, Silverwater Boat Ramp would not be able to be used to access areas of Parramatta River downstream of Wentworth Point for a period of up to three months when the navigation channel is closed for construction of the bridge between Melrose Park and Wentworth Point. During this period, the Rhodes or Kissing Point Park boat ramps (or those further east toward Sydney Harbour) would need to be used.

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None of these boat ramps have the same level of parking provisions as the Ermington Boat Ramp, which has 52 boat trailer car parking spaces, and 62 spots in total. The car park at Ermington Boat Ramp would be reinstated following construction, however the presence of the project's operational infrastructure has the potential to result in a permanent reduction of about 10 boat trailer parking spaces. This reduction in trailer parking may inconvenience users and could deter some users from participating in recreational boating and water sports at this location, which was raised by some social impact survey respondents as a concern. The reduction in boat trailer parking at the ramp has the potential increase the overflow parking activity in surrounding local streets, which could increase existing amenity issues. Reduced participation in boating and recreational activities could impact quality of life and wellbeing for some. Increased use of the Silverwater, Rhodes and Kissing Point Park boat ramps could result in increased traffic congestion and reduced availability of parking spaces, which may inconvenience other users and decrease pedestrian safety. As indicated in Technical Paper 2 (Transport and Traffic), the project would investigate the usage of the facilities at Ermington, Silverwater, Rhodes and Kissing Point Park boat ramps and identify opportunities to minimise impacts to recreational use of the Parramatta River during construction planning. The project would also investigate opportunities to provide further alternative parking at Ermington Boat Ramp during design development to offset the impacts to existing boat trailer parking.

Construction activities would sever access to the existing active transport link at Archer Park; however, a detour would be provided for the shared path. Detours for cyclists and pedestrians may increase travel times which may inconvenience some users.

While increased noise, vibration and dust may reduce the amenity and enjoyment of Archer Park, most users are expected to be boaters, and are unlikely to access the park for other recreational uses.

Millennium Parklands and Parramatta River Walk

The bridge over Parramatta River from Melrose Park to Wentworth Point would connect to an existing section of the Parramatta River Walk in the northern section of Millennium Parklands via two proposed walking and cycling paths on either side of the proposed bridge. As discussed throughout Section 5, the Parramatta River Walk connects to Sydney Olympic Park Wharf to the south-east, and through Millennium Parklands to the suburb of Silverwater to the west.

Construction of the bridge would result in permanent removal of a small portion of land in Millennium Parklands, as well as severed access of the River Walk pathway. A detour would be provided for cyclists and walkers during construction, which may slightly increase travel time and cause inconvenience for some users. The small loss of land is not expected to affect most park users, however they may experience reduced amenity and enjoyment of the northern part of the parklands due to construction noise, vibration and dust. These impacts would be short term during construction of the bridge which may take up to three years. Most users are expected to continue to use other parts of the parklands for walking and cycling.

Sydney Olympic Park

As discussed in Section 5.8, Sydney Olympic Park is home to many different sport, recreation, and community facilities. Table 8-2 discusses the potential social impacts for users of specific community and recreation facilities throughout Sydney Olympic Park as a result of construction of the project. Technical Paper 8 (Business Impact Assessment) discusses the impacts to businesses in Sydney Olympic Park as a result of construction.

Community members who attend events and use facilities at Sydney Olympic Park may be disrupted due to construction activities, particularly if they are visiting the park during standard construction hours. Technical Paper 2 (Transport and Traffic) describes the access changes that would occur due to construction activities. Detours would be provided, however these detours along with increased construction traffic, may increase travel times for some visitors during construction. Visitors may need to plan for additional travel time. Additionally, park users and event patrons may experience a reduction in amenity during construction, as open spaces may be affected by noise, vibration and dust. This would be minimised by coordination between event coordinators and the principal construction contractor for the project.

As discussed in Table 8-2, while some users of facilities throughout Sydney Olympic Park may be disturbed by construction activities at times, most visitors attending major events are not expected to be deterred. Events are more likely to occur on weekends or evenings which would be outside of standard construction hours. Further, most events would be ticketed and therefore visitors are less likely to be deterred from visiting.

Parramatta River

Construction of the bridges between Camellia and Rydalmere, and Melrose Park and Wentworth Point would result in interrupted navigation of Parramatta River for recreational users, such as recreational boat users and rowers. Navigation of the river is expected to be interrupted at times during the three-year bridge construction period. During three closures (two closures of about two months each and one closure of up to three months), Parramatta River's navigable channel beyond Wentworth Point would be closed to all non-project related maritime vessels. As such, the Parramatta River ferry service would terminate at Sydney Olympic Park Wharf, with transfers to be organised for alternative transport services.

Bridge construction would also occur outside of these temporary closures, with traffic controls put in place to ensure safe passage for watercraft. Armory Wharf and two private wharf facilities would also have access restrictions downstream from the construction of the bridge between Melrose Park and Wentworth Point. Other short-term closures may be required at times due to the movement of crane lifts and barges.

Recreational users of the river such as boat and watercraft users, as well as walkers and cyclists along the riverside pathways, are expected to experience reduced amenity due to construction activities. This may disturb and reduce enjoyment of the river for users close to construction activities. However, most users are expected to adapt and move to other areas on the river further from construction activities, which would reduce the intensity of impacts.

8.2.2.2 Other community and recreation facilities

There are multiple community and recreation facilities located close to construction activities that may be affected by increased noise, vibration and dust, traffic, and visual changes. These are discussed in Table 8-2.

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Table 8-2 Potential social impacts for community and recreation facilities close to the project site

Precinct	Facility	Description of impacts	Potential social impact
Rydalmere East	Rydalmere Public School	<ul style="list-style-type: none"> Construction area borders the southern end of the school on South Street, where the school sports fields are located. Temporary increases in noise, vibration and dust. Temporary access restrictions along South St which would require detours, and temporary increased traffic on John Street. 	<ul style="list-style-type: none"> Potential disruption to school activities including sport and learning. Potential increased travel times due to detours and increased traffic. Potential for safety concerns due to vulnerable user group.
	Bretby Park	<ul style="list-style-type: none"> Temporary access restrictions along South Street. Temporary increases in noise, vibration and dust from construction activities and increased traffic in adjacent streets. 	<ul style="list-style-type: none"> Potential for reduced enjoyment of park for users due to decreased amenity. Some users may be deterred from visiting park due to reduced amenity and access changes.
	Immanuel Australia Church	<ul style="list-style-type: none"> Located adjacent to construction compound in Eric Primrose Reserve. Increased noise, vibration and dust, particularly works occurring outside of the project's normal working hours. Eastern access along Antoine Street and John Street may be temporarily restricted during construction 	<ul style="list-style-type: none"> Potential for disruptions to activities at the church including religious services. Potential for increased travel times for users due to changed access.
	Saeum Presbyterian Church	<ul style="list-style-type: none"> Located in proximity to construction compound in Eric Primrose Reserve. Increased noise, vibration and dust, particularly works occurring outside of the project's normal working hours. Eastern access along Antoine Street and John Street may be temporarily restricted during construction 	<ul style="list-style-type: none"> Potential for disruptions to activities at the church including religious services. Potential for increased travel times for users due to changed access.
Rydalmere East and Ermington	Parramatta River Cycleway	<ul style="list-style-type: none"> Cycleway would be disrupted at various points along the Parramatta River due to its intersection with the bridge works at Rydalmere Ferry Wharf and Ermington Boat Ramp. Increased noise, vibration and dust for parts of cycleway close to construction areas. 	<ul style="list-style-type: none"> Temporary disruption to active transport link at times during construction which would increase trip times for pedestrians and cyclists when they need to use detours. Potential for reduced enjoyment of cycleway due to nearby construction activities.
Ermington	Being Early Education Ermington	<ul style="list-style-type: none"> Located close to project site including bridge works over Silverwater Road. Southbound access from Silverwater Road would be permanently closed off. Temporary access restrictions at South Street / River Road intersection and Tristram Street/Hilder Road connection. 	<ul style="list-style-type: none"> Increased travel times particularly for users travelling from the north. Increased noise, vibration and dust may interrupt care and play activities for children, staff and parents. Potential for safety concerns due to vulnerable user group.

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Precinct	Facility	Description of impacts	Potential social impact
		<ul style="list-style-type: none"> Increased noise, vibration, dust and traffic. 	
	Rydalmere East Public School	<ul style="list-style-type: none"> Construction area is close to southern end of the school where the sport fields are located. Temporary access restrictions at the Boronia/Spurway/Broadoaks Street intersection. 	<ul style="list-style-type: none"> Potential disruption to school activities including sport and learning. Temporary increased trip times for western access to the school, particularly for pedestrians. Potential for safety concerns due to vulnerable user group.
	Little Explorers Learning Centre	<ul style="list-style-type: none"> Temporary access restrictions due to changes to Boronia Street. 	<ul style="list-style-type: none"> Potential for temporary increased travel times for users.
	Tiny Scholars Childcare & Preschool	<ul style="list-style-type: none"> Increased noise due to construction activities. Temporary access changes. 	<ul style="list-style-type: none"> Increased noise may interrupt care and play activities for children, staff and parents. Potential for safety concerns due to vulnerable user group.
	George Kendall Riverside Park	<ul style="list-style-type: none"> Temporary access restrictions due to changes to Boronia Street. 	<ul style="list-style-type: none"> Potential for increased travel times which may affect users of the park, including sporting groups and community groups, and community members accessing the park for passive recreation.
	Bruce Miller Reserve	<ul style="list-style-type: none"> Temporary access restriction via Boronia Street/Trumper Street intersection. 	<ul style="list-style-type: none"> Potential for some users to experience minor inconvenience at times due to temporary access restrictions.
	Hughes Avenue Reserve	<ul style="list-style-type: none"> Temporary increased noise. Temporary access restrictions. 	<ul style="list-style-type: none"> Potential for some users to be deterred from using the reserve at times due to temporary access restrictions and reduced amenity.
Melrose Park	The Potter's House Christian Church Melrose Park	<ul style="list-style-type: none"> Noise, vibration, dust, and traffic due to nearby construction activities. Temporary access disruptions during construction phase along Hope Street. 	<ul style="list-style-type: none"> Potential for disruptions to activities at the church including religious services. Potential for increased travel times for users due to changed access and reduced parking availability.
	Melrose Park Playground	<ul style="list-style-type: none"> Noise, vibration, and dust due to nearby bridge works at Ermington Boat Ramp. Temporary access restrictions for users accessing the playground from the west due to bridge works 	<ul style="list-style-type: none"> Potential for some users to be deterred from using the playground due to reduced amenity from nearby construction of the bridge, particularly given users would primarily be parents with young children.

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Precinct	Facility	Description of impacts	Potential social impact
	Melrose Park Public School	<ul style="list-style-type: none"> There would be temporary access restrictions and permanent loss of on-street parking along Waratah Street during construction. Construction activities would result in increased noise, vibration and dust which may affect users of the school, including students, staff, and parents. 	<ul style="list-style-type: none"> Loss of on-street parking is likely to inconvenience parents and carers who use these spaces as informal kiss and ride drop off, as well as parking for longer visits to the school. Construction activities may impact students' ability to concentrate on study, interrupt outdoor learning or sports and recreation activities. Parents may also have concerns about safety for students who walk to and from school due to increased construction traffic, and about safety during drop off and pick up due to the loss of parking.
Wentworth Point	Wentworth Point Public School	<ul style="list-style-type: none"> Access changes along Hill Road may affect trip times to the school. 	<ul style="list-style-type: none"> Temporary increase in trip times for western access to the school due to traffic restrictions and delays. Potential for safety concerns due to a vulnerable user group.
	Sydney Olympic Park new high school	<ul style="list-style-type: none"> Currently under construction and likely to be complete as construction for the project commences. Located close to Wentworth Point Public School. 	<ul style="list-style-type: none"> Potential for users to experience access changes and delays due to construction activities, which may increase trip times Potential for safety concerns due to a vulnerable user group.
	Wentworth Point Community Centre and Library	<ul style="list-style-type: none"> Temporary traffic access restrictions on Hill Road. 	<ul style="list-style-type: none"> Potential for some users to be deterred due to increased trip times.
	Louise Sauvage Pathway	<ul style="list-style-type: none"> Adjacent to project site, with new connection to future road connecting to Hill Road to be constructed. Noise, vibration and dust and disrupted access during construction of connection. 	<ul style="list-style-type: none"> Potential for some users to be deterred from using the pathway at times when access is restricted and due to reduced amenity.
Sydney Olympic Park	Brick Pit Ring Walk	<ul style="list-style-type: none"> Adjacent to the project site, western access temporarily disrupted due to construction activities along Australia Avenue 	<ul style="list-style-type: none"> Potential for some users to be deterred from using the pathway at times when access is restricted and due to reduced amenity.
	URBNSURF	<ul style="list-style-type: none"> Adjacent to the project site, this recreational facility is due to open in late 2022. Temporary access restrictions along Hill Road and Holker Busway. 	<ul style="list-style-type: none"> Potential for some users to be deterred from using the facility during periods where local traffic conditions may be changed and experience reduced amenity from noise, vibration, and dust from ongoing works.

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Precinct	Facility	Description of impacts	Potential social impact
		<ul style="list-style-type: none"> Noise, vibration, dust, and traffic changes due to nearby construction. 	
	Mini Masterminds Sydney Olympic Park	<ul style="list-style-type: none"> Temporary access disruptions due to construction activities along Australia Avenue, close to project site. 	<ul style="list-style-type: none"> Temporary increase in trip times due to traffic disruptions and delays. Potential for safety concerns due to a vulnerable user group.
	Guardian Childcare & Education Homebush	<ul style="list-style-type: none"> Temporary access disruptions due to construction activities along Australia Avenue, close to project site. 	<ul style="list-style-type: none"> Temporary increase in trip times due to traffic restrictions and delays. Potential for safety concerns due to a vulnerable user group.
	Western Sydney University Sydney Olympic Park Campus	<ul style="list-style-type: none"> Adjacent to project site. Temporary access disruptions due to construction activities on Australia Avenue. Noise, vibration, dust and traffic due to nearby construction activities. 	<ul style="list-style-type: none"> Potential disruption to some university activities including teaching and study due to increased noise and vibration. Temporary increase in trip times due to traffic disruptions and delays.
	NSW Rural Fire Service	<ul style="list-style-type: none"> Access to NSW Rural Fire Service would be temporarily disrupted during construction activities along Australia Avenue. 	<ul style="list-style-type: none"> Potential increase in emergency response times.
	Sydney Showground	<ul style="list-style-type: none"> Increased noise, vibration and traffic due to nearby construction activities. Temporary access disruptions due to construction activities on Australia Avenue and Murray Rose Avenue. 	<ul style="list-style-type: none"> Potential increase in trip times. Potential reduced amenity for visitors if construction activities occur when events are held.
	Cathy Freeman Park	<ul style="list-style-type: none"> Increased noise, vibration and traffic due to nearby construction activities along Dawn Fraser Avenue. 	<ul style="list-style-type: none"> Potential for some users to be deterred from using the park at times due to temporary access restrictions and reduced amenity.
	Sydney Olympic Park Athletic Centre	<ul style="list-style-type: none"> North-west corner of the site would be used for a construction compound. Temporary access disruptions due to construction along Dawn Fraser Avenue and to a lesser extent along Edwin Flack Avenue. 	<ul style="list-style-type: none"> Potential for disruptions to activities at the centre including sport games and training due to increased noise, vibration and dust.

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Precinct	Facility	Description of impacts	Potential social impact
			<ul style="list-style-type: none"> Potential for increased travel times for users due to temporary access restrictions
	NSW Rugby League Centre	<ul style="list-style-type: none"> Increased noise, vibration and traffic due to nearby construction activities. Temporary access disruptions due to construction activities along Dawn Fraser Avenue. 	<ul style="list-style-type: none"> Potential for disruptions for users at the centre including sport training due to increased noise, vibration and dust. Potential for increased travel times for users due to temporary access restrictions.
	Stadium Australia	<ul style="list-style-type: none"> Increased noise, vibration and traffic due to nearby construction activities. Temporary access disruptions due to construction activities along Dawn Fraser Avenue and Edwin Flack Avenue. 	<ul style="list-style-type: none"> Potential for increased travel times for users due to temporary access restrictions. Visitors to major events unlikely to be affected by reduced amenity as construction activities would be timed to avoid major events. Smaller events may be affected, which may reduce enjoyment for visitors.
Carter Street	Osprey Park	<ul style="list-style-type: none"> Increased noise and traffic due to nearby construction activities along Uhrig Road. 	<ul style="list-style-type: none"> Potential for some users to be deterred from using the park at times due to temporary access restrictions and reduced amenity.

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Table 8-3 Summary of construction social impacts – communities in close proximity

Summary of social impact	Stakeholders affected	Precinct	SIA category	Magnitude	Likelihood	Significance
Access and connectivity changes during construction would affect local communities' way of life as they may need to allow more time for travel and continually adapt to changing environments.	Communities close to construction activities	All	Way of life	Moderate	Almost certain	High Negative
Access and connectivity changes combined with amenity impacts from the project and other projects are likely to result in construction fatigue in surrounding communities.	Communities close to construction activities	All	Way of life Surroundings	Moderate	Likely	High Negative
Users of directly affected community and recreation facilities may experience interrupted access and reduced amenity due to project site and activities. Some users of open space and recreation facilities may need to access other nearby open space due to restricted access, and some may choose to due to disturbance and reduced enjoyment. Most of these changes would be temporary / short-term during construction.	Users of community and recreation facilities directly impacted by construction activities	Rydalmere East Ermington Melrose Park Wentworth Point Sydney Olympic Park	Way of life Accessibility Surroundings	Major – moderate	Likely	High Negative
Users of Rydalmere Wharf, Parramatta Wharf, Ermington Boat Ramp and some private wharves upstream of the bridge work areas would experience disrupted access during construction (for example impacts to upstream users of two to three months at a time when the navigable channel access is closed for bridge works, or for the three-year duration at Ermington Boat Ramp to allow safe access and clearances for bridge construction activities). These disruptions may deter some users of the Parramatta River ferry who may need to find alternate modes of travel, which may increase travel times. Users of the boat ramps may also be deterred from participating in recreational boating and water sports due to the inconvenience of needing to use alternative ramp facilities. These disruptions may affect wellbeing for some.	Users of public and private wharves and jetties	Rydalmere East Melrose Park Parramatta CBD	Accessibility Health and wellbeing	Major	Likely	High Negative
Users of community and recreation facilities close to construction activities may experience interrupted access and reduced amenity. Some community facilities (e.g. education, child care, health) may cater to vulnerable user groups, which would increase their sensitivity to potential impacts. Most of these changes would be temporary / short-term during construction.	Users of community and recreation facilities close to construction activities	All	Way of life Accessibility Surroundings	Major – minor	Likely – possible	High – medium Negative

8.3 Regional communities

During construction of the project, communities across all precincts and beyond to Greater Sydney, are expected to benefit from increased construction employment and training opportunities. Businesses are also expected to benefit from procurement opportunities; however, this is discussed in Technical Paper 8 (Business Impact Assessment).

Construction of the project is expected to require 750 to 1,000 workers at peak periods, including trade and construction personnel, subcontracted construction personnel and engineering, and function and administrative staff. Additional indirect jobs would be generated through the construction supply chain. Construction would lead to increased job and income generation opportunities available to residents across Greater Sydney during the five to six-year construction period.

Increased construction employment was recognised by almost half of the social impact survey respondents across all precincts as a benefit resulting from the project (ranging from 51.7 per cent of respondents interested in Rydalmere East precinct to 43.9 per cent in Wentworth Point, as demonstrated in Section 4.4.8). The Have Your Say survey implemented by Transport for NSW during May and July 2022 also found that increased employment was identified as a key issue (20 per cent) (refer to Section 4.3.4 and Section 3.2.2 of the Community and Stakeholder Engagement Report (Appendix F of the EIS)).

Transport for NSW has several policies and plans in place to support workforce opportunities and skills development including for vulnerable sectors of the community, including the Parramatta Light Rail Stage 2 Social Procurement and Workforce Development Strategy. This strategy identifies pathways to achieve nominated workforce development and social procurement targets and outcomes, to support job creation and skill development opportunities for Parramatta Light Rail Stage 2 and is discussed further in Section 11.2.

These policies are expected to contribute to employment and training opportunities for residents across the precincts and beyond to Greater Sydney, supporting livelihoods and enhancing wellbeing. As outlined in the baseline (Section 5), several precincts have higher unemployment rates compared to the City of Parramatta LGA at 7 per cent and Greater Sydney at 6 per cent (i.e. Rydalmere East (7.7 per cent), Carter Street (7.2 per cent) and Sydney Olympic Park (7.2 per cent)). The Social Procurement and Workforce Development Strategy is particularly expected to support employment and training opportunities for vulnerable sectors of the community.

Table 8-4 Summary of construction social impacts – regional communities

Summary of social impact	Stakeholders affected	Precinct	SIA category	Magnitude	Likelihood	Significance
Construction employment opportunities for skilled and unskilled workforce, and vulnerable communities in the region would support livelihoods and wellbeing.	Skilled and unskilled workforce in the region	All precincts	Livelihoods	Minor to moderate	Possible	Medium Positive

9 SOCIAL IMPACT ASSESSMENT – OPERATION

This section discusses the potential social impacts and benefits that may occur as a result of the operation of the project. The section is divided into:

- social impacts and benefits that would be experienced by residents living close to the project, including reduced residential amenity
- social impacts and benefits that would be experienced by communities close to the project, including impacts to users of community and recreation facilities and open space, and benefits to local access and connectivity
- social impacts and benefits that would be experienced by regional communities, including employment and training opportunities.

Each subsection includes a summary table which presents the assessment of significance for each social impact prior to mitigation. Section 11.4 presents the residual impacts following implementation of recommended mitigation measures.

9.1 Residents close to the project site

The landscape character impacts are discussed in Appendix A of Technical Paper 1 (Design, Place and Movement). Overall, the assessment found that for most low-density residential areas (e.g. Rydalmere, Ermington and a small part of Melrose Park) there would be moderate to low impacts to landscape character, while for high density residential areas (e.g. Melrose Park new development area, Wentworth Point, Sydney Olympic Park, Lidcombe) the changes would be consistent with the current and intended landscape character. Locations with high to moderate landscape character impacts include areas where bridge crossings are located, and some parks, which are discussed in Section 9.2.2.1.

Depending on the viewpoint, residents may experience changed views due to the new light rail alignment and light rail stops. Some residents living close to Parramatta River in Rydalmere (e.g. located on John Street, Antoine Street, and some intersecting streets) and Melrose Park (e.g. located on Wharf Road, Lancaster Avenue) would also have views of new bridge crossings. These features would also increase lighting in these residential areas.

The project aims to offset any negative changes in landscape character with the addition of vegetation and improvement in urban design finishes. Some residents may perceive these changes positively, as they may contribute to an improvement in the overall visual experience of their neighbourhoods. The social impact and outcomes survey found that providing high quality public domains and green space is an aspiration for local communities across many precincts, as demonstrated in Section 4.3.3.7.

However, some residents may be concerned about changes to views from their properties, which has the potential to reduce enjoyment of their homes. While this may have an impact on some resident's quality of life, it is likely most residents would adapt to these visual changes over time.

As discussed in Technical Paper 3 (Noise and Vibration), the primary source of noise and vibration from light rail vehicles is at the wheel interface where the wheel, bogies, rail, and rail support system vibrates and radiates airborne noise. Other sources of noise include auxiliary systems (e.g. air conditioning units), the use of warning bells, the Public Address (PA) system, and vehicles crossing over light rail tracks at intersections. Vibration is unlikely to cause building damage or impact human comfort levels.

The noise and vibration assessment found there are two residential receivers that are expected to exceed the airborne noise trigger levels during the day, with 129 residences exceeding the trigger level at night. These properties are all located within 150 metres of the alignment. The assessment identifies a range of potential mitigation measures to manage noise and vibration impacts to nearby residences, which depend on the source of noise and location of residences (e.g. close to an intersection or light rail stop). Most recommended mitigation measures would be explored further during the design development process.

Noise and vibration from operation of the light rail has the potential to disturb residents who live close to the alignment. Even with mitigation measures in place, residents may find noise and vibration annoying, which may reduce their quality of life and affect some residents' wellbeing. Some residents may be more sensitive to noise and vibration effects, such as vulnerable residents (e.g. older people, children, people with a disability, people on low incomes) and therefore may have less capacity to adapt. Existing residents in low density residential areas (e.g. Rydalmere, Ermington, Melrose Park) are expected to be more sensitive to

SOCIAL IMPACT ASSESSMENT

these changes than residents in higher density areas (e.g. Wentworth Point, Sydney Olympic Park, Lidcombe) who are likely more used to higher noise levels.

As discussed in Section 8.1.2, several residential areas would permanently lose on-street parking. Loss of parking availability in these areas would reduce the amount of parking available for residents and may disrupt affected resident's lifestyles and daily routines, particularly for households which rely on on-street parking if they are multi-car households or need parking for visitors.

There is potential for residents living close to the alignment to be concerned about the overall changes to their neighbourhoods due to the combination of visual changes, increased noise and vibration, loss of parking, and increased activity outside their properties from operation of the light rail. In particular, residents with light rail stops close to their homes may experience feelings of reduced privacy and safety due to increased pedestrian activity and light rail outside their homes. This is likely to be most noticeable in the low-density residential areas of Rydalmere, Ermington and Melrose Park which are currently quiet suburban areas. Residents of properties in Ermington located on Heysen Avenue and Tristram Street may also be concerned about loss of privacy due to the presence of light rail behind their properties through Ken Newman Park. These would be long term changes to these residential areas, and some residents may find it difficult to adapt, particularly if they value the existing character of their neighbourhoods.

The project would also operate along a section of Parramatta Light Rail Stage 1 line between Parramatta Square stop and the turnoff to the stabling and maintenance facility at Camellia constructed as part of Stage 1. Stage 2 light rail vehicles would stop at three stops on the Stage 1 line (Parramatta Square, Harris Street and Tramway Avenue). This would double the frequency of light rail vehicles along this section of Stage 1, which would increase noise and vibration exposure for residents living in close to the project. It is expected that most residents would adapt to these changes, particularly as they would have been exposed to Stage 1 operations for around six or seven years. Residents living in areas closer to Parramatta CBD would likely be more used to a noisier environment and therefore may be less sensitive to these changes compared to residents in lower density residential areas (e.g. residents south of Parramatta River).

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Table 9-1 Summary of operation social impacts – residents close to the alignment

Summary of social impact	Stakeholders affected	Precinct	SIA category	Magnitude	Likelihood	Significance
Some residents may be concerned about changes to the character of their neighbourhood, and changes to views from their properties. This may reduce enjoyment of their homes and affect quality of life for some, however most residents are likely to adapt to these visual changes over time.	Residents living in residential areas close to the project site	Rydalmere East Ermington Melrose Park	Surroundings	Minor	Likely	Medium Negative
Some residents may perceive overall changes to their neighbourhoods positively due to urban design improvements and additional vegetation. This may enhance pride in their homes and neighbourhoods.	Residents living close to the project site	All precincts	Surroundings	Moderate	Possible	Medium Positive
Some residents living close to the alignment may find noise and vibration from operation of the light rail annoying which may reduce their quality of life and affect some resident's wellbeing.	Residents living in residential areas close to the alignment	Rydalmere East Ermington Melrose Park	Surroundings Health and wellbeing	Moderate	Possible	Medium Negative
Some residents may be concerned about the overall changes to their neighbourhoods due to combined amenity impacts and loss of parking, and may experience feelings of reduced privacy and safety due to increased pedestrian activity outside their homes.	Residents living in residential areas close to the track and light rail stops	Rydalmere East Ermington Melrose Park	Surroundings Health and wellbeing	Moderate	Possible	Medium Negative
Some residents may notice increased noise and vibration due to cumulative impacts of Stage 1 and Stage 2 operations. However, most residents are expected to adapt given they would have been exposed to Stage 1 operations for around six or seven years.	Residents living close to shared track for Stage 1 and Stage 2	Parramatta CBD (Stage 1)	Surroundings	Possible	Minor	Medium Negative

9.2 Communities close to the project site

9.2.1 Local access and connectivity changes

Overall, the operation of the project is expected to deliver improved public and active transport access and connections, which would benefit local and regional communities. This is discussed further in Section 9.3.2.

The project would include about 8.5 kilometres of new active transport links constructed along or close to the new light rail alignment. The proposed active transport links would provide for both pedestrians and cyclists. The active transport infrastructure would include a combination of:

- shared paths for use by pedestrians and cyclists
- separated cycleways for use by cyclists, with pedestrian facilities in these locations generally consisting of roadside footpaths
- separated shared paths for pedestrians and cyclists over new bridges
- use of existing shared paths.

The project would include active transport connections to adjacent streets and other active transport infrastructure (including the Parramatta Valley Cycleway). These connections would be finalised in consultation with the key stakeholders during the design development process.

Bridges between Camellia and Rydalmere, and between Melrose Park and Wentworth Park would provide new public and active transport crossing points over Parramatta River. This would allow new connections between communities on either side of the river, increase access to public open space, and expand opportunities for commuter and recreational cycling opportunities. Upgrades to the existing pedestrian bridge over Silverwater Road would also improve walking and cycling connections between Rydalmere and Ermington communities. The inclusion of lifts and ramps would also increase accessibility for vulnerable communities such as people who have mobility limitations and people with a disability.

The social impact and outcomes survey found that most respondents across all precincts (82.6 per cent) felt that improved active transport links as a result of the project would be a desirable outcome of the project. Further, findings from the survey found the project would support local aspirations for more pedestrian and cycling infrastructure in local areas in the next five to 10 years (see Section 4.3.3.7).

Creating new and enhancing existing connections between communities is expected to support social cohesion, whilst supporting increased active travel opportunities which may lead to improved health and wellbeing outcomes.

During major events, light rail services would terminate at the Jacaranda Square stop to accommodate high volumes of crowd movement across Dawn Fraser Avenue accessing Olympic Park Station. Under these conditions, the light rail would not service the Carter Street stop and passengers would be required to make alternative arrangements for transport. It is anticipated that this may occur up to eight times per year for a period of up to two hours. At these times, this may reduce connectivity for communities in the Carter Street precinct who want to access Sydney Olympic Park. Given this would happen only a small number of times during the year, this is not expected to reduce community accessibility and cohesion overall.

9.2.2 Community and recreation facilities

As discussed in Section 5, there are many community and recreation facilities located close to the project site, including child care facilities, schools, passive parks, sports fields, cycleways and pedestrian paths, health facilities and community facilities. Facilities that would experience the most significant changes due to operation of the light rail include: Rydalmere Wharf and Eric Primrose Reserve; Ken Newman Park; and Ermington Boat Ramp and Archer Park, discussed in more detail in Section 9.2.2.1.

Overall, operation of the project is expected to improve access to community and recreation facilities for users, particularly facilities close to light rail stops. In particular, communities would benefit from improved access to higher order facilities in Sydney Olympic Park and Parramatta centres, such as university campuses and other higher education facilities, and sporting and event facilities. This is expected to benefit users of these facilities by providing more efficient travel times, whilst supporting opportunities for participation in educational opportunities, community activities, and active and passive recreation.

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Local communities may also benefit from potential increased access to public open space where land is repurposed as new open space and where improvements are provided to open space and recreation facilities for the community. New and improved open space and recreation facilities would be provided at Ken Newman Park, the Atkins Road Stop and Archer Park, and an increase would be provided to the open space at Eric Primrose Reserve. A Tree Offset Strategy would be utilised to complement this new and improved open space, improving the urban heat island effect along and in proximity to the alignment, while improving amenity within existing and new public open space. Public exhibition of the EIS would provide an opportunity for community feedback on the concept design for these key open spaces. Transport for NSW would continue to consult with the City of Parramatta Council and other key stakeholders as the design is further developed. Increased access to improved public open space is expected to further support social cohesion and wellbeing outcomes.

While some users of community and recreation facilities close to the light rail track and stops may notice increased noise and vibration due to operation of light rail vehicles, this is not expected to interrupt activities at most nearby facilities due to operation of Stage 2 only.

However, Technical Paper 3 (Noise and Vibration) has identified 21 buildings that house community facilities that may qualify for noise mitigation as a result of cumulative airborne noise from the operation of Parramatta Light Rail Stage 1 and Stage 2. These include one child care centre in Camellia, and the following facilities in Parramatta CBD:

- one child care centre
- twelve educational buildings
- three medical facilities
- four places of worship.

Technical Paper 3 (Noise and Vibration) recommends a detailed investigation of each property should be conducted to confirm the findings and need for mitigation. It is expected that noise mitigation measures would assist with potential disruptions to these facilities.

Recreational users of Parramatta River using areas close to the bridges between Camellia and Rydalmere, and between Melrose Park and Wentworth Point, would experience visual changes as a result of the bridges, as well as noise from operation of the light rail. This may reduce enjoyment of the river for users close to the bridges. However, most users are expected to adapt to these amenity changes over time.

9.2.2.1 Directly affected facilities

Rydalmere Ferry Wharf, Eric Primrose Reserve

The new bridge between Camellia and Rydalmere would be located within the existing commuter car park at Rydalmere Wharf. The bridge would include light rail tracks in the centre of the bridge with an active transport link provided on either side of the bridge.

The proposed height of the bridge between Camellia and Rydalmere would provide for continued operation of all ferry classes except the SuperCats at Mean High Water levels (1.5 metres) or below.

The wharf commuter car park and surrounding areas would be revitalised to improve amenity and connections with Eric Primrose Reserve. While users of the ferry and reserve would experience visual changes due to presence of the light rail infrastructure and bridge, it is expected most community members would adapt to these changes over time, particularly as landscaping becomes established.

Active transport links at Eric Primrose Reserve would be reinstated and link to the active transport link on the bridge. This would benefit pedestrians and cyclists (discussed in Section 9.2.1).

Overall, users of the ferry wharf and Eric Primrose Reserve are expected to benefit from enhanced connectivity to other modes of public and active transport, as well as improved amenity and accessibility. Pedestrians and cyclists are expected to benefit from new active transport links.

Ken Newman Park

There would be permanent loss of 25 per cent of public open space in Ken Newman Park to accommodate the project. However, upon completion of the project, the overall function and use of the park is expected to improve due to the proposed improvements. Transport for NSW is continuing to consult with City of

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Parramatta Council and other key stakeholders on the future use and design of the park. Potential upgrades to the park would include:

- terracing of the northern and eastern sections of the park to increase the amount of useable level space available
- new seats and picnic facilities
- integration of heritage interpretation and public art, as appropriate
- tree planting and landscaped areas.

Subject to the outcomes of this consultation and the final design, the future uses, and enhanced design of Ken Newman Park would benefit local residents and users of the park by providing access to well-designed and activated open space. A separate active transport link for pedestrians and cyclists would also be provided, which would run parallel to the track from the River Road stop, before combining at the bridge to provide access to Boronia Street. It is expected the overall use and amenity of Ken Newman Park would improve compared to the current condition of the park, by increasing the quality and functionality of public space, which would overall increase opportunities for passive and active recreation for local residents.

While users of the park may also experience noise and vibration due to close proximity of light rail operations, this is not expected to interrupt most passive recreation activities at the park.

There is potential for community members to be concerned about the safety of park users due to the proximity of light rail track and vehicles, particularly vulnerable user groups such as young children who may be using the playground, or older residents visiting the park (Table 9-2).

Ermington Boat Ramp and Archer Park

The new bridge between Melrose Park and Wentworth Point would be located between Wharf Road at Ermington Boat Ramp. The bridge would include two light rail tracks in the centre of the bridge with an active transport link provided on either side of the bridge. The bridge would also include covered rest areas on the sides of the bridge to allow people using the links to rest while on the bridge outside the extent of the path. The completed bridge is not expected to impact or constrain the navigation of commercial and recreational craft in proximity to the Ermington Boat Ramp.

As discussed in Section 9.2.1, pedestrians and cyclists are expected to benefit from the new active transport connections over Parramatta River, which may support social cohesion, whilst supporting increased active travel opportunities which may lead to improved health and wellbeing outcomes.

While users of the boat ramp and park would experience visual changes due to presence of the light rail infrastructure and bridge, it is expected most community members would adapt to these changes over time, particularly as landscaping becomes established.

Sydney Olympic Park

The project alignment would extend directly along Australia Avenue and through to Dawn Fraser Avenue, through the Sydney Olympic Park event precinct. Two light rail stops would be located within walking distance to the Olympic Park Station, which links directly into Greater Sydney's heavy rail network. Community members utilising Sydney Olympic Park for its open space or events throughout the year would benefit from an additional public transport option that provides high capacity and reliable trips to a traditionally busy area, improving accessibility.

Multiple light rail stops would also increase access to the variety of open space and recreation facilities located in Sydney Olympic Park precinct which may contribute to community health and wellbeing.

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Table 9-2 Summary of operation social impacts – communities in close proximity

Summary of social impact	Stakeholders affected	Precinct	SIA category	Magnitude	Likelihood	Significance
Improved access and connectivity for local communities due to active transport connections, and new links between areas north and south of Parramatta River. New and enhanced connections are expected to support social cohesion and health and wellbeing outcomes. The inclusion of lifts and ramps at the upgraded pedestrian bridge over Silverwater Road is also expected to improve accessibility for vulnerable communities.	Communities close to project	All precincts	Way of life Accessibility Health and wellbeing	Moderate	Likely	High Positive
Improved access to community and recreation facilities close to the project site, particularly those located close to light rail stops. This would benefit users of these facilities, whilst also supporting opportunities for participation in community activities, and active and passive recreation.	Users of community and recreation facilities close to the project	All precincts	Way of life Accessibility Health and wellbeing	Moderate	Likely	High Positive
Increased access to open space where some residual land would be repurposed as new open space and recreation facilities, or as an increase to open space. This would further support social cohesion and wellbeing outcomes.	Communities close to residual lands	Multiple	Way of life Accessibility Health and wellbeing	Minor	Possible	Medium Positive
Increased noise and vibration may be noticeable for users of facilities close to the project site, but this is not expected to interrupt activities and deter users.	Users of community and recreation facilities close to the project	All precincts	Surroundings	Minor	Unlikely	Low Negative
Cumulative noise and vibration for some community facilities located close to shared track for Stage 1 and Stage 2. Noise mitigation may be required pending the outcome of detailed investigation of each property.	Users of community facilities close to shared track for Stage 1 and Stage 2	Camellia Parramatta CBD	Surroundings	Minor	Possible	Medium Negative

9.3 Regional communities

9.3.1 Economic and employment benefits

Operation of the project is expected to benefit communities across all precincts, and beyond Greater Sydney, due to its contribution to the regional economy and creation of job opportunities.

