

17 Social impacts – Stage 1

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This chapter provides an assessment of the potential impacts on social infrastructure and communities during Stage 1 and identifies mitigation measures to minimise these impacts. This chapter is based on information in Technical Paper 6 (Social impact assessment).

17.1 Secretary’s Environmental Assessment Requirements

The Secretary’s Environmental Assessment Requirements relating to social impacts of Stage 1 and where these requirements are addressed in this Environmental Impact Statement are outlined in Table 17-1.

Table 17-1: Secretary’s Environmental Assessment Requirements – Social impacts Stage 1

Reference	Secretary’s Environmental Assessment Requirements	Where addressed
3. Social and Economic (including property, land use and business impacts)		
3.2	Commitments made in Section 9.10.2 of the Scoping Report; and	This chapter
3.3	Address impacts to different aspects of people’s lives set out in the Social Impact Assessment Guideline.	Section 17.5 to 17.16
3.6	Temporary loss of public open space	Sections 17.5 to 17.16

17.2 Legislative and policy context

The Social impact assessment guideline for state significant mining, petroleum production and extractive industry development (Department of Planning and Environment, 2017b) has been prepared by the Department of Planning, Industry and Environment to provide a consistent framework and approach to the assessment of social impacts associated with state significant resource projects. The approach set out in the social impact assessment guideline is being applied across a range of development types, including major infrastructure projects, and is referenced in the Secretary’s Environmental Assessment Requirements to apply to the assessment of social impacts for Stage 1.

17.3 Assessment approach

17.3.1 Methodology

The assessment involved the following stages:

- Definition of the study area and the area of influence
- Review of evidence from other transport (metro) projects to gauge the potential magnitude and likelihood of impacts
- Undertaking a preliminary scoping assessment to identify potential impacts on various social factors, with consideration of the duration, extent, severity and sensitivity of potential social impacts. The preliminary scoping assessment highlighted what elements of the natural or human environment are expected to be impacted upon by Stage 1, how those impacts should be assessed and to what level of detail. It has been informed by the review of evidence and used to focus the social impact assessment on the most relevant and important issues for each locality and ensures the scale of assessment required is proportionate to the importance of the expected impacts. The preliminary scoping assessment is included in Technical Paper 6 (Social)
- Development of a social baseline for the study area, based on analysis of ABS Census data (2016). The social baseline includes:
 - Community profiles including the key demographic characteristics (e.g. age, income, employment, cultural and linguistic diversity, household structure, relative levels of advantage and disadvantage, and transport and access) for the whole Stage 1 corridor based on Statistical Area 2 (SA2) Census collection districts, as well as aggregated Statistical Area 1 (SA1) Census collection district information relevant to each construction site locality
 - Community profiles of SA2 for the residual sections of the corridor between construction sites, along which tunnelling works would occur
 - Community profiles for each construction site locality, based on SA1 Census collection districts that best align with these 400 metre catchments

- Mapping community stakeholders
- Identifying community assets, including both tangible (social infrastructure) and intangible (human and social capital, community cohesion, community values and connection to place) assets
- Identification of community values and concerns through a review of outcomes from community engagement (refer to Chapter 5 – Stakeholder and community engagement) and review of key local community strategic plans and other documents
- Assessment of potential impacts of Stage 1, on the specified social factors defined in Section 17.3.2 including:
 - A risk-based assessment of potential negative social impacts, taking into consideration the likelihood and consequence of the potential impact
 - An assessment of potential positive social impacts which considered the likelihood of the benefits and the scale of improvement or benefit (instead of a consequence level)
- Identification and assessment of potential cumulative social impacts
- Development of mitigation measures for identified negative impacts and means to enhance social benefits.

17.3.2 Social factors

The social impact assessment guideline defines social impact as changes that could occur as a result of a project on people’s:

- **Way of life** including:
 - How people live, for example how they get around, access to adequate housing
 - How people work, for example access to adequate employment, working conditions and/or practices
 - How people play, for example access to recreational activities
 - How people interact with one another on a daily basis
- **Community**, including its composition, cohesion, character, how it functions and sense of place
- **Access to and use of infrastructure, services and facilities**, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or volunteer groups
- **Culture**, including shared beliefs, customs, values and stories, and connections to land, places, and buildings (including Aboriginal culture and connection to country)
- **Health and wellbeing**, including physical and mental health
- **Surroundings**, including access to and use of ecosystem services, public safety and security, access to and use of the natural and built environment, and its aesthetic value and/ or amenity
- **Personal and property rights**, including whether their economic livelihoods are affected, and whether they experience personal disadvantage or have their civil liberties affected
- **Decision-making systems**, particularly the extent to which they can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms
- **Fears and aspirations** related to one or a combination of the above, or about the future of their community.

Potential social impacts can often be successfully managed through appropriate consultation and clear communication with communities. Sydney Metro would develop a Community Communication Strategy to provide continued community engagement prior to and during construction works. Further information is provided in Chapter 5 (Stakeholder and community engagement).

In addition, many of the potential social impacts are associated with other environmental aspects addressed in the various chapters of this Environmental Impact Statement. Mitigation measures related to transport and traffic (Chapter 10), noise and vibration (Chapter 11), property and land use (Chapter 14), landscape character and visual amenity (Chapter 15), business impacts (Chapter 16) and air quality (Chapter 23) would also reduce potential social impacts.

17.3.3 Study area

The study area is defined by the area of social influence. The area of social influence has been determined for Stage 1 based on the consideration of:

- The activities that form part of Stage 1, including construction activities at the surface and tunnelling activities
- The likely scale and extent of potential direct and indirect impacts on the social factors. Indirect impacts are generally less tangible and more commonly relate to matters such as community values, identity and sense of connection to place
- Potentially affected built or natural features that have social value or importance
- The community and stakeholder groups that would most likely be affected by Stage 1
- The communities that may be affected by cumulative impacts from Stage 1 and other transport, construction and major urban renewal processes.

Based on the above considerations, the assessment of social impacts has considered the following ‘areas of social influence of Stage 1’:

- The ‘locality’ is defined as a 400 metre catchment around each Stage 1 construction site, and is a proxy for five minutes walking distance. This is the area in which communities are most likely to experience social impacts from Stage 1 construction works
- ‘Suburb level’ is where the extent of social impacts on communities is generally broader than the locality. It is a conceptual area not necessarily aligned to suburb boundaries
- Region: In some instances, the ‘area of social influence’ is extended to a ‘region’ to reflect potential social impacts on a broader community. This is applied where a construction site is in a locality frequented by regional populations, usually a key employment centre (such as Parramatta CBD), or a locality in which there is regional infrastructure or services such as Westmead or Sydney Olympic Park).

17.3.4 Risk assessment methodology

Each potential social impact that was carried forward from the preliminary scoping assessment has been assessed using a qualitative and objective based risk assessment framework which evaluates impacts based on the ‘likelihood’ of occurrence (defined in Table 17-2), and the ‘consequence’ of the potential social impact (defined in Table 17-3). A risk rating is then determined by combining the likelihood and consequence to identify the level of risk as shown in the matrix in Table 17-4.

Table 17-2: Likelihood definitions

Likelihood category	Description
Almost certain	Is expected to occur as a result of the project under most circumstances
Likely	Will probably occur as a result of the project in most circumstances
Possible	Could occur and has occurred in similar circumstances
Unlikely	Could occur as a result of the project but is not expected
Rare	Could occur only in exceptional circumstances
Almost unprecedented	Not expected to ever occur

Table 17-3: Consequence definitions

Consequence category	Description¹
Catastrophic	<ul style="list-style-type: none">• Long term (greater than 12 months) and irreversible large-scale environmental, social or economic impacts• Extended substantial disruptions and impacts to stakeholder(s) or customers
Severe	<ul style="list-style-type: none">• Long term (6 to 12 months) and potentially irreversible impacts• Extensive remediation required• Severe disruptions or long term impacts to stakeholder(s) or customers
Major	<ul style="list-style-type: none">• Medium term (between 3 and 6 months) and potentially irreversible impacts• Considerable remediation required• Major impacts or disruptions to stakeholder(s) or customers
Moderate	<ul style="list-style-type: none">• Medium term (between 1 and 3 months), reversible and/or well-contained impacts• Minor remedial actions required• Moderate impacts or disruptions to stakeholder(s) or customers
Minor	<ul style="list-style-type: none">• Short term (less than 1 month), reversible or minor impacts that are within environmental regulatory limits and within site boundaries• Minor or short term impacts to stakeholder(s) or customers
Insignificant	<ul style="list-style-type: none">• No appreciable or noticeable changes to the environment• Negligible impact to environment, stakeholder(s) or customers

Table 17-4: Risk rating matrix

Likelihood	Consequence					
	Insignificant	Minor	Moderate	Major	Severe	Catastrophic
Almost certain	Medium	High	High	Very high	Very high	Very high
Likely	Medium	Medium	High	High	Very high	Very high
Possible	Low	Medium	Medium	High	High	Very high
Unlikely	Low	Low	Medium	Medium	High	High
Rare	Low	Low	Low	Medium	Medium	High
Almost unprecedented	Low	Low	Low	Low	Medium	Medium

17.4 Avoidance and minimisation of impacts

The design development of Stage 1 aimed to avoid and minimise potential social and economic impacts by minimising the amount of privately owned land needed for construction sites to reduce impacts on the community (where possible). The design also aimed to avoid or minimise impacts as follows:

- **Project-wide** – Selection of tunnel boring machines to excavate the twin tunnels because they operate faster than other excavation machinery, resulting in a reduced construction timeframe and less disruption for the local community
- **Project-wide** – Design has minimised impacts to existing parking around existing train stations and in town centres, with the exception of Parramatta CBD, where closure of the City Centre (Horwood Place) car park is consistent with the City of Parramatta’s approach of closing some council-owned parking facilities to allow redevelopment within Parramatta CBD, as stated in the Draft Parramatta CBD Public Car Parking Strategy (City of Parramatta, 2017b). This reduces impacts to the daily routine, including convenience and parking congestion
- **At Westmead** – Locating the station box to the south of the existing rail corridor and adopting an east-west orientation. This avoids or minimises direct and indirect impacts (such as noise) to the town centre immediately north of the existing Westmead Station, and minimises potential noise and vibration impacts on nearby noise sensitive receivers in the hospital precinct
- **At North Strathfield** – adopting a north-south orientation of the station box which is parallel to the existing rail corridor and avoids private property acquisition and direct impacts to pedestrian access to local services and facilities located along Queen Street.

17.5 Potential project-wide impacts

The social impact assessment identified a number of potential impacts that would broadly affect localities near Stage 1 construction sites or the Stage 1 corridor as a whole. The project-wide potential impacts are included in Table 17-5.

The potential impacts presented are unmitigated and would be appropriately managed through the implementation of a Community Communication Strategy and the mitigation measures through other relevant chapters of this Environmental Impact Statement. Sydney Metro would also develop a community benefit plan to guide the development of community benefit initiatives (by Principal Contractors).