The project would support the aspirations of local communities, with the social impact and outcomes survey demonstrating respondents are interested in thriving local economies and job opportunities in the next five to 10 years for their local areas (see Section 4.3.3.7). This also supports the policy objectives and aspirations related to supporting access to meaningful employment and local economic benefits outlined in local and state policy documents discussed in Section 3. As discussed in Section 4.2.2.1, the Have Your Say survey carried out by Transport for NSW during May and July 2022 also found that increased employment was identified as a key issue by respondents.

9.3.2 Access and connectivity

The operation of the project would deliver overall improvements to access and connectivity for communities across all precincts, and broader Western Sydney. As discussed in Technical Paper 1 (Design, Place and Movement) and Technical Paper 2 (Transport and Traffic), the project has been designed to maximise integration with other modes of transport, such as Parramatta Light Rail Stage 1, Sydney Metro West and heavy rail at Sydney Olympic Park, ferry wharves, active transport, and road. This is intended to provide local and regional communities with more efficient and reliable journeys, including to and from the key job centres of Parramatta and Sydney Olympic Park.

The transport and traffic assessment provides indicative forecast journey times for the project between key centres are outlined as follows:

- 20 minutes between the Parramatta Square stop and the Melrose Park stop
- 16 minutes between the Melrose Park stop and the Olympic Boulevard stop
- 11 minutes between the Footbridge Boulevard stop and the Carter Street stop
- 36 minutes between the Parramatta Square stop and the Olympic Boulevard stop.

The project would therefore enable customers to more frequently and reliably access jobs, education, and services throughout the precincts, and support communities to participate in community activities. This is expected to support social interaction and community wellbeing.

More public transport options and improved connectivity was the most common reason social impact and outcomes survey respondents felt positive about the project, as reported by almost half (42.3 per cent or 318) of all survey respondents. Further, when asked to rate the significance of outcomes of the project, improved connectivity was the most significant outcome across the social locality (see Section 4.3.3.10). This also supports the policy objectives and aspirations related to enhanced accessibility through improved public transport connections outlined in local and state policy documents discussed in Section 3.

Improved access to public transport is expected to improve equity and support community cohesion, particularly for groups who currently experience transport or mobility difficulties such as elderly people, young people, people with a disability, parents with prams, non-drivers, or people without access to private vehicles. Efficient and accessible travel can support reduced travel times and remove actual and perceived barriers to travel, particularly for people with mobility difficulties. As outlined in Section 5.1.4, several precincts have higher rates of households without a private motor vehicle (e.g. Camellia at 16 per cent and Rydalmere East at 15 per cent).

The cumulative operational benefits of the project with other projects such as Parramatta Light Rail Stage 1 and Sydney Metro West is expected to result in a substantial overall benefit for regional communities, and further enhance the social benefits associated with improved connectivity and access to public transport.

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Table 9-3 Summary of operation social impacts – regional communities

Summary of social impact	Stakeholders affected	Precinct	SIA category	Magnitude	Likelihood	Significance
Direct and indirect employment opportunities for skilled and unskilled workforce would support livelihoods and wellbeing.	Skilled and unskilled workforce in the region	All precincts	Livelihoods	Major	Likely	High Positive
More efficient and reliable journeys and reduced travel times are expected to support access to jobs, education and services, and enhance social interaction and community wellbeing.	Regional communities	All precincts	Way of Life Community Accessibility Health and wellbeing Surroundings Livelihoods	Transformational	Almost certain	Very High Positive

10 CUMULATIVE IMPACTS

Key developments in the study area are shown in Figure 10-1; however, of those shown, those with the potential to result in cumulative social impacts have been discussed where relevant in Sections 8 and 9.

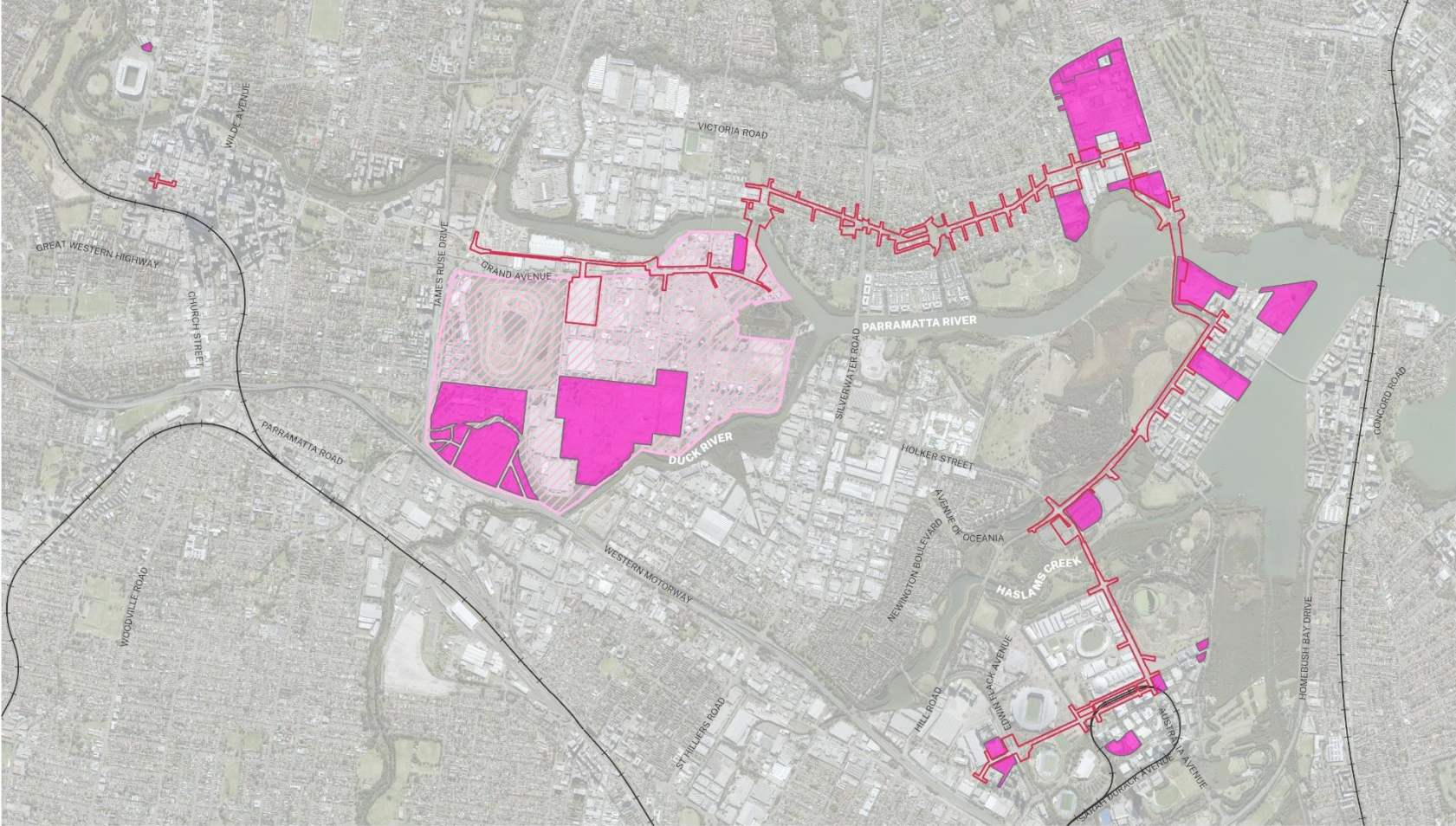
Table 10-1 presents a summary of these projects where there are potential social impacts that may result. Overall, there is potential for construction of the project to overlap with or occur concurrently with other projects across most precincts. As discussed in Section 8.1.4, this has the potential to extend and compound impacts resulting from construction activities, such as increased noise, vibration, dust, and traffic. This may affect local residents and users of community and recreation facilities close to construction areas. This can result in construction fatigue, which can affect some individuals' quality of life and wellbeing.

Table 10-1 Summary of projects that may result in cumulative social impacts

Precinct	Project	Description of potential social impacts
Camellia	Parramatta Light Rail Stage 1	<ul style="list-style-type: none"> Parramatta Light Rail Stage 1 will be in operation as works commence on Stage 2. Social impacts are not anticipated during construction of the project given the location of these activities would centre around the light rail stabling and maintenance facility, which is located in an industrial area. There is potential for cumulative social impacts for residents living close to the project due to increased noise and vibration from increased frequency of light rail vehicles. However, it is expected that most residents would adapt to these changes, particularly as they would have been exposed to Stage 1 operations for around six or seven years.
Melrose Park	Melrose Park Northern Precinct	<ul style="list-style-type: none"> The project is located adjacent to the southern end of the Melrose Park North Planning Proposal. There is potential for construction activities in this precinct to overlap with the project, which may result in increased traffic changes resulting in disruptions to local access and connectivity. Residents along Hope Street may experience cumulative or concurrent noise from construction activities, which may lead to construction fatigue and affect wellbeing.
	Melrose Park Southern Precinct	<ul style="list-style-type: none"> The project is located adjacent to the Southern Precinct, adjacent to Melrose Park Public School. There is potential for construction activities in this precinct to overlap with the project, which may result in increased traffic changes resulting in disruptions to local access and connectivity. Access to the school may be further disrupted for users, and there may be safety concerns for students who walk to school.
Wentworth Point	Sanctuary	<ul style="list-style-type: none"> The project directly intersects with this development, and construction activities are likely to overlap. Early residents in this development may experience concurrent construction activities due to completion of the development and commencement of the project. These residents may experience construction fatigue due to extended noise, vibration, dust and traffic which may cause disruptions and affect some individual's quality of life and wellbeing.
	Hill Road Master Plan	<ul style="list-style-type: none"> The Hill Road Master Plan is a series of planned roadworks to connect various shared path connections that run along Hill Road to areas such as Woo-la-ra and the Newington Nature Reserve. Construction activities for the project would likely occur around a similar time, or just after the Hill Road upgrades. This may extend noise, vibration, dust and traffic for residents along Hill Road. This may lead to construction fatigue, which may cause disruptions and affect some individual's quality of life and wellbeing.
Wentworth Point	Sydney Olympic Park New High School	<ul style="list-style-type: none"> This new high school is currently in the design phase, and would be located approximately 230 metres from the project site.

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Precinct	Project	Description of potential social impacts
		<ul style="list-style-type: none"> As discussed in Section 5.7.8, construction of the high school is expected to be completed by 2024. There is potential for concurrent construction activities in this location. Nearby community members may experience construction fatigue due to extended noise, vibration, dust and traffic which may cause disruptions and affect some individual's quality of life and wellbeing.
	37 – 39 Hill Road	<ul style="list-style-type: none"> This high-density residential development is located adjacent to the project site and is expected to be completed by June 2023. Early residents in this development may experience concurrent construction activities due to completion of the development and commencement of the project. These residents may experience construction fatigue due to extended noise, vibration, dust, and traffic which may cause disruptions and affect some individual's quality of life and wellbeing.
Sydney Olympic Park	Sydney Metro West Olympic Park Over Station Development	<ul style="list-style-type: none"> Construction of buildings over the Sydney Metro West Olympic Park Station is likely to overlap with construction of the project. This would likely result in changed access due to temporary and permanent road closures. Community members in this area may experience increased travel times during construction, which may result in frustration. Community members may also experience construction fatigue due to extended noise, vibration, dust and traffic which may cause disruptions and affect some individual's quality of life and wellbeing.
	'Antara'	<ul style="list-style-type: none"> This high-density residential development is located approximately 550 metres from the project site and is currently under construction. The construction works may overlap with preliminary works for the project. There is potential for construction activities in this precinct to overlap with the project, which may result in increased traffic changes resulting in disruptions and increased travel times. This may cause frustration for some community members.
	2A and 2B Australia Avenue	<ul style="list-style-type: none"> This mixed-use development will include serviced apartments and a commercial building and is located directly adjacent to the project. Construction is likely to overlap with preliminary works for the project. This would likely result in changed access due to temporary and permanent road closures. Community members in this area may experience increased travel times during construction, which may result in frustration. Nearby residents may also experience construction fatigue due to extended noise, vibration, dust and traffic which may cause disruptions and affect some individual's quality of life and wellbeing.
Carter Street	'Broader Meriton Land'-(Phase 3 and 4)	<ul style="list-style-type: none"> This 1,280-apartment development is in the final phases, however it is unclear when construction will be complete. It is located directly adjacent to the project site. There is potential for construction of the project to overlap with final construction stages of the development. This may extend noise, vibration, dust and traffic for early residents who have moved into completed stages of the development. This may lead to construction fatigue, which may cause disruptions and affect some individual's quality of life and wellbeing.
	'Vivacity'	<ul style="list-style-type: none"> Undergoing its final stage of construction, Vivacity is expected to be completed by 2024. There may be a short overlap with preliminary works for the project. This may extend noise, vibration, dust and traffic for early residents who have moved into completed stages of the development. This may lead to construction fatigue, which may cause disruptions and affect some individual's quality of life and wellbeing.



- LEGEND
- Project site
 - Railway
 - Indicative Camellia-Rosehill Precinct
 - Major project

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Data source: Roads - DCS, 2021, Imagery - Metromap Tile Service Created by dclmcdl

Figure 10-1 Key developments in the study area

11 MITIGATION MEASURES

11.1 Approach to mitigation and management

Comprehensive and appropriate communication and consultation with the community and other key stakeholders would play a key role in managing the potential social impacts during construction and operation. Effective communication and engagement are fundamental to reducing risk and minimising potential impacts. Identifying, engaging and effectively communicating with stakeholders is critical to the successful delivery of the project.

Transport for NSW would continue to engage with stakeholders and the community in the lead up to, and during, construction. A Community Communications Strategy would be prepared consistent with the Parramatta Light Rail Stage 1 Community Communication Strategy ([Parramatta Light Rail \(amazonaws.com\)](#)) to ensure that:

- the community and stakeholders have a high level of awareness of all processes and activities
- accurate and accessible information is made available
- a timely response is given to issues and concerns raised by the community
- feedback from the community is encouraged
- opportunities for input are provided.

In accordance with the overarching Community Communication Strategy, engagement plans would be developed and implemented to define the specific requirements for engagement during delivery of the project. In relation to the potential for social impacts, the strategy would include:

- provide the community and key stakeholders opportunities for input to the design and construction planning, where appropriate
- communication with potentially affected residents, other community members, businesses, and other key stakeholders to provide information about the project, and the likely nature, extent and duration of changes during construction
- protocols to identify and engage with vulnerable persons that might be affected by construction, including families with children, people who require assistance, older people, people with disability and culturally and linguistically diverse people
- protocols for communicating information about potential access changes and delays and other relevant project information.

Further information about consultation during project delivery is provided in the EIS (Chapter 8 (Community Engagement)).

A project-specific social procurement and workforce development strategy would be prepared and implemented, building on learnings from Parramatta Light Rail Stage 1, to enhance the positive employment benefits of the project. The strategy would identify pathways to achieve nominated workforce development and social procurement targets and outcomes, to support job creation and skill development opportunities as a result of the project.

Other key mitigation measures, which have been developed with consideration of learnings from other projects include using place managers to work with the local community and businesses, and developing and implementing a Social Impact Management Plan (SIMP).

The SIMP would provide a plan for how the social impact mitigation and enhancement measures will be managed. It would also include relevant additional social impact mitigation strategies identified as a result of ongoing consultation during the EIS exhibition phase, particularly with Aboriginal stakeholders, which may identify impacts to 'culture' (as per the SIA Guideline categories). The SIMP would outline roles and responsibilities for management strategies, as well as appropriate monitoring and reporting requirements. The SIMP would also include an update to the social baseline with 2021 ABS Census data. Section 11.3 outlines a preliminary SIMP monitoring framework that will be further developed in the SIMP.

11.2 Recommended social impact mitigation and enhancement measures

Table 11-1 below outlines the mitigation measures identified in response to the potential social impacts relevant to the project during construction and operation. The mitigation measures have been developed based on the findings from community and stakeholder engagement (see Section 4) and lessons from other similar projects (see Section 6) including Parramatta Light Rail Stage 1.

To understand what worked well and what could be improved from Parramatta Light Rail Stage 1 mitigation measures, a workshop was held with Transport for NSW in April 2022. Where mitigation measures have worked well, they have been recommended again and revised to address the social impacts and opportunities specific to this project and identified in this SIA.

Table 11-1 Recommended social impact mitigation measures specific to the project

Impact / Issue	Measure	Phase
Impacts on residents, local communities, and community and recreational facilities	A Social Impact Management Plan (SIMP) will be prepared in accordance with Section 5.2 of the <i>Social Impact Assessment Guideline</i> (DPIE, 2021a) to manage the implementation of the proposed socio-economic mitigation measures, and to detail the specific management actions and targets that will be developed in response to these measures. The SIMP will define specific actions, roles and responsibilities, and a monitoring, reporting and adaptive management framework for construction.	Pre-construction, construction
	<p>Transport for NSW will prepare an overarching Community Communication Strategy to guide the management and delivery of community and stakeholder engagement in the lead up and during construction to ensure that:</p> <ul style="list-style-type: none"> the community and stakeholders have a high level of awareness of all processes and activities accurate and accessible information is made available feedback from the community is encouraged opportunities for input are provided community members and stakeholders with the potential to be affected by construction activities are notified in a timely manner about the timing of activities and potential for impacts enquiries and complaints are managed (see below), and a timely response is provided for concerns raised. <p>The strategy will include approaches and protocols to:</p> <ul style="list-style-type: none"> communicate with potentially affected residents, other community members, businesses, and other key stakeholders to provide information about the project, and the likely nature, extent, and duration of changes during construction identify and engage with vulnerable persons that might be affected by the project communicate information about potential access changes and delays (including changes to public and active transport facilities) engage with owners and tenants of properties that would be impacted by acquisition. <p>Engagement plans will be developed and implemented to define the specific requirements for engagement consistent with the Community Communication Strategy. The engagement plans will define tools and activities, timing and responsibilities, and monitoring requirements.</p>	Pre-construction and construction
	Enquiries and complaints management systems will be developed, defined in the Community Communication Strategy, and implemented before and during construction.	Construction

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Impact / Issue	Measure	Phase
	The complaints management systems will be maintained throughout the construction period and for a minimum of 12 months after construction finishes.	
	Dedicated Place Managers will be available in the lead up to, and during, construction to listen to concerns and answer questions from the community and businesses. Place Managers will provide a single point of contact for people (including business owners/operators) wanting to find out more about the project, including the impacts of construction, and the measures that will be implemented to minimise these impacts as far as possible.	Pre-construction, construction
Impacts on community and recreational facilities	<p>Access to community facilities and infrastructure will be maintained during construction as far as practicable. Where alternate access arrangements need to be made, including changes to access for public and active transport facilities, these will be developed in consultation with relevant stakeholders and service providers, and communicated to users in accordance with the engagement plan.</p> <p>Any changes to access arrangements will be managed in accordance with the Traffic and Access Management Plan.</p>	Construction
	<p>Transport for NSW will continue to consult with relevant key stakeholders (including facility managers) in relation to community infrastructure with the potential to be directly affected (by the project's land requirements) and/or indirectly affected (for example, as a result of amenity impacts or access changes).</p> <p>Consultation will be undertaken in accordance with the engagement plan and will assist with identifying measures to minimise the potential impacts of the project on community infrastructure as far as possible.</p> <p>Stakeholders to be consulted will include, but not be limited to, City of Parramatta Council, City of Ryde Council, NSW Maritime, the Department of Education, and the Sydney Olympic Park Authority.</p>	Pre-construction, construction
	Transport for NSW will continue to consult with relevant councils and Sydney Olympic Park Authority to offset the direct impacts of the project's land requirements on open space (parks and reserves) through the provision of active transport infrastructure, new and improved open spaces and recreation facilities, and repurposing some residual land.	Pre-construction, construction
Employment and training benefits	<p>A project-specific social procurement and workforce development strategy will be developed and implemented to:</p> <ul style="list-style-type: none"> • nominate workforce development and social procurement targets and outcomes • define approaches to achieve nominated targets and outcomes • support job creation and skill development opportunities for the project. 	Pre-construction, construction

The positive and negative social impacts identified and assessed in this report will be managed and mitigated through a range of measures, including programs and initiatives Transport for NSW already has in place for Parramatta Light Rail Stage 1, as well as mitigation measures recommended in other EIS technical papers.

Social impacts resulting from construction and operation of the project will also be managed through other management measures recommended by the EIS and other technical papers. Key measures relevant to the SIA are summarised in Table 11-2.

Table 11-2 Strategies recommended from technical papers and the EIS

Strategy	Description
<p>Construction Environment Management Plan (CEMP) EIS Chapter 23 (Environment management and mitigation)</p>	<p>The management of environmental impacts during construction will be documented in a CEMP, which will provide a centralised mechanism through which all potential construction-related environmental (and social) impacts will be managed.</p> <p>The CEMP will provide the systems and procedures to ensure that environmental (and social) impacts are minimised, and that legislative and approval requirements are fulfilled.</p> <p>The CEMP will comprise a main CEMP document, issue-specific sub-plans and procedures. The requirement to prepare these sub-plans is specified by the mitigation measures in relevant EIS chapters, which have been compiled in Appendix K of the EIS (Consolidated mitigation measures)</p> <p>The sub-plans will be prepared in consultation with relevant agencies and key stakeholders, as defined by the mitigation measures and conditions of approval.</p>
<p>Property Acquisition EIS Chapter 13 (Land use and property)</p>	<p>All property acquisitions will be undertaken in accordance with the requirements of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>, the land acquisition reforms announced by the NSW Government in 2016, and the recommendations of the Auditor General's 2021 review of Transport for NSW's acquisition practices.</p>
<p>Residual Land Management Plan EIS Chapter 13 (Land use and property)</p>	<p>A Residual Land Management Plan will be prepared to define the proposed approach to managing residual land, including confirming future proposed uses, in consultation with key stakeholders, and required actions in relation to the identified land.</p>
<p>Urban design requirements Technical Paper 1 (Design, Place and Movement)</p>	<p>The urban design requirements will be finalised in accordance with the vision, principles and outcomes defined in Technical Paper 1 (Design, Place and Movement), to provide detailed urban design guidelines and key requirements for the project, including individual design elements.</p> <p>The urban design requirements will be finalised in consultation with key stakeholders, the community, the operator, the rail regulator, and the Design Review Panel.</p>
<p>Crime Prevention Through Environmental Design Plan (CPTED) Technical Paper 1 (Design Place, and Movement)</p>	<p>CPTED will be implemented to ensure that the works incorporate preventative safety measures during the construction and operation of the works. This will involve the incorporation of aspects such as providing passive surveillance for active transport links, CCTV and bright lighting to dissuade potential crime and address nearby resident's concerns around safety related to the project.</p>
<p>Tree Offset Strategy Appendix A to Technical Paper 1 (Design, Place and Movement)</p>	<p>A Tree Offset Strategy will be developed to offset the loss of trees and achieve a net increase in tree canopy. The strategy will define and identify:</p> <ul style="list-style-type: none"> • how impacts on trees will be offset • locations for replacement trees • species and trees sizes to ensure a mix of species and a range of mature heights to provide visual diversity as appropriate to proposed planting locations • requirements for monitoring and maintenance. <p>The strategy will be developed, and locations of replacement trees confirmed, in consultation with City of Parramatta Council, City of Ryde Council and Sydney Olympic Park Authority.</p>
<p>Traffic and Access Management Plan Technical Paper 2 (Transport and Traffic)</p>	<p>A Traffic and Access Management Plan will be prepared prior to construction and implemented as part of the CEMP. The plan will detail processes and responsibilities to minimise traffic and access delays and disruptions, and identify and respond to changes to road access and on-street parking arrangements. The plan will include, as appropriate, additional reasonable and feasible measures identified as an outcome of consultation.</p> <p>The Traffic and Access Management Plan will also include measures to manage staging of construction works to ensure that satisfactory capacity and minimum levels of service are maintained for all users.</p>
<p>Parking Management Strategy Technical Paper 2 (Transport and Traffic)</p>	<p>A Parking Management Strategy will be prepared to provide an overarching framework for parking management during construction and operation. The strategy will include measures to manage:</p> <ul style="list-style-type: none"> • the reduction in on-street parking availability, such as provision of alternative parking arrangements for accessible and service spaces, staged removal, resident parking schemes, and managed staff parking arrangements

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Strategy	Description
Maritime Works and Navigation Management Plan Technical Paper 2 (Transport and Traffic)	<ul style="list-style-type: none"> construction worker parking, such as provision of alternative parking areas within the project site, encouraging use of public transport, and shuttle bus arrangements. <p>A Maritime Works and Navigation Management Plan will be prepared prior to construction and implemented as part of the CEMP. The plan will detail processes and responsibilities to manage maritime construction vessels and impacts on navigation during construction of the bridges over the Parramatta River.</p> <p>The plan will include, as appropriate, additional reasonable and feasible measures identified as an outcome of consultation.</p>
Noise and Vibration Management Plan Technical Paper 3 (Noise and Vibration)	<p>A Noise and Vibration Management Plan will be prepared as part of the CEMP and implemented during construction. The plan will detail processes, responsibilities, and measures to manage noise and vibration and minimise the potential for impacts during construction, consistent with the management approach and mitigation measures in the <i>Construction Noise and Vibration Strategy</i> (Transport for NSW, 2019a) and the results of consultation with the community.</p> <p>Measures that mitigate potential noise and vibration at the source will be prioritised.</p>
Operational Noise and Vibration Review Technical Paper 3 (Noise and Vibration)	<p>An Operational Noise and Vibration Review of the developed design will be undertaken to review the potential for operational impacts and confirm feasible and reasonable mitigation measures to be incorporated in the design. The review will include:</p> <ul style="list-style-type: none"> reviewing compliance monitoring for Parramatta Light Rail Stage 1 to refine the assumptions used and confirm the effectiveness of the mitigation that has been implemented surveying relevant buildings to determine appropriate internal noise trigger levels a road traffic noise assessment for the reconfiguration of South and Boronia streets conducted in accordance with the <i>Noise Criteria Guideline</i> (Roads and Maritime, 2015a) and the <i>Noise Mitigation Guideline</i> (Roads and Maritime, 2015b) consideration of feedback from, and preferences of, directly affected landowners/landholders. <p>The operational noise and vibration review will be undertaken in consultation with relevant council(s) and the NSW EPA. The review will be developed in accordance with the <i>Rail Infrastructure Noise Guideline</i> (NSW EPA, 2013), the <i>Noise Policy for Industry</i> (NSW EPA, 2017) and the <i>Road Noise Policy</i> (DECCW, 2011).</p>
Heritage Interpretation Strategy Technical Paper 4 (Preliminary Aboriginal Cultural Heritage Assessment Report) Technical Paper 5 (Statement of Heritage Impact – Built Heritage) Technical Paper 6 (Historical Archaeological Assessment)	<p>A Heritage Interpretation Strategy will be developed to guide incorporating appropriate interpretation and integration of heritage in the design. The strategy will include interpretation requirements for specific parts of the project, particularly where heritage items would be impacted, or archaeological sites are proposed to be excavated.</p> <p>The strategy will be prepared and implemented in accordance with <i>Interpreting Heritage Places and Items: Guidelines</i> (NSW Heritage Office, 2005) and the <i>Heritage Interpretation Policy</i> (NSW Heritage Council, 2005) and developed in consultation with relevant stakeholders including City of Paramatta Council, City of Ryde Council, and Sydney Olympic Park Authority.</p> <p>The strategy will provide a framework for interpreting the heritage items impacted by the project, set out the key interpretative themes and identify communication strategies, and the location and form of interpretation. These may include approaches such as interpretative signage, historical/artefact displays at local museums or visitor centres, and online media about heritage items and the history of surrounding suburbs.</p> <p>The design will include appropriate interpretation of non-Aboriginal heritage in accordance with the heritage interpretation strategy.</p>
Aboriginal Cultural Heritage Management Plan Technical Paper 4 (Preliminary Aboriginal Cultural Heritage Assessment Report)	<p>An Aboriginal Cultural Heritage Management Plan will be prepared prior to construction and implemented as part of the CEMP. The plan will include measures to minimise the potential for impacts and manage Aboriginal heritage, including:</p> <ul style="list-style-type: none"> outcomes of further investigations salvage methodology requirements for an induction package and cultural awareness training for construction workers and supervisors unexpected finds procedure

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Strategy	Description
<p>Heritage Management Plan Technical Paper 5 (Statement of Heritage Impact – Built Heritage) Technical Paper 6 (Historical Archaeological Assessment)</p>	<ul style="list-style-type: none"> measures to protect sites from inadvertent impacts from vehicles and equipment. <p>A Heritage Management Plan will be prepared and implemented as part of the CEMP. The plan will include measures to manage non-Aboriginal heritage and minimise the potential for impacts during construction.</p> <p>The plan will be prepared in consultation with relevant heritage agencies (Heritage NSW, Sydney Olympic Park Authority, City of Parramatta Council and City of Ryde Council) and take into account the outcomes of further investigations, including test excavations and the Research Design and Excavation Methodology.</p> <p>The heritage management plan will define a requirement for non-Aboriginal historical heritage awareness training for site workers prior to commencement of construction works. The awareness training will promote an understanding of heritage items that may be impacted during the works.</p>
<p>Business Management and Activation Plan Technical Paper 8 (Business Impact Assessment)</p>	<p>A Business Management and Activation Plan will be prepared and implemented for businesses with the potential to be affected by the project, including those located on roads impacted by construction.</p> <p>The plan will identify businesses with the potential to be impacted by the project. It will detail feasible and reasonable measures, developed in consultation with affected business owners/operators to:</p> <ul style="list-style-type: none"> minimise disruption for customers and deliveries as far as possible maintain vehicular and pedestrian access during business hours, including alternative arrangements for times when access cannot be maintained maintain visibility of the business to potential customers during construction, including alternative arrangements for times when visibility cannot be maintained respond to other identified impacts as far as possible, including specific measures to assist small businesses with the potential to be adversely affected during construction. <p>The plan will also include:</p> <ul style="list-style-type: none"> measures identified as an outcome of the small business support program maintaining a phone hotline that enables businesses to find out about the project or register any issues establishment of business reference groups to provide information on the project and assist with the development of management measures a feedback and monitoring mechanism to assess the effectiveness of measures.
<p>Place Managers Technical Paper 8 (Business Impact Assessment)</p>	<p>Dedicated Place Managers will be made available in the lead up to, and during, construction to listen to concerns and answer questions from the community and businesses. Place managers will provide a single point of contact for people (including business owners/operators) wanting to find out more about the project, including the impacts of construction, and the measures that will be implemented to minimise these impacts as far as possible.</p>

11.3 Monitoring and reporting

Social impacts will be monitored on an ongoing basis by implementation of a Social Impact Management Plan (SIMP). Transport for NSW will prepare the SIMP to manage the implementation of the proposed social impact mitigation measures, and the specific management actions and targets that will be developed in response to these measures.

The SIMP will define specific actions, roles and responsibilities, and a monitoring and reporting approach for the design and construction phases. It will apply an adaptive management approach through identifying responses if the defined targets are not being met. The SIMP will be reviewed and updated on a regular basis.

In accordance with the principle of adaptive management, the SIMP is a 'live' document whereby feedback from the community and stakeholder would be considered by Transport for NSW and actions will be taken to update the relevant management measures.

While the overall responsibility for development, implementation and monitoring of the social impact management strategies will remain with Transport for NSW, some responsibilities would be devolved to the Principal Construction Contractor, and become part of the contractor's terms and conditions of engagement.

Sustainability reports produced by the Principal Construction Contractors and Transport for NSW will provide monitoring and reporting updates of how social sustainability requirements are being met.

A preliminary social impact monitoring framework has been provided in Table 11-3 to track the effectiveness of management measures in achieving the desired performance outcomes and support identification of corrective actions if targets are not achieved. Transport for NSW will work with the Principal Construction Contractor to refine the targets during the tendering phase.

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Table 11-3 SIMP monitoring framework

Desired outcomes	Indicators	Target	Methodology	Monitoring frequency	Monitoring and reporting
Stakeholder and community understanding of the proposal, its opportunities and social impacts, and how these will be managed, is maximised.	Number and type of engagement activities carried out in the reporting period and number of people engaged	At least quarterly project wide updates during the lead up to, and first year of construction At least monthly location specific updates for major construction activities or changes	Transport for NSW and Principal Construction Contractor engagement records	Six monthly	Transport for NSW and Principal Construction Contractor
	Number of project updates shared with stakeholders	At least monthly project updates during the lead up to and first year of construction			
Transport for NSW consults with communities on what matters to them and resolves issues swiftly and respectfully.	Stakeholder satisfaction with project communication and engagement activities	Evidence of stakeholder satisfaction with project communication and engagement activities	Feedback from landholders during consultation Transport for NSW and Principal Construction Contractor engagement records	Six monthly	Transport for NSW and Principal Construction Contractor
	Time taken to resolve complaints in accordance with complaints handling procedure	80 per cent of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Transport for NSW and Principal Construction Contractor engagement records	Six monthly	Transport for NSW and Principal Construction Contractor
Opportunities are maximised for local and Aboriginal businesses and social	The number of contracts with local and Aboriginal suppliers	At least 20 services or products from local suppliers from Western Sydney Parklands and Central River City during construction	Principal Construction Contractor procurement data	Six monthly	Transport for NSW and Principal Construction Contractor

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Desired outcomes	Indicators	Target	Methodology	Monitoring frequency	Monitoring and reporting
enterprises to participate in the delivery of the project		At least 10 services or products from Aboriginal suppliers from NSW during construction At least 5 services or products from Social Enterprises			
The project provides sustainable job opportunities for local and Aboriginal peoples	Proportion of workforce that are: <ul style="list-style-type: none"> from Western Sydney Parklands and Central River City Aboriginal peoples People with disability Women under 25 years 	A desirable 30 per cent of total cumulative project workforce should comprise the targeted social benefit demographics	Construction employment register	Quarterly during pre-construction	Principal Construction Contractor
Disturbance to resident activities and property during construction and operation is minimised	Total percentage of complaints received from residents and resolved in the reporting period.	80 per cent of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Complaints management system	Quarterly	Transport for NSW and Principal Construction Contractor
Uncertainty and stress within the community as a result of the project is minimised	Property agreements negotiated and executed on a voluntary basis	All property agreements finalised prior to project construction	Transport for NSW records	Six monthly	Transport for NSW
Impacts on the amenity of nearby residents and other stakeholders during construction and operation are avoided or minimised	Regular site inspections and community engagement	Monthly site inspections and satisfactory results	Transport for NSW records	Monthly	Transport for NSW and Principal Construction Contractor
Access to public open space and community facilities is maintained and enhanced	Number of initiatives to enhance new or existing open spaces and community facilities	Where public open space requires removal (or can no longer provide a reasonable level of amenity due to construction activities), the project would enhance impacted open space upon the completion of construction works.	Transport for NSW records	Six monthly	Facilities

11.4 Assessment of residual impacts and benefits

Table 11-2 and Table 11-3 summarise the potential social impacts and opportunities identified in Sections 8, 9 and 10 for the pre-construction, construction and operation phases of the project. They identify the recommended management plans for each impact, as well as relevant EIS technical papers which detail the management plans that would also help to address the social impacts and benefits. The likelihood and magnitude of the impact has been re-assessed with implementation of the recommended measures for each social impact or benefit.