Table 17-5: Social impact assessment – Potential project-wide impacts

Reference	Description of potential impacts
Way of life	<ul style="list-style-type: none">Temporary reduced amenity and potential impacts to people’s enjoyment of everyday activities, including physical activities and social interactions, in the local area due to construction noise and vibration, increased traffic and air quality. Sensitive receivers closer to the construction sites would experience greater temporary impacts of construction noise and vibration. This includes receivers with higher sensitivity including residential communities and students. Refer to Chapter 11 (Noise and vibration – Stage 1) for further details on noise and vibration impacts.
Community	<ul style="list-style-type: none">Potential temporary changes to community character and people’s sense of place and belonging associated with changes to streetscape, increased construction activity, and an influx of unfamiliar construction workers into the area.Community sensitivities to these potential temporary impacts would likely be greater in localities that are characterised by low density residential dwellings and localised, low scale shopping precincts.
Access to and use of infrastructure, services and facilities	<ul style="list-style-type: none">Potential temporary changes to the accessibility of local services and social infrastructure – for people travelling by train, bus or on foot – due to temporary modifications of transport infrastructure in the immediate vicinity of the construction sites (including active transport). This would potentially be disproportionately felt by users who are experiencing disability or disadvantage. Access to social infrastructure would be maintained during construction, and any directly impacted bus infrastructure would be relocated within close proximity.Potential temporary changes to the accessibility of local services and community facilities associated with the increased traffic, loss of car parking and reduced amenity.
Health and wellbeing	<ul style="list-style-type: none">Potential temporary impacts to health and wellbeing of nearby residents, workers and visitors that experience high levels of construction noise and vibration impacts.Potential temporary impacts to wellbeing for residents or landowners affected by property acquisition, and associated uncertainty for business owners, employees and residents for their next steps once acquisition has been completed.
Surroundings	<ul style="list-style-type: none">Temporary changes to the local environment and streetscape and reduced local amenity resulting in potentially reduced community enjoyment of surroundings and homes if affected by construction noise or vibration from the construction site.Perceived and potential actual temporary safety impacts associated with changed sightlines, changes to wayfinding, reduced activation of certain streets at night, and an influx of unfamiliar construction workers, which may affect residents’ decisions to access specific places and facilities.Perceived temporary safety impacts associated with the influx of unfamiliar construction workers in a local neighbourhood setting, which may cause anxiety and concern to residents. This impact would apply to all construction sites with the exception of The Bays Station.
Personal and property rights	<ul style="list-style-type: none">Potential impacts to personal and property rights may arise or be perceived through property acquisitions and construction processes. Property acquisition and compensation processes impacting directly affected landowners and tenants are being managed in accordance with processes under the Land Acquisition (Just Terms) Compensation Act 1991. Sydney Metro has appointed Personal Managers to offer residents and small businesses assistance and support throughout the acquisition process. Acquisition would occur at all sites with the exception of North Strathfield metro station and The Bays Station construction sites.

Reference	Description of potential impacts
Fears and aspirations	<ul style="list-style-type: none">Potential impacts associated with concern about possible disruption to local community character, and perceptions about potential long term changes to the fabric of the community, particularly in combination with other construction activity.Potential concerns - and aspirations - associated with longer term urban renewal impacts catalysed by construction and development of new public transport infrastructure: concern about significant changes to the local community.Other residents may consider that the construction is a positive impact, as it signals better transport connections and more public and private investment in the local community is likely to be made in the future.

17.6 Stage 1 corridor (tunnelling)

17.6.1 Community profile and assets

The Stage 1 corridor is defined by the following characteristics which relate to human and social capital, community values and connection to place (based on ABS Census data (2016) and local community strategic plans):

- High human capital. The Stage 1 corridor has a high level of human capital relative to the rest of Greater Sydney. The level of education for the Stage 1 corridor is high compared to Greater Sydney, with residents from the western and eastern localities within the corridor obtaining the highest levels of education. In relation to labour market conditions and level of income of households, the corridor was comparable to the rest of Greater Sydney. Households with higher incomes tended to be concentrated in the eastern localities and decline further west along the Stage 1 corridor
- Cohesive communities. Many of the residential localities along Stage 1 corridor are tightly formed residential neighbourhoods with established, cohesive communities heavily reliant on local social infrastructure, community facilities and services for their day-to-day community health and wellbeing
- Strong social capital. There are a number of community groups along the Stage 1 corridor that contribute to fostering social connections and relationships including activist groups, chambers of commerce and cultural groups. Regularly held events such as markets, sporting events and major celebrations also connect the communities and contribute to a sense of place and identity amongst the diverse communities
- Highly engaged communities. Along the corridor there are a number of highly engaged communities, particularly those located within close-knit residential settings such as North Strathfield, Burwood North, Five Dock and The Bays. Many of these communities have active and engaged community groups
- Community perception of urban renewal and associated change and growth. The delivery of Stage 1 of Sydney Metro West would likely be received both with support from communities that endorse change and growth but also with resistance from communities due to the potential changes associated with urban renewal and the cumulative impact of other concurrent projects
- Transition away from car dependence. The need for improved parking, increased public and active transport options and reduced congestion have consistently been raised as issues during community consultation activities. The construction and complete delivery of Sydney Metro West would increase accessibility to new parts of metropolitan Sydney
- Community concerns associated with recent construction projects along the corridor. Some communities have expressed concern over the impact of construction and vibration on their homes, having experienced these issues recently during the construction of other projects.

Community assets

Community assets comprise both tangible assets, such as social infrastructure, and intangible assets, including human and social capital, community values and connection to place. With regards to the tangible assets, the Stage 1 corridor includes a wide range of regional social infrastructure serving a broad catchment including Westmead Hospital and Westmead Children’s Hospital, Western Sydney University Parramatta campus, Parramatta Park, Sydney Olympic Park recreation and entertainment precinct, and the Iron Cove Bay Run. Extensive district and local infrastructure including open spaces, education facilities, recreational facilities, aged care facilities, community, childcare and medical centres, and creative and cultural facilities, are in close proximity of Stage 1 construction sites.

Across the Stage 1 corridor, surface construction sites are located in major and local centres, residential areas, industrial areas, and a recreation and entertainment precinct. The social context within each of these localities is distinct, ranging from the major centres in Westmead and Parramatta which have regional social infrastructure serving a broad regional population, to industrial and commercial settings like Silverwater and Clyde which have very limited social infrastructure. Further detail on this social infrastructure is discussed in the below sections.

Community values and aspirations

A review of Community Strategic Plans and social plans relevant to each local government area has been undertaken to identify community values and aspirations along the Stage 1 construction corridor. These Community Strategic Plans are overarching Council policy documents that are prepared on the basis of extensive community engagement and therefore provide further insights into issues important to the communities. The review of these plans are discussed in more detail in Technical Paper 6 (Social impact assessment) and summarised within each section below.

Key community issues identified across the corridor include community aspirations for unique, liveable neighbourhoods with a strong sense of place and character; need for improved public and active transport options, and concern over the impacts of increased population growth, particularly if not well supported by infrastructure.

17.6.2 Social impact assessment

An assessment of the potential social impacts associated with the tunnelling works occurring along the Stage 1 corridor is provided in Table 17-6. The tunnelling works are the underground works from Westmead to The Bays, with social risks from the surface construction sites (or surface works) discussed in the following sections.

The potential impacts presented are unmitigated and would be appropriately managed through the implementation of a Community Communication Strategy and the mitigation measures through other relevant chapters of this Environmental Impact Statement. Sydney Metro would also develop a community benefit plan to guide the development of community benefit initiatives (by Principal Contractors).

Table 17-6: Social impact assessment – Stage 1 corridor tunnelling works

Reference	Description of potential impacts	Social risk without mitigation ¹		
		Likelihood	Consequence	Risk rating
Way of life	<ul style="list-style-type: none">It is unlikely that there would be potential changes to living and working environments and daily routines of residents, business and services due to noise and vibration associated with tunnelling activities in close proximity. Potential temporary impacts in tunnelling sections between construction sites would be negligible, or if minor, only experienced for a very short period. This impact would be far less disruptive to how affected communities go about their daily activities compared to surface construction sites.	Unlikely	Minor	Low
Access to and use of infrastructure, services and facilities	<ul style="list-style-type: none">Potential temporary disruption to the use of existing social infrastructure, including services and civic spaces, due to noise and vibration from tunnelling works, albeit if this would occur, it would be minor and for a very short period of time.	Unlikely	Minor	Low
Health and wellbeing	<ul style="list-style-type: none">Potential temporary health and wellbeing impacts associated with construction noise and vibration from tunnelling activities would be negligible given predicted noise and vibration levels	Unlikely	Minor	Low
Surroundings	<ul style="list-style-type: none">Potential temporary reduced amenity due to construction ground borne noise and vibration associated with tunnelling activities, although these potential impacts would be minor and for a very short period of time.	Unlikely	Minor	Low

Reference	Description of potential impacts	Social risk without mitigation ¹		
		Likelihood	Consequence	Risk rating
Personal and property rights	<ul style="list-style-type: none">Subsurface property acquisition associated with tunnelling works would be appropriately managed in accordance with processes under the <i>Land Acquisition (Just Terms) Compensation Act 1991</i>.	Unlikely	Minor	Low
Fears and aspirations	<ul style="list-style-type: none">Uncertainty regarding disruption and other potential temporary impacts to local communities' amenity, way of life and whether damage could occur to personal property due to tunnelling activities and associated noise and vibrationPotential concerns about subsurface acquisition.	Unlikely	Minor	Low

Note 1: “without mitigation” means without specific social mitigation measures that are above and beyond standard impact mitigation that will be in place.

17.7 Westmead metro station

17.7.1 Existing environment

Social context and community profile

The Westmead locality is defined by the following characteristics which relate to human and social capital, community values and connection to place (based on ABS Census data (2016) and local community strategic plans):

- A highly diverse migrant community. The locality has a large Indian and Sri Lankan population with over 70 per cent of residents born overseas. A high proportion of residents rent in medium and higher density housing therefore open space assets such as the nearby Parramatta Park are important to sustaining community health and wellbeing
- A high proportion of families and young people. The family-oriented, younger population are dependent on local social infrastructure and services such as childcare and school, several of which are located close to the construction site
- High social capital. High levels of social capital are evidenced by the number of organised and informal community groups in the locality including a number of places of worship
- A nationally significant health and education precinct. Westmead is home to one of the largest health, education, research and training precincts in Australia providing direct health services to almost 10 per cent of Australia’s population and drawing in a large proportion of skilled workers from across metropolitan Sydney
- Growth supported by investment. Committed upgrades to health, education and medical facilities in Westmead over the next 10 years. Other city shaping infrastructure projects include the Parramatta Light Rail construction and redevelopment of Westmead Health precinct
- Challenging day-to-day accessibility throughout the Westmead locality. There are currently limited public transport or pedestrian options to travel across the suburb or to the town centre. Parking is highly valued amongst the community and the impact of construction works is a key community concern.

Community assets

The locality has a mix of social and community assets focused around health, education and research. Notable social infrastructure in proximity to the construction site includes the Westmead Health Precinct to the north, Parramatta Park to the east and Westmead Public School to the south-west. Figure 17-1 identifies the tangible community assets within the locality.



Figure 17-1: Westmead locality – Community assets (social infrastructure)

Community values and aspirations

The local community strategic plans for Cumberland (Cumberland City Council, 2017) and Parramatta (City of Parramatta, 2013) local government areas identify the key priorities for these communities, which include vibrant, safe and attractive local centres, including improved public transport. Other priorities include improved access to local and regional jobs, and a strong and diverse local economy supported by a network of local businesses.