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Table 11-4 Recommended management plans and measures and assessment of residual impacts and benefits – construction

Potential social impact	Pre-mitigation significance rating	Management plan and measures	Relevant EIS chapter / technical paper	Magnitude	Likelihood	Residual impact / benefit
Acquisition and relocation process would generate demands on time for residents and their families. This could reduce the time that people can spend with family or engaging in leisure activities. People may also not be able to relocate to a similar property in the same neighbourhood, depending on their individual circumstances. If relocating out of the area, residents may experience a loss of the social ties, and may need to travel further to access employment, services, and facilities.	High Negative	Community Communications Strategy Engagement Plans Management measures recommended in EIS Chapter 13 Land Use and Property Social Impact Management Plan	EIS Chapter 13 (Land Use and Property)	Moderate	Likely	High Negative
Potential loss of social ties due to relocation of several households in a neighbourhood.	Medium Negative	Community Communications Strategy Engagement Plans Social Impact Management Plan	N/A	Minor	Possible	Medium Negative
Uncertainty associated with property impacts, and the acquisition and compensation process including property values may cause frustration, stress, and anxiety for some property owners. This has the potential to impact on individuals' health, wellbeing, and quality of life.	Very High-High Negative	Community Communications Strategy Engagement Plans Management measures recommended in EIS Chapter 13 (Land use and property) Social Impact Management Plan	EIS Chapter 13 (Land Use and property)	Minor-Moderate	Almost Certain	High-Medium Negative
Inconvenience due to property access changes and reduced parking spaces due to construction activities. These changes would be temporary during construction in most locations.	High Negative	Community Communications Strategy Engagement Plans Traffic and Access Management Plan Parking Management Strategy	Technical Paper 2 (Transport and Traffic)	Minor	Almost Certain	Medium Negative

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Potential social impact	Pre-mitigation significance rating	Management plan and measures	Relevant EIS chapter / technical paper	Magnitude	Likelihood	Residual impact / benefit
Disrupted lifestyles and routines resulting from permanent access changes and loss of on-street parking spaces in some residential locations including the suburbs of Rydalmere, Ermington and Melrose Park.	High Negative	Community Communications Strategy Engagement Plans Traffic and Access Management Plan Parking Management Strategy Management measures recommended in EIS Chapter 13 (Land use and property) Social Impact Management Plan	Technical Paper 2 (Transport and Traffic)	Moderate	Likely	High Negative
Increased noise, vibration, dust, traffic and visual changes may impact residents located close to construction activities, which could affect people’s quality of life, disturb daily activities, and can result in wellbeing impacts. Some residents may also be more vulnerable to these changes, such as older people, people with disability, children, and people with existing health issues.	High Negative	Community Communications Strategy Engagement Plans Construction Environment Management Plan Noise and Vibration Management Plan Traffic and Access Management Plan Air Quality Management Plan	Technical Paper 1 (Design, Place and Movement) Technical Paper 3 (Noise and Vibration) EIS Chapter 20 (Air quality)	Minor-Moderate	Likely	Medium Negative
Some residents may experience combined impacts over a longer duration during construction due to property, access and amenity impacts. This is most likely to occur in residential areas where new light rail stops would be constructed. Combined impacts may reduce quality of life, and health and wellbeing.	High Negative	Community Communications Strategy Engagement Plans Construction Environment Management Plan Management measures recommended in EIS	Technical Paper 2 (Transport and Traffic)	Moderate	Likely	Medium Negative

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Potential social impact	Pre-mitigation significance rating	Management plan and measures	Relevant EIS chapter / technical paper	Magnitude	Likelihood	Residual impact / benefit
		Chapter 13 (Land use and property) Parking Management Strategy Social Impact Management Plan				
Access and connectivity changes during construction would affect local communities' way of life as they may need to allow more time for travel and continually adapt to changing environments.	High Negative	Community Communications Strategy Engagement Plans Traffic and Access Management Plan	Technical Paper 2 (Transport and Traffic)	Minor	Likely	Medium Negative
Access and connectivity changes combined with amenity impacts from the project and other projects are likely to result in construction fatigue in surrounding communities.	High Negative	Community Communications Strategy Engagement Plans Traffic and Access Management Plan	Technical Paper 1 (Design, Place and Movement) Technical Paper 2 (Transport and Traffic)	Minor	Likely	Medium Negative
Users of directly affected community and recreation facilities may experience interrupted access and reduced amenity due to project site and activities. Some users of open space and recreation facilities may need to access other nearby open space due to restricted access, and some may choose to due to disturbance and reduced enjoyment. Most of these changes would be temporary / short-term during construction.	High Negative	Community Communications Strategy Engagement Plans Traffic and Access Management Plan Social Impact Management Plan	Technical Paper 1 (Design, Place and Movement) Technical Paper 2 (Transport and Traffic) Technical Paper 3 (Noise and Vibration)	Minor-Moderate	Likely	Medium-High Negative
Users of Rydalmere Wharf, Parramatta Wharf, Ermington Boat Ramp, Silverwater Boat Ramp, Armory Wharf and some private wharves would experience disrupted access during construction of the bridges over Parramatta River (for example impacts to upstream users of two to three months at a time when the navigable channel access is closed for bridge works, or for the three-year duration at Ermington Boat Ramp to allow safe access and clearances for bridge construction activities).	High Negative	Community Communications Strategy Engagement Plans Maritime Works and Navigation Management Plan	Technical Paper 1 (Design, Place and Movement) Technical Paper 2 (Transport and Traffic)	Moderate	Likely	High Negative

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Potential social impact	Pre-mitigation significance rating	Management plan and measures	Relevant EIS chapter / technical paper	Magnitude	Likelihood	Residual impact / benefit
These disruptions may deter some users of the ferry who may need to find alternate modes of travel, which may increase travel times. Users of the boat ramps may also be deterred from participating in recreational boating and water sports due to the inconvenience of needing to use alternative ramp facilities, and the potential permanent loss of boat trailer car parking spaces at Ermington Boat Ramp. These disruptions may affect wellbeing for some.						
Users of community and recreation facilities close to construction activities may experience interrupted access and reduced amenity. Some community facilities (e.g. education, child care, health) may cater to vulnerable user groups, which would increase their sensitivity to potential impacts. Most of these changes would be temporary / short-term during construction.	Medium-High Negative	Community Communications Strategy Engagement Plans Construction Environment Management Plan Traffic and Access Management Plan Noise and Vibration Management Plan	Technical Paper 1 (Design, Place and Movement) Technical Paper 2 (Transport and Traffic) Technical Paper 3 (Noise and Vibration)	Minimal-Moderate	Unlikely-Likely	Low-High Negative
Construction employment opportunities for skilled and unskilled workforce, and vulnerable communities in the region would support livelihoods and wellbeing.	Medium Positive	Social Procurement and Workforce Development Strategy	Technical Paper 7 (Social Impact Assessment)	Moderate-Major	Likely	High Positive

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Table 11-3 Recommended mitigation measures and assessment of residual impacts and benefits– operation

Potential social impact	Pre-mitigation significance rating	Management or enhancement measure	Relevant EIS specialist study	Magnitude	Likelihood	Residual impact / benefit
Some residents may be concerned about changes to the character of their neighbourhood, and changes to views from their properties. This may reduce enjoyment of their homes and affect quality of life for some, however most residents are likely to adapt to these visual changes over time.	Medium Negative	Community Communications Strategy Tree Management Offset Strategy Urban Design Requirements	Technical Paper 1 (Design, Place and Movement)	Minor	Possible	Medium Negative
Some residents may perceive overall changes to their neighbourhoods positively due to urban design improvements and additional vegetation. This may enhance pride in their homes and neighbourhoods.	Medium Positive	Community Communications Strategy Landscape Character and Visual Impact Mitigation Strategy Crime Prevention Through Environmental Design Plan Urban Design Requirements	Technical Paper 1 (Design, Place and Movement)	Major	Possible	High Positive
Some residents living close to the alignment may find noise and vibration from operation of the light rail annoying which may reduce their quality of life and affect some resident's wellbeing.	Medium Negative	Community Communications Strategy Operational Noise Mitigation Strategy	Technical Paper 3 (Noise and Vibration)	Minor	Possible	Medium Negative
Some residents may be concerned about the overall changes to their neighbourhoods due to combined amenity impacts, and may experience feelings of reduced privacy and safety due to increased pedestrian activity outside their homes.	Medium Negative	Community Communications Strategy Crime Prevention Through Environmental Design Plan Urban Design Requirements	Technical Paper 1 (Design, Place and Movement)	Minor	Possible	Medium Negative

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Potential social impact	Pre-mitigation significance rating	Management or enhancement measure	Relevant EIS specialist study	Magnitude	Likelihood	Residual impact / benefit
Some residents may notice increased noise and vibration due to cumulative impacts of Stage 1 and Stage 2 operations. However, most residents are expected to adapt given they would have been exposed to Stage 1 operations for around six or seven years.	Medium Negative	Community Communications Strategy Operational Noise Mitigation Strategy	Technical Paper 3 (Noise and Vibration) EIS Chapter 10 (Noise and vibration)	Minimal	Possible	Low Negative
Improved access and connectivity for local communities due to active transport connections, and new links between areas north and south of Parramatta River. New and enhanced connections are expected to support social cohesion and health and wellbeing outcomes.	High Positive	Community Communications Strategy Urban Design Requirements	Technical Paper 2 (Transport and Traffic)	Major	Likely	High Positive
Improved access to community and recreation facilities close to the project site, particularly those located close to light rail stops. This would benefit users of these facilities, whilst also supporting opportunities for participation in community activities, and active and passive recreation.	High Positive	Community Communications Strategy	Technical Paper 2 (Transport and Traffic)	Major	Likely	High Positive
Increased access to public open space should residual land be repurposed as new and improved open space and recreation facilities. This would further support social cohesion and wellbeing outcomes.	Medium Positive	Community Communications Strategy	EIS Chapter 13 (Land use and property)	Moderate	Possible	Medium Positive
Increased noise and vibration may be noticeable for users of facilities close to the project site, but this is not expected to interrupt activities and deter users.	Low Negative	Community Communications Strategy Operational Noise Mitigation Strategy	Technical Paper 3 (Noise and Vibration) EIS Chapter 10 (Noise and vibration)	Minimal	Unlikely	Low Negative
Cumulative noise and vibration for some community facilities located close to shared track for Stage 1 and Stage 2. Noise mitigation may be required pending the outcome of detailed investigation of each property.	Medium Negative	Community Communications Strategy Operational Noise Mitigation Strategy	Technical Paper 3 (Noise and Vibration) EIS Chapter 10 (Noise and vibration)	Minor	Possible	Medium Negative
Direct and indirect employment opportunities for skilled and unskilled workforce would support livelihoods and wellbeing.	High Positive	Social Procurement and Workforce Development Strategy	Technical Paper 7 (Social Impact Assessment)	Major	Almost Certain	Very High Positive

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Potential social impact	Pre-mitigation significance rating	Management or enhancement measure	Relevant EIS specialist study	Magnitude	Likelihood	Residual impact / benefit
More efficient and reliable journeys and reduced travel times is expected to support access to jobs, education and services, and enhance social interaction and community wellbeing.	Very High Positive	Community Communications Strategy	Technical Paper 2 (Transport and Traffic)	Transformational	Almost Certain	Very High Positive

12 CONCLUSION

This SIA has provided an assessment of the social impacts of the construction and operation of the project. The report has identified and addressed the key social impacts associated with the project and provides a set of recommended mitigation and enhancement measures. The report satisfies the social impact assessment requirements as identified in the SEARs for the project and has been prepared in accordance with the requirements of *Social Impact Assessment Guideline for State Significant Projects* (Department of Planning, Industry and Environment, 2021a).

The key positive social impacts with the potential to occur during construction are primarily related to increased employment opportunities for skilled and unskilled workforce. This includes vulnerable sectors of the community and would support livelihoods and wellbeing for these groups.

The key social impacts with the potential to occur during construction are summarised as follows:

- uncertainty for landowners and occupiers of residential properties that would be acquired for the project and would need to relocate, leading to increased stress and anxiety
- disrupted lifestyles and inconvenience due to access and connectivity changes, including detours, increased construction traffic and both temporary and permanent loss of parking in some precincts
- reduced amenity in some residential areas close to construction activities, with some residents affected by several combined impacts during construction, including amenity changes, property impacts and access changes
- reduced access to and enjoyment of some community and recreation facilities directly affected by land requirements and construction activities, particularly Rydalmere Wharf and Ermington Boat Ramp, which may disrupt lifestyles and affect wellbeing
- disruptions for users of community and recreation facilities due to construction activities (including temporary access changes and reduced amenity), with potential concerns for some facilities close to construction activities which cater to vulnerable groups (e.g. child care, schools).

The key positive social impacts with the potential to occur during operation are summarised as follows.

- improvements to residential neighbourhoods due to urban design improvements and additional vegetation
- improved wellbeing and community cohesion for local communities due to active transport connections, and new active and public transport connections between areas north and south of the Parramatta River
- improved access to community and recreation facilities, supporting opportunities for participation in community activities, and active and passive recreation
- increased access to public open space where the project would provide new and improved open space and recreation facilities and repurpose some residual land to increase open space. This would offset the areas of open space directly impacted by the project
- more efficient and reliable journeys and reduced travel time, supporting access to jobs, education, and services, and enhancing social interaction and community wellbeing
- direct and indirect employment opportunities, supporting livelihoods and wellbeing.

The key negative social impacts with the potential to occur during operation are summarised as follows:

- potential for some residents close to the project to be concerned about changes to the character of their neighbourhoods, including the permanent removal of on-street parking and permanent road closures, which may disrupt affected resident's lifestyles and daily routines
- some residents living close to light rail track and stations may be concerned about reduced amenity due to noise and vibration from operations, and reduced privacy and safety. This could affect some residents' quality of life and wellbeing.

The positive and negative social impacts identified and assessed in this report would be managed and mitigated through a range of measures, including mitigation measures recommended in other EIS technical papers.



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The mitigation measures identified in response to potential social impacts, and to enhance positive impacts are summarised below:

- Social Impact Management Plan – this will manage the implementation of the proposed social impact mitigation measures and detail the specific management actions and targets that would be developed in response to these measures.
- Community Communication Strategy – this will guide community engagement during the construction phase of the project and would include a complaints management system.
- Place Managers – will provide a single point of contact for people wanting to find out more about the project, including the impacts of construction, and the measures that would be implemented to minimise these impacts as far as possible.
- Ongoing consultation and communication with community facility managers – regarding direct and indirect impacts, including to develop alternate access if access cannot be maintained.
- Consultation with City of Parramatta Council, City of Ryde Council and Sydney Olympic Park Authority to offset direct impacts of the project's land requirements on open space through the provision of active transport infrastructure, new and improved open spaces and recreation facilities, and repurposing some residual land.
- Social Procurement and Workforce Development Strategy – this will define approaches to achieve nominated workforce development and social procurement targets and outcomes, and support job creation and skill development opportunities for the project.

13 AUTHOR QUALIFICATIONS AND DECLARATION

The SIA for Parramatta Light Rail Stage 2 has been prepared by:

Name	<ul style="list-style-type: none"> Lauren Harding 	<ul style="list-style-type: none"> Rachel Cogger
Qualifications	<ul style="list-style-type: none"> Masters Social Science (Social Planning), University of Queensland, 2007 Bachelor of Arts (Anthropology), University of Queensland, 2005 	<ul style="list-style-type: none"> Bachelor of Urban Planning Class 1 Honours and the University Medallist, University of New South Wales (UNSW) Certificate in Engagement Facilitation, International Association for Public Participation Engaging with Aboriginal Land Councils Planning Institute of Australia (PIA)
Memberships	<ul style="list-style-type: none"> Member International Association for Impact Assessment (IAIA) Member, International Association of Public Participation (IAP2) 	<ul style="list-style-type: none"> Full member, Planning Institute of Australia (PIA) Full member, International Association of Public Participation (IAP2) Full member, The Research Society Member, Social Impact Measurement Network Australia Member, Urban Development Institute of Australia (UDIA)
Recent experience	<ul style="list-style-type: none"> ARTC Inland Rail Narromine to Narrabri Social Impact Assessment Wyangala Dam Wall Raising Social Impact Assessment Gateway Road Project Socio-Economic Impact Assessment North East Link Project Social Impact Assessment Argyle Mine Closure Socio-Economic Impact Assessment 	<ul style="list-style-type: none"> Rachel's contribution to the SIA involved desktop research, social baseline research, design and analysis of social impact survey and review of available consultation data. Her experience relevant to the tasks carried out include: Social Impact Assessment - Rollingstock Expansion Program (REP), Queensland Department of Transport and Main Roads <i>Engaging with the community during COVID-19 Research project</i>, Country Fire Authority, Victorian Department of Environment, Water, Land and Planning and the Victorian State Emergency Services Draft Community Engagement Strategy, City of Parramatta Western Sydney Corridor Preservation Project, Transport for New South Wales <i>'What We Heard'</i> – District Plans Community Engagement, Greater Sydney Commission
Declaration	<p>I declare that this SIA contains all available information that is relevant to the social impact assessment of the development to which this SIA relates, and it is true in all material particulars and does not, by its presentation or omission of information, materially mislead.</p>	<p>I declare that the social locality assessment contains available information relevant to the social impact assessment and vulnerable persons, communities, and places. The information presented is true in all material particulars and does not, by its presentation or omission of information, materially mislead.</p>
Signature		
Name	Lauren Harding	Rachel Cogger
Date	28 October 2022	28 October 2022

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Appendix A

A.1 Response to the Social Impact Assessment Guideline – Section 1.2 Principles

Principles	Description	Where addressed in this SIA
Action-oriented	Defines specific actions to deliver practical, achievable, and effective outcomes for people.	The actions to mitigate potential social impacts are outlined in Section 11.
Adaptive	Establishes systems to respond to new or different circumstances to support continuous improvement.	Section 11.3 outlines the proposed monitoring and management measures to be implemented as part of any SIMP that will respond to new or different circumstances to support continuous improvement.
Culturally responsive	Develops culturally informed approaches and methodologies to ensure Aboriginal and culturally diverse communities are engaged appropriately, and their perspectives, insights and feedback are valued.	Section 4 outlines the community and stakeholder consultation that occurred for Parramatta Light Rail Stage 2 used to develop culturally informed approaches and methodologies in the SIA.
Distributive equity	Considers how different groups will experience social impacts differently (particularly vulnerable and marginalised groups, future generations compared with current generations, and differences by gender, age and cultural group).	Section 5 outlines the social baselines for various groups for the proposed alignment with Section 2.3.4.2 directly discussing distributive equity.
Impartial	Uses fair, unbiased research methods and follows relevant ethical standards.	RPS and GHD prepared this SIA and collected data through fair, unbiased research methods and follows relevant ethical standards. RPS implements an anti-bribery and corruption, conflict of interest, and quality policy along with being ISO 9001 accredited. Section 2.3 outlines the assessment methodology for the SIA.
Inclusive	Seeks to hear, understand, respect and document the perspectives of all likely affected people. Uses respectful, meaningful and effective engagement activities tailored to the needs of those being engaged (e.g., being culturally sensitive and accessible).	Section 4 outlines the community and stakeholder consultation that occurred for Parramatta Light Rail Stage 2, which included respectful, meaningful, and effective engagement activities tailored to the needs of those being engaged.
Integrated	Uses and references relevant information and analysis from other assessments to avoid duplication. Supports effective integration of social, economic and environmental considerations in decision-making.	Where applicable information from the Parramatta Light Rail Stage 1 SIA was used during preparation of this SIA. Section 6 reviews social impacts of similar transport projects.
Life-cycle focus	Seeks to understand likely impacts (including cumulative impacts) at all project stages, from pre-construction to post-closure/operation commencement.	Section 8 and 9 outlines the social impact assessment with Section 10 outlining potential cumulative impacts.
Material	Identifies which likely social impacts matter the most for people and/or pose the greatest risk/opportunity to those expected to be affected.	Section 4.3.3 and 4.3.4 identifies which likely social impacts matter the most for people based on the outcomes of consultation.
Precautionary	If there are risks of serious or irreversible environmental damage (including harm to people), avoids using any limits on full scientific certainty as a reason for postponing measures to prevent environmental (including social) degradation.	No risks of serious or irreversible environmental damage are identified as part of Parramatta Light Rail Stage 2.
Proportionate	Ensures the scope and scale of the SIA corresponds to the scope and scale of the likely social impacts.	Section 2.3.2 defines the social locality for the SIA. An overview of the scoping report prepared for the project is outlined in Section 2.3.1.

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Principles	Description	Where addressed in this SIA
Rigorous	Uses appropriate, accepted social science methods and robust evidence from authoritative and trustworthy sources.	Section 2 outlines the methodology implemented for the SIA preparation, which uses accepted social science methods and robust evidence from authoritative and trustworthy sources.
Transparent	Explains, justifies and makes available information, methods and assumptions so that people can see how their input has been considered.	Section 2 outlines the methodology implemented for the SIA preparation. Section 5 outlines the social baseline for Parramatta Light Rail Stage 2. Section 4 summarises community and stakeholder consultation.

Appendix B

B.1 Response to the Social Impact Assessment Guideline – Appendix C Review Questions

Item	Response to question
General	
Does the lead author meet the qualification and experience requirements?	Yes. Lead Author Lauren Harding refer to Section 13 for qualifications.
Has the lead author provided a signed declaration?	Yes, refer to Section 13.
Would a reasonable person judge the SIA report to be impartial, transparent and suitably rigorous given the nature of the project?	RPS and GHD prepared this SIA and collected data through fair, unbiased research methods and follows relevant ethical standards. RPS implements an anti-bribery and corruption, conflict of interest, and quality policy along with being ISO 9001 accredited. Section 2.3 outlines the assessment methodology for the SIA.
Project's social locality and social baseline	
Does the SIA report identify and describe all the different social groups that may be affected by the project?	Yes, desktop analysis and review of prior community consultation data has been carried out to identify the social groups that may be affected by the project. This can be found in sections 2.3.5 and 4.
Does the SIA report identify and describe all the built or natural features that have value or importance for people, and explain why people value those features?	Yes, Section 5 provides a baseline for each precinct within the social locality.
Does the SIA report identify and describe historical, current, and expected social trends or social changes for people in the locality, including their experiences with this project and other major development projects?	Yes, sections 4, 5, and Appendix F provides a baseline, community feedback, and other major projects for each precinct within the social locality.
Does the social baseline study include appropriate justification for each element, and provide evidence that the elements reflect both relevant literature and the diversity of views and likely experiences?	Yes, Section 2.3.4 outlines the methodology implemented for preparation of the social baseline study.
Does the social baseline study demonstrate social-science research methods and explain any significant methodological or data limitations?	Yes. Section 2 provides evidence of desktop review and analysis of secondary data sources, with Section 5 demonstrating identification of vulnerability indicators, and qualitative assessment of community values.
Identification and description of social impacts	
Does the SIA report adequately describe likely social impacts from the perspectives of how people may experience them, and explain the research used to identify them? When undertaken as a part of SIA scoping and initial assessment, has the plan for the SIA report been detailed?	Yes, sections 8 and 9 describes the likely social impacts from the perspectives of how people may experience them based on the social baseline study and Stakeholder and Community Consultation.
Does the SIA report apply the precautionary principle to identifying social impacts, and consider how they may be experienced differently by different people and groups?	Yes, the SIA report has applied the precautionary principle to identifying social impacts by considering all potential social impacts regardless of the scientific certainty. Consideration of how different peoples and groups experience these impacts is outlined in sections 8 and 9.
Does the SIA report describe how the preliminary analysis influenced project design and EIS engagement strategy?	Yes, sections 2.3.1 and 7.
Community engagement	
Were the extent and nature of engagement activities appropriate and sufficient to canvass all relevant views, including those of vulnerable or marginalised groups?	Yes, Section 4 provides a summary of community engagement. The social impact and outcomes survey enabled the views of people who may experience the impacts and outcomes of the

SOCIAL IMPACT ASSESSMENT

Item	Response to question
	<p>project to share their concerns and aspirations. Respondents included residents, visitors, business owners, commuters, and workers.</p> <p>Section 4 also outlines stakeholders and community groups consulted via a Have Your Say survey, direct consultation and consultation with RAPs, capturing the views of CALD community members and First Nation Australian community members.</p> <p>Community complaints and concerns data being captured during the construction of Parramatta Light Rail Stage 1 would assist in applying the lessons learned to Parramatta Light Rail Stage 2.</p>
<p>How have the views, concerns and insights of affected and interested people influenced both the project design and each element of the SIA report?</p>	<p>This is covered in sections 4 and 7. Thematic analysis of all available consultation data has been carried out, and key themes (impacts, outcomes, positive and negative) have been identified.</p> <p>The social impact survey was designed to elicit feedback aligned to the eight assessment categories outlined in the <i>Social Impact Assessment Guideline</i> (Department of Planning, Industry and Environment, 2021).</p>
<p>Predicting and analysing social impacts</p>	
<p>Does the SIA report impartially focus on the most important social impacts to people at all stages of the project, without any omissions or misrepresentations?</p>	<p>Yes, RPS with GHD prepared this SIA and collected data through fair, unbiased research methods and follows relevant ethical standards. RPS and GHD implement an anti-bribery and corruption, conflict of interest, and quality policy along with being ISO 9001 accredited. Section 2.3 outlines the assessment methodology for the SIA.</p>
<p>Does the SIA report analyse the distribution of both positive and negative social impacts, and identify who will benefit and who will lose from the project?</p>	<p>Yes, Section 8 and Section 9 identifies positive and negative impacts and who would be affected.</p>
<p>Does the SIA report identify its assumptions, and include sensitivity analysis and alternative scenarios? (including 'worst-case' and 'no project' scenarios where relevant)</p>	<p>Section 2.5 identifies the assumptions applied to complete the SIA report.</p> <p>Sensitivity analysis and alternative scenarios have been included in sections 8, 9, and 11 where relevant.</p>
<p>Predicting and analysing social impacts</p>	
<p>Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?</p>	<p>Yes – the evaluations of significance in sections 8, 9, and 11.4 consider the different experiences of different groups, including vulnerable groups.</p>
<p>Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?</p>	<p>Yes. sections 5.1.4, 8 and 9 assess how social impacts may differ for vulnerable community members.</p>
<p>Predicting and analysing social impacts</p>	
<p>Does the SIA report propose responses that are tangible, deliverable, likely to be durably effective, directly related to the respective impact(s) and adequately delegated and resourced?</p>	<p>Yes - Section 11 demonstrates how the recommended social impact mitigation and enhancement measures directly respond to the impacts and benefits identified in the SIA, along with the residual impact rating based on their effective implementation.</p>
<p>Does the SIA report demonstrate how people can be confident that social impacts will be monitored and reported in ways that are reliable, effective and trustworthy?</p>	<p>Yes – Section 11 describes the approach to monitoring and reporting of social impact management.</p>
<p>Does the SIA report demonstrate how the proponent will adaptively manage social impacts and respond to unanticipated events, breaches, grievances and non-compliance?</p>	<p>Yes – Section 11 describes the approach to adaptive management in response to complaints.</p>

Appendix C

C.1 Statistical areas used for the social locality assessment

The social locality for the assessment comprises of the following Statistical Area Level 1 locations (as SA1 7-digit codes) based on indicative light rail stop locations for Parramatta Light Rail Stage 2.

Precinct	SA1 locations	
Camellia precinct	<ul style="list-style-type: none"> • SA1#1149210 • SA1#1149212 • SA1#1149213 • SA1#1149214 	<ul style="list-style-type: none"> • SA1#1149215 • SA1#1149256 • SA1#1149258 • SA1#1147723
Rydalmere East precinct	<ul style="list-style-type: none"> • SA1#1149210 • SA1#1147711 • SA1#1147722 • SA1#1147723 • SA1#1147724 	<ul style="list-style-type: none"> • SA1#1147734 • SA1#1147735 • SA1#1147717 • SA1#1147718
Ermington precinct	<ul style="list-style-type: none"> • SA1#1147711 • SA1#1147723 • SA1#1147734 • SA1#1147710 • SA1#1147717 • SA1#1147718 	<ul style="list-style-type: none"> • SA1#1147719 • SA1#1147725 • SA1#1147726 • SA1#1147744 • SA1#1147751 • SA1#1147730
Melrose Park precinct	<ul style="list-style-type: none"> • SA1#1147725 • SA1#1147726 • SA1#1147744 • SA1#1147751 • SA1#1147730 • SA1#1150320 • SA1#1150322 	<ul style="list-style-type: none"> • SA1#1150333 • SA1#1147730 • SA1#1150320 • SA1#1150321 • SA1#1150322 • SA1#1150333
Wentworth Point precinct	<ul style="list-style-type: none"> • SA1#1147312 • SA1#1147312 • SA1#1147316 • SA1#1147325 • SA1#1147326 	<ul style="list-style-type: none"> • SA1#1147327 • SA1#1147328 • SA1#1147329 • SA1#1147330
Sydney Olympic Park precinct	<ul style="list-style-type: none"> • SA1#1147312 	
Carter Street precinct	<ul style="list-style-type: none"> • SA1#1147312 	

Appendix D

D.1 Social Impact and Outcomes Survey Reports

Parramatta Light Rail

Parramatta Light Rail Stage 2 Social impacts and outcomes survey

Research report – February 2022

v1.0



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Introduction

Introduction

Transport for NSW conducted survey research to better understand the potential impacts and outcomes of the Parramatta Light Rail Stage 2 project. This report presents results from the Social Impacts and Outcomes Survey. The survey was designed to inform the Social Impact Assessment (SIA) completed as part of the project's Environmental Impact Statement (EIS) assessments.

Parramatta Light Rail network

The Parramatta Light Rail network will deliver integrated light rail network that supports population and employment growth as well as the NSW Government's vision for the Greater Parramatta and Olympic Peninsula (GPOP) priority growth area.

In June 2021, the NSW Government committed \$50 million towards planning and development works of the second stage of the Parramatta Light Rail as part of the 2021-22 NSW Budget. This funding will go towards planning, utilities and geotechnical investigations, as well as progressing the development of the project's Environmental Impact Statement.

Social impacts and outcomes

The Stage 2 EIS assesses the potential social, environmental, and economic impacts of the construction and operation of the project, including the proposed construction activities and how impacts can be managed. The social impact and outcome survey focused on potential social impacts of Stage 2.

Social impacts are the outcomes that people and their communities experience as a result of a new project. The SIA seeks to identify and understand these social impacts and outlines how undesired impacts can be reduced and positive impacts be enhanced. Comprehensive assessment of the social impacts ensures that the project creates more socially sustainable outcomes.



Artist impression – Parramatta Light Rail Stage 2 Melrose Park to Wentworth Point

Background

Parramatta Light Rail Stage 1

Parramatta Light Rail Stage 1 will connect Westmead to Carlingford via the Parramatta CBD and Camellia. Parramatta Light Rail Stage 1 will have 16 stops over a 12 kilometre two-way track and includes the conversion of the single-track heavy rail to dual-track light rail from Carlingford to Camellia.

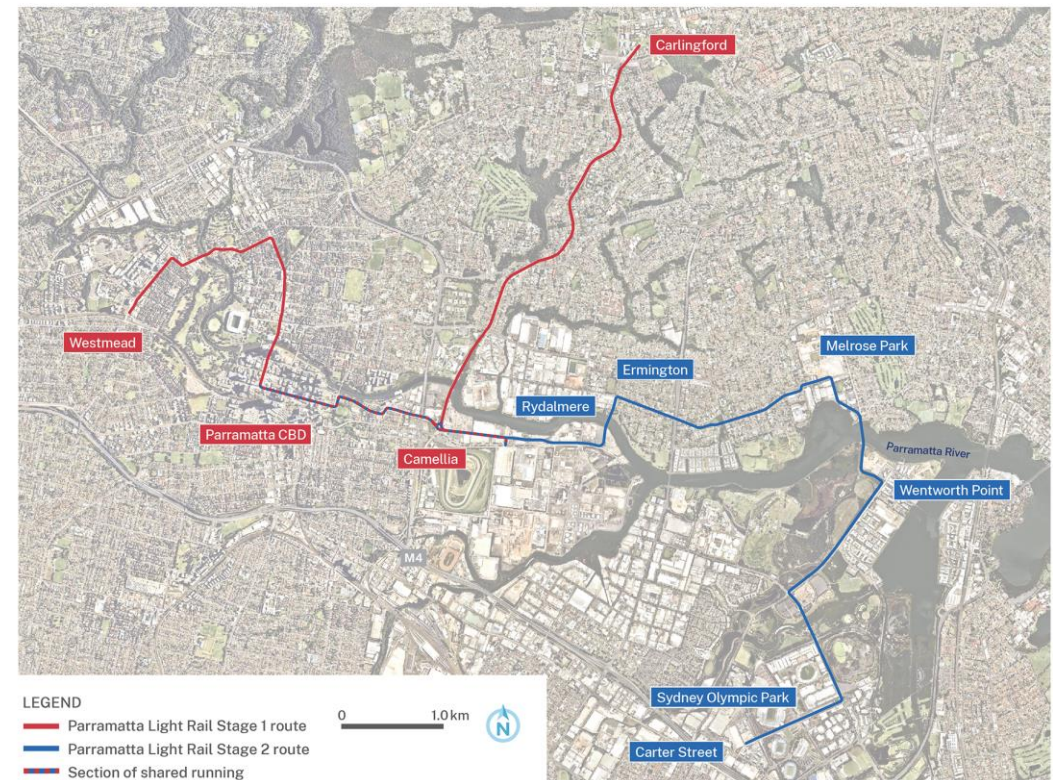
Major construction on Stage 1 is underway and is expected to begin operations in 2023.

Parramatta Light Rail Stage 2

The project comprises two main elements:

- construction of new light rail infrastructure between Camellia and the Carter Street precinct adjacent to Sydney Olympic Park
- operation of a 12.5 kilometre long light rail route between the Parramatta CBD and the Carter Street precinct, with shared running with Parramatta Light Rail Stage 1 between Camellia and the Parramatta CBD.

Stage 2 will connect to Sydney Metro West and heavy rail in both Parramatta CBD and Sydney Olympic Park and ferry services at Rydalmere and Wentworth Point. There will also be new and improved walking and cycling links along the corridor.



Parramatta Light Rail network map - Stage 1 and alignment options for Stage 2

Research objectives

The survey was designed to inform the Social Impact Assessment (SIA) being conducted as part of the Parramatta Light Rail Stage 2 Environmental Impact Statement (EIS) assessments.

Specific objectives were to:

- identify the area of interest and connection to the study area
- understand community sentiment toward the project and the reason for this
- understand community concerns around construction impacts and preferred mitigation measures
- determine community attitudes for operational impacts and outcomes to be enhanced
- understand what impacts the construction and operation of Parramatta Light Rail Stage 2 may have on participants' way of life
- uncover participant aspirations for the future of the area over the next 10 years
- current and future patterns of use of public transport in the area.

Methodology

Survey design and delivery

The survey was undertaken between 24 November 2021 and 28 January 2022 and was delivered online through the SurveyMonkey platform. The survey included mix of 25 qualitative and quantitative questions intended to better understand the potential impacts and outcomes of the Project. Designed to inform the SIA, the structure of the survey included sections focused on the following:

- potential construction impacts – significance and mitigation
- potential project outcomes – significance, enhancement and mitigation
- community sentiment, values and aspirations
- future use of Parramatta Light Rail Stage 2
- participant connection to the study area
- primary travel purpose, destination and mode
- participant demographics.



Survey promotion on the Parramatta Light Rail project webpage (Transport for NSW, 2021)

Survey promotion

The survey was actively promoted on the Transport for NSW Parramatta Light Rail website and social media pages. City of Parramatta Council also promoted the survey on their dedicated Parramatta Light Rail Stage 2 webpage.

Survey analysis and reporting

In total, 885 participants commenced the survey, with 564 surveys completed in full during the consultation period. Data was cleaned to ensure partial and unintelligible responses were omitted for optimal presentation of results.

All qualitative responses were reviewed, and a coding framework developed. This allowed for thematic analysis of open text responses to be undertaken and key themes identified.

An interactive reporting dashboard was created to enable results to be viewed and analysed by whole of project study area, or by individual precinct. An example of the dashboard is provided in Appendix A.

Detailed findings

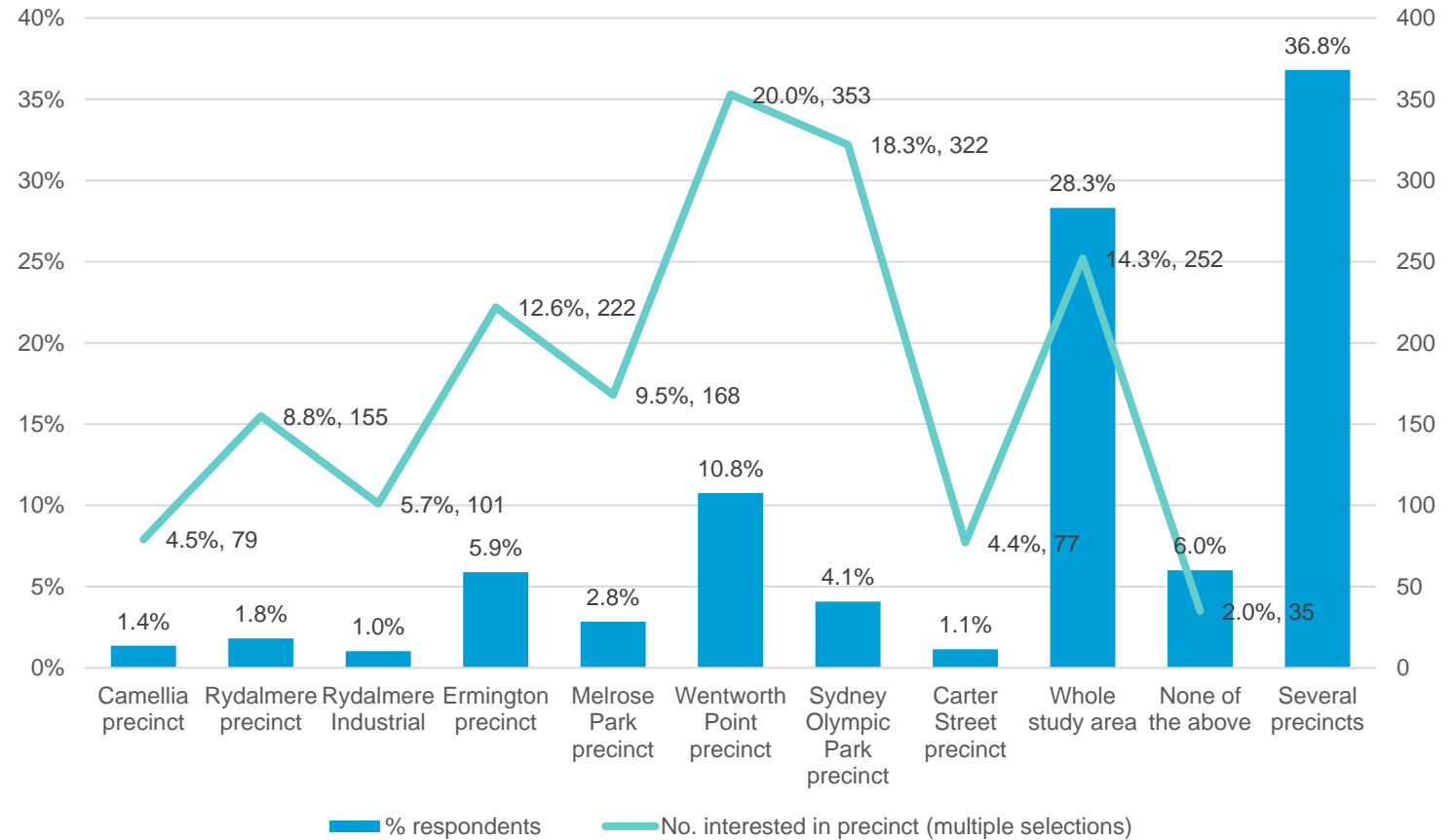
Project area of interest

Survey participants were asked to indicate project areas of interest to them, with eleven options provided. A total of 883 responses were received, with many participants selecting more than one area (for example, selecting multiple precincts within the study area, or the whole alignment study area – all precincts).

The greatest interest (36.8%) was shown for several precincts combined, followed by the whole study area (28.3%). Where participants selected only one geography, Wentworth Point precinct received the greatest interest, (10.8%, 95) followed by Ermington precinct (5.9%, 52), Sydney Olympic Park precinct (4.1%,) and Melrose Park precinct (2.8%,).

Where multiple geographies were selected, Wentworth Point precinct received the greatest interest (20%, 353) followed by Sydney Olympic Park precinct (18.3%, 322) and the whole alignment study area (14.3%, 252).

Camellia precinct (1.4%), Rydalmere Industrial (1.0%) and Carter Street precinct (1.1%) received the least interest from respondents as an individual area and when selected as part of multiple areas of interest. This could be attributed to the minimal to no permanent residential population in these precincts.



Q1. Please specify the precinct/s which are of interest to you (tick all that apply). n = 883

*Multiple selected indicates the number of times the precinct/option was selected, where the participant selected more than one option.

Project area of interest

Drivers of interest

Survey participants were asked to explain why they selected their area of interest. A total of 692 responses were received, with 892 reasons provided.

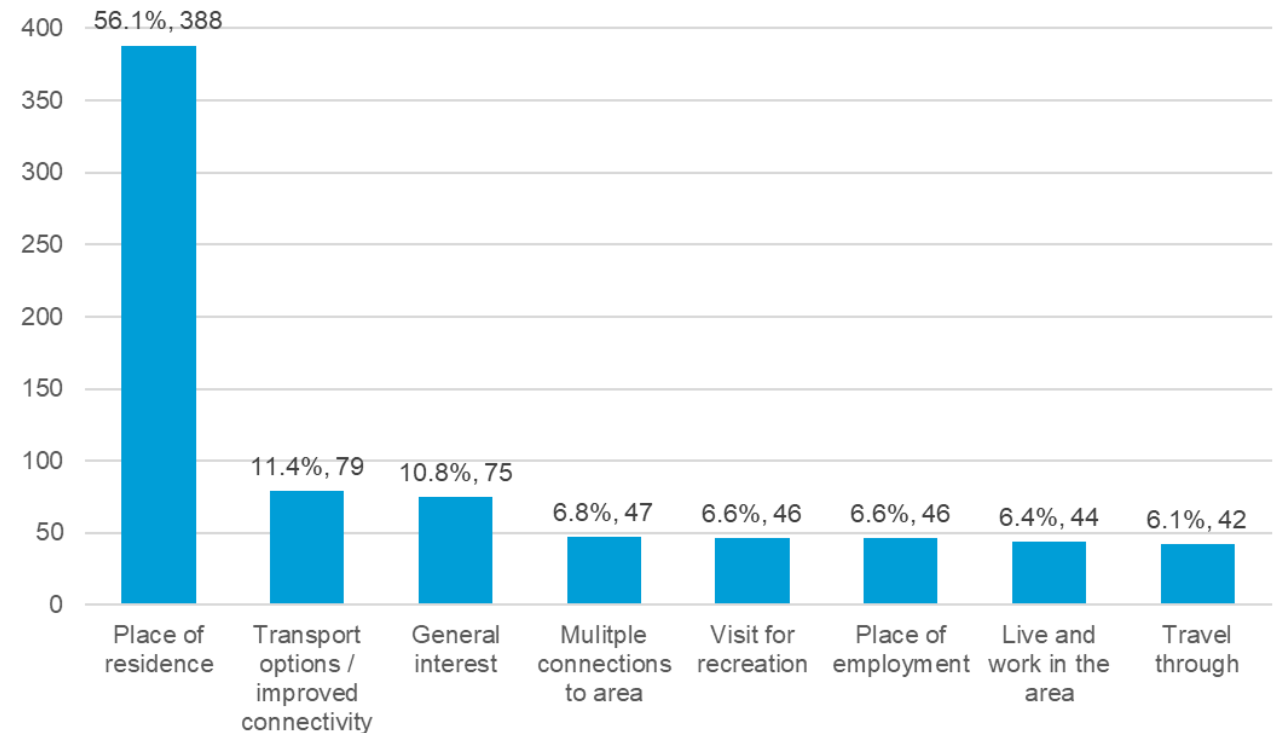
More than half (56.1%, 388) of the reasons provided showed that 'place of residence' was the driver for interest in the selected precinct/s.

Transport options and improved connectivity (11.4%, 79) and a general interest (10.8%, 75) were the next most common reasons for precinct selection.

Multiple connections (6.8%, 47), visiting for recreational purposes (6.6%, 46), it being their place of employment (6.6%, 46) and travelling through (6.1%, 42) were also recorded as reason interest in selected precincts.

For 6.4% (44) of participants, both living and working in the area was their reason for precinct interest.

Other drivers of interest included concern about potential impacts (3.6%, 25), general support the project (3.5%, 24) and family and friends live in the area (2.9%, 20).



Q2. Tell us in 50 words or less why you selected the above response. For example, you live, work or play in the area. n = 692

Potential construction impacts

Level of significance of potential impacts

Survey participants were asked to rate the significance of 18 potential construction impacts.

An average of 621 survey participants provided responses (ranging from 626 to 614 respondents). The impacts that construction will have on residents living adjacent to the alignment is considered to be very significant (28.2%, 175).

This was closely followed by three potential impacts all associated with roadways and access including traffic (26.2%, 164), pedestrian safety (26.1%, 161), impacts to local road networks (25.1%, 157) and public access (24.6%, 154).

Potential impacts to the local environment and surrounds during construction was also considered as very significant due to air quality (22.7%, 141), local amenity (22.7%, 141) and landscape impacts (22.3%, 139).

The project's creation of short-term jobs during construction is considered as significant for 50% of participants who answered this question (22.4% very significant and 27.6% significance).

Interestingly, impacts to Aboriginal heritage are considered as the least significant (15.6%, 95) or impacts are not known or understood (13.7%, 84).

Potential construction impact	Very significant		Significant		Neutral		Insignificant		Very insignificant		Don't know / Can't say		n
	#	%	#	%	#	%	#	%	#	%	#	%	
Living adjacent to alignment	175	28.2%	190	30.6%	147	23.7%	44	7.1%	37	6.0%	28	4.5%	623
Traffic	164	26.2%	202	32.3%	126	20.1%	74	11.8%	42	6.7%	18	2.9%	622
Pedestrian safety	161	26.1%	170	27.6%	138	22.4%	69	11.2%	53	8.6%	26	4.2%	625
Local road network	157	25.1%	163	26.1%	154	24.6%	74	11.8%	58	9.3%	19	3.0%	626
Public access	154	24.6%	163	26.0%	151	24.1%	96	15.3%	46	7.3%	16	2.6%	624
Air quality	141	22.7%	196	31.5%	126	20.3%	82	13.2%	52	8.4%	25	4.0%	626
Local amenity	141	22.7%	193	31.1%	143	23.0%	69	11.1%	50	8.1%	25	4.0%	623
Landscape impacts	139	22.3%	166	26.6%	151	24.2%	89	14.3%	54	8.7%	25	4.0%	625
Jobs (short term)	138	22.4%	170	27.6%	151	24.5%	60	9.7%	71	11.5%	27	4.4%	617
Parking	133	21.3%	121	19.4%	149	23.9%	99	15.9%	94	15.1%	27	4.3%	624
Health / wellbeing	130	20.8%	153	24.5%	166	26.6%	98	15.7%	55	8.8%	22	3.5%	622
Community facilities access	126	20.3%	180	28.9%	159	25.6%	76	12.2%	55	8.8%	26	4.2%	619
Businesses	123	19.9%	185	29.9%	180	29.1%	56	9.0%	45	7.3%	30	4.8%	621
Noise / vibration	120	19.3%	169	27.1%	147	23.6%	98	15.7%	57	9.1%	32	5.1%	621
Property	115	18.5%	143	23.0%	176	28.3%	93	15.0%	61	9.8%	34	5.5%	617
Aboriginal heritage	92	15.0%	99	16.1%	170	27.6%	74	12.0%	96	15.6%	84	13.7%	622
Visual amenity	81	13.0%	131	21.0%	152	24.3%	152	24.3%	91	14.6%	18	2.9%	615
Non-Aboriginal heritage	65	10.6%	90	14.7%	200	32.6%	86	14.0%	95	15.5%	78	12.7%	614

Q3. How do you rate the significance of the following potential impacts, which may occur during construction of the project? Orange cells indicate the highest response (# and %) for each column.

Potential construction impacts

Significant potential impacts – precinct results

The table presents the significance of potential construction impacts for each precinct, as well as responses for the whole study area. Results for ‘very significant’ and ‘significant’ have been combined and are represented as a percentage of responses for each social locality and potential construction impact.

‘Whole of project area’ responses are listed in numerical order, with living adjacent to the alignment being the most significant impact (58.8%). This was closely followed by traffic impacts (58.5%), impacts to local businesses (54.2%, local amenity (53.8%) and concerns for pedestrian safety (53.6%).

Potential impacts considered as significant across most precincts includes impacts to local amenity, restrictions to public access, air quality, impacts to property and visual amenity.

There are points of difference among the top five most significant potential impacts across the precincts with the following impacts not featuring in the top five for significance rating. Impacts to local road networks (Camellia precinct - 52.5%), concerns for pedestrian safety (Sydney Olympic Park - 54.6% and Carter Street - 59.3% precincts), landscape impacts (Rydalmere East precinct - 57.5%), living adjacent to the alignment (Camellia precinct – 56.1%), traffic impacts (Camellia precinct - 62.7%) and impacts to local businesses (53.6%).

Potential construction impact	Whole of project area	Camellia precinct	Rydalmere East precinct	Ermington precinct	Melrose Park precinct	Wentworth Point precinct	Sydney Olympic Park precinct	Carter Street precinct
Living adjacent to alignment	58.8%	56.1%	45.8%	45.1%	43.5%	45.2%	47.5%	51.8%
Traffic	58.5%	62.7%	33.1%	29.4%	33.3%	26.7%	31.5%	28.8%
Businesses	54.2%	53.6%	44.6%	42.9%	45.8%	41.0%	44.4%	43.9%
Local amenity	53.8%	60.3%	58.0%	56.6%	58.6%	53.0%	52.7%	50.9%
Pedestrian safety	53.6%	51.8%	48.7%	50.0%	45.5%	46.7%	54.6%	59.3%
Local road network	51.2%	52.5%	52.1%	46.3%	51.9%	45.0%	49.8%	49.1%
Public access	50.6%	51.7%	57.9%	54.9%	61.7%	56.5%	59.8%	54.4%
Jobs (short term)	49.9%	46.6%	54.2%	44.9%	48.9%	43.9%	46.4%	51.7%
Community facilities access	49.8%	46.6%	52.5%	46.9%	51.5%	45.6%	51.3%	52.5%
Air quality	49.2%	47.4%	60.8%	55.7%	59.8%	49.6%	55.8%	71.2%
Landscape impacts	48.9%	48.3%	57.5%	50.3%	47.3%	38.9%	51.5%	48.3%
Noise / vibration	46.4%	33.3%	53.3%	45.1%	53.8%	46.3%	54.2%	53.4%
Health / wellbeing	45.4%	36.2%	50.4%	39.1%	42.7%	32.6%	37.2%	45.6%
Property	41.5%	38.6%	64.2%	59.2%	66.7%	55.2%	58.4%	65.5%
Parking	40.8%	41.1%	42.5%	35.3%	39.3%	32.8%	37.0%	48.3%
Visual amenity	33.9%	33.3%	55.0%	52.0%	57.0%	51.7%	55.1%	58.9%
Aboriginal heritage	31.1%	25.5%	32.8%	31.4%	27.7%	25.3%	31.6%	30.4%
Non-Aboriginal heritage	25.2%	24.1%	27.8%	25.4%	23.3%	18.1%	25.1%	28.1%

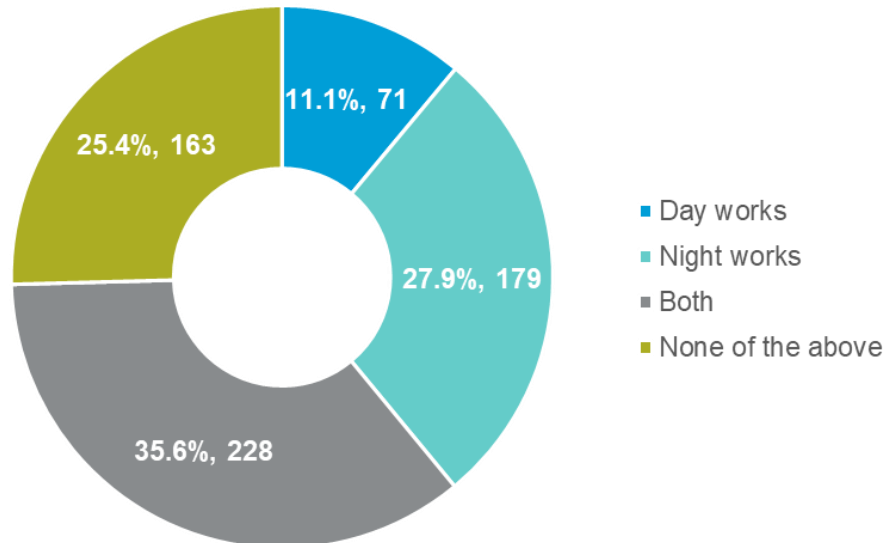
Q3. How do you rate the significance of the following potential impacts, which may occur during construction of the project? The top five most significant impacts for each precinct are highlighted. A percentage shown in bold font indicates that is the top result.

Potential construction impacts

Hours of operation

Survey respondents were asked whether their construction impact concerns are associated with a specific time of day. 641 participants responded, with more than a third (35.6%, 228) indicating their concerns relate to both daytime and nighttime works.

Night works are of concern for 27.9% (179) of question respondents, whereas daytime works are of less concern (11.1%, 71). A quarter (25.4%, 163) of respondents selected 'none of the above', suggesting they do not have construction impact concerns related to a specific time of day.



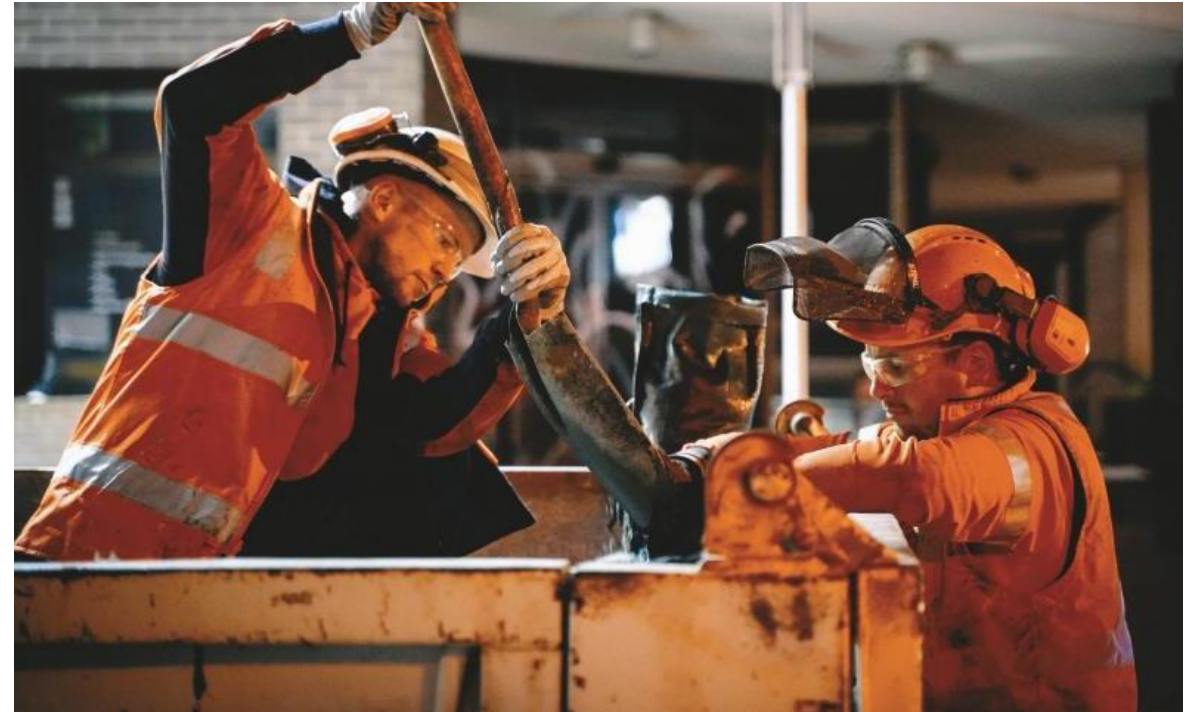
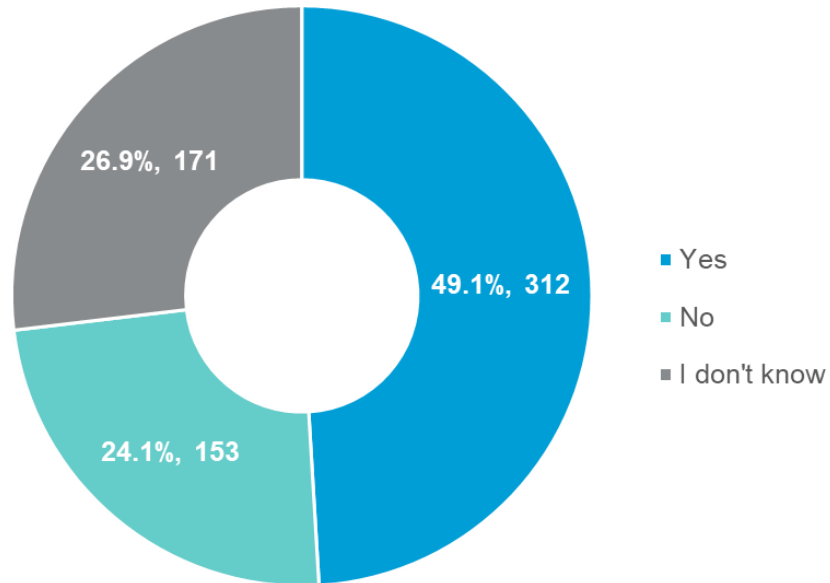
Parramatta Light Rail Stage 1 night time construction works

Q4. Construction for a significant transport infrastructure may include both day and night works. What time of day are your construction impact concerns related to? n = 641

Potential construction impacts

Mitigation measures

Survey respondents were asked whether there were any measures they would like to see in place to reduce potential construction impacts. Of the 636 survey participants who provided a response, close to half (49.1%, 312) indicated there are mitigation measures they want in place.



Parramatta Light Rail Stage 1 construction works

Q5. Are there any measures you would like to see put in place to reduce the potential impacts during construction as mentioned above (Q4)? n = 636

Potential construction impacts

Mitigation measures

A total of 277 survey respondents provided 474 suggestions for the type of measures they wish to see put in place to mitigate potential construction impacts. Project **hours of operation** was the most common, accounting for 20.5% (97) of suggested measures. Suggestions focused on limiting or restricting nighttime works and the use of noisy machinery, undertaking drilling during the daytime, capitalising on school holiday periods when less people are around, planning for heavy vehicle movement to not coincide with peak traffic period.

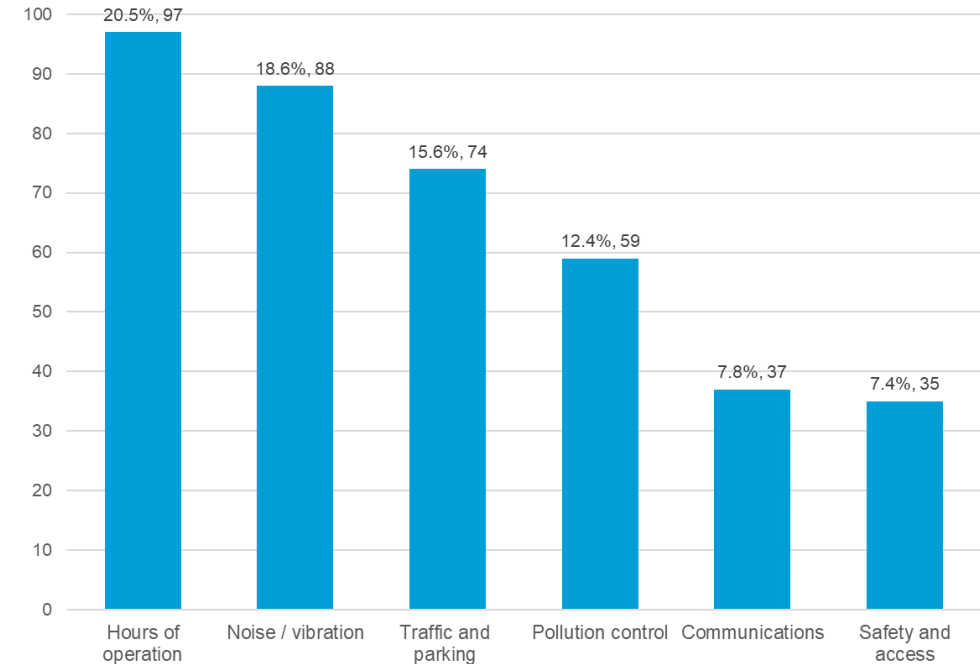
Measures to mitigate **noise and vibration** (18.6%, 88) were the second most common suggestion. Measures included the implementation of strategies to assist affected residents, noise management plans, sound barriers and soundproof walls, restricting works that generate noise and vibration at night and weekends, regular noise level assessments by the type of work, and providing rebates for property owners who install double glazed glass to mitigate noise.

Traffic and parking accounted for 15.6% (4) of all suggestions. Measures include general road safety measures and signage, parking restrictions/dedicated parking areas for contractors, limiting construction access routes to industrial areas and roads where possible, only local traffic and delivery drivers allowed on local roads, early communications of changes to traffic conditions and maintaining partial road access during construction.

For 59 (12.4%) participants, they want **pollution control** measures in place. This includes dust suppression and wetting down work areas to minimise dust, air quality monitoring and minimising light pollution (flood lights at night).

Participants also wish to receive **project communications** (7.8%, 37). They want regular community consultation and regular project updates as well as advanced communications (notifications, SMS, letterbox drops) about work hours, impact mitigation, changes to traffic conditions and noisy works.

Safety and access (7.4%, 35) comments addressed the use of safety barriers in high pedestrian activity areas, pedestrian and cyclist detours are safe and well considered, and that there is clear access to existing bike paths. It was also suggested that the restriction of access to local parks, playgrounds and community facilities needs to be minimised. Other suggestions included minimising impacts to local businesses (2.7%, 13), general mitigation measures (2.1%, 10) and delivering the project in stages (1.9%, 9).



Q6. In 50 words or less, tell us what measures would you like to see put in place? n = 277

Potential construction impacts

Mitigation measures comments from survey participants

"Informing local communities of upcoming work, heeding concerns raised by locals"

"Measures to allow extra hours construction to speed up delivery"

"Advance notifications in as many media forms as possible of upcoming works and potential delays and alternatives provided"

"Safety barriers at high pedestrian activity areas; early notifications of noisy works so I can plan to work at another location; and potential compensation for double glazing (sound proofing) if within 400 metres of residences"

"Good community notification & consideration of cumulative impacts & disruption over a length of time. Respite breaks"

"Construction in the employment areas can be all day"

"Some measure to reduce the dust particle in the air, may be watering the drilling area"

"Major construction in residential areas should avoid night-time"

"Reduction of dust and any hazardous substances should be addressed. I'm aware this increases costs, but can't put a cost on health and life"

Potential construction impacts

Top five mitigation measures – precinct results

With the exception of Melrose Park precinct, there was consistency in the top five measures suggested by participants to mitigate construction impacts across all precincts.

Results for individual precincts were comparable to those for the whole project area with hours of operation, traffic and parking, noise and vibration, pollution control and communications featured in the top five measures.

Points of difference at the precinct level include:

- Communications was the most common measures suggested by respondents interested Melrose Park precinct (23.1%).
- General mitigation measures (19.4%) and consideration of cumulative impacts (19.9%) were significantly higher in Melrose Park when compared to other precincts. Cumulative impacts was also in the top five measures for Camellia precinct (6.7%).
- Landscaping (7.5%) was featured in the top five measures for Melrose Park precinct, however, was noticeably lower for other precincts.
- Safety and access featured in the top five mitigation measures for Wentworth Point (7.5%), Sydney Olympic Park (9.1%) and Rydalmere East precincts.

Mitigation measures / areas for consideration	Camellia precinct	Rydalmere East precinct	Ermington precinct	Melrose Park precinct	Wentworth Point precinct	Sydney Olympic Park precinct	Carter Street precinct
Hours of operation	30.0%	21.1%	20.3%	7.0%	23.1%	19.4%	17.9%
Traffic and parking	23.3%	11.6%	13.0%	0.5%	19.4%	15.8%	17.9%
Noise / vibration	16.7%	17.9%	18.1%	2.2%	19.9%	20.6%	15.4%
Pollution control	10.0%	13.7%	17.4%	0.5%	9.7%	11.5%	7.7%
Communications	6.7%	8.4%	7.2%	23.1%	7.0%	9.1%	12.8%
Cumulative impacts	6.7%	0.0%	0.7%	19.9%	1.1%	1.2%	2.6%
General mitigation measures	3.3%	4.2%	2.2%	19.4%	2.2%	2.4%	0.0%
Minimise business impacts	3.3%	4.2%	2.9%	1.6%	1.6%	2.4%	0.0%
Landscaping	0.0%	1.1%	0.7%	7.5%	2.2%	1.8%	5.1%
General opposition	0.0%	3.2%	3.6%	9.7%	1.6%	1.2%	5.1%
Minimise impacts to residents	0.0%	1.1%	0.7%	1.6%	1.1%	1.2%	5.1%
Safety and access	0.0%	8.4%	5.1%	1.1%	7.5%	9.1%	2.6%
Other	0.0%	3.2%	2.2%	1.1%	1.1%	1.2%	2.6%
Revegetation / landscaping	0.0%	0.0%	0.0%	2.2%	0.5%	0.6%	2.6%
Transparency	0.0%	1.1%	0.7%	0.5%	0.5%	0.6%	2.6%
Staged approach	0.0%	1.1%	1.4%	1.1%	1.1%	1.2%	0.0%
Minimise impacts to property	0.0%	0.0%	3.6%	1.1%	0.5%	0.6%	0.0%

Q6. In 50 words or less, tell us what measures would you like to see put in place? n = 277
Percentages in italics in the top five indicate a duplicate result

Potential project outcomes

Level of significance of potential outcomes

Survey participants were asked to rate the significance of potential outcomes once the project is operational.

Eleven potential outcome options were provided, with an average of 586 survey participants providing a response (ranging from 589 to 572).

Considered to be very significant is the improved connectivity the project would create (65%, 382). This was closely followed by the provision of more active transport options (63%, 368) and improved local amenity (60%, 355).

Other project outcomes survey respondents consider to be very significant include better access to jobs (56%, 327), and an improved look and feel of the public domain and quality public places (50%, 294).

Interestingly, less traffic congestion (50%, 291) was considered as very significant, as was more traffic congestion (25%, 147).

Potential operational impacts / outcomes	Very significant		Significant		Neutral		Insignificant		Very insignificant		Don't know / Can't say		n
	#	%	#	%	#	%	#	%	#	%	#	%	
Improved connectivity	382	65%	114	19%	32	5%	16	3%	37	6%	7	1%	588
More active transport options	368	63%	117	20%	38	6%	19	3%	35	6%	10	2%	587
Improved amenity	355	60%	140	24%	29	5%	18	3%	39	7%	6	1%	587
Better access to jobs	327	56%	132	22%	52	9%	19	3%	45	8%	14	2%	589
Quality public places	294	50%	164	28%	52	9%	14	2%	46	8%	16	3%	586
Less traffic congestion	291	50%	150	26%	50	9%	28	5%	43	7%	23	4%	585
Improved traffic flow	289	49%	136	23%	65	11%	21	4%	49	8%	27	5%	587
Accommodating population growth	285	49%	136	23%	70	12%	30	5%	46	8%	18	3%	585
Less car dependency	273	46%	149	25%	68	12%	26	4%	51	9%	22	4%	589
Increased urban density	203	35%	148	25%	116	20%	37	6%	53	9%	29	5%	586
More traffic congestion	147	26%	98	17%	128	22%	94	16%	70	12%	35	6%	572

Q7. How do you rate the significance of the following potential outcomes once the project is complete and operational? Please rate each potential outcome for the following items.

Orange cells indicate the highest response (# and %) for each column.

Potential project outcomes

Significant potential outcomes – precinct results

Survey participants identified the significance of potential outcomes once the project is complete and operational. The table presents result for each precinct, as well as results for the whole study area. Results for 'very significant' and 'significant' have been combined and are represented as a percentage of responses for each social locality and potential outcome.

'Whole of project area' responses are listed in order from highest to lowest per cent. Improved connectivity is the most significant impact (84.4%), very closely followed by improved amenity (84.3%).

Additional outcomes listed in the top five for whole of project area include more active transport options (82.6%), quality public places (78.2%) and better access jobs and economic hubs (77.9%)

There are similarities across all precincts when viewing the top five potential outcomes, with improved connectivity identified as the most significant outcome for four of the seven precincts. Improved amenity and more active transport options feature in the top five significant outcomes across all precincts.

Quality public places are considered as a significant outcome for Camellia (85.2%), Rydalmere East (75.5%), Ermington (78.1%) and Melrose Park (76.3%) precincts, whereas less traffic congestion received greater attention in Melrose Park (75.6%), Wentworth Point (84.1%), Sydney Olympic Park (85.3%) and Carter Street 89.1%) precincts.

Potential operational outcomes	Whole of project area	Camellia precinct	Rydalmere East precinct	Ermington precinct	Melrose Park precinct	Wentworth Point precinct	Sydney Olympic Park precinct	Carter Street precinct
Improved connectivity	84.4%	85.5%	82.1%	83.5%	81.7%	90.3%	92.4%	89.5%
Improved amenity	84.3%	83.6%	81.1%	84.0%	80.9%	89.6%	88.1%	92.9%
More active transport options	82.6%	85.2%	80.0%	82.8%	81.8%	85.4%	85.5%	91.1%
Quality public places	78.2%	85.2%	75.5%	78.1%	76.3%	82.1%	80.9%	80.7%
Better access to jobs	77.9%	81.8%	72.3%	77.6%	74.2%	84.5%	87.2%	87.5%
Less traffic congestion	75.4%	80.0%	66.4%	70.4%	75.6%	84.1%	85.3%	89.1%
Improved traffic flow	72.4%	70.4%	65.8%	71.0%	68.2%	79.5%	80.5%	78.9%
Accommodating population growth	72.0%	75.9%	66.1%	68.6%	67.4%	79.5%	78.8%	76.8%
Less car dependency	71.6%	70.9%	62.7%	70.6%	68.9%	78.8%	76.5%	77.2%
Increased urban density	59.9%	68.5%	63.4%	61.8%	56.8%	57.8%	61.7%	66.7%
More traffic congestion	42.8%	40.0%	41.5%	42.1%	50.0%	42.0%	43.9%	58.5%

Q7. How do you rate the significance of the following potential outcomes once the project is complete and operational? Please rate each potential outcome for the following items. The top five most significant potential outcomes for each precinct are highlighted. A percentage shown in bold font indicates that is the top result.

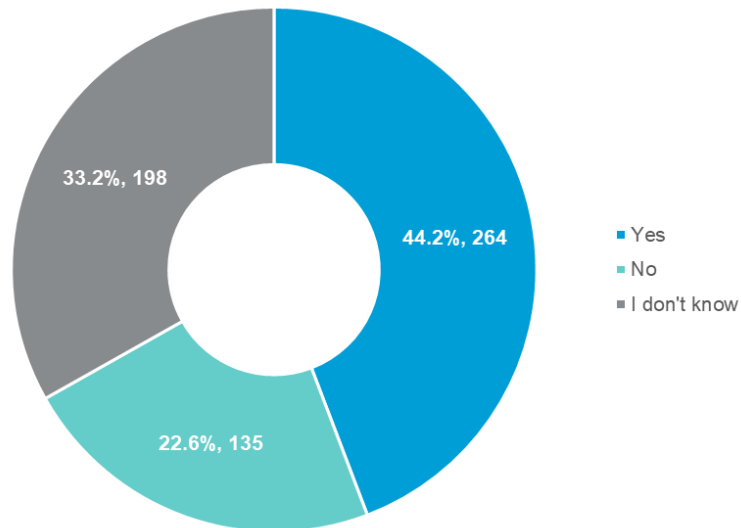
Potential project outcomes

Outcome enhancement and measures

Survey participants were asked whether there were any measures they would like to see in place to enhance potential outcomes once the project is complete and operational.

Of the 597 survey participants who provided a response, close to half (44.2%, 264) indicated there are enhancement measures they would like to see.

Interestingly, a third of respondents (33.2%, 198) indicated that they did not know which outcomes they would like to see enhanced. This could be attributed to a lower level of awareness of Parramatta Light Rail Stage 2 key messaging on project benefits and outcomes among these survey respondents.



Q8. Are there any measures you would like to see put in place to enhance the potential outcomes once the project is complete and operational? n = 597

Potential project outcomes

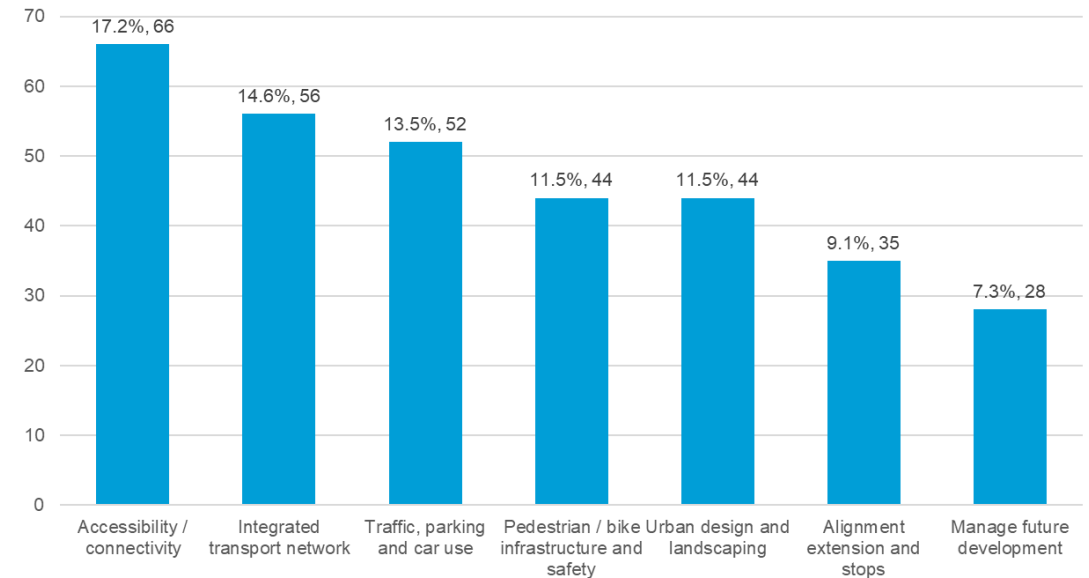
Outcome enhancement and measures

A total of 241 survey respondents provided 384 suggestions for the type of outcomes they want enhanced once the project is complete and operational. The most common response related to improved accessibility and connectivity (17.2%, 66). Connectivity comments focused on the need for improved connectivity to neighbouring suburbs and Greater Sydney. Accessibility addressed the need to ensure that light rail is affordable for all. Participants also want fast and frequent services.

An integrated transport network (18.6%, 88) was identified as the second outcome respondents wish to see enhanced. Respondents hope for a public transport network that is reliable and seamlessly integrated with other modes (rail, buses, cycleways). The need for timetable versatility to respond to large scale events was noted. Positive outcomes associated with traffic, parking and car use (13.5%, 52) focused on the reducing car dependency, streetscape upgrades and improved amenity to accommodate the light rail, and improved traffic flow. Several comments focused on the need to address traffic issues on Hill Road, Wentworth Point.

Physical place outcomes (11.5%, 44) to be enhanced include urban design and landscaping and pedestrian and cycling infrastructure and safety. Respondents want high quality places, public amenities and more green space. Revegetation, and more mature trees to increase the tree canopy following construction is important for many respondents. Minimising the use of concrete was suggested to mitigate the urban heat island effect, while creating visually aesthetic places.

Respondents want well connected, new and improved cycleways and shared pathways. Suggestions were made for bike lockers and secure storage at light rail stops and for a circular pedestrian link between Parramatta and Sydney Olympic Park to coincide with the Sydney Metro.



Suggestions were made by 35 (9.1%) respondents to extend the alignment and provide additional stop locations, whereas for 28 (7.3%) respondents, managing future development was put forth as a way to enhance outcomes.

Project outcomes could be enhanced by minimising impacts to local residents (2.6%, 10), managing business impacts and providing economic stimulus (2.3%, 9), effective project communications (1.8%, 7) and maintaining existing bus services (1.3%, 5). A total of 24 (6.3%) responses were categorised as 'other' and were not directly associated to the question.

Q9. In 50 words or less, tell us what measures would you like to see put in place? n = 241

Potential project outcomes

Top five potential outcomes to enhance / mitigate – precinct results

Results for potential outcomes to be enhanced or mitigated were similar for the whole project area and individual precincts.