A key issue relevant to Stage 1, as identified through the Community Strategic Plans, relates to community concern around ongoing growth and disruption associated with development, including infrastructure investment. Both communities recognise the opportunities offered by infrastructure investment and urban renewal, however some members of the community are concerned that growth is having an unacceptable impact on existing lifestyles and their neighbourhoods.

17.7.2 Social impact assessment

In addition to the project-wide potential impacts identified in Table 17-5, the potential impacts specific to Westmead metro station construction site locality are provided in Table 17-7. The social risk rating has been calculated taking into consideration the impacts described below as well as the project-wide impacts.

The potential impacts presented are unmitigated and would be appropriately managed through the implementation of a Community Communication Strategy and the mitigation measures through other relevant chapters of this Environmental Impact Statement. Sydney Metro would also develop a community benefit plan to guide the development of community benefit initiatives (by Principal Contractors).

Table 17-7: Social impact assessment – Westmead metro station construction site

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Way of life	<p>Temporary changes to local access routes as a result of the construction site would include:</p> <ul style="list-style-type: none">• Temporary changed access arrangements to Westmead Station• Temporary relocation of bus stops at Westmead Station to alternative proximate sites• Temporary changed access routes to Westmead Public School for students arriving by train, or from the northern side of the station• As this precinct is an important regional employment hub with a high number of workers and visitors, any temporary changes to access of transport modes could affect large numbers of people on a daily basis, although these locations are located to the north of the existing station which would not be directly impacted• Temporary reduced amenity associated with:• Increased traffic noise due to the re-alignment of Alexandra Avenue and increased traffic along Grand Avenue• Temporary construction noise and vibration impacts would be experienced by residential communities in close proximity to the construction site and students and staff of Westmead Public School, which could affect their daily routines• Potential temporary impacts to students' learning environments. Consultation with Westmead Public School would be undertaken to understand their daily routines and consider feasible and reasonable mitigation measures to minimise potential disruptions which may include adjusting the timing of construction works to less sensitive periods• Permanent and temporary loss of some parking spaces on the streets on the southern side of the station which would be exacerbated by existing parking pressures in Westmead• Potential temporary disruption to the way of life for residents and visitors associated with trenching activities for power supply connection between the construction site and the West Parramatta Zone substation. Temporary impacts could result in an increased sense of frustration and inconvenience for a small number of residents along the power supply route on a temporary basis.	Almost certain	Moderate	High
Community	<ul style="list-style-type: none">• Community impacts applicable to the project as a whole are discussed in Table 17-5.	Likely	Minor	Medium

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Access to and use of infrastructure, services and facilities	<ul style="list-style-type: none">Most visitors to the hospital and associated specialist health infrastructure and services would be minimally affected due to the location of the construction site on the southern side of Westmead Station. This is particularly important given that many visitors travel to Westmead to access regional health infrastructure and services and they may be vulnerable to any changes in public transport accessibilityTemporary minor changes to the accessibility of other social infrastructure in the locality due to adjustments to transport infrastructure in the immediate vicinity of the construction site.	Possible	Minor	Medium
Culture	<ul style="list-style-type: none">Potential temporary impacts on local social ties and community relationships to place due to loss of residential properties and several local businesses in this area (e.g. local mechanic, general practitioners and grocery shop). Westmead is currently undergoing transformation associated with the Parramatta Light Rail (Stage 1) construction activities and redevelopment of the hospital precinct, and therefore is in a state of transition.	Possible	Minor	Medium
Health and wellbeing	<ul style="list-style-type: none">Health and wellbeing impacts applicable to the project as a whole are discussed in Table 17-7. No additional health and wellbeing impacts have been identified for Westmead metro station.	Possible	Moderate	Medium
Surroundings	<ul style="list-style-type: none">Temporary construction impacts may be felt more acutely by visitors to Westmead accessing the health precinct as some visitors may be experiencing illness or disability, and/or stress and concerns, although these facilities are located to the north of the existing station, which would not be directly impactedTemporary changes to surroundings and streetscape associated with trenching activities to establish a power connection between the construction site and West Parramatta Zone Substation. These impacts are likely to result in temporary impacts to amenity, limited to the proposed power supply route and would only occur for around one week in any one location at a time.	Likely	Moderate	High
Personal and property rights	<ul style="list-style-type: none">Personal and property rights impacts applicable to the project as a whole are discussed in Table 17-5. No additional personal and property rights impacts have been identified for Westmead metro station.	Almost certain	Moderate	High
Fears and aspirations	<ul style="list-style-type: none">Potential positive impacts on aspirations associated with perceived investment in Westmead as a major centre and potential for transformation of the areaPotential concern about urban renewal and loss of housing stock that is considered affordable in comparison to Greater Sydney.	Possible	Minor	Medium

Note 1: “without mitigation” means without specific social mitigation measures that are above and beyond standard impact mitigation that will be in place

Note 2: The social risk rating has taken into consideration the impacts described above as well as the project-wide impacts.

17.8 Parramatta metro station

17.8.1 Existing environment

Social context and community profile

Parramatta locality is defined by the following intangible community assets which relate to human and social capital, community values and connection to place (based on ABS Census data (2016) and local community strategic plans):

- Pace of change and population growth. The Parramatta CBD area is currently undergoing significant urban transformation with numerous major infrastructure projects. Associated with these developments will be a significant increase in the number of jobs and residents living and working in Parramatta over the next five to 10 years
- A changing local community. There would be a change in the types of jobs and local businesses within the area as the Parramatta CBD transforms over time. Local cultural institutions will be increasingly important to retaining community linkages and local heritage
- High social capital. Parramatta CBD is a vibrant urban area, comprising many diverse community and interest groups. Parramatta has a high level of social infrastructure comprised of education, health and cultural assets that attract a wide range of visitors. The community is united and social cohesion fostered through a wide range of regular and varied program of community of events and cultural gatherings
- New city-shaping infrastructure transforming a city. Parramatta is a key focus for public and private investment as it transforms into Sydney’s Central City
- Community aspirations for balanced growth. The community supports the ongoing growth and development in Parramatta but would like to ensure adequate provision of infrastructure and preservation of community spaces.

Community assets

The Parramatta locality comprises the highest concentration of social infrastructure along the Stage 1 corridor. There is a range of regional and district level social infrastructure including government services, university campuses and other educational institutions. There are also a number of historic sites, cultural heritage sites and monuments distributed within proximity around the Parramatta construction site. Figure 17-2 identifies the tangible community assets within the locality.



While the Parramatta local government area community recognises the benefits offered by infrastructure investment and urban renewal, some members are concerned over the pace and scale of growth and the impact this might have on the existing lifestyles.

17.8.2 Social impact assessment

In addition to the project-wide potential impacts identified in Table 17-5, the potential impacts specific to Parramatta metro station construction site locality are provided in Table 17-8. The social risk rating has been calculated taking into consideration the impacts described below as well as the project-wide impacts.

The potential impacts presented are unmitigated and would be appropriately managed through the implementation of a Community Communication Strategy and the mitigation measures outlined through other relevant chapters of this Environmental Impact Statement. Sydney Metro would also develop a community benefit plan to guide the development of community benefit initiatives (by Principal Contractors).

Table 17-8: Social impact assessment – Parramatta metro station construction site

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Way of life	<ul style="list-style-type: none">Potential changes to the community’s daily activities to access goods and services due to:Closure of retail premises within Parramall and Greenway Plaza Shopping CentresThe changes in this area would affect workers and visitors as well as residents, noting there is limited existing residential development within the localityReduced access to parking in the Parramatta CBD, as the works would result in the closure and demolition of the City Centre Car Park which provides car parking for businesses and visitors to the CBD. The closure was previously identified in the Draft Parramatta CBD Public Car Parking Strategy (City of Parramatta, 2017).	Almost certain	Moderate	High
Community	<ul style="list-style-type: none">Community impacts applicable to the project as a whole are discussed in Table 17-5Potential temporary localised changes to sense of place and community character in the area associated with changes to the business and retail character and structure of this part of Parramatta CBD due to increased construction activityParramatta CBD is a culturally and linguistically diverse area and there are a number of businesses and facilities that reflect this diverse local character located within the construction sitePotential temporary localised impacts on the social fabric associated with the loss of some community meeting spaces (i.e. local shops and cafes) and loss of affordable premises for businesses, or organisations providing social services or social enterprises.	Likely	Moderate	High
Access to and use of infrastructure, services and facilities	<ul style="list-style-type: none">Some pedestrian access routes through Parramatta CBD would be temporarily altered during construction which could affect the routes of customers from bus and suburban rail interchanges and impact the perceived convenience and amenity of the interchange. Some visitors visit the CBD to access community facilities and services who may be experiencing disadvantage or disability and would be more sensitive to temporary changed access arrangements. Alternative routes however would be available via Smith and Church Streets	Likely	Moderate	High

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Access to and use of infrastructure, services and facilities cont.	<ul style="list-style-type: none">Loss of premises for Parramatta Artist Studios (68 Macquarie Street), a Council-run artist studio space. There is currently limited access to creative and cultural facilities within Parramatta CBD and this facility is a local cultural hub within Parramatta CBD that provides affordable spaces for emerging artists to create work. The loss of this space would therefore have a degree of impact on the accessibility of creative and cultural facilities in the locality. Sydney Metro West would work with local council to identify alternative locations and opportunities for facilitating local creative and cultural activities. Sydney Metro would also provide support to local businesses and develop a community benefit plan to guide the development of community benefit initiatives which may include opportunities for local artistsLoss of premises for Darcy Street Project (a social enterprise), however the organisation is relocating to Parramatta Mission.	Likely	Moderate	High
Culture	<ul style="list-style-type: none">Potential impacts to Non-Aboriginal heritage items adjacent to the site (e.g. Roxy Theatre, colonial terraces, trees, and heritage facades along Macquarie and Church Streets), with associated impacts to sense of place and community character. There would be no direct impacts to any non-Aboriginal heritage items with built heritage items within the construction site retained, and controls implemented to minimise impacts of vibration intensive activity to built heritage items within and adjacent to the construction site – which would mitigate community concerns about any loss of culturePotential impacts to Aboriginal heritage in this area. Parramatta is a significant place for Aboriginal people across Australia, including as the location of some of the earliest interactions between Aboriginal people and European settlers, and the displacement of Aboriginal communities. The construction site is partially located on the Parramatta Sand Body, which has significant Aboriginal heritage potential, which may be an issue of sensitivity to the community, including members of Aboriginal communities Potential temporary impacts to accessibility and connectivity of the Parramatta CBD during major events, for attendees. Parramatta CBD is a venue for major events in Western Sydney, including Sydney Festival, Parramatta Lanes, Parramasala and other events that contribute to community cohesion and sense of place. Construction works would likely be adjusted to accommodate major events and reduce the potential impacts.	Possible	Moderate	Medium
Health and wellbeing	<ul style="list-style-type: none">Potential temporary impacts to wellbeing associated with construction activity, relating to stress and disruption for residents, visitors and businesses.	Possible	Moderate	Medium

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Surroundings	<ul style="list-style-type: none">Temporary changes to streetscape and establishment of construction site along a major retail spine and within a CBD context. This could be particularly experienced by workers and visitors accessing premises in close proximity to the construction siteShort-term changes to surroundings and streetscape associated with trenching activities to establish a power connection between the construction site and West Parramatta Zone Substation. Temporary impacts could result in an increased sense of frustration and inconvenience for a businesses, workers, visitors and residents along the power supply route on a temporary basis.	Likely	Moderate	High
Personal and property rights	<ul style="list-style-type: none">Personal and property rights impacts applicable to the project as a whole are discussed in Table 17-5. No additional personal and property rights impacts have been identified for Parramatta metro station.	Almost certain	Moderate	High
Fears and aspirations	<ul style="list-style-type: none">Potential impacts associated with concern about disruption to, and the ongoing transformation of, Parramatta CBD, which is currently undergoing significant changes. The scale and pace of change can impact people's sense of place and belongingPotential positive impacts associated with excitement and anticipation of improved public transport to and from the Parramatta CBD, and ongoing investment in transforming the area into a major business and civic hub.	Possible	Minor	Medium

Note 1: "without mitigation" means without specific social mitigation measures that are above and beyond standard impact mitigation that will be in place

Note 2: The social risk rating has taken into consideration the impacts described above as well as the project-wide impacts.

17.9 Clyde stabling and maintenance facility

17.9.1 Existing environment

Social context and community profile

Clyde locality is defined by the following intangible community assets relating to human and social capital, community values and connection to place (based on ABS Census data (2016) and local community strategic plans):

- A sporting and recreation destination. The Rosehill Gardens racecourse and the Sydney Speedway (located on NSW Government owned land) are key sporting and recreation landmarks and are located within the catchment. The racecourse is one of Sydney's premier sporting and events destinations, and is located directly adjacent to the construction site. The racecourse attracts tens of thousands of visitors annually and contributes to the identity of the area
- Connections to place associated with recreation infrastructure. Both the racecourse and Sydney Speedway provide a strong community connection to place. As there is a limited range of local social infrastructure within the catchment, most residents are likely to travel to nearby Parramatta to access daily services and amenities
- Social capital connected with Parramatta CBD. As the Clyde locality is set within an industrial context, the residential community to the west of the construction site (within Rosehill) are more likely to feel community cohesion and a sense of belonging as part of the broader Parramatta CBD catchment rather than the Clyde industrial precinct.

Community assets

The catchment largely consists of a large industrial area with limited provision of social infrastructure including only two childcare centres, a preschool and one public school. Two key landmarks in the catchment include Rosehill Garden racecourse and Sydney Speedway (located on government owned land). Figure 17-3 identifies the tangible community assets within the locality.

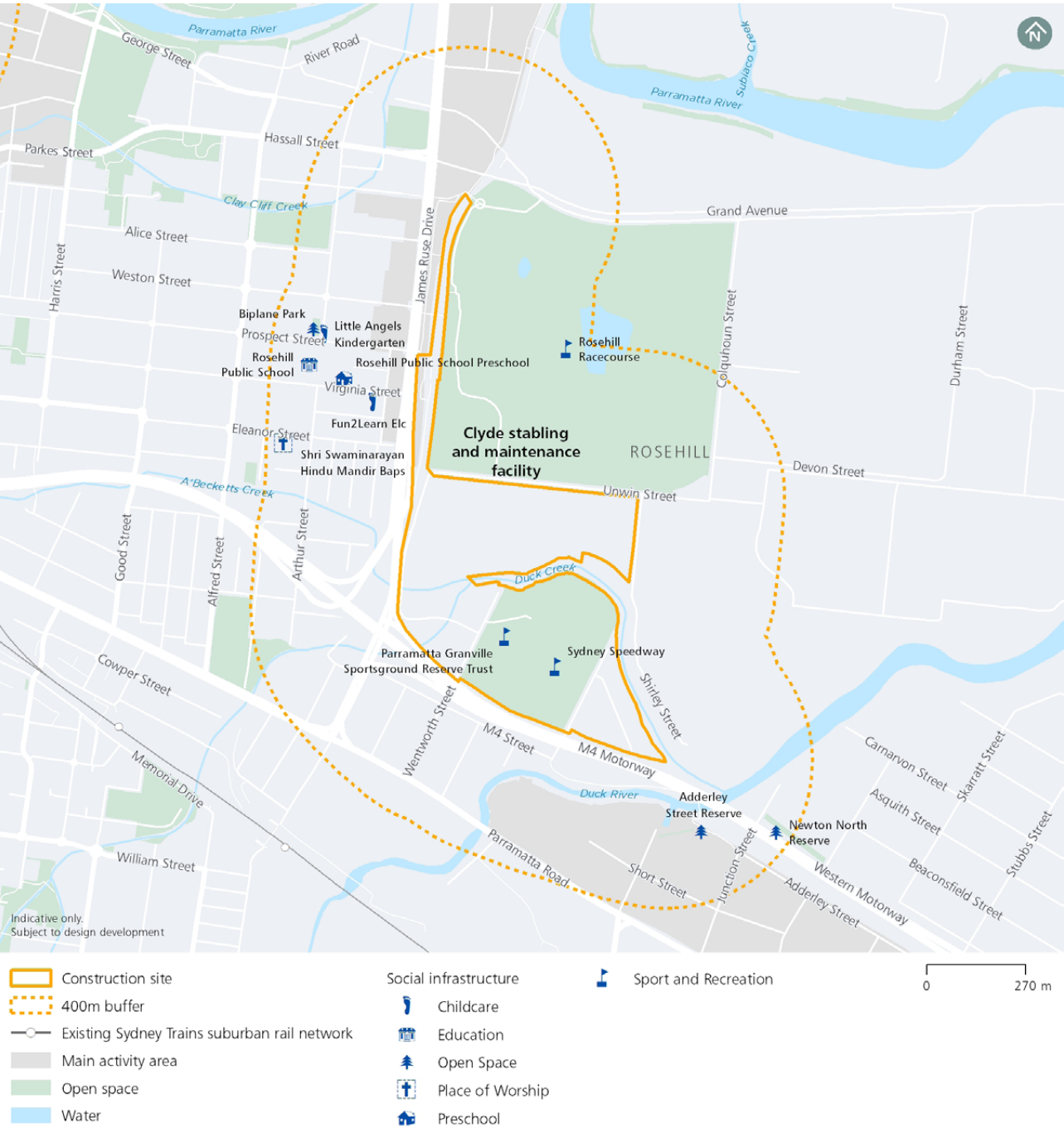


Figure 17-3: Clyde locality – Community assets (social infrastructure)

Community values and aspirations

The City of Parramatta Council's Community Strategic Plan (City of Parramatta, 2013) and Socially Sustainable Parramatta Framework (City of Parramatta, 2017c) identifies key priorities for the communities within the Parramatta local government area which include creating vibrant, safe and attractive local centres and improved public transport. Other priorities include improved access to local and regional jobs, and a strong and diverse local economy supported by a network of local businesses.

Key issues of relevance identified through a review of the City of Parramatta Council's Community Strategic Plan (City of Parramatta, 2013) and Socially Sustainable Parramatta Framework (City of Parramatta, 2017c) relate to community concern around ongoing growth and disruption associated with the development, including infrastructure investment. Communities recognise the opportunities offered by infrastructure investment and urban renewal however some members of the community are concerned that growth is having an unacceptable impact on existing lifestyles in their neighbourhoods.

17.9.2 Social impact assessment

In addition to the project-wide potential impacts identified in Table 17-5, the potential impacts specific to the Clyde stabling and maintenance facility construction site locality are provided in Table 17-9. The social risk rating has been calculated taking into consideration the impacts described below as well as the project-wide impacts.

The NSW Government has committed to relocating speedway racing to ensure speedway racing in Sydney continues.

The potential impacts presented are unmitigated and would be appropriately managed through the implementation of a Community Communication Strategy and the mitigation measures through other relevant chapters of this Environmental Impact Statement. Sydney Metro would also develop a community benefit plan to guide the development of community benefit initiatives (by Principal Contractors).

Table 17-9: Social impact assessment – Clyde stabling and maintenance facility construction site

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Way of life	<ul style="list-style-type: none">Potential changes to how the business community in the locality go about their daily activities due to the proposed realignment of Unwin and Kay Streets. Additionally, the vehicular travel route of some attendees of Rosehill Gardens racecourse (depending on their origin location) may also change due to the proposed road realignment.	Possible	Minor	Medium
Community	<ul style="list-style-type: none">Potential changes to community character and sense of place due to loss of established industrial businesses and major local and regional destinationsThe natural environment at this locality is centred around Duck Creek and A' Becketts Creek which are highly degraded with no public access and therefore impacts to 'sense of place' are likely to be very limited.	Unlikely	Minor	Low
Access to and use of infrastructure, services and facilities	<ul style="list-style-type: none">Relocation of Sydney Speedway to a new site in Western SydneyProposed road realignment of Unwin and Kay Streets could potentially affect the travel routes of attendees to events or functions at Rosehill Gardens racecourse, however alternate travel routes would be available therefore impacts are anticipated to be limited.	Possible	Minor	Medium
Culture	<ul style="list-style-type: none">Potential changes to the cultural way of life for regular attendees that support and attend events at Sydney SpeedwayPotential changes to community connection to place and shared histories associated with the relocation of Sydney Speedway to a new site.	Likely	Minor	Medium
Health and wellbeing	<ul style="list-style-type: none">The area is predominantly occupied by industrial uses therefore the potential temporary impacts of construction on health and wellbeing are likely to be minimal.	Unlikely	Minor	Low

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Surroundings	<ul style="list-style-type: none">This area is dominated by industrial uses and therefore the potential temporary impact of visual and noise amenity impacts of construction activities are likely to be minimalPerceived temporary safety impacts associated with changed sightlines, changed vehicle routes and establishment of hoardings would be minimal due to the existing industrial nature of the area.	Unlikely	Minor	Low
Personal and property rights	<ul style="list-style-type: none">Personal and property rights impacts applicable to the project as a whole are discussed in Table 17-5. No additional personal and property rights impacts have been identified for the Clyde stabling and maintenance facility.	Almost certain	Moderate	High
Fears and aspirations	<ul style="list-style-type: none">Potential impacts associated with uncertainty about changes occurring in the Clyde and Rosehill industrial area, in association with major changes to the broader Parramatta communityPotential concerns regarding the management of existing contamination, as the site is in an industrial area, where there is known to be contamination due to the operation of heavy industrial uses in this area over a long period.	Possible	Minor	Medium

Note 1: “without mitigation” means without specific social mitigation measures that are above and beyond standard impact mitigation that will be in place

Note2: The social risk rating has taken into consideration the impacts described above as well as the project-wide impacts.

17.10 Silverwater services facility

17.10.1 Existing environment

Social context and community profile

The Silverwater locality is defined by the following intangible community assets relating to human and social capital, community values and connection to place (based on ABS Census data (2016) and local community strategic plans):

- An active commercial and enterprise precinct. Silverwater is characterised by its high concentration of small to medium enterprises and commercial centres
- A small residential population. The closest residential population is located about 200 metres to the south of the construction site. For daily local needs, residents would likely need to visit the Lidcombe Centre or the retail precinct around Auburn
- Strong social capital in nearby Newington. A strong social capital among communities of workers exists in Silverwater. In the nearby residential suburb of Newington, a strong social capital exists with a high level of participation demonstrated by the relatively high response rate to consultation on Sydney Metro West
- Advocacy for a metro station at Newington. There was a high volume of feedback from residents of Newington during early community engagement activities for a new metro station within their suburb. The residential precinct is relatively isolated within its broader industrial context and the community is reliant on the existing bus network for public transport needs.