Point of difference include Rydalmere East precinct featuring management of future development (13.4%) in the top five outcomes, whereas all other precincts include traffic, parking and car use.

Carter Street precinct features alignment extension and stops (10.0%), whereas all other precincts include urban design and placemaking outcomes.

Minimising impacts to local residents was not addressed for Camellia and Carter Street precincts, possibly due to the low number of permanent residents.

Outcomes to enhance / mitigate	Whole of study area	Camellia	Rydalmere East	Ermington	Melrose Park	Wentworth Point	Sydney Olympic Park	Carter Street
Accessibility / connectivity	17.2%	16.3%	13.4%	14.8%	12.4%	16.1%	17.5%	17.5%
Integrated transport network	14.6%	10.2%	17.1%	17.4%	12.4%	14.3%	16.9%	20.0%
Traffic, parking and car use	13.5%	10.2%	7.3%	10.4%	13.5%	16.1%	12.3%	12.5%
Pedestrian/bike infrastructure & safety	11.5%	18.4%	12.2%	11.3%	11.2%	13.0%	13.0%	12.5%
Urban design and landscaping	11.5%	16.3%	13.4%	10.4%	12.4%	13.0%	12.3%	7.5%
Alignment extension and stops	9.1%	10.2%	11.0%	8.7%	7.9%	8.1%	9.7%	10.0%
Manage future development	7.3%	8.2%	13.4%	9.6%	10.1%	8.1%	7.1%	10.0%
Other	6.3%	8.2%	4.9%	7.0%	6.7%	3.1%	3.2%	5.0%
Impacts to local residents minimised	2.6%	-	1.2%	1.7%	2.2%	2.5%	0.6%	-
Economic stimulus/ manage impacts	2.3%	2.0%	2.4%	1.7%	2.2%	1.2%	1.9%	2.5%
Communications	1.8%	-	2.4%	1.7%	3.4%	0.6%	1.9%	2.5%
Maintain existing bus services	1.3%	-	1.2%	2.6%	3.4%	1.9%	1.3%	-
Frequency of services	1.0%	-	-	2.6%	2.2%	1.9%	1.9%	-

Q9. In 50 words or less, tell us what measures would you like to see put in place? n = 241. The top five potential outcomes are highlighted for each precinct. A percentage shown in bold font indicates that is the top result.

Potential project outcomes

Project outcome comments from survey participants

"Provide good connectivity and integration to other transport modes to maximise the reach of the LR and provide a benefit to as many people as possible"

"Placemaking is important, especially in the areas of Rydalmere, Ermington, Melrose Park and Camelia - there is much placemaking that could be done in terms of drawing people to these areas. Especially in the area of Camelia which is currently mostly industrial land use"

"Better transport easier moving around less people relying on there own cars"

"Run it through existing populated suburbs, not just potential development areas"

"Better walkability and access to existing and future transport options"

"Don't have the light rail track on Hill Road because it's already hard enough to drive around buses and pedestrian islands. Don't put trees in the middle of the road because it will obscure the view of turning vehicles"

"Advertising, promotion and campaigns to get people to use the light rail...discounts on times like 2 - 4pm (when school closes). Sunday Funday, Weekend Saver, Free trips on Australia Day and general stuff like that"

"Encouragement for local residents to use the operational light rail service. Perhaps giving discounts or free fares to those who live in the construction zones for the first week of passenger services"

"Public art and design. Don't be afraid of using color in design"

"Quality infrastructure and public domain works to maximise the benefits of the project"

Q9. In 50 words or less, tell us what measures would you like to see put in place?

Community sentiment, values and aspirations

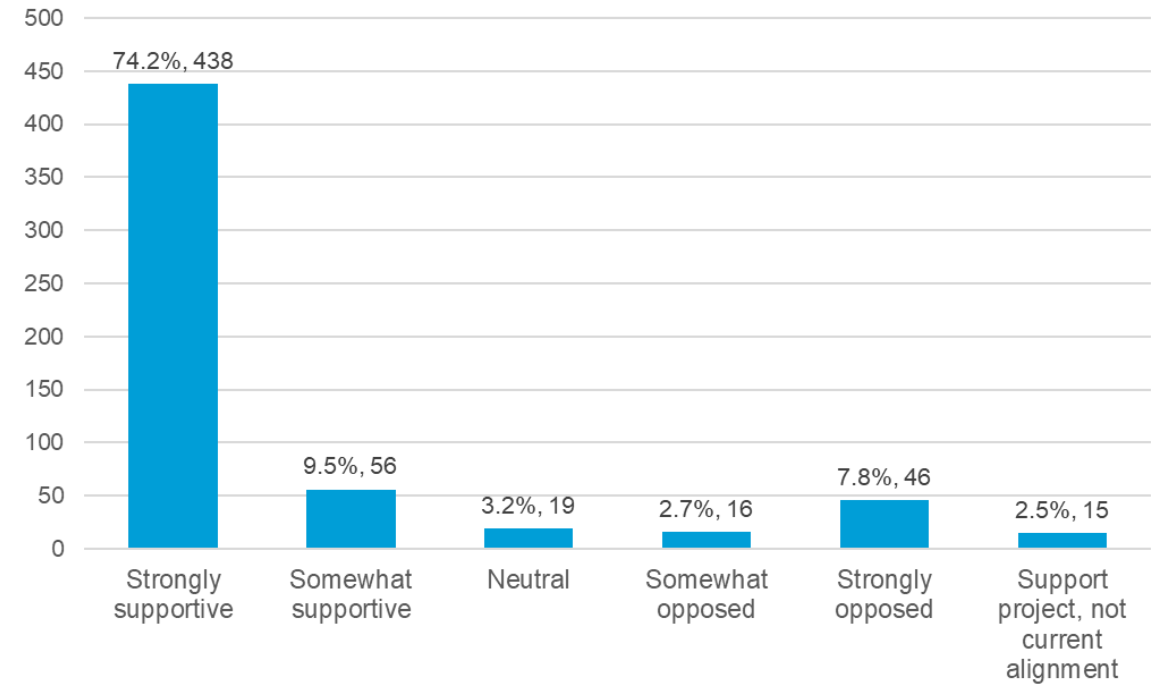
Project sentiment

Sentiment towards Parramatta Light Rail Stage 2 is positive, with nearly three quarters (74.2%, 438) of question respondents indicating they are strongly supportive of the project.

Combined, 83.7% (494) of respondents are supportive of the project strongly supportive and somewhat supportive).

A total of 46 (7.8%) of survey respondents indicated they are strongly opposed to the project, whereas a smaller proportion (2.7%, 16) indicated they are somewhat opposed.

For 15 (2.5%) respondents, broad project support was noted, however, not for the proposed current alignment.



Q10. Which of the following best describes your opinion of the Parramatta Light Rail Stage 2 project? (Multiple choice selection) n = 590

Community sentiment, values and aspirations

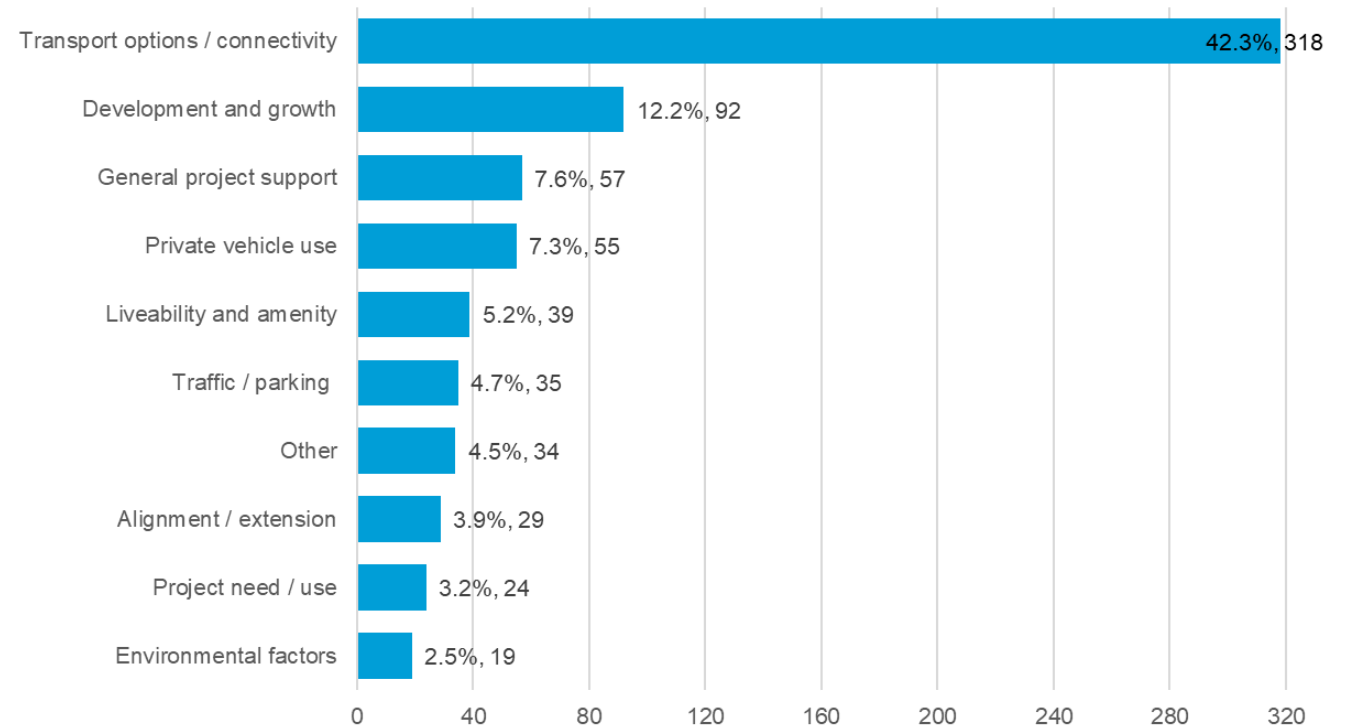
Sentiment drivers

A total of 752 reasons for sentiment toward the project were shared by 494 survey respondents. The provision of more public transport options and improved connectivity was the most common reason for project sentiment, as indicated by almost half (42.3%, 318) of all respondents. Of these, 35 respondents noted that improved access to Sydney Olympic Park is the reason for their opinion.

The second most common reason for sentiment related to development and growth (12.2%, 92). Sixteen respondents who identified this driver said the project supports the vision for Parramatta (the Greater Parramatta and Olympic Peninsula (GPOP)). Other respondents view the project as a positive step toward providing support for future populations, increasing development and densities in the area, whereas others expressed opposition to value capture, or hold the view that the project will result in overdevelopment in the area that is unsustainable and will impact quality of life.

Drivers of positive sentiment include general support for the project (7.6%, 57), and because it will help address car dependency and minimise use of private vehicles (7.3%, 55).

Drivers of negative sentiment include scepticism toward the need for the project and future patronage (3.2%, 24), and environmental concerns (construction impacts and pollution) (2.5%, 19).



Q11. Please tell us in 50 words or less your reason for the above response (Q10). n = 494

Community sentiment, values and aspirations

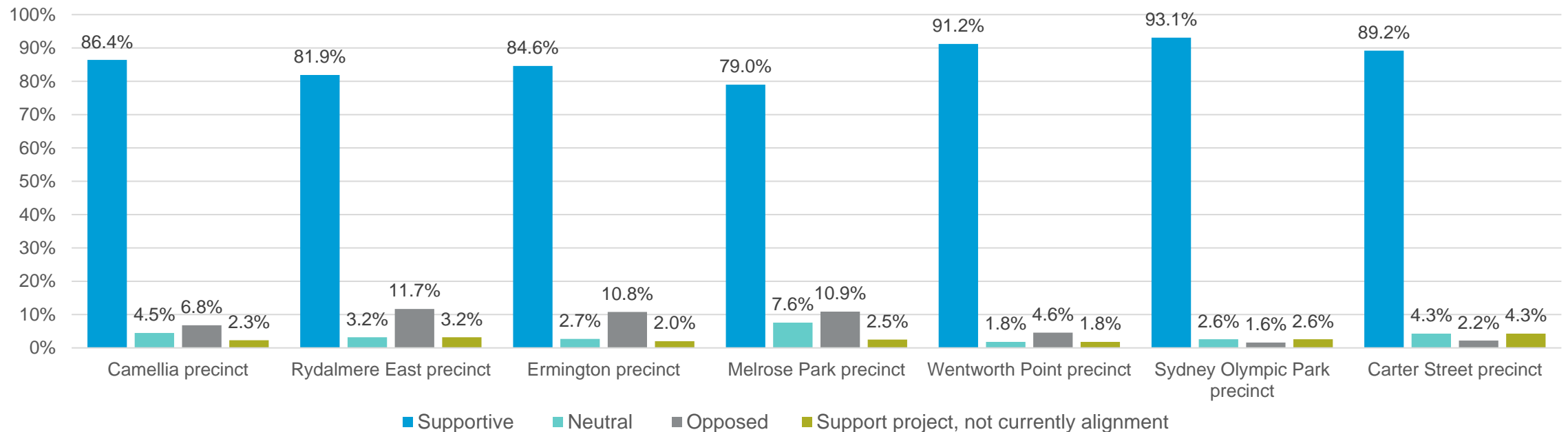
Project sentiment – precinct results

The sentiment is positive across all precincts, with most question respondents indicating they are strongly or somewhat supportive of the project.

The highest level of support (strongly supportive and somewhat supportive combined) was recorded for Sydney Olympic Park (93.1%) and Wentworth Point (91.2%) precincts.

The highest level of opposition to the project (strongly opposed and somewhat opposed combined) was recorded for Rydalmere East precinct (11.7%), Melrose Park precinct (10.9%) and Ermington precinct (10.8%).

A small proportion of question respondents indicated broad support for the project, however, not for the proposed current alignment. This was highest among interested in Carter Street precinct (4.3%).



Q10. Which of the following best describes your opinion of the Parramatta Light Rail Stage 2 project? (Multiple choice selection)

Community sentiment, values and aspirations

Way of life

Survey respondents were asked to identify issues related to their way of life that Parramatta Light Rail Stage 2 may create during construction or operation. A total of 421 respondents provided 470 comments, with some identifying more than one issue or concern.

Survey participants who indicated they have no concerns (18.5%, 87) in relation to the project and their way of life was the most common response.

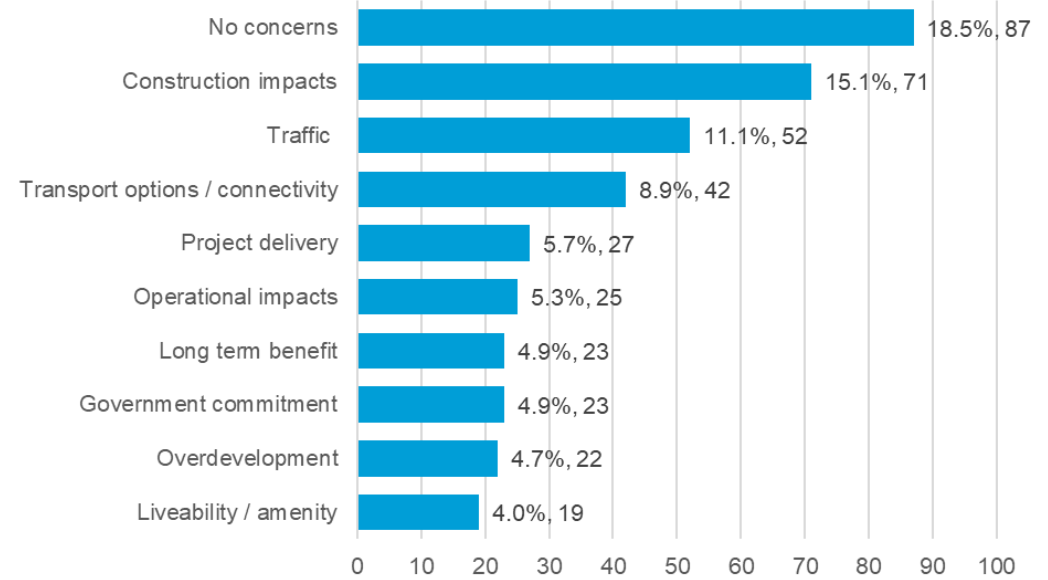
Unsurprisingly, concern was expressed for the impact that construction (15.1%, 71) will have on respondents' ways of life. Many construction impacts have already been addressed, however, responses to this question included concerns for an increase in litter around construction sites and the behaviour of contractors (swearing, anti-social behaviour, inconsiderate of the local community).

Traffic concerns (11.1% 52) included an increase in traffic during construction, increased traffic on local roads due to traffic diversions, influx of construction vehicles and less street parking. Other comments focused on the reduction in traffic congestion when the project is operational.

Comments related to transport options and connectivity (8.9%, 42) focused mainly on how the project would positively impact their way of life. Respondents spoke of the lack of transport options currently available and that improved connectivity with surrounding areas would be welcomed. For some, the project would mean they could use public transport instead of depending on a private vehicle to travel and commute.

Project delivery and construction delays (5.7%, 27), operational impacts including noise and air pollution (5.3%, 25) and the NSW Government not committing to progressing the project to delivery (4.9%, 23) were concerns also shared by respondents.

Q12. What, if any, are the issues related to your way of life that concern you the most about the construction or operation of this project? n = 421



For 23 (4.9%) respondents, they shared the view that the short-term impacts during construction would be worth the long-term benefits the project would bring.

Other shared concerns not shown in the graph above included property access (2.8%, 13), vegetation removal (2.8%), impacts to property (2.3%, 11), disruptions to walking and cycling routes (1.5%, 7), and health and wellbeing from proximity to construction works and the alignment.

Questions were raised about impacts to cultural heritage and concerns were expressed for delays in the delivery of the project and access and movement restrictions during construction in areas with increased disadvantage, older people and social housing.

Community sentiment, values and aspirations

Top five areas of concerns for way of life – precinct results

Issues related to way of life that are of concern to respondents were similar for the whole project area and individual precincts.

Having no concerns for their way of life was the most common response across all precincts, except Sydney Olympic Park precinct, where construction impacts (49.3%) was the most common concern.

Point of difference include:

- Camellia precinct features impacts to liveability and amenity in the top five concerns (7.3%)
- Traffic did not feature in the top five concerns for Rydalmere East and Carter Street precincts.
- Ermington was the only precinct with concerns for government commitment to progressing the project (6.8%) in the top five concerns in relation to way of life.
- Concerns relating to operational impacts and way of life feature in the top five Rydalmere East (7.6%) and Carter Street (7.1%) precincts.
- Overdevelopment concerns were featured in the top five for Melrose Park (6.9%), Wentworth Point (6.0%), Sydney Olympic Park (16.4%) and Carter Street (9.5%) precincts.
- Interestingly, these four precincts have experienced significant growth, development and increased densities in recent years and high density living when compared with Camellia, Rydalmere East and Ermington precincts.

Q12. What, if any, are the issues related to your way of life that concern you the most about the construction or operation of this project? The top five concerns in relation to way of life are highlighted for each precinct. A percentage shown in bold font indicates that is the top result.

Way of life	Whole of study area	Camellia	Rydalmere East	Ermington	Melrose Park	Wentworth Point	Sydney Olympic Park	Carter Street
No concerns	18.6%	24.4%	15.2%	18.4%	20.7%	21.5%	41.1%	16.7%
Construction impacts	15.1%	14.6%	15.2%	12.9%	15.5%	20.0%	49.3%	11.9%
Traffic	11.1%	9.8%	6.5%	8.8%	13.8%	13.0%	19.2%	4.8%
Transport options / connectivity	9.0%	4.9%	9.8%	11.6%	6.9%	7.5%	21.9%	11.9%
Project delivery	5.8%	4.9%	4.3%	6.1%	4.3%	5.0%	11.0%	4.8%
Operational impacts	5.3%	0.0%	7.6%	4.8%	6.0%	5.0%	15.1%	7.1%
Long term benefit	4.9%	4.9%	8.7%	4.1%	6.0%	4.5%	12.3%	2.4%
Government commitment	4.9%	4.9%	4.3%	6.8%	4.3%	4.5%	8.2%	4.8%
Overdevelopment	4.7%	2.4%	3.3%	3.4%	6.9%	6.0%	16.4%	9.5%
Liveability / amenity	4.1%	7.3%	6.5%	4.1%	2.6%	3.5%	8.2%	7.1%
Property access	3.0%	4.9%	4.3%	4.1%	3.4%	1.5%	8.2%	4.8%
Removal of vegetation	2.8%	2.4%	4.3%	4.1%	1.7%	2.0%	6.8%	2.4%
Unrelated	2.8%	2.4%	2.2%	0.7%	0.9%	0.5%	4.1%	2.4%
Property impacts	2.3%	0.0%	3.3%	4.1%	1.7%	1.5%	2.7%	0.0%
Project cost	1.9%	0.0%	1.1%	1.4%	0.9%	0.5%	1.4%	2.4%
Walking / cycling	1.5%	0.0%	1.1%	2.0%	1.7%	1.5%	5.5%	4.8%
Health and wellbeing	1.1%	0.0%	2.2%	2.0%	1.7%	0.5%	2.7%	0.0%
Lighting and safety	0.6%	0.0%	0.0%	0.7%	0.9%	0.5%	1.4%	0.0%
Business / economic impacts	0.6%	2.4%	0.0%	0.0%	0.0%	1.0%	1.4%	2.4%

Community sentiment, values and aspirations

Concerns for way of life as shared by participants

"Positive stimulation for the jobs market and getting back to business after the last 2 years of pandemic conditions"

"Adverse disruption to the social fabric of the communities affected"

*"More apartments / over development. Parramatta and surrounds is starting to look awful with all the over development. Also, noise throughout the night and **loss of heritage**"*

"The project travels through some areas with increased disadvantage, older people and social housing. Construction could make their free movement difficult"

"Light rail can lead to urban development which reduces tree cover and green spaces, reducing the quality of day-to-day life"

"Quality of sleep, possibly poor air quality"

"Sound and air quality. I am also concerned about the trash and littering that is noticeable in these construction areas"

"Faster access to jobs in the city to make it home in time to spend time with the kids"

"Anxiety, safety, noise, pollution, lack of sleep, more congestion, waste of taxpayer money, effect on land values, damage to property.... Older population with more tracks to trip on...slippery pavers"

Q12. What, if any, are the issues related to your way of life that concern you the most about the construction or operation of this project?

Community sentiment, values and aspirations

Aspirations for the area

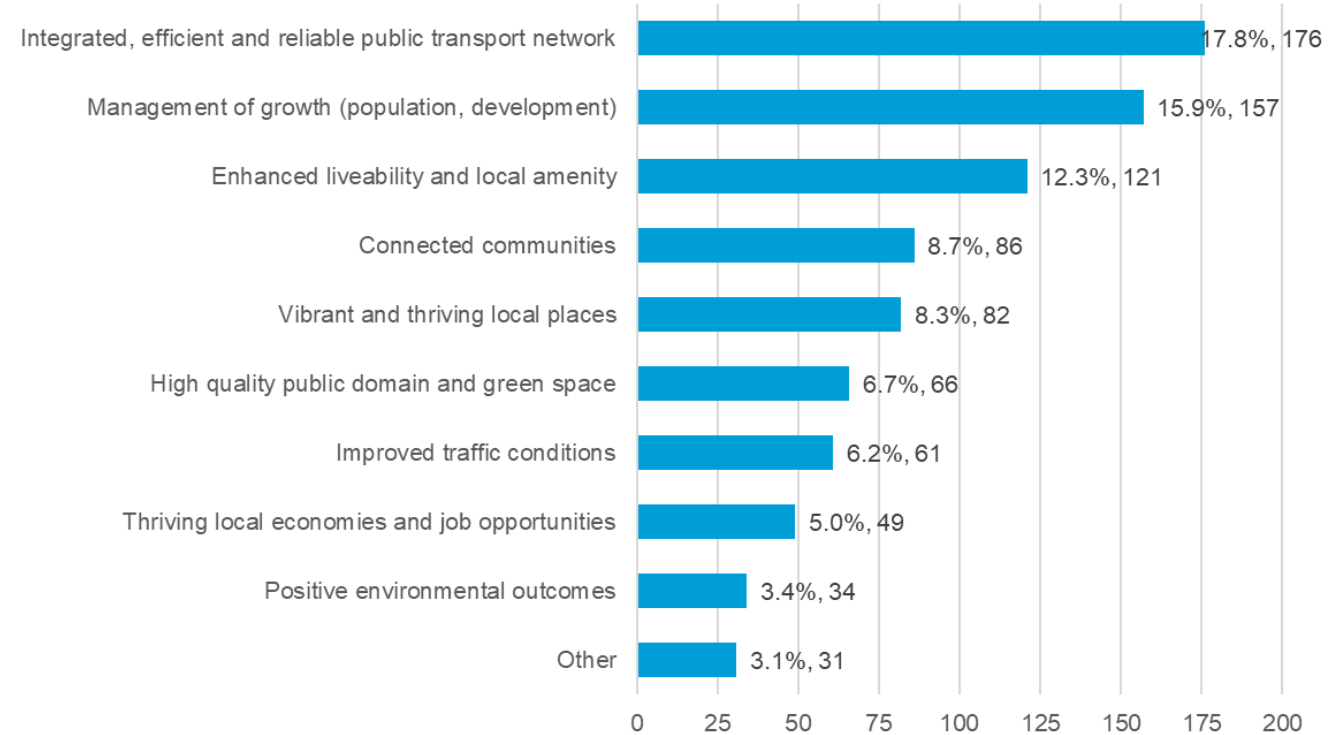
Survey participants were asked to share their aspirations for the area in the next 5 to 10 years. A total of 485 respondents provided 987 comments, with some identifying more than one aspiration.

For the area to have an integrated, efficient and reliable public transport network (17.8%, 176) was identified as the most common aspiration among survey feedback. This was followed by growth in the area being carefully managed (population, development and urban densities) (15.9%,157).

Enhanced liveability and local amenity (12.3%, 121) including better access to services, more community facilities and recreational areas was the third most common aspiration shared.

Closely related to liveability and local amenity is the desire for communities to be connected (8.7%, 86), and local places to be vibrant, thriving and activated (8.3%, 82). The design of places is of importance, with 66 respondents aspiring for high quality public domain and green spaces .

Other aspirations shared for the area that are not listed above include family friendly places (2.2%, 22), new and upgraded community infrastructure (2.2%, 22), that local character is retained (2%, 20), the area is well equipped with pedestrian and cycling infrastructure (1.9%, 19).



Q13. Please briefly describe your aspirations for the area within the next five to 10 years. n = 485

Community sentiment, values and aspirations

Top five aspirations for the area – precinct results

Aspirations for the area in the next five to ten years were similar across all precincts.

The top aspiration across all precincts is for an integrated, efficient and reliable public transport network, except for Camellia (16.1%) and Melrose Park (16.5%) precincts, where the top aspiration is for development and growth to be managed in a sustainable way.

Aspirations consistent across precincts also include liveability and local amenity being enhanced, connected communities and local places that are vibrant and thriving.

A point of difference among the top five aspirations was in Wentworth Park precinct, where aspirations for high quality public places and green spaces (8.4%) featured instead of vibrant and thriving local places (6.5%).

Aspirations for the area	Whole of study area	Camellia	Rydalmere East	Ermington	Melrose Park	Wentworth Point	Sydney Olympic Park	Carter Street
Integrated, efficient and reliable public transport network	17.8%	14.9%	14.9%	16.6%	13.1%	19.1%	18.9%	20.4%
Management of growth	15.9%	16.1%	13.4%	15.6%	16.5%	14.9%	13.2%	15.3%
Enhanced liveability and local amenity	12.3%	9.2%	10.9%	13.6%	13.6%	11.2%	10.8%	14.3%
Connected communities	8.7%	11.5%	7.9%	8.8%	8.5%	10.0%	10.8%	9.2%
Vibrant and thriving local places	8.3%	8.0%	13.4%	10.2%	11.9%	6.5%	8.9%	9.2%
High quality public domain & green space	6.7%	6.9%	6.9%	4.7%	4.5%	8.4%	7.3%	3.1%
Improved traffic conditions	6.2%	8.0%	3.5%	4.1%	4.0%	7.9%	4.9%	6.1%
Thriving local economies and job opportunities	5.0%	6.9%	6.4%	4.7%	4.0%	4.2%	5.1%	8.2%
Positive environmental outcomes	3.4%	3.4%	3.0%	3.4%	3.4%	2.8%	3.5%	2.0%
Other	3.1%	1.1%	2.0%	2.0%	1.7%	2.8%	3.0%	2.0%
Family friendly places	2.2%	2.3%	4.0%	5.1%	2.8%	2.1%	2.2%	-
New/upgraded community infrastructure	2.2%	2.3%	2.0%	2.7%	2.8%	3.0%	2.7%	2.0%
Local character retained	2.0%	2.3%	3.5%	2.4%	5.1%	0.9%	0.8%	0.0%
Pedestrian and cycling infrastructure	1.9%	3.4%	4.0%	3.1%	1.7%	2.1%	3.5%	3.1%
Government commitment to quality public transport infrastructure	1.6%	1.1%	2.0%	1.4%	2.3%	2.6%	2.2%	3.1%
Extension of Parramatta Light Rail Stage 2	1.2%	2.3%	1.5%	1.7%	2.3%	1.2%	1.4%	2.0%
Quality developments and urban design	0.8%	-	1.0%	-	1.7%	0.5%	0.5%	-
Protection of local heritage	0.5%	-	-	-	-	-	0.3%	-

Q13. Please briefly describe your aspirations for the area within the next five to 10 years. The top five aspirations are highlighted for each precinct. A percentage shown in bold font indicates that is the top result.

Future use of Parramatta Light Rail Stage 2

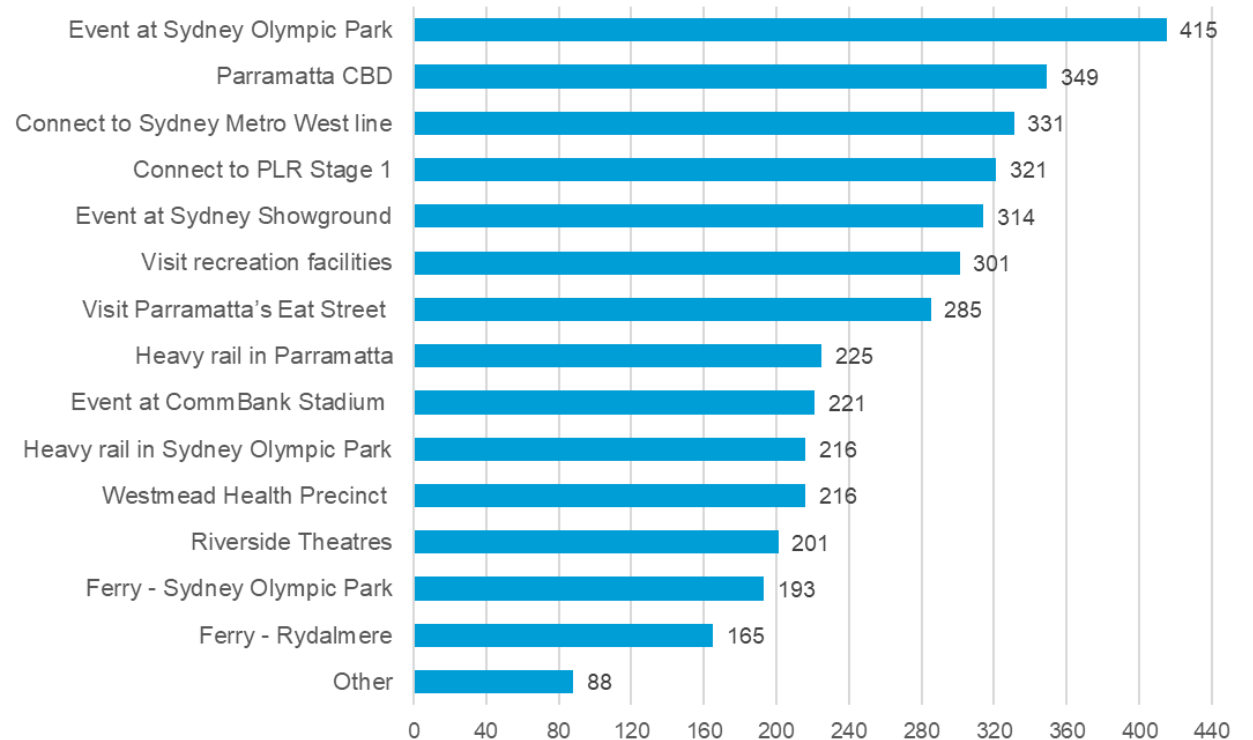
Reasons for future use

Survey participants were asked to indicate the reasons they would use Parramatta Light Rail Stage 2 and were provided with a list of possible destinations. The main reason for future use of Parramatta Light Rail Stage 2 is to attend an event at Sydney Olympic Park (10.8% 415), followed by travel to Parramatta CBD (9.1%, 349).

Using Parramatta Light Rail Stage 2 to connect to other transport services including the Sydney Metro West line (8.6%, 331), Parramatta Light Rail Stage 1 Stage 1 (8.4%, 321), heavy rail in Parramatta (5.9%, 225) and ferry services in Sydney Olympic Park (5%, 193) and Rydalmere (4.3%, 165) were also common reasons for future use.

Survey participants were provided with the option to identify 'other' reasons for future use of Parramatta Light Rail Stage 2. A total of 88 responses were provided, with 22.7% (20) of these stating that they were unlikely to use Parramatta Light Rail Stage 2.

Additional reasons included work / business travel (20.5%, 18), to access food and retail services (10.2%, 9), for a variety in mode of travel (6.8%, 6) and to access education (5.7%, 5) and community facilities (3.4%, 3).



Q14. What would be your main reasons for using Parramatta Light Rail Stage 2? Please tick all that apply.

Participant demographics

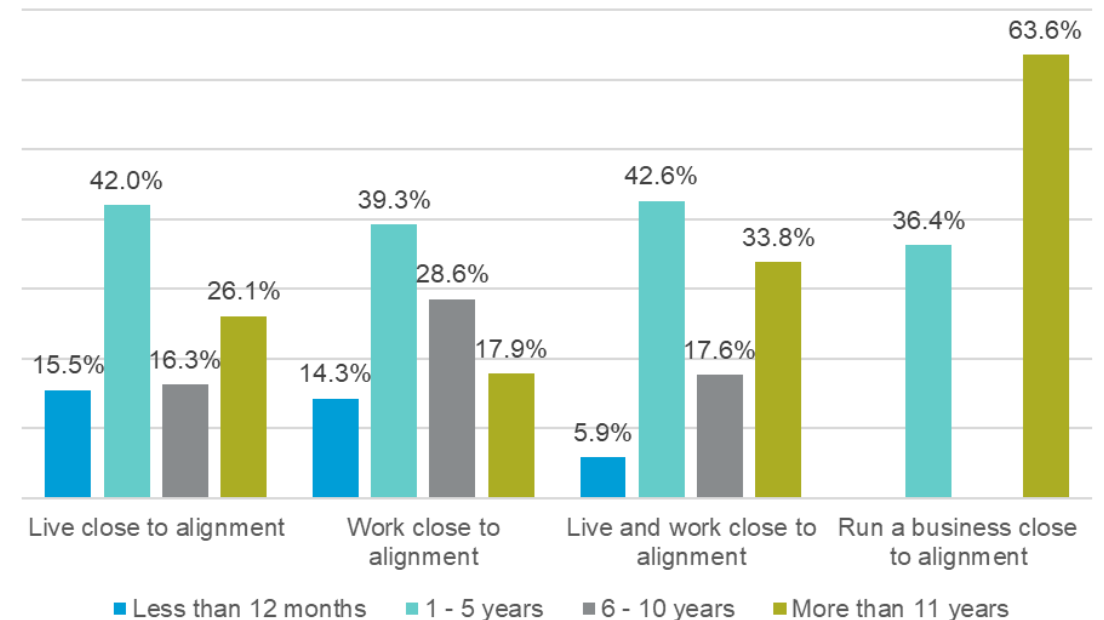
Connection to the study area

Survey participants were asked about their connection to the study area, including whether they lived, worked or operated a business within 500 metres of the proposed alignment.

As shown in the table below, close to half of participants who responded to the question indicated they live within 500 metres of the alignment (42.5%, 245). Living in the area, but not near the alignment (22%, 127) was the second most common connection to the area for respondents. This was followed by participants not living near the alignment, but showing interest in the project (12%, 69) and those who live and work close to the alignment (within 500 metres) (11.8%, 68).

Connection to study area	n	%
Live close to alignment (<i>within 500m</i>)	245	42.5%
Work close to alignment (<i>within 500m</i>)	28	4.9%
Live and work close to alignment (<i>within 500m</i>)	68	11.8%
Run a business close to alignment (<i>within 500m</i>)	11	1.9%
Live in the area but not near alignment	127	22.0%
Work in the area but not near alignment	10	1.7%
Study in the area	2	0.3%
Own/operate a business in the area but not near alignment	3	0.5%
Don't live near alignment, but interested in the project	69	12.0%
Don't work near alignment, but interested in the project	6	1.0%
Did not respond	8	1.4%
Total	577	100%

Participants who indicated they live, work or run a business within 500 metres of the proposed alignment were asked to identify the length of time that they have been connected to the area. The amount of time a person has a connection to a place, for example, lives there, strong local social ties are often present, and time and interest is often invested into local issues.



Q16. Please tick the statement that most accurately reflects your connection to the study area. n = 577

Primary travel purpose

Survey participants were asked about their primary travel purpose on both a weekday and the weekend.

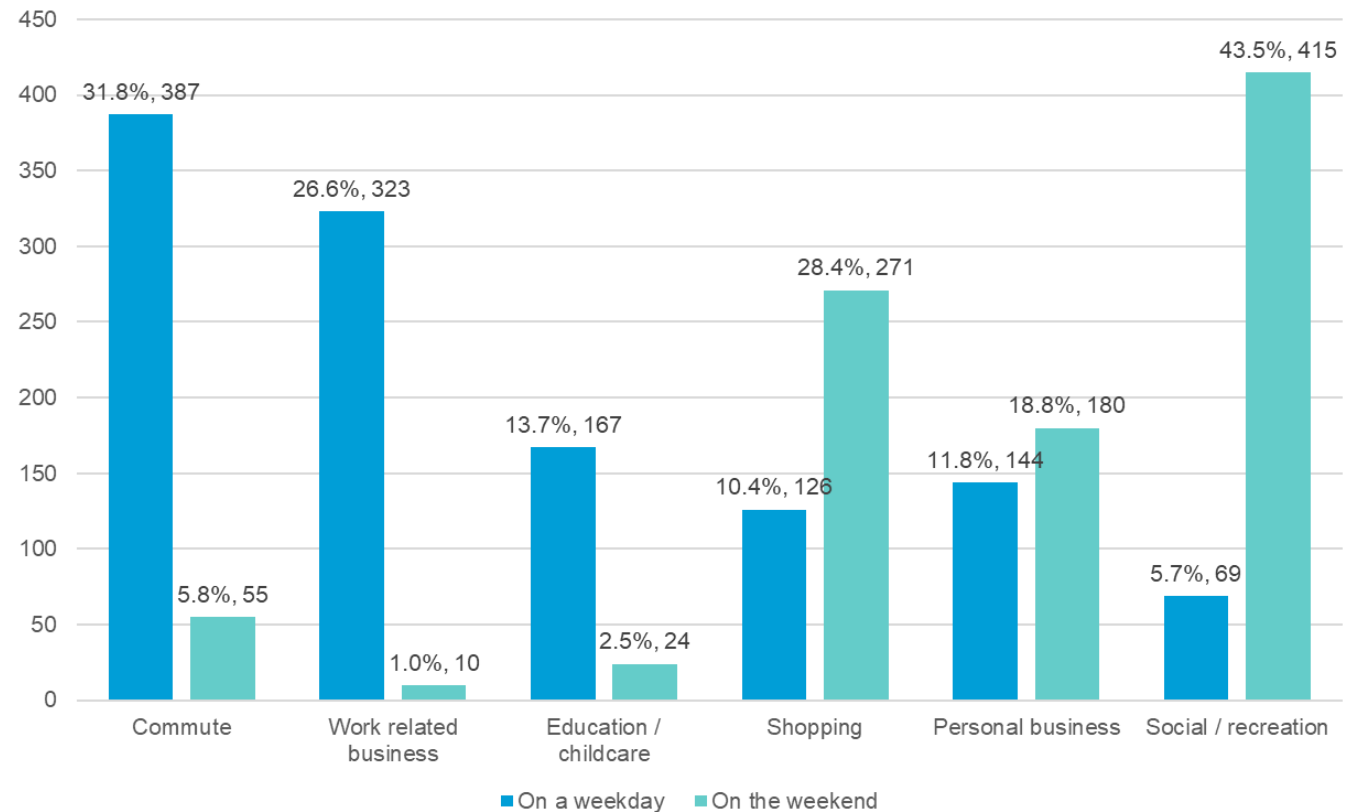
Weekday

The primary travel purpose on weekdays is commuting (31.8%, 387), followed by work related business (26.6%, 323) and to access education / childcare services (13.7%, 167).

Weekend

On weekends, social and recreation (43.5%, 415) is the primary purpose for travel. Following this is shopping (28.4%, 271) and for personal business purposes (18.8%, 180).

Survey participants were able to specify 'other' travel purposes - with medical reasons, to attend a community facility and to undertake daily tasks mentioned by three respondents each (10.7%).



Q21. On average, what is your primary travel purpose?

Primary travel destination

Survey participants were asked about their primary travel destination, on average. Close to half (46.6%, 215) of respondents indicated that their primary travel destination is within the Parramatta Local Government Area (LGA).

Of those 215 respondents, 33% (71) stated their destination as within one of the Parramatta Light Rail Stage 2 precincts and 20.9% (45) stated their destination as Parramatta CBD.

Travel to Inner Sydney (17.6%, 81) was the second main destination, with the majority of respondents in this category (92.6%, 75) indicating the Sydney Central Business District (CBD) as their primary destination.

Multiple destinations (11.5%, 53), places within adjacent LGAs (9.3%, 43) and the North Shore (5.2%, 24) were subsequent primary destinations.

Primary travel destination	n	%
Within Parramatta LGA	215	46.6%
Inner Sydney	81	17.6%
Multiple destinations	53	11.5%
Adjacent LGA	43	9.3%
North Shore	24	5.2%
Other	10	2.2%
Inner West	9	2.0%
Western Sydney	9	2.0%
Eastern suburbs	8	1.7%
North Western Sydney	6	1.3%
South Western Sydney	2	0.4%
Southern Sydney	1	0.2%
Total	461	46.6%

Q22. On average, what is your main travel destination? Please specify the suburb. n = 461

Primary mode of travel

Survey participants were asked about their primary travel mode on both a weekday and the weekend.

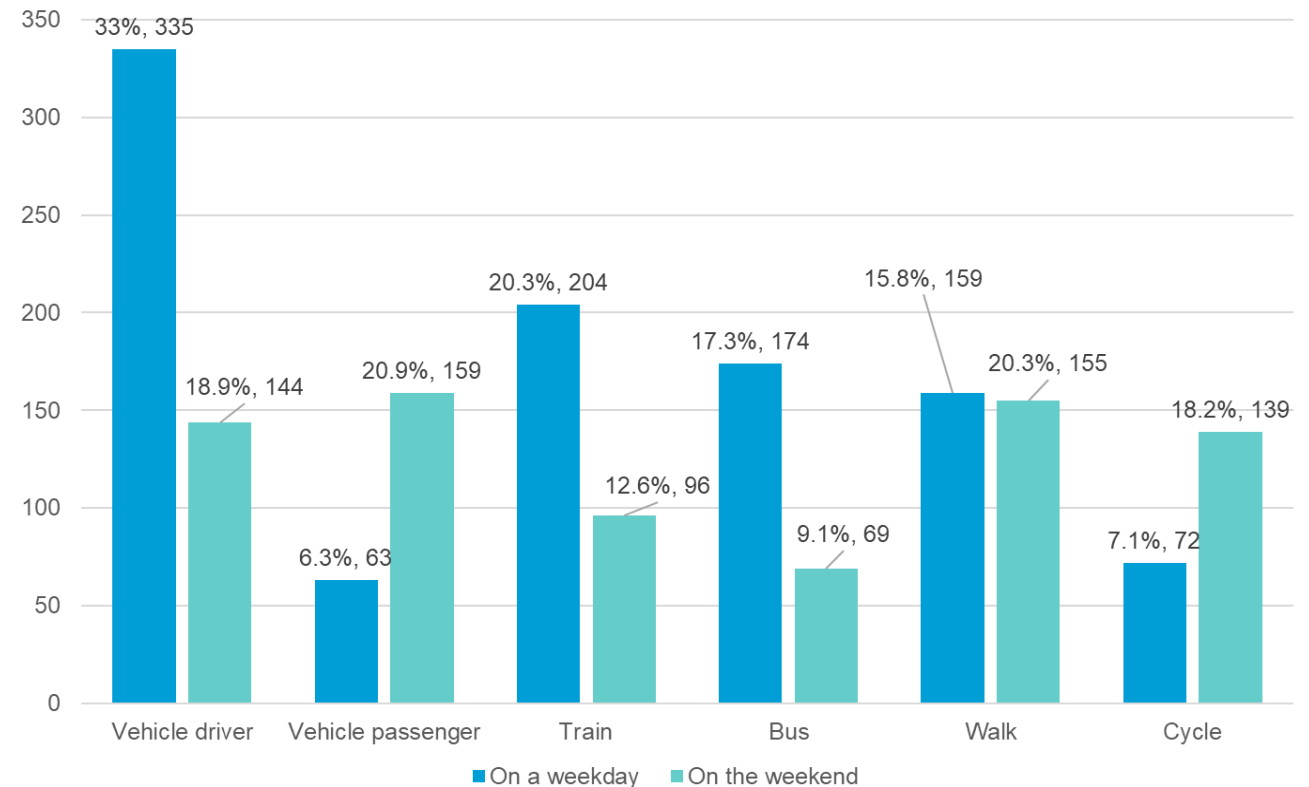
Weekday

The primary travel mode on weekdays is as a driver of a private vehicle (33%, 335), followed by public transport (train 20.3%, 204 and bus 17.3%, 174) and walking (15.8%, 159).

Weekend

On weekends, passenger in a private vehicle (20.9%, 159) is the primary mode of travel. Closely following this is walking (20.3%, 155), as the driver of a private vehicle (18.9%, 144) and cycling (18.2%, 139).

Survey participants were able to specify 'other' modes of transport. Out of the 46 additional responses provided, ferry (41.3%, 19) was the most common. One respondent indicated car sharing as their primary mode of travel.



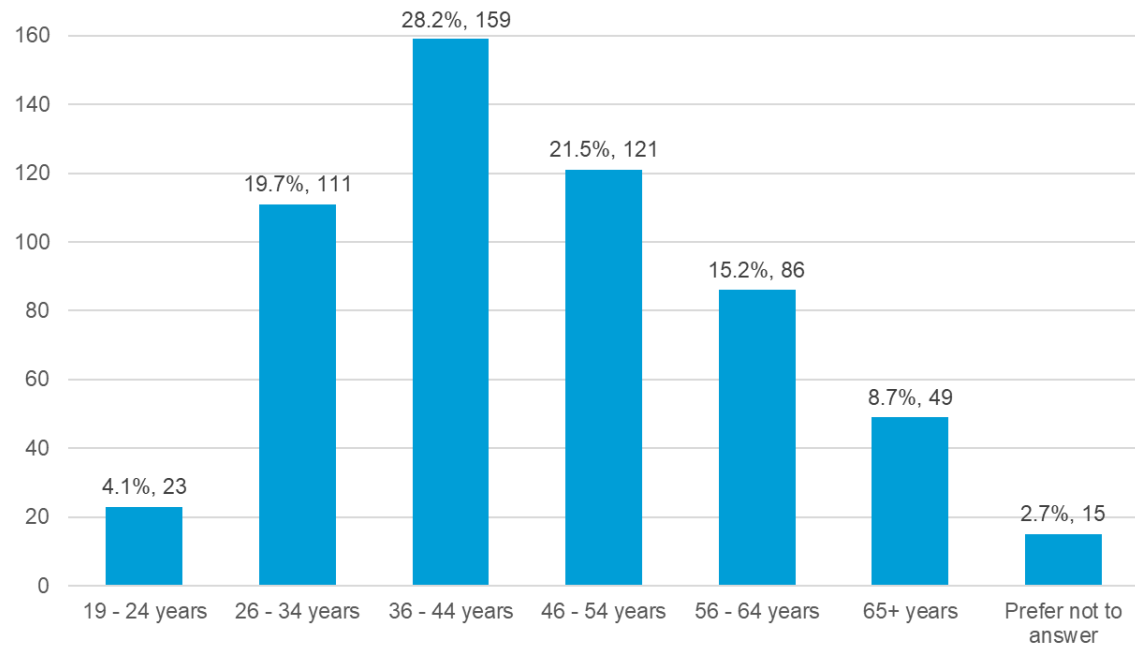
Q23. On average, what is your primary mode of travel?

Demographics

Age

Participants aged 36 – 44 years was the top age group represented (28.3%, 159), followed by those aged 46 – 54 years (21.5%, 121) and 26 – 34 years (19.7%, 111).

There was noticeably lower representation from older persons (8.7%, 49) and younger persons (18 – 24 years) (4.1%, 23).



Q25. Please indicate which age group you belong to. n = 564

Gender identity

Participants were asked to identify their gender, rather than being provided with predetermined options.

There was a significantly greater number respondents who identify as male (65.1%, 317) than female (33.9%, 165), and one participant (0.2%) indicated they are non-binary.

Gender	n	%
Male	317	65.1%
Female	165	33.9%
Non-binary	1	0.2%
Unknown	4	0.8%

Q24. Please identify your gender. n = 487

Demographics

Place of residence

A total of 77 suburbs were represented by 530 survey participants.

Wentworth Point was the most common place of residence (26%, 138), followed by Ermington (16%, 83) and Rydalmere (8%, 42).

Within the top 10 of all suburbs represented, five are located within the project study area (Wentworth Point, Ermington, Rydalmere, Melrose Park and Sydney Olympic Park).

Suburb	n	%
Wentworth Point	138	26%
Ermington	83	16%
Rydalmere	42	8%
Parramatta	26	5%
Melrose Park	24	5%
Newington	18	3%
Dundas	17	3%
Epping	16	3%
North Parramatta	14	3%
Sydney Olympic Park	13	2%

Q15. What suburb do you live in? n = 530

Appendix A – Example of interactive reporting dashboard

Parramatta Light Rail stage 2

Survey results

Project

Precincts

Impacts

Outcomes

Sentiment & Values

Current / Future use

About you

Duplicate of Impacts

Sentiment

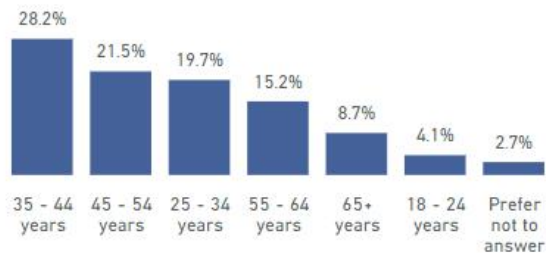
All



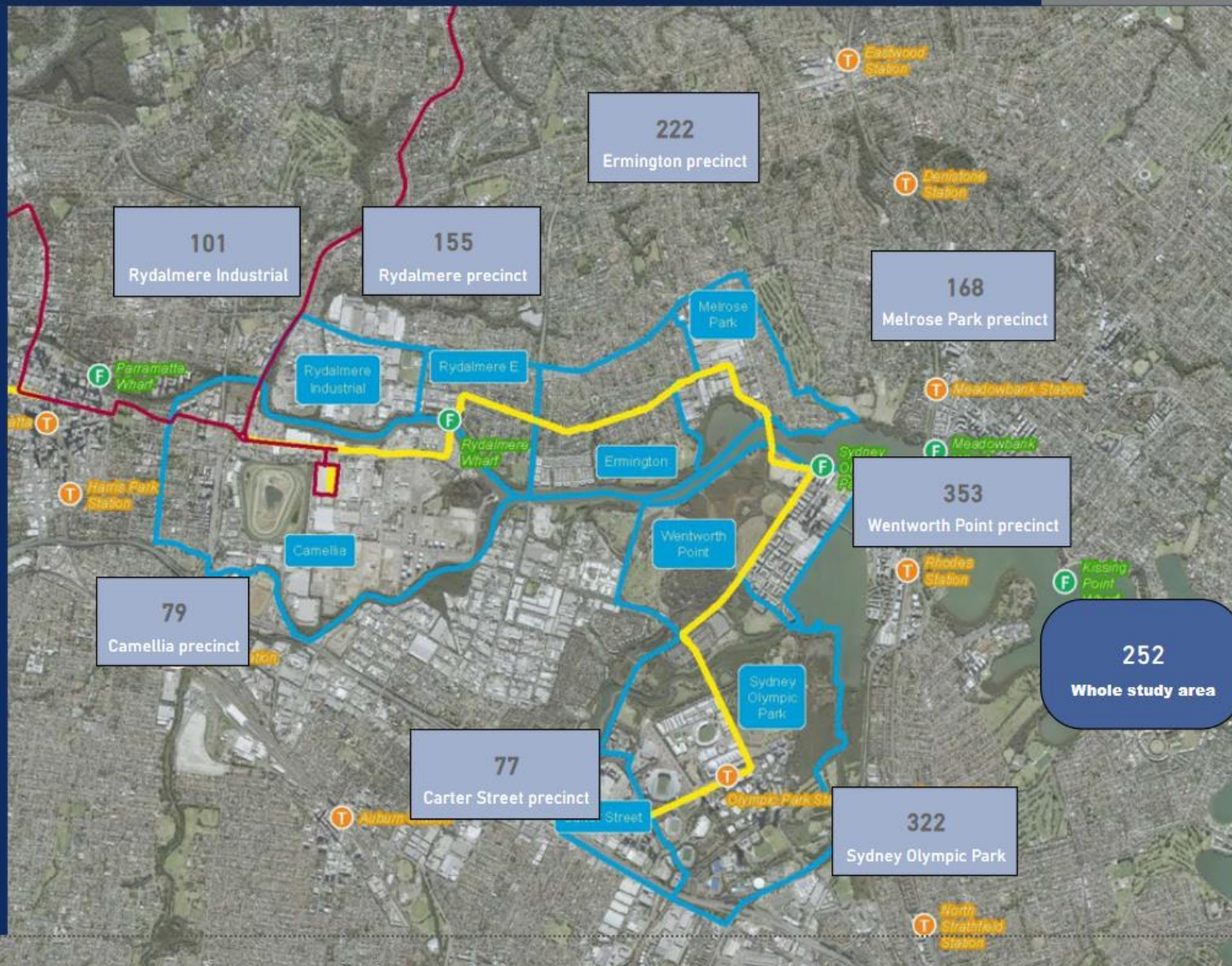
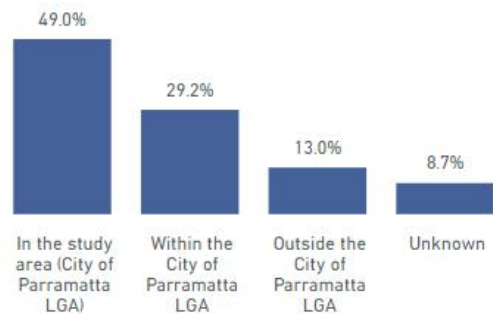
PLR Stage 2 will connect to Sydney Metro West in the Parramatta CBD and Sydney Olympic Park, heavy rail in Parramatta and Sydney Olympic Park, and ferry services at Rydalmere and Sydney Olympic Park.

564 surveys completed

Age group completing survey



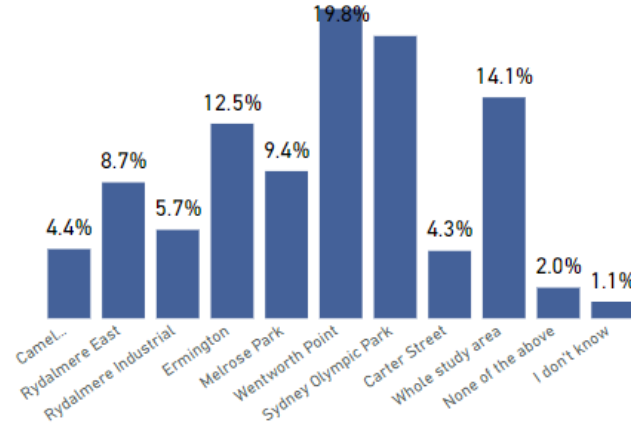
Respondees relationship to the study area



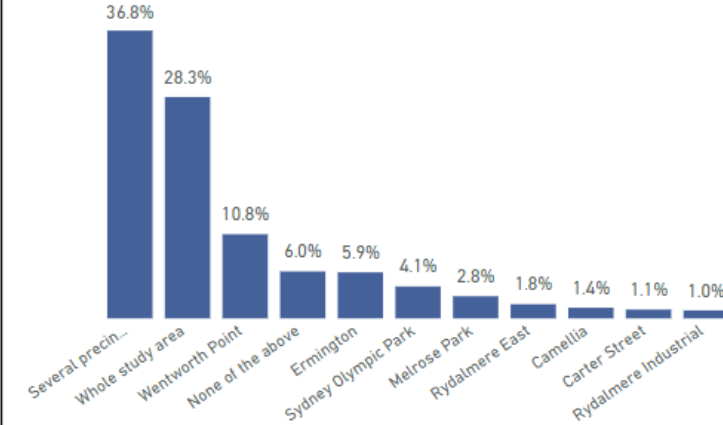
Q1. Precincts of interest

Precinct	No. interested in precinct
Camellia	79
Rydalmer East	155
Rydalmer Industrial	101
Ermington	222
Melrose Park	168
Wentworth Point	353
Sydney Olympic Park	322
Carter Street	77
Whole study area	252
None of the above	35
I don't know	19
Total	1783

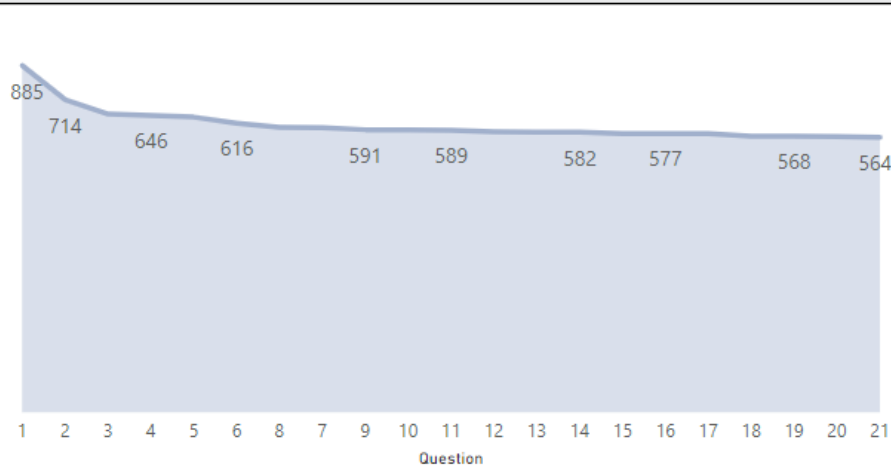
All identified precincts of interest



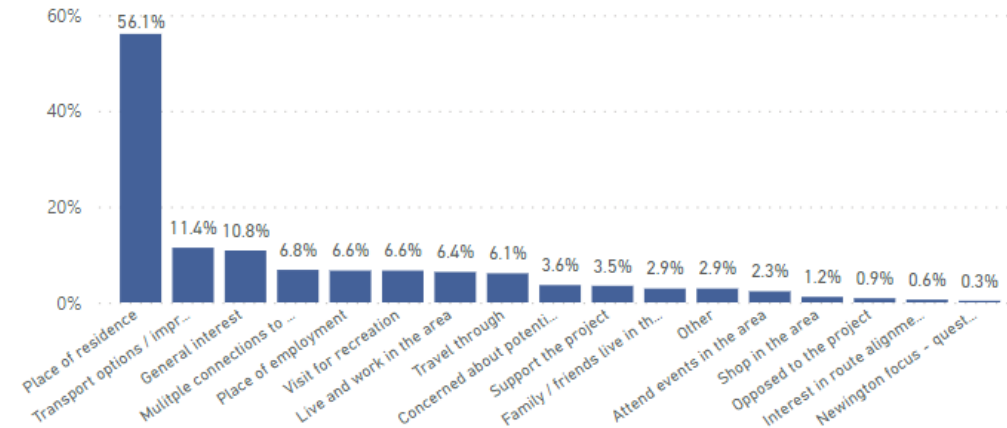
Recipient interest group



Survey questions completed



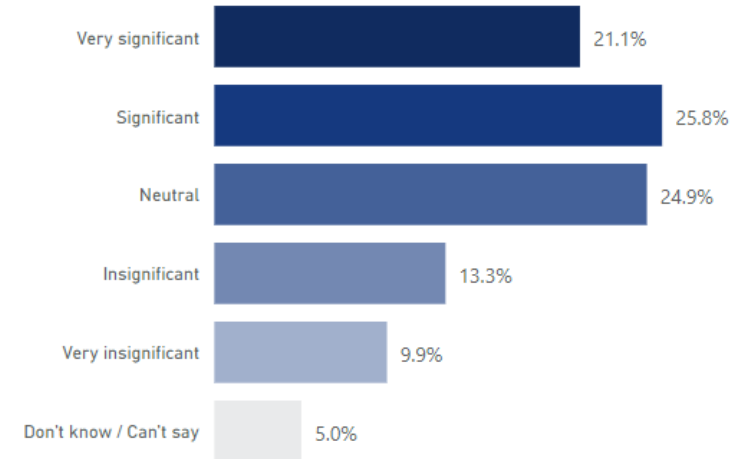
Q2. Reason for interest in the precinct



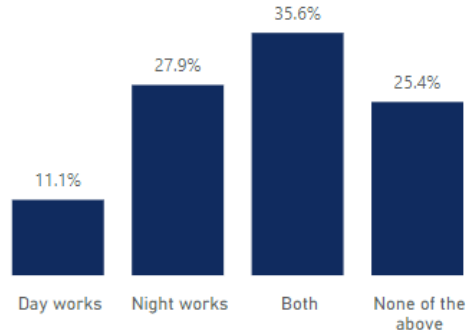
Q3. Significance or potential impacts during construction period

Potential Impact type	Very significant	Significant	Neutral	Insignificant	Very insignificant	Don't know / Can't say
Access to existing social infrastructure	126	180	159	76	55	26
Air quality	141	196	126	82	52	25
Health and wellbeing	130	153	166	98	55	22
Impact on local Aboriginal cultural heritage	92	99	170	74	96	84
Impact on non-Aboriginal cultural heritage	65	90	200	86	95	78
Impacts on landscape	139	166	151	89	54	25
Impacts on local road network	157	163	154	74	58	19
Impacts to existing property	115	143	176	93	61	34
Increased employment in the short-term	138	170	151	60	71	27
Local amenity	141	193	143	69	50	25
Local businesses	123	185	180	56	45	30
Local residents adjacent to the light rail alignment	175	190	147	44	37	28
Loss of, or restricted public access	154	163	151	96	46	16
Noise or vibration	120	169	147	98	57	32
Parking	133	121	149	99	94	27
Safety issues when crossing the road	161	170	138	69	53	26
Traffic	164	202	126	74	42	18
Visual impacts	81	131	152	152	91	18
Total	2355	2884	2786	1489	1112	560

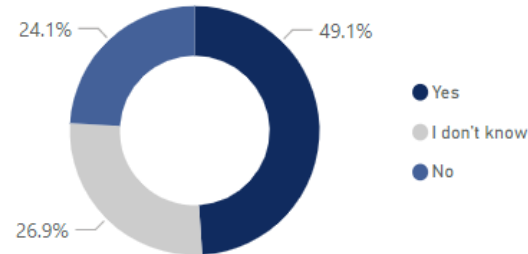
Impacts significance summary



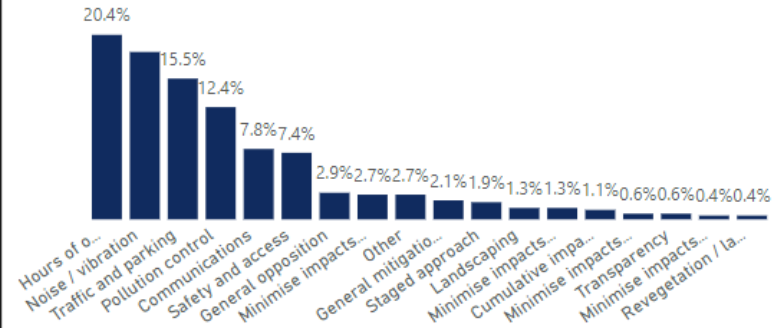
Q4. Time of day most concerned about



Q5. Measures needed to reduce potential impacts



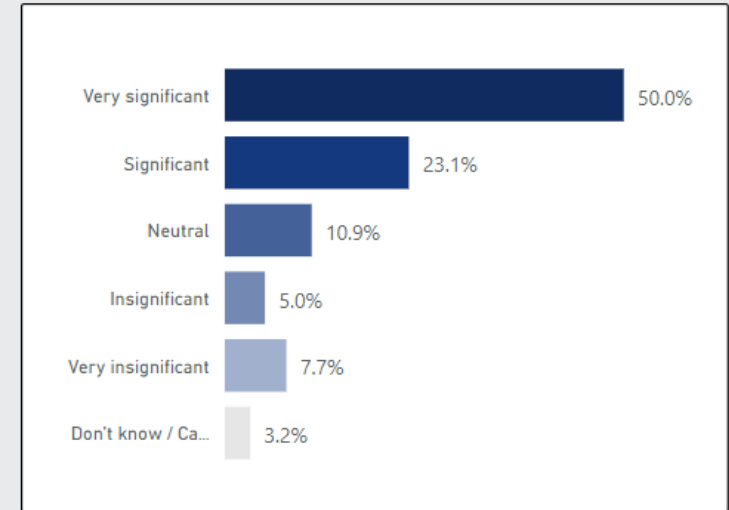
Q6. Suggested measures



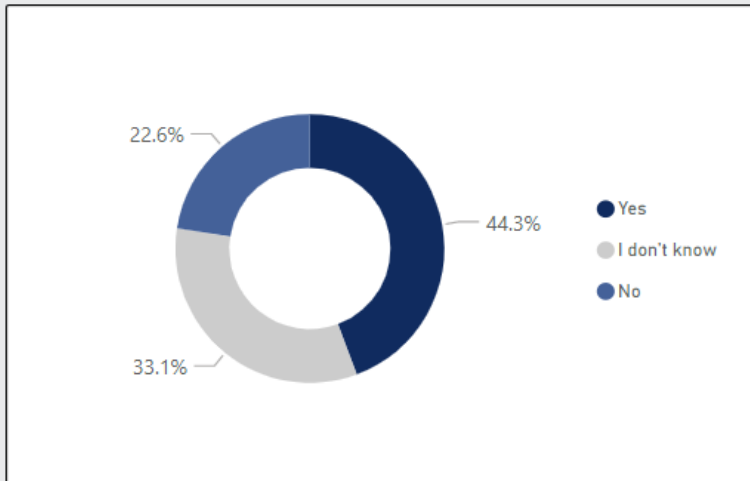
Q7. Significance or potential outcomes once the project is complete and operational

Outcome significance summary

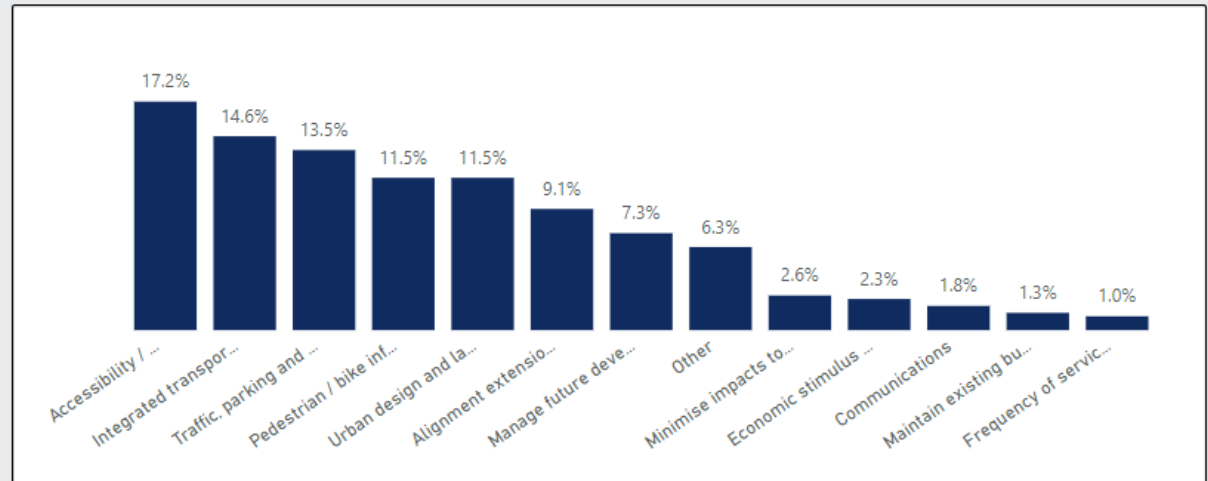
Potential outcomes	Very significant	Significant	Neutral	Insignificant	Very insignificant	Don't know / Can't say
Accommodating a fast-growing population	285	136	70	30	46	18
Better connectivity with neighbouring areas & Greater Sydney	382	114	32	16	37	7
Improved local amenity	355	140	29	18	39	6
Improved look & feel of the public domain	294	164	52	14	46	16
Improved traffic flow as a result of the light rail	289	136	65	21	49	27
Improving connectivity to key job areas	327	132	52	19	45	14
Increased active transport options	368	117	38	19	35	10
Increased traffic congestion	147	98	128	94	70	35
Increased urban density	203	148	116	37	53	29
Reduced traffic congestion	291	150	50	28	43	23
Reducing high levels of private vehicle dependency	273	149	68	26	51	22
Total	3214	1484	700	322	514	207



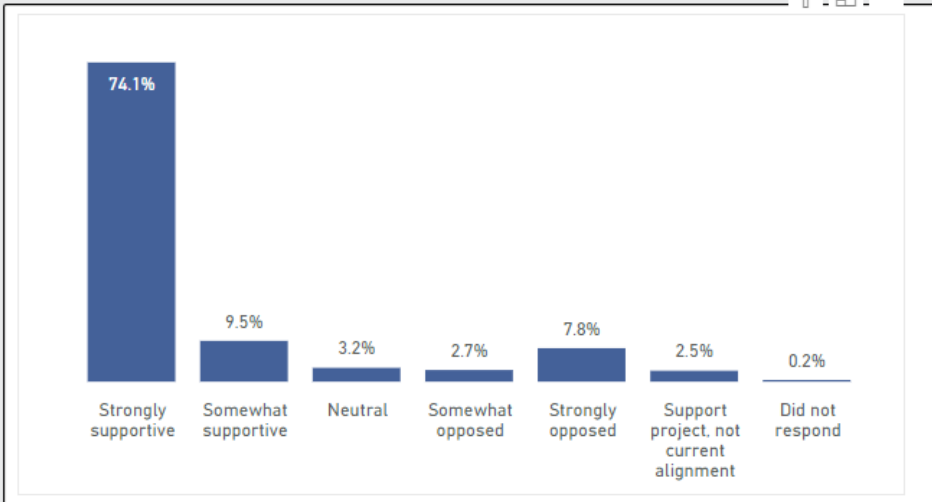
Q8 Measures required to enhance potential outcomes



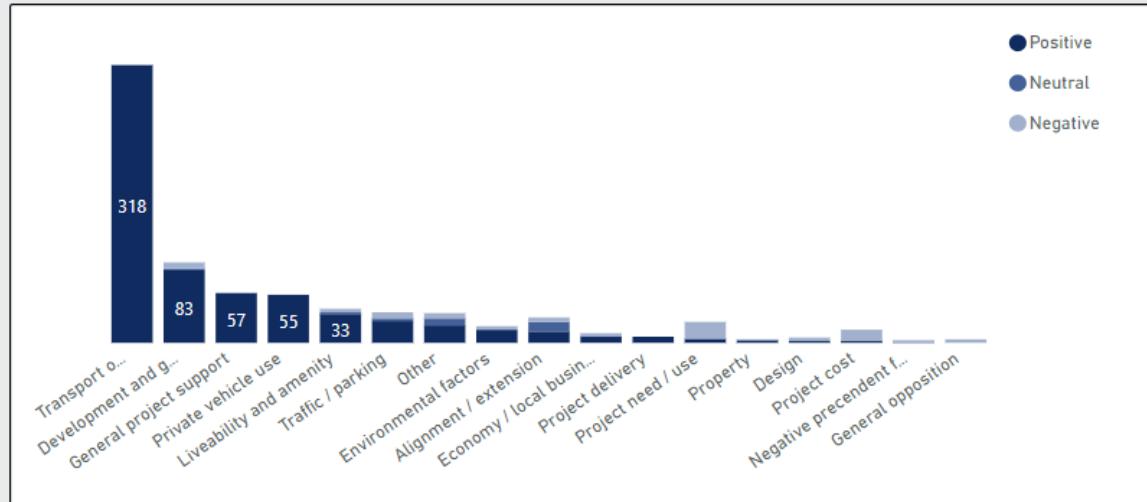
Q9. Suggested measures to enhance potential outcomes