Community assets

The catchment largely consists of a large industrial, retail and commercial area with limited provision of social infrastructure including only one childcare centre, a local performing arts space and two places of worship. Figure 17-4 identifies the tangible community assets within the locality.

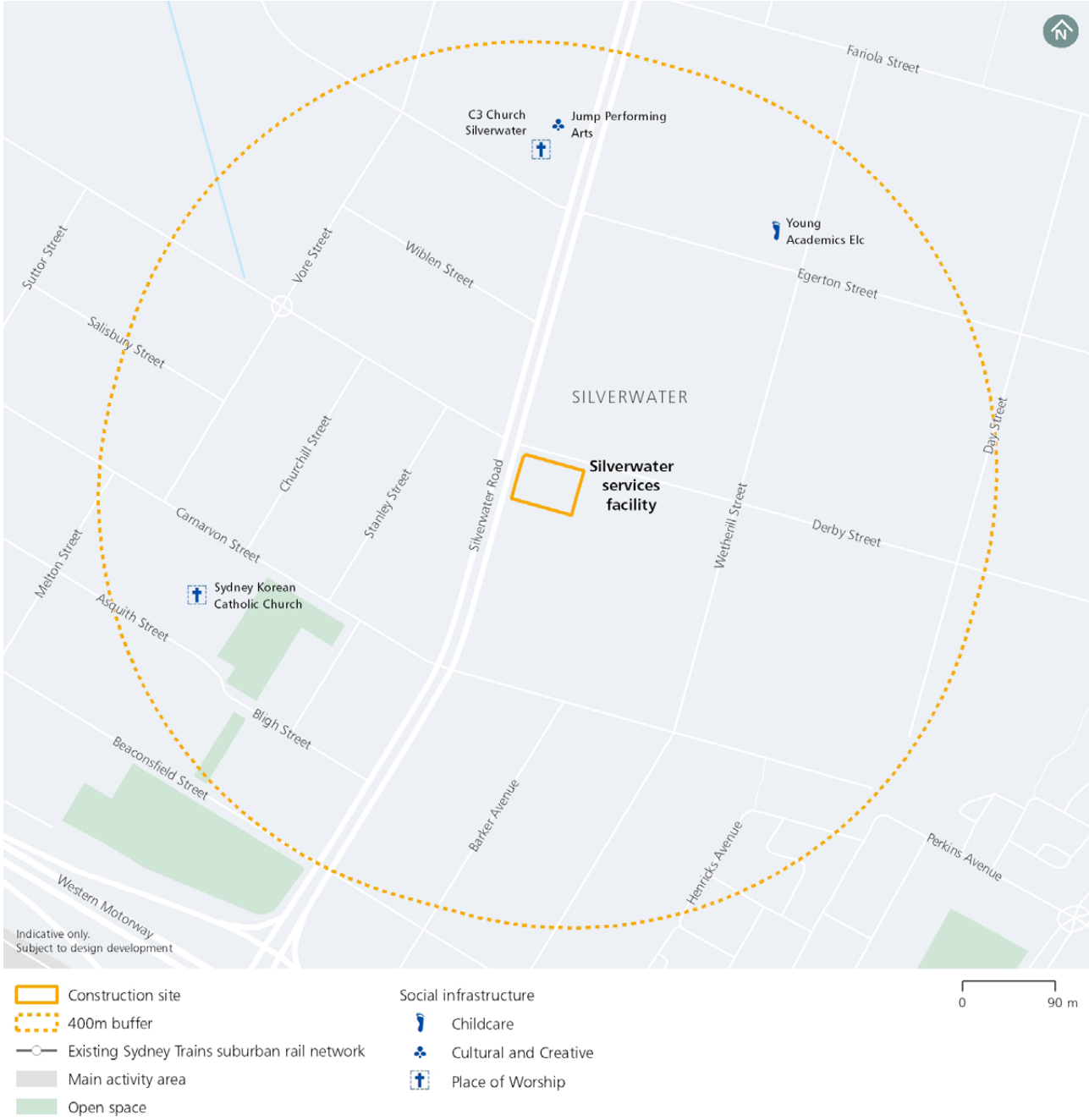


Figure 17-4: Silverwater locality – Community assets (social infrastructure)

Community values and aspirations

The City of Parramatta Council’s Community Strategic Plan (City of Parramatta, 2013) and Socially Sustainable Parramatta Framework (City of Parramatta, 2017c) identifies key priorities for the communities within the Parramatta local government area which include creating vibrant, safe and attractive local centres and improved public transport. Other priorities include improved access to local and regional jobs, and a strong and diverse local economy supported by a network of local businesses.

Key issues of relevance identified through a review of the City of Parramatta Council’s Community Strategic Plan (City of Parramatta, 2013) and Socially Sustainable Parramatta Framework (City of Parramatta, 2017c) relate to community concern around ongoing growth and disruption associated with the development, including infrastructure investment. Communities recognise the opportunities offered by infrastructure investment and urban renewal however some members of the community are concerned that growth is having an unacceptable impact on existing lifestyles in their neighbourhoods.

17.10.2 Social impact assessment

In addition to the project-wide potential impacts identified in Table 17-5, the potential impacts specific to the Silverwater services facility construction site locality are provided in Table 17-10. The social risk rating has been calculated taking into consideration the impacts described below, as well as the project-wide impacts.

The potential impacts presented are unmitigated and would be appropriately managed through the implementation of a Community Communication Strategy and the mitigation measures through other relevant chapters of this Environmental Impact Statement. Sydney Metro would also develop a community benefit plan to guide the development of community benefit initiatives (by Principal Contractors).

Table 17-10: Social impact assessment – Silverwater services facility construction site

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Way of life	<ul style="list-style-type: none"> Potential temporary disruption of daily activities primarily for local workers travelling to the commercial precinct due to increased construction traffic. Construction traffic is not anticipated to have a major impact on the network and the area can be accessed from multiple directions. As such, these potential impacts are likely to be minimal. 	Possible	Minor	Medium
Access to and use of infrastructure, services and facilities	<ul style="list-style-type: none"> The social infrastructure within walking distance of the site, including Sydney Korean Catholic Church, Hume Park, C3 Church Silverwater, Young Academics ELC and Jump Performing Arts, are approximately 300 metres from the construction site and it is not anticipated that the construction site would affect travel to these sites. Any temporary increase in traffic volumes related to haulage routes associated with this site may occasionally result in increased travel times and reduced parking. However, these impacts are likely to be very minor. 	Unlikely	Insignificant	Low
Surroundings	<ul style="list-style-type: none"> Potential temporary amenity impacts on homes and businesses in the area associated and noise and vibration related to truck movements, however this area is currently an industrial and commercial area and the closest residential community to the site is about 250 metres away. As such, potential impacts would be negligible. 	Possible	Insignificant	Low

Note 1: "without mitigation" means without specific social mitigation measures that are above and beyond standard impact mitigation that will be in place

Note 2: The social risk rating has taken into consideration the impacts described above as well as the project-wide impacts.

17.11 Sydney Olympic Park metro station

17.11.1 Existing environment

Social context and community profile

The Sydney Olympic Park locality is defined by the following intangible community assets relating to human and social capital, community values and connection to place (based on ABS Census data (2016) and local community strategic plans):

- A high-density residential community. The local housing profile suggests that all dwellings within the immediate vicinity of the site are high density apartments. The rental rate in the locality is quite high (65 per cent)
- A state significant destination for major sport and entertainment events. Sydney Olympic Park is home to more than 10 sporting, events and convention facilities that attract about 10 million visitors each year
- Social capital impacted by visitor population. Sydney Olympic Park's role as a major events destination means social capital is largely transient, with a high volume of visitors and relatively small community of residents living entirely in high density apartments

- A culturally diverse population. The residents within the locality comprise the highest proportion of Aboriginal residents than any other locality along the corridor
- A vision for growth. The Sydney Olympic Park Master Plan is a long term strategic plan with a vision to transform the locality by creating a vibrant town centre that will accommodate increased commercial, residential, sports and entertainment ventures.

Community assets

Sydney Olympic Park is a regionally significant destination centred around sports, recreation, events and entertainment. The majority of social infrastructure within proximity to the Sydney Olympic Park metro station construction site comprises large-scale sporting facilities or associated infrastructure. Figure 17-5 identifies the tangible community assets within the locality.



Figure 17-5: Sydney Olympic Park precinct (primary study area) – Community assets (social infrastructure)

Community values and aspirations

The Sydney Olympic Park community is in an establishing phase with ABS Census data (2011) showing there were zero occupied private dwellings and a residential population of 65 persons, with the residential community increasing since 2011 to its current size of 4,460 (ABS Census data (2016). One of the key priorities for the communities within the Parramatta local government area (as identified by City of Parramatta Council (2017c, 2018b) are vibrant, safe and attractive local centres including improved public transport. Other priorities include improved access to local and regional jobs, and a strong and diverse local economy supported by a network of local businesses.

17.11.2 Social impact assessment

In addition to the project-wide potential impacts identified in Table 17-5, the potential impacts specific to the Sydney Olympic Park metro station construction site locality are provided in Table 17-11. The social risk rating has been calculated taking into consideration the impacts described below as well as the project-wide impacts.

The potential impacts presented are unmitigated and would be appropriately managed through the implementation of a Community Communication Strategy and the mitigation measures through other relevant chapters of this Environmental Impact Statement. Sydney Metro would also develop a community benefit plan to guide the development of community benefit initiatives (by Principal Contractors).

Table 17-11: Social impact assessment – Sydney Olympic Park metro station construction site

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Way of life	<ul style="list-style-type: none">Potential temporary way of life impacts could occur in relation to the movement of transport facilities such as the taxi rank on Herb Elliott Avenue, which would need to be temporarily relocated, although measures would be in place to retain pedestrian amenity and access to the temporary rank.	Possible	Minor	Medium
Community	<ul style="list-style-type: none">Potential temporary changes to community character and sense of place would be limited due to the generally non-residential nature of the locality, although this is already independently changingSome localised impacts associated with the loss of premises for a social enterprise organisation that provides services and employment opportunities for people with mental health issues.	Possible	Minor	Medium
Access to and use of infrastructure, services and facilities	<ul style="list-style-type: none">Positive impacts to pedestrian access routes through the broader Sydney Olympic Park precinct through the pedestrianisation of Showground RoadSome loss of conference centre space for organisations associated with the loss of the premises of the Figtree Conference Centre. The loss of these premises could also affect some employees, as this is a social enterprise which provides training and employment opportunities for mental health patients from Flourish Australia Potential minor temporary disruption to access to education services in the locality due to loss of premises for SP Jain School of Global Management.	Possible	Minor	Medium
Culture	<ul style="list-style-type: none">Temporary restriction of access to a portion of the Abattoir Heritage Precinct, although Sydney Metro are investigating feasible design options which would potentially avoid temporary impacts to the abattoir.	Possible	Minor	Medium

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Health and wellbeing	<ul style="list-style-type: none">Potential temporary impacts to health and wellbeing associated with construction noise and vibration, particularly given this would be a 24-hour construction site with sensitive receivers in the immediate locality, including the hotels to the north-west. Apart from overnight hotel guests, temporary impacts are likely to be particularly experienced by workers in the locality and visitors to surrounding recreation, education and other facilities. While this site is a 24-hour construction site, noise impacts would be significantly mitigated by an acoustic shed (or other acoustic measures)One affected premises (Figtree Conference Centre) is a social enterprise providing employment opportunities for people with mental health. Some of the employees of this organisation may be less resilient to change and be at greater risk of mental health and wellbeing impacts associated with any upcoming relocation changes associated with the future lease cessation of their workplace. Sydney Metro West would work closely with local businesses to provide ongoing support. In addition a community benefit plan would be developed to identify opportunities to create positive social outcomes and respond to the needs of the local community.	Possible	Minor	Medium
Surroundings	<ul style="list-style-type: none">Temporary reduced amenity for noise and vibration sensitive receivers, including hotels located to the north-west of the construction site, and the NSW Institute of Sport to the south-east of the site. While this site is a 24-hour construction site, noise impacts would be significantly mitigated by an acoustic shed.	Possible	Minor	Medium
Personal and property rights	<ul style="list-style-type: none">Personal and property rights impacts applicable to the project as a whole are discussed in Table 17-5. No additional personal and property rights impacts have been identified for Sydney Olympic Park metro station.	Almost certain	Moderate	High
Fears and aspirations	<ul style="list-style-type: none">Positive impacts associated with perceived investment in and upgrading of the locality associated with infrastructure investment – an issue particularly relevant to local business owners.	Possible	Minor	Medium

Note 1: "without mitigation" means without specific social mitigation measures that are above and beyond standard impact mitigation that will be in place

Note 2: The social risk rating has taken into consideration the impacts described above as well as the project-wide impacts.

17.12 North Strathfield metro station

17.12.1 Existing environment

Social context and community profile

The North Strathfield locality is defined by the following intangible community assets relating to human and social capital, community values and connection to place (based on ABS Census data (2016) and local community strategic plans):

- Strong social capital and connection to place. The numerous community and resident groups active in the area are evidence of the high level of social capital and connection to place in North Strathfield. Furthering the sense of place, there are a number of school and childcare services within the immediate precinct which form central nodes within the community
- An active and engaged community. There are several highly active and engaged residents' groups including the North Strathfield Residents Group and the Save North Strathfield Residents Action Group. Both groups have differing views on urbanisation, development and growth
- Impact on community related to the delivery of the WestConnex project. The community has expressed concern over the impact of construction and vibration on their homes, having experienced issues during the construction of WestConnex M4 East (now complete). Other frustrations and concerns relate to construction fatigue associated with WestConnex M4 East
- Transformative urban renewal – the Bakehouse Quarter. The Bakehouse, a key local destination offering a collection of food and beverage, entertainment and recreational opportunities, has recently been acquired by a private developer with plans for additional residential development in the future.

Community assets

The locality comprises social infrastructure oriented towards local and community-based assets that are reflective of the residential character of the area including several childcare centres, education, and health and medical facilities and services. Figure 17-6 identifies the tangible community assets within the locality.



Figure 17-6: North Strathfield locality – Community assets (social infrastructure)

Community values and aspirations

Key community values identified in the YOUR future 2030 Community Strategic Plan (City of Canada Bay, 2018) include the community’s aspiration to respect and promote the local sense of place within local village neighbourhoods, and to strengthen character and heritage.

The community strongly values the vibrant local centres, green spaces, and opportunities to be near the water. Maintaining the feeling of safety in the area is important to the community.

Key community priorities include improving public and active transport, while reducing traffic congestion and parking issues. The community does not feel the provision of infrastructure and services has kept pace with the population growth across the local government area, and that enhanced infrastructure is required.

17.12.2 Social impact assessment

In addition to the project-wide potential impacts identified in Table 17-5, the potential impacts specific to the North Strathfield metro station construction site locality are provided in Table 17-12. The social risk rating has been calculated taking into consideration the impacts described below as well as the project-wide impacts.

The potential impacts presented are unmitigated and would be appropriately managed through the implementation of a Community Communication Strategy and the mitigation measures outlined through other relevant chapters of this Environmental Impact Statement. Sydney Metro would also develop a community benefit plan to guide the development of community benefit initiatives (by Principal Contractors).

Table 17-12: Social impact assessment – North Strathfield metro station construction site

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Way of life	<ul style="list-style-type: none">Potential temporary changes to daily routines and people's ability to conveniently access key local services and facilities, including changes to the western side of Queen Street, opposite the local shops and medical centre. Potential temporary changes to daily routines for pedestrian access to the eastern entry to the existing North Strathfield Station from Queen Street and for attendees of schools and preschools (and their families), adjacent to the western side of the existing North Strathfield StationPotential temporary impacts to students' learning environments. Consultation with schools in proximity to the construction sites would be undertaken to understand their daily routines and then consider more suitable times to schedule noisy activities to minimise potential disruptions to student's learning environmentsTemporary changes to local bus stops for schools. Consultation would take place with schools, if affectedTemporary loss of about 20 on-street car parking spaces along the western side of Queen Street. Spare capacity on nearby streets would be used to accommodate as many of these parking spaces as possiblePotential temporary changes to daily routines for local residents and workers associated with changes to local traffic conditions.	Likely	Moderate	High
Community	<ul style="list-style-type: none">Potential temporary changes to local community character and sense of place due to changed access to the eastern entry of the existing North Strathfield Station, the local shops on Queen Street, and changes to the streetscape along Queen Street due to hoardings.	Possible	Minor	Medium
Access to and use of infrastructure, services and facilities	<ul style="list-style-type: none">Potential temporary changes to the convenience and accessibility to some extent of local services along Queen Street associated with the loss of customer car parking on Queen Street, as parking availability on nearby east-west streets (Wellbank, Waratah, Beronga) is often congested.	Possible	Minor	Medium

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Culture	<ul style="list-style-type: none">Potential temporary changes to local communities' shared connections to place associated with disruptions to local character, the eastern entrance to North Strathfield Station and daily activities affecting the local retail and services precinct on Queen StreetA portion of the landscaped park/ornamental garden and pathways fronting Queen Street at the eastern entry to the station precinct have local heritage significance and would be removed for site establishment and the northern construction site.	Possible	Minor	Medium
Health and wellbeing	<ul style="list-style-type: none">Potential temporary health and wellbeing impacts applicable to the project as a whole are discussed in Table 17-5. No additional health and wellbeing impacts have been identified for the North Strathfield metro station.	Possible	Moderate	Medium
Surroundings	<ul style="list-style-type: none">Temporary changes to the streetscape (e.g. hoardings) and loss of mature trees and vegetation along the western side of Queen Street, which currently contribute to the suburban local streetscape characterLoss of some gardens at the station entrance on Queen Street.	Likely	Moderate	High
Personal and property rights	<ul style="list-style-type: none">There would be no acquisition of private property at the North Strathfield metro station construction site.	Possible	Minor	Medium
Fears and aspirations	<ul style="list-style-type: none">No additional impacts have been identified for the North Strathfield metro station.	Possible	Moderate	Medium

Note 1: "without mitigation" means without specific social mitigation measures that are above and beyond standard impact mitigation that will be in place

Note 2: The social risk rating has taken into consideration the impacts described above as well as the project-wide impacts.

17.13 Burwood North Station

17.13.1 Existing environment

Social context and community profile

The Burwood North locality is defined by the following intangible community assets relating to human and social capital, community values and connection to place (based on ABS Census data (2016) and local community strategic plans):

- A well-established residential community. A large proportion of residents have lived and worked in the area for decades. As such, the locality has an older and more established demographic who have a strong connection to the area
- Strong sports-related social capital. The locality has a proud sporting history, especially with Concord Oval and Cintra Park. The large areas of open space for recreation regularly attract a range of communities from across the region for both organised and informal sporting and recreational activities. A range of sporting organisations and clubs provide a high degree of social capital within the locality
- Incremental gentrification of the neighbourhood. The recent influx of new cafes and restaurants reflects a changing demographic within the area. These new attractions are establishing Burwood North as a destination hotspot amongst the wider Inner-West community. The gentrification of the area is being met by a range of mixed sentiments from residents
- Valued open space and recreation infrastructure. The number of sports and recreation facilities within the locality form a significant cluster of facilities. Residents especially have deep historical connections with Concord Oval, which is the training ground for several major rugby, rugby league and soccer clubs.

Community assets

The area is characterised by its large expanses of sport and recreation areas including Concord Oval. There is a variety of social infrastructure within the locality including a number of schools and places of worship. Figure 17-7 identifies the tangible community assets within the locality.



Figure 17-7: Burwood North locality – Community assets (social infrastructure)

Community values and aspirations

Key community values identified in YOUR future 2030 Community Strategic Plan (City of Canada Bay, 2018) include the community’s aspiration to respect and promote the local sense of place within local village neighbourhoods, and to strengthen character and heritage. The community strongly values the vibrant local centres, green spaces, and opportunities to be near the water. Maintaining the feeling of safety in the area is important to the community.

Key community priorities also include improving public and active transport, while reducing traffic congestion and parking issues. The community does not feel the provision of infrastructure and services has kept pace with the population growth across the local government area, and that enhanced infrastructure is required.

Burwood 2030 Community Strategic Plan (Burwood Council, 2010) identifies many similar themes including the importance of convenient and accessible public transport and its key role in the liveability and sustainability of the area.

17.13.2 Social impact assessment

In addition to the project-wide potential impacts identified in Table 17-5, the potential impacts specific to the Burwood North station construction site locality are provided in Table 17-13. The social risk rating has been calculated taking into consideration the impacts described below as well as the project-wide impacts.

The potential impacts presented are unmitigated and would be appropriately managed through the implementation of a Community Communication Strategy and the mitigation measures outlined through other relevant chapters of this Environmental Impact Statement. Sydney Metro would also develop a community benefit plan to guide the development of community benefit initiatives (by Principal Contractors).