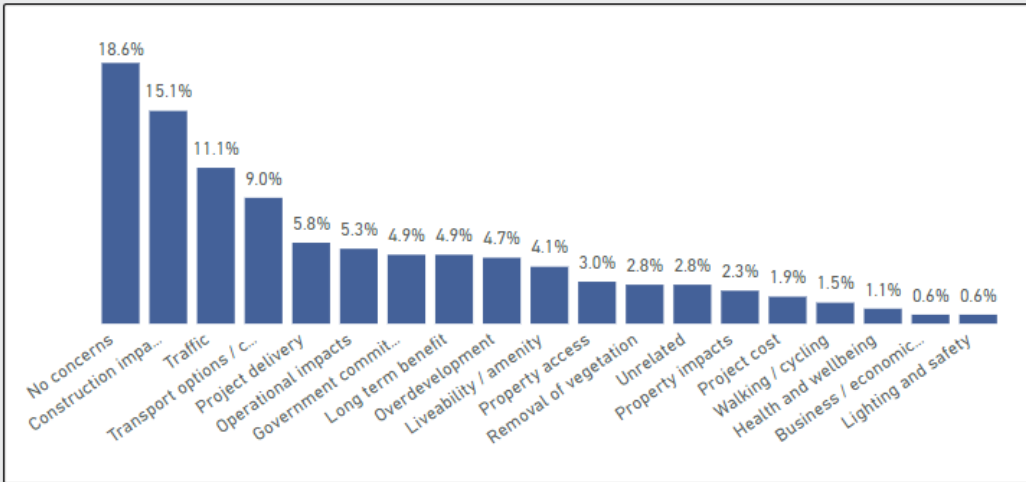
Q10. PLR Stage 2 project sentiment



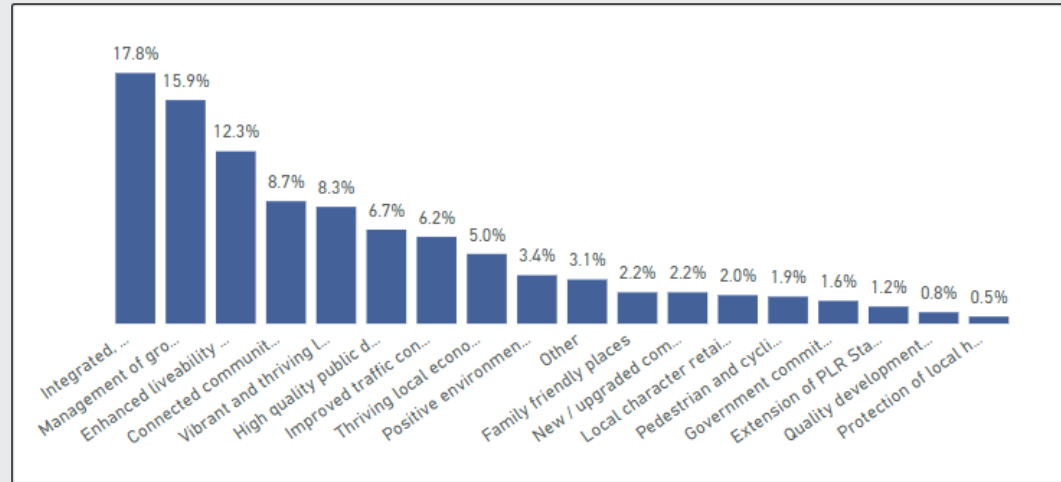
Q11. Reason for project opinion



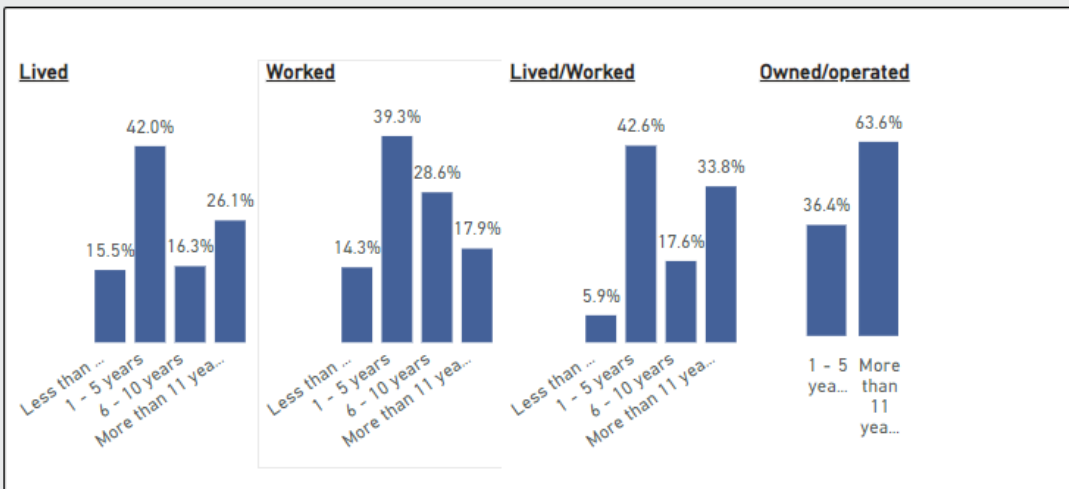
Q12. Most concerning issues



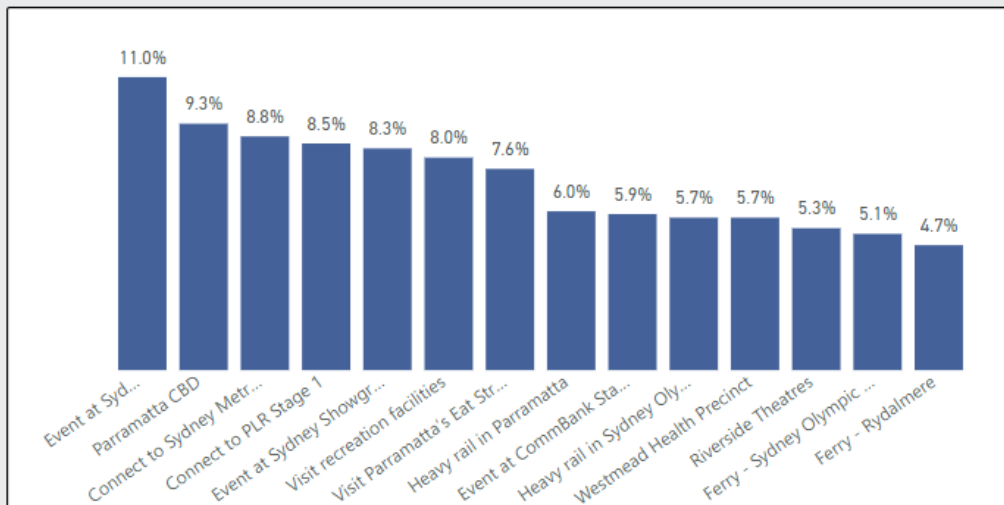
Q13. Aspirations for the area in the next 10 years



Q17 - How long lived, worked, operated in the area

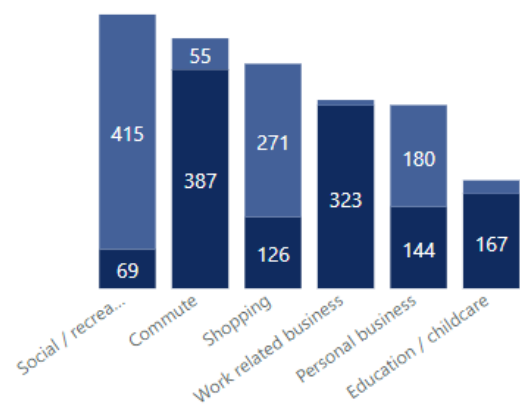


Q14. Future reasons for using PLR Stage 2

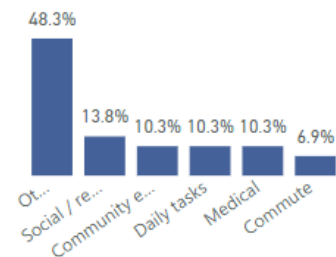


Q17b - Primary purpose of travel

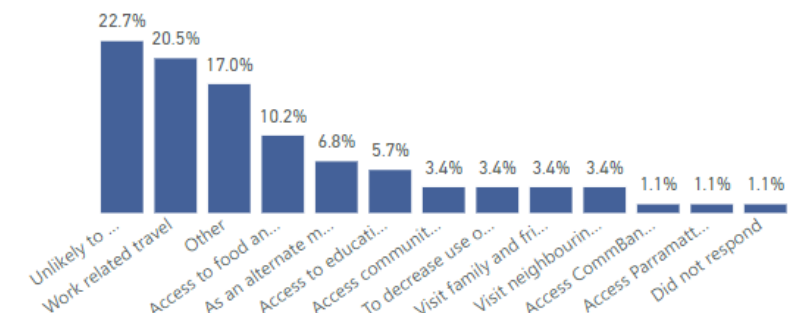
● On a weekday ● On the weekend



Other purposes of travel



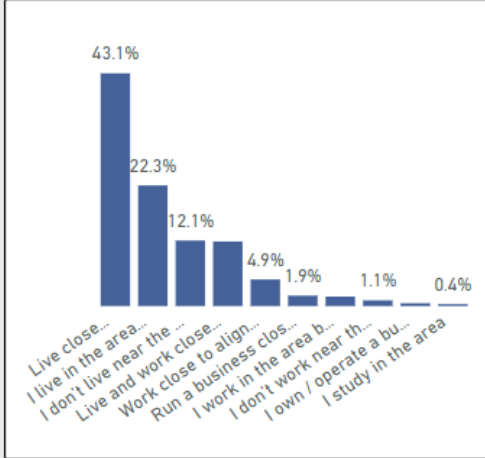
Other reasons for using PLR Stage 2



Q15. Suburb live in

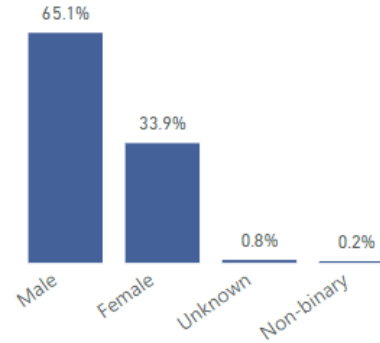
Suburb	No.
Acton	1
Auburn	2
Balgowlah	1
Bankstown	1
Blacktown	1
Bondi	1
Burwood	1
Camperdown	1
Carlingford	7
Chatswood	1
Concord	2
Croydon Park	1
Denistone	4
Drummoyne	1
Dundas	17
Dundas Valley	12
Eastwood	5
Epping	18
Ermington	83
Frenchs Forest	1
Gordon	1
Granville	2
Greystanes	1
Guildford	3
Homebush	3
Hunters Hill	1
Kellyville Ridge	1
Lakemba	2
Liberty Grove	1
Lidcombe	4
Marsfield	1
Meadowbank	2
Melrose Park	24
Merrylands	3
Mount Colah	1
Newington	18
North Parramatta	14
North Rocks	2
Northmead	8
Oakville	1
Total	530

Q16. Connection to study area

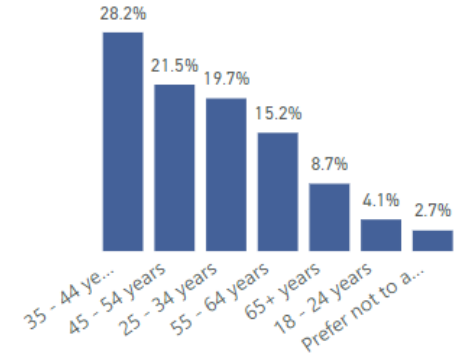


Demographics

Q20. Gender



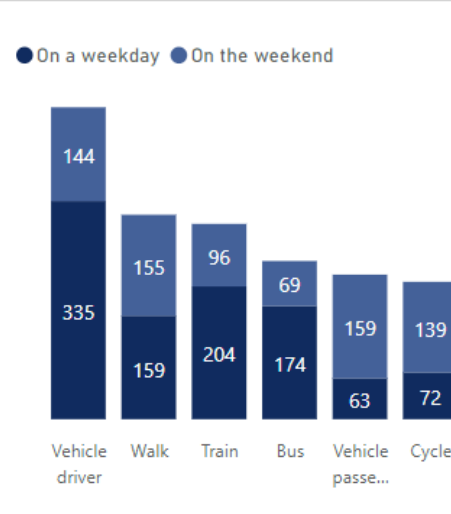
Q21. Age group



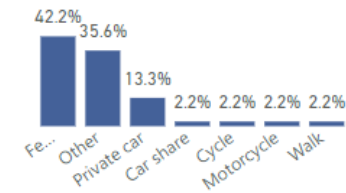
Q18. Main travel destinations

Destination	No.
Within Parramatta LGA	46.64%
Inner Sydney	17.57%
Multiple destinations	11.50%
Adjacent LGA	9.33%
North Shore	5.21%
Other	2.17%
Inner West	1.95%
Western Sydney	1.95%
Eastern suburbs	1.74%
North Western Sydney	1.30%
South Western Sydney	0.43%
Southern Sydney	0.22%
Total	100.00%

Q19. Primary mode of travel



Other modes of travel



Appendix E

E.1 Consultation: Key stakeholders and community groups

Key stakeholders and community groups engaged during Stage 2 of the project

Stakeholder group	Key stakeholders engaged	
Residents	<ul style="list-style-type: none"> Melrose Park Residents Association Waterfront Action Group Wharf Road Residents 	<ul style="list-style-type: none"> Newington Residents Association
Businesses	<ul style="list-style-type: none"> Parramatta Chamber of Commerce Sydney Olympic Park Business Association Western Sydney Business Chamber Australian Turf Club Concrete Recyclers George Weston Foods 	<ul style="list-style-type: none"> KLF Holdings Rheem Australia UGL Boral Viva Energy Western Sydney University
NSW Government stakeholders	<ul style="list-style-type: none"> Department of Education Department of Planning, Industry, and Environment Greater Sydney Commission Land and Housing Corporation 	<ul style="list-style-type: none"> Property NSW Sydney Olympic Park Authority Venues NSW Urban Growth Development Corporation Royal Agricultural Society of NSW
Local government stakeholders	<ul style="list-style-type: none"> City of Parramatta Council 	<ul style="list-style-type: none"> City of Ryde Council
Developers	<ul style="list-style-type: none"> Goodman Holdmark Billbergia AMP Capital Dexus Group 	<ul style="list-style-type: none"> Payce Sekisui House GPT ISPT Super Kingsmede Property Group
Greater Parramatta Group (GPG) members	<ul style="list-style-type: none"> Transport for NSW Infrastructure NSW Tourism and Transport Forum Australia Parramatta Leagues Club Western Sydney Local Heath District UrbanGrowth NSW Development Corporation Committee for Sydney Western Sydney Business Chamber NRMA Sydney Olympic Park Authority 	<ul style="list-style-type: none"> Department of Education Western Sydney University Venues NSW Land and Housing Corporation City of Parramatta Council Department of Planning and Environment Parramatta Chamber of Commerce Australian Turf Club Sydney Olympic Park Business Association
Previously the Parramatta Light Rail Advisory Group		
First Nations stakeholders	<ul style="list-style-type: none"> Deerubbin Local Aboriginal Land Council Metropolitan Local Aboriginal Land Council 	<ul style="list-style-type: none"> City of Parramatta Council Aboriginal and Torres Strait Islander Advisory Committee Transport for NSW Aboriginal Engagement Team

Appendix F

F.1 City of Parramatta LGA community profile

The City of Parramatta LGA is characterised by a young, and culturally and linguistically diverse population; the median age is 34 and over 45 per cent of the population was born in a country where English was not the main spoken language. The population within the LGA increased by 35 per cent between 2011 and 2016 and is projected to increase by a further 66 per cent by 2036 (Forecast ID, 2021a).

There is a higher proportion of flats, units and apartments in the City of Parramatta LGA (over 35 per cent) compared to the Greater Sydney Region (nearly 26 per cent) and the dominant mode of travel to work is by car (over 57 per cent). The City of Parramatta LGA and Greater Sydney Region were used as a base of comparison for suburb demographics described later in this section.

City of Parramatta LGA

The City of Parramatta LGA is mainly a residential area, although it provides substantial institutional, industrial and commercial uses. The Parramatta CBD is the geographical, commercial and cultural centre of Western Sydney. The main industrial areas are located east of the CBD at Camellia, Rydalmere, Rosehill, Silverwater and Clyde.

Major retail centres include the Parramatta CBD predominantly located north of the Parramatta Transport Interchange, and Westfield Parramatta Shopping Centre at Church Street South. Residential uses predominantly comprise low density residential uses, with areas of medium and high-density residential uses within the Parramatta CBD and along key transport routes.

Significant growth predicted for the LGA will result in a significant shift in dwelling mix, with high density accounting for 70% of all dwellings by 2041. The *Community Infrastructure Strategy* (City of Parramatta, 2020c) identifies 12 high growth areas located along major public transport infrastructure.

Five of the 12 high growth areas fall within the social locality. This includes:

- Camellia town centre
- Carter Street precinct
- Rydalmere, Ermington and Melrose Park corridor
- Sydney Olympic Park town centre, and
- Wentworth Point.

Existing environment

The City of Parramatta LGA provides a wide range of community services and facilities for residents as well as wider Western Sydney and Greater Sydney regions. This includes community infrastructure that help individuals, families, groups and communities meet their social needs, maximise their potential for development and enhance community wellbeing. Community infrastructure includes schools, childcare centres, places of worship, medical / healthcare infrastructure and recreational areas (such as public open space) and correctional facilities.

Transport and access

Roads

The area is serviced by a number of major roads including the M4 Motorway, Great Western Highway, Cumberland Highway, Parramatta Road, Windsor Road, Pennant Hills Road, M2 Motorway and the M7 Westlink. James Ruse Drive serves as a partial ring-road circling around the eastern part of Parramatta joining to the Cumberland Highway to the north-west of the city.

Public transport

Parramatta CBD is serviced by Parramatta Station, the fourth busiest train station in Sydney with over 90,000 customer movements on a typical weekday (City of Parramatta Integrated Transport Plan, 2021). The station is serviced by trains on the T1 North Shore and Western line, T2 Inner West and Leppington line, T5 Cumberland line and the Blue Mountains line. Sydney Olympic Park is serviced by the T7 Olympic Park line which connects at Lidcombe. Other key transport routes serving the region include buses, with four different operators (Sydney Buses, Hillsbus, Transdev and Transit Systems) providing over 50 bus services in the region. Sydney Ferries connects Parramatta, Rydalmere, and Sydney Olympic Park to several destinations along the Parramatta River then Barangaroo and Circular Quay in the City of Sydney LGA.

The project is serviced by the F3 Parramatta River service (to Circular Quay) with ferry wharves located at Rydalmere and Wentworth Point (Sydney Olympic Park ferry stop). Recent wharf upgrades at both wharves make these attractive interchange hubs. These interchanges can be further enhanced by minimising road crossings, installing wayfinding signage, and ensuring mobility-impaired access.

At Rydalmere Wharf there is limited connectivity to other transport modes with a single bus (route 535) service providing a duplicate transport connection between the Parramatta and Sydney Olympic Park wharves. Sydney Olympic Park Wharf is located close to bus routes 526 and 535 providing services between Burwood and Rhodes Shopping Centre.

Active transport infrastructure

Dedicated off-road bicycle paths are currently located along the Parramatta River (Parramatta River Valley Cycleway) and throughout Sydney Olympic Park, however they offer poor connectivity throughout the GPOP due to the absence of a bridge between Wentworth Point and Melrose Park. With two new bridge connections provided as part of the project, at Camellia and Wentworth Point, will fundamentally improve walking and cycling conditions in the project area. The bridges will:

- Allow direct access from areas north of the river to Sydney Olympic Park, the Millennium Parklands, and Newington Armory.
- Allow direct access to playing fields and regional parklands on both sides of the river for existing and future communities.
- Connect new and expanding primary schools at Melrose Park, Wentworth Point and Rydalmere, as well as providing new connections to Western Sydney University via Rydalmere.
- Connect dense areas of urban renewal north of the river to facilities and transport modes at Wentworth Point, Rhodes and Sydney Olympic Park.
- Provide a new, accessible connection between Camellia and Rydalmere, linking areas of significant urban renewal potential.
- Form key components of future regional cycle connections, including north-south connections between Auburn and Ryde via Sydney Olympic Park, or between the planned Duck River corridor and Rydalmere via Camellia.

While the proposed cycling infrastructure will provide for practical, safe transport connections, it also represents an attractive addition to the large foreshore and parkland recreational network in Sydney Olympic Park and the Parramatta River valley.

Education facilities

The City of Parramatta has a strong culture of education, research, and development, with more than nine university campuses, colleges and graduate schools located within the LGA. Major tertiary institutions include:

- Western Sydney University (WSU)
- University of New England (UNSW)
- Charles Sturt University (CSU)
- University of Sydney, and

SOCIAL IMPACT ASSESSMENT

- Sydney Graduate School of Management.

WSU's College is located in Sydney Olympic Park, providing pathway programs for students seeking alternative entry to Western Sydney University. There is a strong focus on future students from migrant, refugee and educationally disrupted backgrounds.

In addition to tertiary institutions, there are more than 40 primary, secondary, government, parochial, independent and speciality schools located across the LGA.

Health facilities

Located in the Parramatta Ward in the west of the LGA is the Westmead Health Precinct - Australia's largest health and biomedical research precinct. Co-located in the precinct are major public and private hospitals that service the region including Westmead Hospital, Westmead Private Hospital, the Children's Hospital at Westmead, and Cumberland Hospital. NSW's largest pathology service and many allied health centres are also located in the precinct. Smaller health and medical providers are located across the LGA, providing services to local communities.

Sport and recreation

The City of Parramatta is home to major recreation and sporting facilities including Rosehill Gardens Racecourse, Sydney Motorsport Park and three major stadiums hosting sporting and entertainment events. Sydney Olympic Park is located in the south-east of the LGA and features aquatic centres, sporting facilities and passive recreation infrastructure including walking tracks and cycleways such as Parramatta River Walk and the Louise Sauvage Pathway. Boat ramps, for recreation activities on the Parramatta River are located in Silverwater and Ermington.

City of Parramatta Council owned sport and recreation assets also includes 67 district and local sportsgrounds. There is also 147 council owned recreation and play facilities such as playgrounds and nature play for younger and older children provided across the LGA (136 local play spaces and seven district level play spaces).

Parks and open space

Major parks and public open space within the region include Parramatta Park, Bicentennial Park, Sydney Olympic Park and Newington Armory. The region also has numerous local parks and reserves offering a variety of opportunities for active and passive recreational activities with some featuring barbeque facilities, tennis courts and basketball courts. Key environmental features in the region include the Parramatta River, Sydney Olympic Park, Newington Nature Reserve, Millennium Parklands, Prospect Nature Reserve, Western Sydney Parklands and Lake Parramatta.

Culture

The City of Parramatta embraces the importance of Parramatta as an Aboriginal place, recognising the region has been home to the Darug people of over 60,000 years. The region contains over 750 significant archaeological sites, one world heritage listed site and over 50 state significant sites including Parramatta Gaol, Elizabeth Farm cottage and Old Government House which is the oldest remaining public building in Australia.

Other cultural assets in the LGA include a 2.4-kilometre heritage walk, creative and performing arts facilities including the Riverside Theatres, Parramatta Artist Studios, and Newington Armory which is a unique arts precinct, including a theatre, outdoor amphitheatre, artist studios and an exhibition space.

Major future projects include Powerhouse Parramatta and Parramatta Square, in particular, 5 Parramatta Square which will deliver world-class community and cultural experiences.

Festivals and events are common within the Parramatta LGA, enabled by considerable infrastructure including the Sydney Showground, Sydney Olympic Park stadiums, Parramatta Park, public spaces, and the banks of the Parramatta River. Established annual festivals and events include the Royal Easter Show, Parramatta Lanes, Burramatta Festival and Parramamasala. Major international musicians frequent the stages of the Qudos Bank Arena, ANZ Stadium and the CommBank Stadium.

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Community assets

In addition to open space and recreational assets, the region contains many facilities and spaces catering to the needs of local communities including local libraries, places of worship, community and neighbourhood centres, early childhood centres, Girl Guide and Scout halls and community gardens. A maximum/ minimum-security prison - the Silverwater Correctional Complex is also located in the City of Parramatta LGA.

Population

Geography	Current population (2016)	Forecast population (2041) *
Greater Sydney	4,926,799	7,336,500
City of Parramatta LGA	234,444	438,300
Camellia precinct	3,294	20,900 <i>Camellia town centre estimated population</i>
Rydalmere East precinct	2,176	57,300
Ermington precinct	4,426	<i>Note - Melrose Park is split across council boundaries. This only includes the City of Parramatta section.</i>
Melrose Park precinct	1,416	
Wentworth Park precinct	5,586	18,600
Sydney Olympic Park precinct	2,466	29,900
Carter Street precinct	444	5,400

Source: Australian Bureau of Statistics, 2016a

*Source: Forecast id (2021a), rounded to the nearest 100

Demographics

Geography	Median age (yrs.)	Age profile			Cultural diversity		
		14 years and under	15 – 64 years	65+ years	Born overseas	Does not speak English well / Not at all	Speaks a LOTE*
Greater Sydney	37	900,328	3,250,341	671,433	1,692,519 (35%)	313,008 (6%)	1,445,497 (30%)
Parramatta LGA	37	41,483	156,554	27,439	108,319 (48%)	21,444 (9%)	97,953 (43%)
Camellia precinct	36	520	2,599	167	1,897 (58%)	300 (9%)	1,576 (48%)
Rydalmere East precinct	38	426	1,430	303	735 (34%)	180 (8%)	721 (33%)
Ermington precinct	35	969	2,993	450	1,499 (34%)	346 (8%)	1,494 (34%)
Melrose Park precinct	37	305	883	195	399 (28%)	65 (5%)	360 (25%)
Wentworth Park precinct	38	712	4,618	252	2,706 (48%)	476 (9%)	2,521 (45%)
Sydney Olympic Park precinct	36	255	2,176	42	1,422 (58%)	260 (11%)	1,372 (56%)
Carter Street precinct	36	46	392	7	256 (58%)	47 (11%)	247, 56%

Source: Australian Bureau of Statistics, 2016a

Note: * LOTE = Language other than English

Economic profile

Geography	Workforce attributes				Income		
	Labour force	Participation rate	Unemployed persons	Unemployment rate	Median weekly household income	Low-income households	High-income households
Greater Sydney	2,418,816	62%	6%	6%	\$1,806	10%	9%
Parramatta LGA	114,393	62%	7%	7%	\$1,806	6%	13%
Camellia precinct	1,843	66%	9%	9%	\$1,191	9%	8%
Rydalmere East precinct	979	56%	8%	8%	\$1,076	15%	11%
Ermington precinct	2,173	63%	6%	6%	\$1,273	10%	13%
Melrose Park precinct	700	64%	4%	4%	\$1,697	7%	19%
Wentworth Park precinct	3,471	71%	5%	5%	\$1,992	5%	13%
Sydney Olympic Park precinct	1457	66%	7%	7%	\$1,700	6%	9%
Carter Street precinct	262	66%	7%	7%	\$1,700	6%	9%

Source: Australian Bureau of Statistics, 2016a

Crime profile

Crime data from the NSW Bureau of Crime Statistics and Research (BOCSAR, 2021) was analysed to identify the crime profile for the City of Parramatta LGA. This was compared to the NSW average to help assess risk compared to state-wide averages. An overview of the City of Parramatta crime profile is provided in the table below.

The City of Parramatta LGA has considerably lower rates of crime compared to NSW, with the exception of 'homicide' and 'theft'. The City of Parramatta LGA has experienced a stabilisation in crime rates over the past five years (2016 – 2021), with a decrease in the occurrences of 'theft' and 'malicious damage to property' and 'disorderly conduct'.

The most prevalent crime in the City of Parramatta in the year to June 2021, which had 5,988 incidences was 'theft'. 'Fraud' was the most common theft offence with 1770 counts, followed by 'stealing from a motor vehicle' (909 counts), 'stealing from a retail store' (717 counts) and 'break and enter a dwelling' (644 counts).

BOCSAR publishes hotspot maps to illustrate areas of high crime density relative to crime concentrations across NSW. Maps for the City of Parramatta (July 2020 – July 2021) indicate that, whilst rates are lower than those across NSW, hotspots for robbery include Parramatta CBD and surrounds, Harris Park and the area to the west of Rosehill Gardens and the southern section of Westmead.

Offence	Trend - 5 years	City of Parramatta (year to June 2021)		NSW rate (year to June 2021)	
		Count	Rate per 100,000 population	Count	Rate per 100,000 population
Assault – non-domestic violence related	Down 4.8% per year	767	298.2	66,056	816.5
Homicide	No count	5	1.9	87	1.1
Robbery	Stable	94	3.5	2,116	26.2
Sexual offences	Stable	338	131.4	16,252	200.9
Theft	Down 7.1% per year	5,988	2,328.2	176,656	2,183.7
Malicious damage to property	Down 8.1% per year	1,124	437.0	53,308	659.0

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Offence	Trend - 5 years	City of Parramatta (year to June 2021)		NSW rate (year to June 2021)	
Disorderly conduct	Down 8.5% per year	327	127.1	17,742	219.3
Drug offences	Stable	1,157	449.8	47,633	588.8

F.2 Camellia precinct community profile data

Indicator	Camellia precinct	Parramatta LGA	Greater Sydney
Total population	3,294	225,811	4,823,897
Gender	53%	50%	49%
First Nation Australians	0.4%	0.7%	1.4%
Median age	36	37	37
Cultural diversity			
Born overseas	1,897 (58%)	108,319 (48%)	1,692,519 (35%)
Language spoken at home other than English	1576, 48%	97953, 43%	1445497, 30%
English Primary Spoken at Home	848 (26%)	94,129 (42%)	2,817,135 (58%)
Speaks English Very Well / Well	1,770 (54%)	95,792 (42%)	1,412,324 (29%)
Does not Speak English Well / Not at All	300 (9%)	21,444 (9%)	313,008 (6%)
Top 5 countries (except Australia)			
Rank 1	India (15%)	India (8%)	China (4%)
Rank 2	China (5%)	China (7%)	Born elsewhere (3%)
Rank 3	Born elsewhere (3%)	South Korea (3%)	England (2%)
Rank 4	Lebanon (2%)	Born elsewhere (2%)	India (2%)
Rank 5	Iran (2%)	Hong Kong (2%)	New Zealand (1%)
Household characteristics			
Family households	60%	72%	70%
Single household	32%	23%	25%
Group households	8%	5%	5%
Need for assistance	2%	4%	5%
Vehicle ownership	84%	89%	89%
Dwelling type			
Separated house	19%	46%	58%
Semi-detached, terrace house, townhouse	11%	15%	14%
Flat, unit or apartment	70%	39%	28%
Tenure type			
Home owned (with or without mortgage)	34%	57%	65%
Home rented (private)	63%	37%	31%
Home rented (social housing)	3%	5%	5%
Transience			
Lived at same address 1 year ago	64%	81%	84%
Lived at same address 5 years ago	31%	51%	57%
Highest level of educational attainment			
Year 12 or below	36%	39%	45%
Post-secondary	64%	61%	55%
Income			
Median weekly household income	\$1,191	\$1,750	\$1,806
Low-income households (less than \$650 gross weekly income)	9%	6%	10%
High income households (more than \$3,000 gross weekly income)	8%	9%	13%

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Indicator	Camellia precinct	Parramatta LGA	Greater Sydney
Workforce attributes			
Labour force	1,843	114,393	2,418,816
Participation rate (%)	66%	62%	62%
Unemployed persons	157	8,028	145,939
Unemployment rate (%)	9%	7%	6%
Journey to work			
Train	26%	17%	14%
Bus	6%	6%	7%
Car, as driver	55%	65%	66%
Car, as passenger	5%	5%	5%
Truck	0%	1%	1%
Motorbike / Scooter	1%	1%	1%
Bicycle	0%	1%	1%
Walking	7%	4%	5%
Other	0%	1%	1%

Source: Australian Bureau of Statistics, 2016a

Crime profile

Crime data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile for the Camellia precinct. Rates for the City of Parramatta LGA and NSW are included for comparative purposes.

Crime data is available for suburbs and postcodes, therefore for the Camellia precinct crime profile the suburbs of Camellia and Rosehill are provided. It is acknowledged that the suburb boundary of Rosehill extends beyond the Camellia precinct boundary.

In general, the suburb of Rosehill has considerable higher rates of crime when compared to the City of Parramatta LGA and NSW. The most prevalent crime in Rosehill in the year to June 2021, which had 150 incidences, was theft. Stealing from a vehicle was the most common theft offence with 35 counts, followed by breaking and entering a dwelling (23 counts), stealing from a dwelling (17 counts) and motor vehicle theft (13 counts). Overall, minimal crime was recorded in the suburb of Camellia. This can be attributed to Camellia's small land area and the suburb's primary function as an isolated industrial precinct. Six counts of crime were recorded in the year to June 2021 in the suburb of Camellia, with all being categorised as theft (two counts for break and enter non-dwelling, one count each for motor vehicle theft and stealing from a vehicle and two counts for 'other' theft).

Offence	Trend - 5 years	Rosehill (Year to June 2021)		City of Parramatta (Year to June 2021)		NSW (Year to June 2021)	
		Count	Rate*	Count	Rate*	Count	Rate*
Assault – non-domestic violence related	No count	21	451.9	767	298.2	30,822	381.0
Homicide	No count	0	0	5	1.9	87	1.1
Robbery	No count	4	86.1	94	3.5	2,116	26.2
Sexual offences	No count	7	150.6	338	131.4	16,252	200.9
Theft	Down 9.0% per year	150	3,227.9	5,988	2,328.2	176,656	2,183.7
Malicious damage to property	Stable	38	817.7	1,124	437.0	53,308	659.0
Disorderly conduct	No count	6	129.1	327	127.1	17,742	219.3

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Offence	Trend - 5 years	Rosehill (Year to June 2021)		City of Parramatta (Year to June 2021)		NSW (Year to June 2021)	
Drug offences	Down 22.8%per year	24	516.5	1,157	449.8	47,633	588.8

Source: BOCSAR, 2021

*Note: Rate = per 100,000 population (year to June 2021)

Major projects in the precinct

Parramatta Light Rail Stage 1 in Camellia

Parramatta Light Rail Stage 1 will connect Westmead to Carlingford via Parramatta CBD and Camellia with a two-way track spanning 12 kilometres with a stabling and maintenance facility off Grand Avenue. Early works commenced in October 2018. It is expected that the light rail will be operational in 2024.

Sydney Metro West – Clyde Stabling and Maintenance Facility

The stabling and maintenance facility located at Clyde for Sydney Metro West is an ongoing project to facilitate powering and proper functioning of the eventual Sydney Metro West line. At present, pre-construction works on site are ongoing to ensure the area is prepared and ready for an eventual approval, with a modification currently under review by the Department of Planning and Environment for determination.

Viva Energy Clyde Western Area Remediation Project

The Viva Energy Clyde Western Area Remediation Project is an ongoing remediation project within the eastern part of the Camellia precinct being carried out by Viva Energy Australia Pty Ltd. Bordering the eventual alignment of the Parramatta Light Rail Stage 2, the site is expected to begin stage 2 and 3 of remediation works imminently. Upon remediation, the site will accommodate a variety of uses and help enable the transition from Camellia's current post-industrial character.

Camellia Waste Facility

The Camellia Waste Facility is a proposed materials recycling facility (MRF) along the north-eastern part of Grand Avenue, intersecting with the project activity area. Currently under determination, the waste facility, proposed by Veolia Environmental Services, consists of two stages: stage 1 (clearing of the site) and stage 2 (construction of the MRF).

Future plans for the precinct

The Camellia precinct is envisaged in the Department of Planning and Environment's *Directions for Camellia-Rosehill Place Strategy*, released in September 2021, as an industry and employment hub with service and circular economy industries and new recreational and entertainment facilities, all enabled by better transport access via light rail, active transport, and road connections, with a well-designed town centre next to the light rail stop. The Strategy provides an integrated 20-year vision for the precinct and plays a significant role in GPOP through its contribution towards the GPOP economic corridor.

An estimated 10,000 new dwellings for a population of 20,900 are planned for the area, with future residential growth to be concentrated in the new town centre (City of Parramatta, 2020c). The *Directions for Camellia-Rosehill Place Strategy* states that 'residential development is key to enabling the expensive remediation work and transport improvements needed to boost productivity and jobs growth.'

F.3 Rydalmere East precinct community profile data

Indicator	Rydalmere East precinct	Parramatta LGA	Greater Sydney
Total population	2,176	225,811	4,823,897
Gender	50%	50%	49%
First Nation Australians	1.7%	0.7%	1.4%
Median age	38	37	37
Cultural diversity			
Born overseas	735 (34%)	108,319 (48%)	1,692,519 (35%)
Language spoken at home other than English	721, 33%	97953, 43%	1445497, 30%
English Primary Spoken at Home	1,215 (56%)	94,129 (42%)	2,817,135 (58%)
Speaks English Very Well / Well	625 (29%)	95,792 (42%)	1,412,324 (29%)
Does not Speak English Well / Not at All	180 (8%)	21,444 (9%)	313,008 (6%)
Top 5 countries (except Australia)			
Rank 1	China (excl. SARs and Taiwan) (5%)	India (8%)	China (excl. SARs and Taiwan) (4%)
Rank 2	South Korea (3%)	China (excl. SARs and Taiwan) (7%)	Born elsewhere (3%)
Rank 3	Born elsewhere (3%)	South Korea (3%)	England (2%)
Rank 4	England (2%)	Born elsewhere (2%)	India (2%)
Rank 5	Philippines (2%)	Hong Kong (2%)	New Zealand (1%)
Household characteristics			
Family households	63%	72%	70%
Single household	34%	23%	25%
Group households	3%	5%	5%
Need for assistance	6%	4%	5%
Vehicle ownership	85%	89%	89%
Dwelling type			
Separated house	72%	46%	58%
Semi-detached, terrace house, townhouse	18%	15%	14%
Flat, unit or apartment	11%	39%	28%
Tenure type			
Home owned (with or without mortgage)	49%	57%	65%
Home rented (private)	18%	37%	31%
Home rented (social housing)	32%	5%	5%
Transience			
Lived at same address 1 year ago	89%	81%	84%
Lived at same address 5 years ago	65%	51%	57%
Highest level of educational attainment			
Year 12 or below	53%	39%	45%
Post-secondary	47%	61%	55%
Income			
Median weekly household income	\$1,076	\$1,750	\$1,806
Low-income households (less than \$650 gross weekly income)	15%	6%	10%

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Indicator	Rydalmere East precinct	Parramatta LGA	Greater Sydney
High income households (more than \$3,000 gross weekly income)	11%	9%	13%
Workforce attributes			
Labour force	979	114,393	2,418,816
Participation rate (%)	56%	62%	62%
Unemployed persons	76	8,028	145,939
Unemployment rate (%)	8%	7%	6%
Journey to work			
Train	13%	17%	14%
Bus	7%	6%	7%
Car, as driver	74%	65%	66%
Car, as passenger	3%	5%	5%
Truck	1%	1%	1%
Motorbike / Scooter	1%	1%	1%
Bicycle	1%	1%	1%
Walking	1%	4%	5%
Other	1%	1%	1%

Source: Australian Bureau of Statistics, 2016a

Crime profile

Crime data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile for the Rydalmere East precinct. Rates for the City of Parramatta LGA and NSW are included for comparative purposes.

The crime profile for the Rydalmere East precinct is informed by the profile for the suburb of Rydalmere. The limitation with this is that the suburb boundary extends beyond the Rydalmere East precinct boundary to include the area north of Victoria Road to Calder Road, and the area west of Park Road to James Ruse Drive.