Table 17-13: Social impact assessment – Burwood North Station construction site

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Way of life	<ul style="list-style-type: none">There would be no direct impacts to nearby recreational facilities or open space. However, there may be potential temporary changes to community members’ routines relating to accessing open spaces at Concord Oval and Cintra Park and visiting the Pine Inn, a local gathering place that would be removed for the northern construction siteTemporary reduced amenity due to construction noise and vibration and visual impacts, particularly experienced by nearby residential communities and users of local social infrastructure. This site is located on a high-volume traffic corridor (Parramatta Road), and nearby receivers experience existing noise amenity impacts in the localitySome temporary disruption to local pedestrian and vehicle routes however Parramatta Road is dominated by large format retail and high traffic volumes, and does not have a high degree of pedestrian amenity. Pedestrian routes in the construction site locality would generally be maintained through the location of construction sites largely within existing blocks. Also, construction traffic planning has been undertaken to reduce impacts on the local road network as much as practicable	Likely	Moderate	High
	<ul style="list-style-type: none">Temporary removal of around six on-street parking spaces on Loftus Street for the duration of Stage 1 construction. Also temporary changes to access to bus services along Parramatta Road due to the relocation of local bus stops likely to be used by local residents, residents of the nearby nursing home, nearby schools and users of recreation facilities.	Likely	Moderate	High

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Community	<ul style="list-style-type: none">Potential temporary changes to local community character arising from changes to the streetscape character around Burwood Road, Burton Street and Loftus StreetPotential temporary changes to the access to and the number and type of local businesses, including the large format retail on Parramatta Road, which may affect local residents' sense of community character and convenienceClosure of the premises of the Pine Inn premises could affect those community members that may visit this local place to gather and enjoy social connections.	Possible	Moderate	Medium
Access to and use of infrastructure, services and facilities	<ul style="list-style-type: none">There would be no direct impacts to nearby recreational facilities or open space. However there may be potential for temporary reduced amenity of local recreation facilities and open parks and spaces used for community gathering spaces (e.g. Cintra Park, Concord Oval), due to the construction site, and associated construction noise and vibrationPotential temporary changes to the access, useability and amenity of some nearby community facilities, including Concord Community Centre, MLC Primary School, St Marys Primary School and other facilities.	Possible	Moderate	Medium
Culture	<ul style="list-style-type: none">There would be no direct impacts to nearby recreational facilities or open space. However, there may be potential temporary changes to community connections to place, due to the establishment of the construction site and changed pedestrian and vehicle access to local community facilities, open space and recreation. Community consultation indicates there is a strong connection to facilities in this area, particularly Concord Oval.	Possible	Minor	Medium
Health and wellbeing	<ul style="list-style-type: none">Potential temporary impacts to wellbeing associated with construction activity, relating to stress and disruption for residents, visitors and businesses.	Possible	Moderate	Medium
Surroundings	<ul style="list-style-type: none">Temporary reduced visual amenity due to changes to the local streetscape along the eastern side of Burwood Road and a section of the southern side of Burton Street, with the establishment of the construction site, hoarding and acoustic shed (or other acoustic measures).	Likely	Minor	Medium
Personal and property rights	<ul style="list-style-type: none">Personal and property rights impacts applicable to the project as a whole are discussed in Table 17-5. No additional personal and property rights impacts have been identified for the Burwood North station.	Almost certain	Moderate	High
Fears and aspirations	<ul style="list-style-type: none">Fears and aspirations impacts applicable to the project as a whole are discussed in Table 17-5. No additional impacts have been identified for the Burwood North station.	Likely	Minor	Medium

Note 1: “without mitigation” means without specific social mitigation measures that are above and beyond standard impact mitigation that will be in place

Note 2: The social risk rating has taken into consideration the impacts described above as well as the project-wide impacts.

17.14 Five Dock Station

17.14.1 Existing environment

Social context and community profile

The Five Dock locality is defined by the following intangible community assets relating to human and social capital, community values and connection to place (based on ABS Census data (2016) and local community strategic plans):

- Strong social capital. There are large numbers of family-owned local businesses that have been passed down through generations. There is a strong connection to place at Fred Kelly Place where many of the older residents meet daily
- A culturally rich community. The culturally rich community is largely defined by a strong Italian and migrant heritage. The residents highly value the ‘small village’ atmosphere and rely on the bus network for transport needs
- A proud Italian heritage. There are several festivals and events throughout the year that celebrate the strong Italian heritage of the area including the Ferragosto festival, which takes place along Great North Road
- A strong local character. The Five Dock community has historically been vocal in opposition of higher density housing proposals. A strong sense of local character and place are important values to the community which are reflected throughout the village with murals representing the community
- Connection to Fred Kelly Place – the heart of the community. The Fred Kelly Place is a highly valued and key community asset where local residents congregate regularly to connect, socialise and interact. The Place is centred around the local library and retail institutions and includes a small children’s playground.

Community assets

The construction site would be located along the Great North Road within the commercial core of the locality and surrounded by a range of local social infrastructure and community facilities. In close proximity to the construction site are the Five Dock Library, Fred Kelly Place and a number of childcare centres. Figure 17-8 identifies the tangible community assets within the locality.

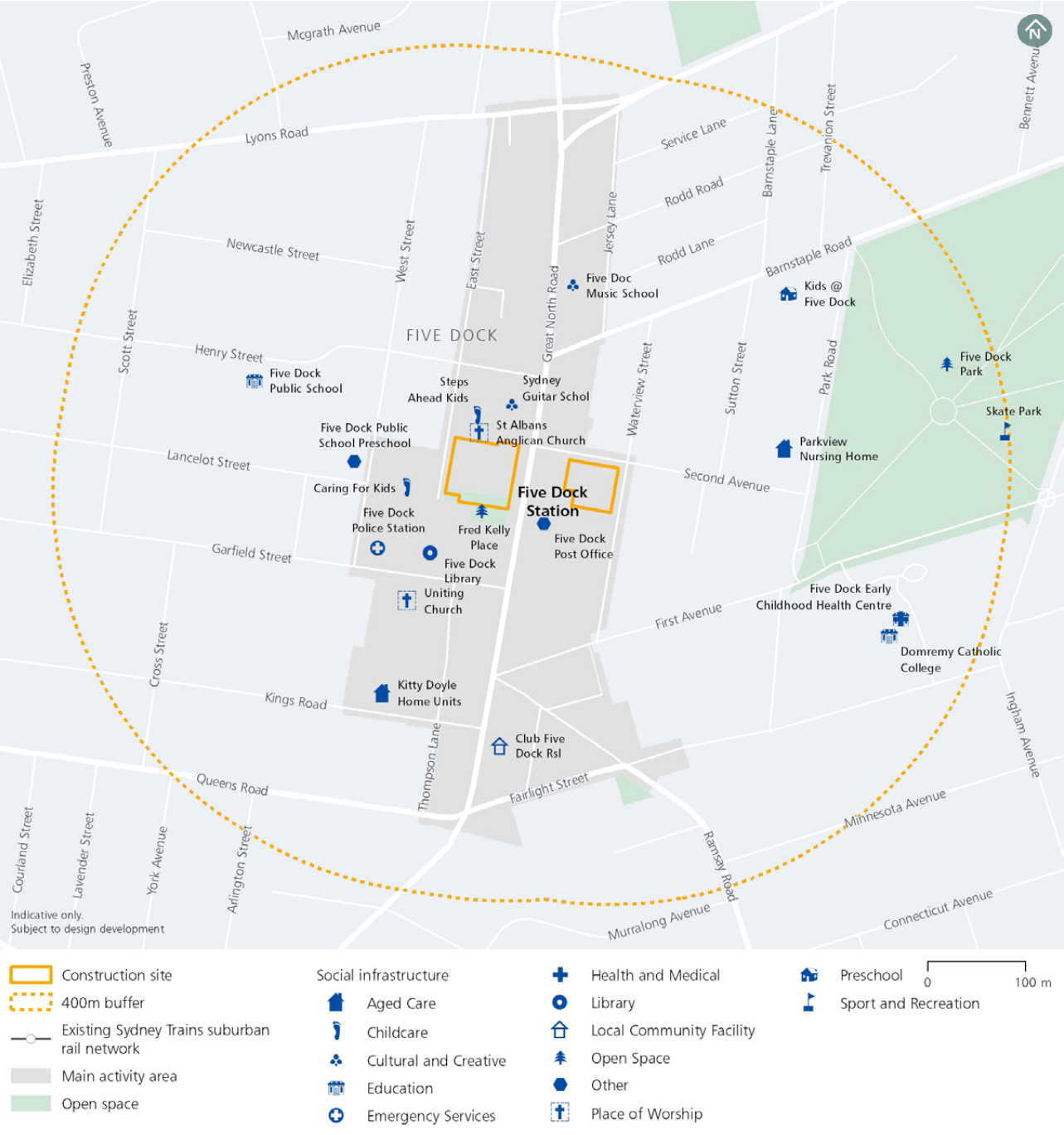


Figure 17-8: Five Dock locality – Community assets (social infrastructure)

Community values and aspirations

Key community values identified in YOUR future 2030 Community Strategic Plan (City of Canada Bay, 2018) include the community’s aspiration to respect and promote the local sense of place within local village neighbourhoods, and to strengthen character and heritage. The community strongly values the vibrant local centres, green spaces, and opportunities to be near the water. Maintaining the feeling of safety in the area is important to the community.

Key community priorities include improving public and active transport, while reducing traffic congestion and parking issues. The community does not feel the provision of infrastructure and services has kept pace with the population growth across the local government area, and that enhanced infrastructure is required.

17.14.2 Social impact assessment

In addition to the project-wide potential impacts identified in Table 17-5, the potential impacts specific to the Five Dock station construction site locality are provided in Table 17-14. The social risk rating has been calculated taking into consideration the impacts described below as well as the project-wide impacts.

The potential impacts presented are unmitigated and would be appropriately managed through the implementation of a Community Communication Strategy and the mitigation measures outlined through other relevant chapters of this Environmental Impact Statement. Sydney Metro would also develop a community benefit plan to guide the development of community benefit initiatives (by Principal Contractors).

Table 17-14: Social impact assessment – Five Dock Station construction site

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Way of life	<ul style="list-style-type: none">Potential temporary changes to the daily routines of community members and meeting daily living needs (e.g. access to Westpac Bank, local pharmacy, local cafes) due to the loss of premises that are leased to these businesses. The western construction site is located next to Fred Kelly Place, which community consultation has identified is a key location for local people to gather, connect socially and share storiesPotential reduction of walkability of areas close to the construction sites due to reduced amenity, concerns about safety, presence of haulage trucksPotential impacts on accessibility due to temporary loss of car parking spaces (around 12 on-street car parking spaces along Great North Road and around 10 on-street car parking spaces on Waterview Street and Second Avenue). Permanent removal of around 12 restricted off-street parking spaces accessible from Second Avenue. Greater impacts may be experienced by the high proportion of older people living in Five Dock that may drive regularly to the centre to access services and for social connections.	Almost certain	Moderate	High
Community	<ul style="list-style-type: none">Potential temporary impact to communities’ sense of place and how it functions resulting from the loss of established businesses, changes to streetscape and urban fabric, and impacts to key community gathering spaces (e.g. Fred Kelly Place and children’s playground, local cafes, St Albans Anglican Church and Five Dock Library)Potential temporary impact on amenity of local cafes and restaurants along Great North Road near the construction sites. The disrupted amenity due to noise, vibration, increased traffic may reduce the ability for the local community to enjoy social connections.	Likely	Moderate	High
Access to and use of infrastructure, services and facilities	<ul style="list-style-type: none">Potential temporary changes to the walkability of infrastructure, services and facilities in Five Dock and impacts to amenity of adjacent spaces (e.g. Fred Kelly Place) would impact local communities. Greater impacts may be experienced by the high proportion of older people living in Five Dock, as well as people living with a disability, due to limited mobility.	Likely	Moderate	High

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Culture	<ul style="list-style-type: none">Potential temporary impacts on local community connections to place and shared values and histories associated with the loss of premises containing long-established local businessesPotential impacts to events such as Ferragosto, which is a large annual event which attracts many visitors to Five Dock and celebrates the local heritage, contributes to community cohesion and sense of place. This festival takes place along Great North Road adjacent to the construction site.	Possible	Moderate	Medium
Health and wellbeing	<ul style="list-style-type: none">Potential temporary wellbeing impacts associated with reduced amenity of local civic spaces that are important and well-utilised by the local community (e.g. Fred Kelly Place), impacting people's use and enjoyment of them.	Possible	Moderate	Medium
Surroundings	<ul style="list-style-type: none">Potential temporary safety impacts which would be managed, with the western construction site inbound and outbound truck routes directly off Great North Road (a high pedestrian activity area) with the inbound route crossing near Fred Kelly PlacePerceived temporary safety impacts associated with changed sight lines and unfamiliar construction workers may be disproportionately felt by the higher proportion of older people in Five Dock and at the two surrounding childcare centres.	Likely	Moderate	High
Personal and property rights	<ul style="list-style-type: none">Personal and property rights impacts applicable to the project as a whole are discussed in Table 17-5. No additional personal and property rights impacts have been identified for the Five Dock station construction site.	Almost certain	Moderate	High
Fears and aspirations	<ul style="list-style-type: none">Fears and aspirations impacts applicable to the project as a whole are discussed in Table 17-5. No additional impacts have been identified for the Five Dock station.	Possible	Moderate	Medium

Note 1: “without mitigation” means without specific social mitigation measures that are above and beyond standard impact mitigation that will be in place

Note 2: The social risk rating has taken into consideration the impacts described above as well as the project-wide impacts.