Offence	Trend - 5 years	Rydalmere (Year to June 2021)		City of Parramatta (Year to June 2021)		NSW (Year to June 2021)	
		Count	Rate*	Count	Rate*	Count	Rate*
Assault – non - domestic violence related	No count	22	295.4	767	298.2	30,822	381.0
Homicide	No count	0	0	5	1.9	87	1.1
Robbery	No count	1	13.4	94	3.5	2,116	26.2
Sexual offences	No count	13	174.5	338	131.4	16,252	200.9
Theft	Stable	177	2376.5	5,988	2,328.2	176,656	2,183.7
Malicious damage to property	Down 13.3% per year	31	416.2	1,124	437.0	53,308	659.0
Disorderly conduct	No count	13	174.5	327	127.1	17,742	219.3
Drug offences	Down 14.9% per year	22	295.4	1,157	449.8	47,633	588.8

Source: BOCSAR, 2021

*Note: Rate = per 100,000 population (year to June 2021)

In general, the crime profile for the suburb of Rydalmere is comparable to the City of Parramatta LGA for 'malicious damage to property', 'theft', 'non-domestic violence related assault' and 'disorderly conduct'. 'Robbery' offence rates (13.4) were considerably higher when compared to rates across the LGA (3.5),

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however, considerably less than NSW rates (26.2). In general, the 5-year trend data (where available) indicates a decrease in crime within the suburb of Rydalmere.

The most prevalent crime in Rydalmere in the year to June 2021, with 177 occurrences, was 'theft'. 'Stealing from a vehicle' was the most common theft offence with 34 counts, followed by 'other' (213 counts), 'motor vehicle theft' (18 counts) and 'stealing from a dwelling' (15 counts).

The BOCSAR hotspot for Rydalmere illustrates low to medium density hotspot for 'malicious damage to property' in the eastern part of the suburb around Silverwater Road, South Street and Victoria Road.

Major projects in the precinct

Rydalmere Park Master Plan

Rydalmere Park is being upgraded to provide the community with high quality sport and active recreation facilities, estimated to cost \$15 million. The Park is located outside the precinct boundary in the north-western section of the suburb. Stage One was completed in May 2020 and delivered synthetic turf and widening of the northern field, a synthetic warm-up area, new lighting, fencing, and spectator seating. Stage Two includes further field upgrades, lighting, spectator seating, a new cricket pitch and practice nets, car park works, landscaping and public amenities. Stage Three will examine the re-purposing of the Rydalmere Bowling Club. Stage Two is expected to be completed by mid-2022.

Future plans for the precinct

Rydalmere East is envisaged as a medium to high-density residential precinct, providing a range of dwelling types to cater for the diverse needs of Greater Parramatta. Residential uses will be supported by several smaller commercial and mixed-use precincts that will provide a range of job types and services, and high amenity areas that are serviced by light rail stops.

Rydalmere has been incorporated in the *Employment Lands Strategy* (ELS) (City of Parramatta, 2020b) as a key employment precinct that will contain 6.4 hectares of open space and sports facilities within the Rydalmere Park Master Plan subject area. The plan aims to improve connectivity across the subject area and informal recreational spaces (including a playground, multipurpose court and circuit path)

F.4 Ermington precinct community profile data

Indicator	Ermington precinct	Parramatta LGA	Greater Sydney
Total population	4,426	225,811	4,823,897
Gender	50%	50%	49%
First Nation Australians	1.7%	0.7%	1.4%
Median age	35	37	37
Cultural diversity			
Born overseas	1,499 (34%)	108,319 (48%)	1,692,519 (35%)
Language spoken at home other than English	1494, 34%	97953, 43%	1445497, 30%
English Primary Spoken at Home	2,559 (58%)	94,129 (42%)	2,817,135 (58%)
Speaks English Very Well / Well	1,320 (30%)	95,792 (42%)	1,412,324 (29%)
Does not Speak English Well / Not at All	346 (8%)	21,444 (9%)	313,008 (6%)
Top 5 countries (except Australia)			
Rank 1	China (excl. SARs and Taiwan) (5%)	India (8%)	China (excl. SARs and Taiwan) (4%)
Rank 2	South Korea (3%)	China (excl. SARs and Taiwan) (7%)	Born elsewhere (3%)
Rank 3	Born elsewhere (3%)	South Korea (3%)	England (2%)
Rank 4	Lebanon (2%)	Born elsewhere (2%)	India (2%)
Rank 5	England (1%)	Hong Kong (2%)	New Zealand (1%)
Household characteristics			
Family households	76%	72%	70%
Single household	21%	23%	25%
Group households	3%	5%	5%
Need for assistance	5%	4%	5%
Vehicle ownership	91%	89%	89%
Dwelling type			
Separated house	72%	46%	58%
Semi-detached, terrace house, townhouse	21%	15%	14%
Flat, unit or apartment	7%	39%	28%
Tenure type			
Home owned (with or without mortgage)	52%	57%	65%
Home rented (private)	30%	37%	31%
Home rented (social housing)	18%	5%	5%
Transience			
Lived at same address 1 year ago	85%	81%	84%
Lived at same address 5 years ago	56%	51%	57%
Highest level of educational attainment			
Year 12 or below	46%	39%	45%
Post-secondary	54%	61%	55%
Income			
Median weekly household income	\$1,273	\$1,750	\$1,806
Low-income households (less than \$650 gross weekly income)	10%	6%	10%

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Indicator	Ermington precinct	Parramatta LGA	Greater Sydney
High income households (more than \$3,000 gross weekly income)	13%	9%	13%
Workforce attributes			
Labour force	2,173	114,393	2,418,816
Participation rate (%)	63%	62%	62%
Unemployed persons	125	8,028	145,939
Unemployment rate (%)	6%	7%	6%
Journey to work			
Train	14%	17%	14%
Bus	6%	6%	7%
Car, as driver	70%	65%	66%
Car, as passenger	4%	5%	5%
Truck	1%	1%	1%
Motorbike / Scooter	1%	1%	1%
Bicycle	1%	1%	1%
Walking	1%	4%	5%
Other	1%	1%	1%

Source: Australian Bureau of Statistics, 2016a

Crime profile

Crime data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile for the Ermington precinct. Rates for the City of Parramatta LGA and NSW are included for comparative purposes.

The crime profile for the Ermington precinct is informed by the profile for the suburb of Ermington. The limitation with this is that the suburb boundary extends beyond the Ermington precinct boundary to include the area north of Victoria Road to Stewart Street, and east to Marsden Road.

Offence	Trend - 5 years	Ermington (Year to June 2021)		City of Parramatta (Year to June 2021)		NSW (Year to June 2021)	
		Count	Rate*	Count	Rate*	Count	Rate*
Assault – non-domestic violence related	No count	17	142	767	298.2	30,822	381.0
Homicide	No count	0	0	5	1.9	87	1.1
Robbery	No count	0	0	94	3.5	2,116	26.2
Sexual offences	No count	16	133.7	338	131.4	16,252	200.9
Theft	Stable	234	1955.2	5,988	2,328.2	176,656	2,183.7
Malicious damage to property	Down 7.5% per year	36	300.8	1,124	437.0	53,308	659.0
Disorderly conduct	No count	6	50.1	327	127.1	17,742	219.3
Drug offences	Down 7.9% per year	35	292.4	1,157	449.8	47,633	588.8

Source: BOCSAR, 2021

*Note: Rate = per 100,000 population (year to June 2021)

In general, Ermington has considerably lower rates of crime compared to the City of Parramatta LGA and NSW, except for 'sexual offences' where rates are comparable. Ermington has experienced a stabilisation in crime rates over the past five years (2016 – 2021), with a decrease in the rates of 'malicious damage to property' and 'drug offences'.

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The most prevalent crime in Ermington in the year to June 2021, with 234 occurrences, was 'theft'. 'Fraud' was the most common theft offence with 82 counts, followed by 'stealing from a motor vehicle' (43 counts), 'stealing from a dwelling' (22 counts) and 'motor vehicle theft' (19 counts).

The BOCSAR hotspot for Ermington illustrates a low to medium density hotspot for 'malicious damage to property' in the western part of the suburb around Silverwater Road, Lister Avenue and to the north-east of Rydalmere East Public School, around Murdoch and Marguerette Streets.

Future plans for the precinct

Ermington, like Rydalmere East, is envisaged largely as a medium to high-density residential precinct with some small local centres that are aligned to light rail stop locations.

The City of Parramatta Council has identified the Ermington corridor as an opportunity for housing growth in the medium to longer term.

Upgrades are proposed to the existing parks and sports fields to increase the capacity and diversity of offering including delivering the George Kendall Park Master Plan.

A new district level community hub proposed in the middle of the corridor at Ermington, between 3,500 square metres to 5,000 square metres in size, will include a new library and community centre space.

F.5 Melrose Park precinct community profile data

Indicator	Melrose Park precinct	Parramatta LGA	Greater Sydney
Total population	1,416	225,811	4,823,897
Gender	51%	50%	49%
First Nation Australians	0.8%	0.7%	1.4%
Median age	37	37	37
Cultural diversity			
Born overseas	399 (28%)	108,319 (48%)	1,692,519 (35%)
Language spoken at home other than English	360, 25%	97953, 43%	1445497, 30%
English Primary Spoken at Home	952 (67%)	94,129 (42%)	2,817,135 (58%)
Speaks English Very Well / Well	357 (25%)	95,792 (42%)	1,412,324 (29%)
Does not Speak English Well / Not at All	65 (5%)	21,444 (9%)	313,008 (6%)
Top 5 countries (except Australia)			
Rank 1	China (excl. SARs and Taiwan) (4%)	India (8%)	China (excl. SARs and Taiwan) (4%)
Rank 2	England (2%)	China (excl. SARs and Taiwan) (7%)	Born elsewhere (3%)
Rank 3	Born elsewhere (2%)	South Korea (3%)	England (2%)
Rank 4	South Korea (2%)	Born elsewhere (2%)	India (2%)
Rank 5	Hong Kong (1%)	Hong Kong (2%)	New Zealand (1%)
Household characteristics			
Family households	78%	72%	70%
Single household	18%	23%	25%
Group households	3%	5%	5%
Need for assistance	4%	4%	5%
Vehicle ownership	94%	89%	89%
Dwelling type			
Separated house	93%	46%	58%
Semi-detached, terrace house, townhouse	7%	15%	14%
Flat, unit or apartment	0%	39%	28%
Tenure type			
Home owned (with or without mortgage)	85%	57%	65%
Home rented (private)	12%	37%	31%
Home rented (social housing)	2%	5%	5%
Transience			
Lived at same address 1 year ago	91%	81%	84%
Lived at same address 5 years ago	74%	51%	57%
Highest level of educational attainment			
Year 12 or below	40%	39%	45%
Post-secondary	60%	61%	55%
Income			
Median weekly household income	\$1,697	\$1,750	\$1,806
Low-income households (less than \$650 gross weekly income)	7%	6%	10%

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Indicator	Melrose Park precinct	Parramatta LGA	Greater Sydney
High income households (more than \$3,000 gross weekly income)	19%	9%	13%
Workforce attributes			
Labour force	700	114,393	2,418,816
Participation rate (%)	64%	62%	62%
Unemployed persons	30	8,028	145,939
Unemployment rate (%)	4%	7%	6%
Journey to work			
Train	17%	17%	14%
Bus	3%	6%	7%
Car, as driver	71%	65%	66%
Car, as passenger	4%	5%	5%
Truck	1%	1%	1%
Motorbike / Scooter	2%	1%	1%
Bicycle	1%	1%	1%
Walking	2%	4%	5%
Other	0%	1%	1%

Source: Australian Bureau of Statistics, 2016a

Crime profile

Crime data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile for the Melrose Park precinct. Rates for the City of Parramatta LGA and NSW are included for comparative purpose.

In general, there is minimal crime in Melrose Park. Rates per 100,000 population and trend data was not available from BOCSAR.

Theft was the most prevalent crime in Melrose Park in the year to June 2021, with 36 occurrences. 'Stealing from a motor vehicle' was the most common theft offence with 13 counts, followed by 'break and entering a dwelling' (7 counts) and 'receiving/handling stolen goods' (5 counts).

The BOCSAR hotspot map indicated low to medium density hotspot for malicious damage to property in the north-eastern corner of the precinct, extending across the boundary into West Ryde.

Offence	Trend - 5 years	Melrose Park (Year to June 2021)		City of Parramatta (Year to June 2021)		NSW (Year to June 2021)	
		Count	Rate*	Count	Rate*	Count	Rate*
Assault – non - domestic violence related	No count	4	-	767	298.2	30,822	381.0
Homicide	No count	0	-	5	1.9	87	1.1
Robbery	No count	0	-	94	3.5	2,116	26.2
Sexual offences	No count	2	-	338	131.4	16,252	200.9
Theft	No count	36	-	5,988	2,328.2	176,656	2,183.7
Malicious damage to property	No count	9	-	1,124	437.0	53,308	659.0
Disorderly conduct	No count	1	-	327	127.1	17,742	219.3
Drug offences	No count	12	-	1,157	449.8	47,633	588.8

Source: BOCSAR, 2021

*Note: Rate = per 100,000 population (year to June 2021)

Major projects in the precinct

Melrose Park Northern Precinct

A joint venture between Payce and Sekisui House Australia, Melrose Park is a \$6 billion development that will create a new major precinct covering 30 hectares. The project will include around 6,000 new apartments, a town centre and retail village, community amenities and significant parklands. It is expected that the project will create 10,000 jobs in construction and create more than 1,500 permanent new jobs.

The City of Parramatta Council resolved to endorse the Planning Proposal for the project, a site-specific development control plan (DCP) and Planning Agreement on 11 October 2021. The Planning Proposal has been forwarded to the Department of Planning and Environment for finalisation.

Melrose Park Southern Precinct

The Melrose Park Southern Precinct proposes a mixed-use development with an estimate of 327,650 square metres of mixed used gross floor area, or approximately 3,855 apartments. A major landholder in the east and west of the southern precinct, Holdmark, is expected to provide 1,925 new dwellings (835 in the eastern section, and 1,090 in the western section of the precinct) and 1,000 square metres of non-residential floor space to promote job creation.

The City of Parramatta Council received a Gateway determination from the Department of Planning and Environment in August 2021, enabling the Planning Proposal for the Holdmark sites to proceed to public exhibition. Negotiations for the Planning Agreement are underway with the applicant, and a draft site-specific DCP is currently being prepared.

Future plans for the precinct

Melrose Park is envisaged to transition into a high-density urban village, having been identified back in 2015-16 in the City of Parramatta Councils' *Employment Lands Strategy* (ELS) as an area suitable for redevelopment for non-industrial uses.

F.6 Wentworth Point precinct community profile data

Indicator	Wentworth Point precinct	Parramatta LGA	Greater Sydney
Total population	5,586	225,811	4,823,897
Gender – Male	48%	50%	49%
– Female	52%	50%	51%
First Nation Australians	0.6%	0.7%	1.4%
Median age	38	37	37
Cultural diversity			
Born overseas	108,319 (48%)	1,692,519 (35%)	2,071,857 (43%)
Language spoken at home other than English	97953, 43%	1445497, 30%	2,006,762 (42%)
English Primary Spoken at Home	2,190 (39%)	94,129 (42%)	2,817,135 (58%)
Speaks English Very Well / Well	2,279 (41%)	95,792 (42%)	1,412,324 (29%)
Does not Speak English Well / Not at All	476 (9%)	21,444 (9%)	313,008 (6%)
Top 5 countries (except Australia)			
Rank 1	China (excl. SARs and Taiwan) (9%)	India (8%)	China (excl. SARs and Taiwan) (4%)
Rank 2	South Korea (5%)	China (excl. SARs and Taiwan) (7%)	Born elsewhere (3%)
Rank 3	Born elsewhere (3%)	South Korea (3%)	England (2%)
Rank 4	India (2%)	Born elsewhere (2%)	India (2%)
Rank 5	England (2%)	Hong Kong (2%)	New Zealand (1%)
Household characteristics			
Family households	62%	72%	70%
Single household	32%	23%	25%
Group households	6%	5%	5%
Need for assistance	1%	4%	5%
Vehicle ownership	96%	89%	89%
Dwelling type			
Separated house	0%	46%	58%
Semi-detached, terrace house, townhouse	0%	15%	14%
Flat, unit or apartment	100%	39%	28%
Tenure type			
Home owned (with or without mortgage)	40%	57%	65%
Home rented (private)	60%	37%	31%
Home rented (social housing)	0%	5%	5%
Transience			
Lived at same address 1 year ago	67%	81%	84%
Lived at same address 5 years ago	20%	51%	57%
Highest level of educational attainment			
Year 12 or below	29%	39%	45%
Post-secondary	71%	61%	55%
Income			
Median weekly household income	\$1,992	\$1,750	\$1,806
Low-income households (less than \$650 gross weekly income)	5%	6%	10%

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Indicator	Wentworth Point precinct	Parramatta LGA	Greater Sydney
High income households (more than \$3,000 gross weekly income)	13%	9%	13%
Workforce attributes			
Labour force	3,471	114,393	2,418,816
Participation rate (%)	71%	62%	62%
Unemployed persons	160	8,028	145,939
Unemployment rate (%)	5%	7%	6%
Journey to work			
Train	22%	17%	14%
Bus	3%	6%	7%
Car, as driver	68%	65%	66%
Car, as passenger	4%	5%	5%
Truck	0%	1%	1%
Motorbike / Scooter	1%	1%	1%
Bicycle	1%	1%	1%
Walking	2%	4%	5%
Other	0%	1%	1%

Source: Australian Bureau of Statistics, 2016a

Crime profile

Crime data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile for the Wentworth Point precinct. Rates for the City of Parramatta and NSW are included for comparative purposes

The crime profile for the Wentworth Point precinct is informed by the profile for the suburb of Wentworth Point. The limitation with this is that the suburb boundary does not extend to the west to include Newington Armory and surrounds. The crime profile captures the area bounded by Hill Road, Bennelong Parkway and the Parramatta River. The area to the west of Wentworth Point is captured in the crime profile for Sydney Olympic Park.

In general, Wentworth Point has considerably lower rates of crime compared to the City of Parramatta LGA and NSW. Where trend data was available, it indicates that Wentworth Point has experienced a decrease in crime rates over the past five years (2016 – 2021), with a 25% decrease per year for 'malicious damage to property' and a stabilisation of 'theft'.

'Theft', however, was the most prevalent crime in Wentworth Point in the year to June 2021, with 177 occurrences. 'Fraud' was the most common theft offence with 50 counts, followed by 'stealing from a dwelling' (36 counts) and 'break and enter a dwelling' (34 counts).

The BOCSAR hotspot map indicates the whole area bounded by Hill Road, Bennelong Parkway and the Parramatta River is a high-density hotspot for 'break and enter a dwelling' and 'stealing from a dwelling' and a medium to high density hotspot for 'break and enter a non-dwelling' in the area around Footbridge Boulevard in the northern part of the suburb.

Offence	Trend - 5 years	Wentworth Point (Year to June 2021)		City of Parramatta (Year to June 2021)		NSW (Year to June 2021)	
		Count	Rate*	Count	Rate*	Count	Rate*
Assault – non - domestic violence related	No count	11	107.1	767	298.2	30,822	381.0
Homicide	No count	0	0	5	1.9	87	1.1
Robbery	No count	2	19.5	94	3.5	2,116	26.2

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Offence	Trend - 5 years	Wentworth Point (Year to June 2021)		City of Parramatta (Year to June 2021)		NSW (Year to June 2021)	
Sexual offences	No count	10	97.4	338	131.4	16,252	200.9
Theft	Stable	177	1723.6	5,988	2,328.2	176,656	2,183.7
Malicious damage to property	Down 25% per year	23	224.0	1,124	437.0	53,308	659.0
Disorderly conduct	No count	7	68.2	327	127.1	17,742	219.3
Drug offences	No count	29	282.4	1,157	449.8	47,633	588.8

Source: BOCSAR, 2021

*Note: Rate = per 100,000 population (year to June 2021)

Major projects in the precinct

Sanctuary, Wentworth Point

Sanctuary is a new master planned residential community being developed by Sekisui House Australia. Located at the end of Hill Road (old Boral factory land near the ferry terminal), at the northern edge of the Wentworth Point peninsula, the project will deliver a total of 2,300 new apartments across 20 buildings, along with a new shopping and retail centre. The first stage is complete with the first residents moving in in late 2020. The scheduled completion is 2030.

Hill Road Master Plan, Wentworth Point

The Hill Road Master Plan sets out the vision and objectives to address traffic and access issues and transform Hill Road into a boulevard with a high-quality public domain. The Master Plan aims to improve safety and improved connections for pedestrians, cyclists, and road users, improve drainage to alleviate flooding and active the public domain.

The Master Plan also provides an allocation of space for Parramatta Light Rail Stage 2. City of Parramatta Council adopted the Hill Road Master Plan on the 12 July 2021.

Sydney Olympic Park new high school, Wentworth Point

The new high school at Sydney Olympic Park (Wentworth Point) is a key component of the Wentworth Point Planned Precinct undertaken by School Infrastructure NSW and the NSW Department of Education, with a six-storey building consisting of two wings and a two-storey building for indoor sports and performances. With the site now cleared for construction, approval for development is expected in mid-2022, with construction expected to be finished by 2024.

37-39 Hill Road, Wentworth Point

A master planned residential development consisting of a part eight storey and part nine storey residential apartment building, 37-39 Hill Road continues the trend of converting the formerly industrial region of Wentworth Point to the vibrant mixed-use area it has fast become. The site was approved for development in 2021 and is scheduled for completion by June 2023.

Future plans for the precinct

A priority growth precinct, Wentworth Point is currently in the middle of a major transformation and development will continue to occur within the area. The adoption of the Hill Road Master Plan by the City of Parramatta Council in July 2021 will see works to implement the Master Plan carried out in the near future.

F.7 Sydney Olympic Park precinct community profile data

Indicator	Sydney Olympic Park precinct	Parramatta LGA	Greater Sydney
Total population	2,466	225,811	4,823,897
Gender – Male	50%	50%	49%
– Female	50%	50%	51%
First Nation Australians	0.4%	0.7%	1.4%
Median age	36	37	37
Cultural diversity			
Born overseas	1,422 (58%)	108,319 (48%)	1,692,519 (35%)
Language spoken at home other than English	1372, 56%	97953, 43%	1445497, 30%
English Primary Spoken at Home	610 (25%)	94,129 (42%)	2,817,135 (58%)
Speaks English Very Well / Well	1,188 (48%)	95,792 (42%)	1,412,324 (29%)
Does not Speak English Well / Not at All	260 (11%)	21,444 (9%)	313,008 (6%)
Top 5 countries (except Australia)			
Rank 1	China (excl. SARs and Taiwan) (15%)	India (8%)	China (excl. SARs and Taiwan) (4%)
Rank 2	South Korea (6%)	China (excl. SARs and Taiwan) (7%)	Born elsewhere (3%)
Rank 3	Born elsewhere (4%)	South Korea (3%)	England (2%)
Rank 4	India (2%)	Born elsewhere (2%)	India (2%)
Rank 5	Iran (2%)	Hong Kong (2%)	New Zealand (1%)
Household characteristics			
Family households	60%	72%	70%
Single household	32%	23%	25%
Group households	8%	5%	5%
Need for assistance	1%	4%	5%
Vehicle ownership	91%	89%	89%
Dwelling type			
Separated house	0%	46%	58%
Semi-detached, terrace house townhouse	0%	15%	14%
Flat, unit or apartment	100%	39%	28%
Tenure type			
Home owned (with or without mortgage)	31%	57%	65%
Home rented (private)	69%	37%	31%
Home rented (social housing)	1%	5%	5%
Transience			
Lived at same address 1 year ago	52%	81%	84%
Lived at same address 5 years ago	6%	51%	57%
Highest level of educational attainment			
Year 12 or below	29%	39%	45%
Post-secondary	71%	61%	55%
Income			
Median weekly household income	\$1,700	\$1,750	\$1,806

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Indicator	Sydney Olympic Park precinct	Parramatta LGA	Greater Sydney
Low-income households (less than \$650 gross weekly income)	6%	6%	10%
High income households (more than \$3,000 gross weekly income)	9%	9%	13%
Workforce attributes			
Labour force	1,457	114,393	2,418,816
Participation rate (%)	66%	62%	62%
Unemployed persons	105	8,028	145,939
Unemployment rate (%)	7%	7%	6%
Journey to work			
Train	29%	17%	14%
Bus	4%	6%	7%
Car, as driver	57%	65%	66%
Car, as passenger	4%	5%	5%
Truck	0%	1%	1%
Motorbike / Scooter	0%	1%	1%
Bicycle	1%	1%	1%
Walking	5%	4%	5%
Other	1%	1%	1%

Source: Australian Bureau of Statistics, 2016a

Crime profile

Crime data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime profile for the Sydney Olympic Park precinct. Rates for the City of Parramatta LGA and NSW are included for comparative purposes.

The crime profile for the Sydney Olympic Park precinct is informed by the profile for the Sydney Olympic Park suburb which includes Newington Armory and Wilson Park in the west of the suburb, bordering Silverwater Road. Part of this area falls within the Wentworth Point precinct.

Across most of the offence types in the table below, Sydney Olympic Park has considerably higher rates of crime when compared to the City of Parramatta LGA and NSW. This may be due in part to the area hosting large scale sporting events, festivals, and entertainment events.

Available trend data indicates that Sydney Olympic Park has experienced a decrease in crime rates over the past five years (2016 – 2021), with a 19.6 per cent decrease per year for 'theft', an 18.8% decrease for non-domestic violence related assault and a 15.7 per cent decrease for counts of 'malicious damage to property'.

'Theft', however, was the most prevalent crime in Sydney Olympic Park in the year to June 2021, with 154 occurrences. 'Fraud' was the most common theft offence with 45 counts, followed by 'stealing from a motor vehicle' (16 counts). A total of 48 counts of theft were categorised as 'other'.

The BOCSAR hotspot map indicated the area around Olympic Park Station as a high-density hotspot for malicious damage to property.

Offence	Trend - 5 years	Sydney Olympic Park (Year to June 2021)		City of Parramatta (Year to June 2021)		NSW (Year to June 2021)	
		Count	Rate*	Count	Rate*	Count	Rate*
Assault – non - domestic violence related	Down 18.8% per year	30	852.8	767	298.2	30,822	381.0
Homicide	No count	0	0	5	1.9	87	1.1

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Offence	Trend - 5 years	Sydney Olympic Park (Year to June 2021)	City of Parramatta (Year to June 2021)	NSW (Year to June 2021)			
Robbery	No count	2	56.9	94	3.5	2,116	26.2
Sexual offences	No count	7	199.0	338	131.4	16,252	200.9
Theft	Down 19.6% per year	154	4377.5	5,988	2,328.2	176,656	2,183.7
Malicious damage to property	Down 15.7% per year	42	1193.9	1,124	437.0	53,308	659.0
Disorderly conduct	No count	19	540.1	327	127.1	17,742	219.3
Drug offences	No count	59	1677.1	1,157	449.8	47,633	588.8

Source: BOCSAR, 2021

*Note: Rate = per 100,000 population (year to June 2021)

Major projects in the precinct

Sydney Olympic Park Master Plan review

Following the announcement of a Sydney Metro West station at Sydney Olympic Park, an interim review of the *Sydney Olympic Park Master Plan 2030* was conducted. To accommodate a new metro station, changes to the built form and street network will be required. This includes:

- changes to land use and planning controls to integrate the Sydney Metro West train station into the Central Precinct of Sydney Olympic Park
- a new pedestrian plaza linking the metro station to Olympic Boulevard
- a bus interchange on Figtree Drive
- changes to the street network to improve access to the metro station
- a new Central Urban Park connected to the Abattoir Precinct.

The *Sydney Olympic Park Master Plan 2030* (Interim Metro Review) was open for review until 15 December 2021. Feedback on proposed changes to planning controls are under review.

Sydney Metro West

This heavy rail project is planned to connect Parramatta and Sydney CBDs as well as Westmead, Sydney Olympic Park and The Bays Precinct. Sydney Metro West is also expected to include transport interchanges with T1 North Shore & Western Line, Sydney light rail, and other new Sydney Metro stations.

There will be an interface with the project as both have nominated Sydney Olympic Park as station/stop precincts. Sydney Metro West is also proposed to encompass the suburbs of Rydalmere, Camellia and Rosehill, which fall within the social locality.

This project is expected to be operational in the late 2020s.

URBNSURF

URBNSURF is a one to two storey development with an open-air artificial surfing facility. Located at the Pod B5 parking area at the intersection of Hill Road and Holker Busway, the development is currently in the construction phase and is slated for completion in late 2022.

‘Antara’

Antara forms part of the ‘Site 60A’ and ‘Site 60B’ of the *Sydney Olympic Park Master Plan 2030*, and is being developed by Austino Sydney Olympic Park Pty Ltd. The site is located roughly 550 metres east of the Parramatta Light Rail Stage 2 site along Australia Avenue and has a modification currently under

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assessment. Upon completion, the development will deliver two high-rise residential buildings with a three-level basement car park and a ground floor commercial area in each building.

2A and 2B Australia Avenue

2A and 2B Australia Avenue is a mixed-use development under a joint venture of Ecove Group and the Sydney Olympic Park Authority. The site is near the end of the 'Response to Submissions' stage and is planned to be located on the eastern side of Australia Avenue. Upon completion, the site will consist of two high-rise towers, one a 45-storey serviced apartment complex, the other a 12-storey commercial building. The project has no expected completion date and will be broken into six stages.

Future plans for the precinct

The Sydney Olympic Park precinct is anticipated to transform into a major residential and employment hub in the GPOP, with educational and recreation facilities and a thriving night-time economy.

Community engagement is currently underway to develop a shared place vision and strategy for Sydney Olympic Park that envisions the place opportunities to 2050. The place vision and strategy will guide any future master plans or other strategic planning for Sydney Olympic Park (Sydney Olympic Park Authority, 2021).

There is a proposal to upgrade the Royal Agricultural Society facilities at the Sydney Showground within Sydney Olympic Park. The Royal Agricultural Society is collaborating with Placemaking NSW and the Sydney Olympic Park Authority, with the proposal intended to form a significant component of the *Sydney Olympic Park Master Plan 2050*. The proposal includes construction of a new Convention Centre and a new Education and Sydney Royal Competition Centre, as well as the relocation of the carnival area of the Royal Easter Show.

In addition to the Sydney Olympic Park Authority and Royal Agricultural Society's plans for Sydney Olympic Park, the NSW Department of Education is developing a new high school for the growing population around Sydney Olympic Park and Wentworth Point, to be located adjacent to Wentworth Point Public School. It is scheduled to open in Term 1 2024 and will initially accommodate more than 800 students (NSW Department of Education, 2021).

F.8 Carter Street precinct community profile data

Indicator	Carter Street precinct	Parramatta LGA	Greater Sydney
Total population	444	225,811	4,823,897
Gender – Male	50%	50%	49%
– Female	50%	50%	50%
First Nation Australians	0.4%	0.7%	1.4%
Median age	36	37	37
Cultural diversity			
Born overseas	256 (58%)	108,319 (48%)	1,692,519 (35%)
Language spoken at home other than English	247, 56%	97953, 43%	1445497, 30%
English Primary Spoken at Home	110 (25%)	94,129 (42%)	2,817,135 (58%)
Speaks English Very Well / Well	214 (48%)	95,792 (42%)	1,412,324 (29%)
Does not Speak English Well / Not at All	47 (11%)	21,444 (9%)	313,008 (6%)
Top 5 countries (except Australia)			
Rank 1	China (excl. SARs and Taiwan) (15%)	India (8%)	China (excl. SARs and Taiwan) (4%)
Rank 2	South Korea (6%)	China (excl. SARs and Taiwan) (7%)	Born elsewhere (3%)
Rank 3	Born elsewhere (4%)	South Korea (3%)	England (2%)
Rank 4	India (2%)	Born elsewhere (2%)	India (2%)
Rank 5	Iran (2%)	Hong Kong (2%)	New Zealand (1%)
Household characteristics			
Family households	60%	72%	70%
Single household	32%	23%	25%
Group households	8%	5%	5%
Need for assistance	1%	4%	5%
Vehicle ownership	91%	89%	89%
Dwelling type			
Separated house	0%	46%	58%
Semi-detached, terrace house, townhouse	0%	15%	14%
Flat, unit or apartment	100%	39%	28%
Tenure type			
Home owned (with or without mortgage)	31%	57%	65%
Home rented (private)	69%	37%	31%
Home rented (social housing)	1%	5%	5%
Transience			
Lived at same address 1 year ago	52%	81%	84%
Lived at same address 5 years ago	6%	51%	57%
Highest level of educational attainment			
Year 12 or below	29%	39%	45%
Post-secondary	71%	61%	55%
Income			
Median weekly household income	\$1,700	\$1,750	\$1,806

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Indicator	Carter Street precinct	Parramatta LGA	Greater Sydney
Low-income households (less than \$650 gross weekly income)	6%	6%	10%
High income households (more than \$3,000 gross weekly income)	9%	9%	13%
Workforce attributes			
Labour force	262	114,393	2,418,816
Participation rate (%)	66%	62%	62%
Unemployed persons	19	8,028	145,939
Unemployment rate (%)	7%	7%	6%
Journey to work			
Train	29%	17%	14%
Bus	4%	6%	7%
Car, as driver	57%	65%	66%
Car, as passenger	4%	5%	5%
Truck	0%	1%	1%
Motorbike / Scooter	0%	1%	1%
Bicycle	1%	1%	1%
Walking	5%	4%	5%
Other	1%	1%	1%

Source: Australian Bureau of Statistics, 2016a

Major projects in the precinct

‘Broader Meriton Land’- Carter Street Precinct (Phase 3 and 4)

The Broader Meriton Land is a mixed-use residential development and is one of the foundational developments within the formerly industrial Carter Street Precinct. It is currently within the construction stage of the last phases (3 and 4) of the development and is under joint development by Meriton Property Services Pty Ltd and Uhrig Road Developments Pty Ltd. Located at the intersection of Uhrig Road and Grazer Street, the development will provide over 1,280 apartments, multiple commercial opportunities and 196 serviced apartments within 7 buildings. It is unclear when Phase 4 will be completed.

‘Vivacity’

Vivacity is a master planned mixed use precinct currently under its second and final stage of construction. Developed jointly by JQZ Ten Pty Ltd and Uhrig Road Developments Pty Ltd, the site is located at the intersection of Uhrig Road and Stockyard Boulevard. Upon completion, the project will deliver a total of 1,140 apartments across 6 high rise buildings and over 30 medium density residential sites, with an additional 2 dedicated commercial high-rise buildings. The first stage was completed in March 2020, with the second and final stage slated for completion in 2024.

Future plans for the precinct

The Carter Street precinct is becoming a modern, high-density residential precinct and will be supported by new schools and open space, providing employment opportunities in local centres and the enterprise corridor and is well connected to and supports the growth of the wider Olympic Park peninsula.

The precinct has been designated as a priority growth area by the NSW Department of Planning and Environment (NSW Department of Planning and Environment, 2018b). The recently updated master plan

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was developed in collaboration with the City of Parramatta Council, Sydney Olympic Park Authority, Transport for NSW, the Department of Education and Transport for NSW.

The Plan aims to redevelop the current, predominantly industrial area to mixed use. It will include 5,500 dwellings, a village centre, a primary school, more open space, more pathways and cycleways, a widened Hill Road and improved access to the M4 Western Motorway.

It is noted that the *Community Infrastructure Strategy* (City of Parramatta, 2020c) estimates that, by 2041 there will be approximately 8,200 new dwellings, and around 16,600 additional people.

Appendix G

G.1 Parramatta Light Rail Stage 2 Scoping Report Learnings

(Extract from section 7.4.2)

Potential construction impacts

Construction of the Project will likely result in temporary impacts to adjacent and nearby properties. This will include impacts as a result of the Project on quality of life, operation of local businesses, access to and operation of community facilities, community accessibility and connectivity, and community cohesion.

The following impacts have been identified based on construction impacts on other similar light rail projects including PLR Stage 1. The impacts include, but are not limited to:

- residential and business properties located adjacent to the Project may be impacted by construction fatigue, whereby the length of time and effect of the construction negatively impacts neighbouring properties located along the Project route
- potential impacts to Sydney Olympic Park users due to the effect of construction on road infrastructure, including workers, sporting/special event patrons, residents, pedestrians and cyclists
- the impact on social connectivity in local neighbourhoods from changes to current access and road networks
- decrease in amenity due to construction activities including noise, dust, vibration, visual changes, and construction traffic
- potential for contribution to communal or individual stresses due to the impact of possible residential and business property acquisition

There is unlikely to be any impacts to community facilities during construction of the Project.

Potential operation impacts

Operation of the Project will have benefits and impacts to adjacent and nearby properties. This will include impacts as a result of the Project on quality of life, operation of local businesses, access to and operation of community facilities, community accessibility and connectivity, and community cohesion.

The following benefits have been identified based on operational impacts on other similar transport projects including Stage 1. The benefits include, but are not limited to:

- reduced traffic congestion (associated with decreased car dependency), decreased travel times and enhanced access and connectivity leading to increased public amenity and ability to connect with the wider community
- enhanced and walkable streetscapes, improving public amenity and safety, which will likely lead to an increase in activity along the alignment
- provision of an active transport corridor – increasing the level cycling and walking within the Project area, leading to health and wellbeing benefits
- improved public amenity and attractive communities, promoting increased social cohesion
- economic uplift to surrounding businesses as a result of increased foot traffic during operation
- urban renewal and transformation along the transport corridor which is also expected to drive new opportunities for employment and investment.

Adverse impacts resulting from operation of the project may include:

- changes to local character and amenity due to future light rail and neighbourhood changes relating to perceived community severance which are common to linear infrastructure

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- permanent changes to local open space, including Ken Newman Park, resulting in reduced community access to local open and green space
- pedestrian safety concerns once the light rail is operational including the interface between pedestrians and vehicles, and the increased presence of pedestrians in previously quiet residential streets.