17.15 The Bays Station

17.15.1 Existing environment

Social context and community profile

The Bays Station locality is defined by the following intangible community assets relating to human and social capital, community values and connection to place (based on ABS Census data (2016) and local community strategic plans):

- Strong historic identity. The locality has strong historic links to industrialisation, namely through the former White Bay Power Station. There are currently a range of light industrial and urban services throughout the locality including car repairs, metal works and port operations
- Strong capital and connection to place. The former White Bay Power Station is an iconic landmark that embodies a range of values associated with its heritage and form. The landmark contributes to the local character and is highly valued by a range of community groups

- The Bays West transformation. The industrial waterfront parts of the locality, including White Bay Power Station, are within The Bays West site, which is subject to future major urban transformation. This is intended to include major employment areas and public spaces.

Community assets

The social infrastructure that would be in proximity to the construction site is currently limited to several local-serving community facilities. However, a range of social infrastructure is expected to be provided through the delivery of the planned urban renewal of the area as a mixed-use precinct. Figure 17-9 identifies the tangible community assets within the locality.



Figure 17-9: The Bays locality – Community assets (social infrastructure)

Community values and aspirations

Key community priorities identified in the Our Inner West 2036 Community Strategic Plan (Inner West Council, 2018) include a harmonious and cohesive city, with affordable and diverse housing options, good access to facilities, and a thriving economy and cultural life. It is also a community priority to deliver safe and attractive public spaces for diverse communities to meet and interact. The community acknowledges that integrated public and active transport options are needed to support population growth, economic growth and improve the amenity of local centres.

17.15.2 Social impact assessment

In addition to the project-wide potential impacts identified in Table 17-5, the potential impacts specific to The Bays station construction site locality are provided in Table 17-15. The social risk rating has been calculated taking into consideration the impacts described below as well as the project-wide impacts.

The potential impacts presented are unmitigated and would be appropriately managed through the implementation of a Community Communication Strategy and the mitigation measures outlined through other relevant chapters of this Environmental Impact Statement. Sydney Metro would also develop a community benefit plan to guide the development of community benefit initiatives (by Principal Contractors).

Table 17-15: Social impact assessment – The Bays station construction site

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Way of life	<ul style="list-style-type: none">Potential temporary disruption to daily activities, primarily for local workers and nearby residents occurring from the traffic impacts associated with 24-hour construction activities at this construction site and truck movements in the areaPotential temporary disruption to the way of life for residents and visitors associated with trenching activities for power supply connection between the construction site and nearby substation. Potential impacts are likely to result in an increased sense of frustration and inconvenience for residents on a temporary basis, but would be limited to communities for the short-term along the power supply routes.	Unlikely	Minor	Low
Community	<ul style="list-style-type: none">Community concerns regarding potential impacts on community character, heritage values and sense of place may arise in relation to the location of the construction site in close proximity to the iconic, heritage-listed White Bay Power Station. This large structure has high visibility, heritage value and an iconic status within the community, both locally and more broadly; it is an important symbol of the area's industrial pastPotential temporary changes to community character affecting local community values and sense of place for Rozelle residents to the north of the construction site, as the area is already heavily affected by various construction works in this construction site locality.	Unlikely	Minor	Low

Reference	Description of potential impacts	Social risk without mitigation ^{1,2}		
		Likelihood	Consequence	Risk rating
Access to and use of infrastructure, services and facilities	<ul style="list-style-type: none">Construction activities would be sited within the primarily self-contained industrial locality– a locality which currently has low permeability for local pedestrians and vehiclesThe community's use and enjoyment of some social infrastructure in close proximity to the construction site (e.g., C3 Church Rozelle) may be temporarily affected by construction noise and vibration, particularly given this construction site is a high-activity 24-hour site, albeit one which is already subject to construction activities associated with other infrastructure projects.	Possible	Minor	Medium
Culture	<ul style="list-style-type: none">The proximity of the construction site to White Bay Power Station, which is a historic site with connections to the industrial and 'working class' heritage of Rozelle and Balmain, may cause community concerns about construction works and potential impact to local character and narratives associated with the area.	Possible	Minor	Medium
Health and wellbeing	<ul style="list-style-type: none">As the area is predominantly occupied by industrial uses, potential temporary impacts of construction activity on health and wellbeing are unlikely.	Unlikely	Minor	Low
Surroundings	<ul style="list-style-type: none">As the area is predominantly occupied by industrial uses, potential temporary impacts of construction activity on the surroundings are likely to be minimalTemporary changes to surroundings and streetscape associated with short-term trenching activities to establish a power connection between the construction site and Rozelle sub-transmission substation.	Likely	Minor	Medium
Personal and property rights	<ul style="list-style-type: none">There would be no acquisition of private property at The Bays construction site.	Unlikely	Minor	Low
Fears and aspirations	<ul style="list-style-type: none">Potential concerns associated with any adverse impacts of construction on White Bay Power Station, which is a highly valued piece of historic infrastructure with connections to the industrial and 'working class' heritage of Rozelle and Balmain.	Likely	Minor	Medium

Note 1: "without mitigation" means without specific social mitigation measures that are above and beyond standard impact mitigation that will be in place

Note 2: The social risk rating has taken into consideration the impacts described above as well as the project-wide impacts.

17.16 Cumulative impacts

Potential cumulative social impacts may occur as a result of other projects being undertaken concurrently in the surrounding area. Potential cumulative impacts were considered for assessment based on the likely interactions of Stage 1 with other projects and plans that met the adopted screening criteria. The approach to assessment and the other projects considered are described further in Appendix G (Cumulative impacts assessment methodology – Stage 1).

The construction sites likely to experience cumulative social impacts are:

- Westmead metro station construction site. Potential temporary changes to amenity and character of the area, feelings of safety, lifestyle changes and potential wellbeing impacts due to long term disruption caused by the construction of large infrastructure and development projects in areas affected by Parramatta Light Rail (Stage 1) and the developments within the Westmead Health precinct and the Westmead town centre, potentially resulting in community frustration and fatigue
- Parramatta metro station construction site. A potential sense of disruption and inconvenience, and both positive and negative temporary changes to sense of place and community character due to concurrent construction works of the Parramatta Light Rail (Stage 1), Parramatta Square urban renewal project, Westfield Shopping Centre redevelopment, Arthur Phillip High School redevelopment and the Western Sydney University Innovation Hub
- Sydney Olympic Park metro station construction site. Both positive and negative temporary changes to sense of place and community character due to construction of various projects consistent with the Sydney Olympic Park Masterplan 2030
- The Bays station. Potential temporary reduced amenity, increased traffic congestion contributing towards feelings of ‘construction fatigue’ due to concurrent construction activities associated with WestConnex, Sydney Metro City and Southwest (Chatswood to Sydenham) truck marshalling facility, Bays Precinct Urban Transformation Plan, Western Harbour Tunnel.

Other construction sites have either minimal interactions with other projects, and so minimal potential for cumulative impacts, or only relatively minor potential social impacts as a result of Stage 1.

17.17 Management and mitigation measures

17.17.1 Approach to management and mitigation

Social impacts would be partially managed by the plans and measures in the Sydney Metro Construction Environmental Management Framework, Construction Noise and Vibration Standard and the Construction Traffic Management Framework described in Chapter 27 (Synthesis of the Environmental Impact Statement). The mitigation measures in Section 17.17.2 would also be implemented.

17.17.2 Mitigation measures

Mitigation measures that would be implemented to address potential social impacts are listed in Table 17-16.

Table 17-16: Mitigation measures – Social impacts Stage 1

Reference	Impact/issue	Mitigation measure	Application location(s) ¹
Social impacts			
S1	Impacts on social infrastructure	Consultation would be carried out with managers of social infrastructure located near construction sites about the timing and duration of construction works and management of potential impacts, with the aim of minimising potential disruption to the use of the social infrastructure from construction activity.	WMS, PMS, CSMF, SSF, SOPMS, NSMS, BNS, FDS, TBS
S2	Loss of social infrastructure	Engagement would be carried out with Parramatta City Council to identify alternative locations for the Parramatta Artist Studios to provide opportunities for facilitating local creative and cultural activities.	PMS

Reference	Impact/issue	Mitigation measure	Application location(s) ¹
S3	Social impacts	A Community Benefit Plan would be developed to guide the development of community benefit initiatives (by Principal Contractors) during construction of Stage 1 to make a positive contribution to the potentially affected community. The key objectives of the plan would include: <ul style="list-style-type: none">• Identify opportunities to create environmental and community benefits and provide positive social outcomes• Respond to community priorities and needs in the locality of each relevant construction site.	WMS, PMS, SOPMS, NSMS, BNS, FDS, TBS
S4	Impacts on events or festivals	In addition to mitigation measure TT17, consultation would be carried out with festival and event organisers in proximity to construction sites to mitigate potential impacts on the operation of the festival or event.	PMS, FDS
S5	Promote local culture and identity	In addition to mitigation measure LV16, consultation would be carried out with stakeholders to identify opportunities for public art to reflect community values, culture and identity of the local community.	WMS, PMS, SOPMS, NSMS, BNS, FDS
S6	Activation of streetscapes	In addition to mitigation measure LV10, potential temporary activation in the vicinity of the Five Dock Station western construction site would include opportunities to provide spaces and places for the community to gather and meet each other, culture and identity.	FDS

Note 1: WMS: Westmead metro station; PMS: Parramatta metro station; CSMF: Clyde stabling and maintenance facility; SSF: Silverwater services facility; SOPMS: Sydney Olympic Park metro station; NSMS: North Strathfield metro station; BNS: Burwood North Station; FDS: Five Dock Station; TBS: The Bays Station; Metro rail tunnels: Metro rail tunnels not related to other sites (e.g. tunnel boring machine works); PSR: Power supply routes.

17.17.3 Interactions between mitigation measures

Mitigation measures in other chapters of this Environmental Impact Statement that are relevant to the management of potential social impacts include:

- Chapter 10 (Transport and traffic – Stage 1) – all measures
- Chapter 11 (Noise and vibration – Stage 1) – all measures
- Chapter 14 (Property and land use – Stage 1) – all measures
- Chapter 15 (Landscape character and visual impacts – Stage 1) – all measures
- Chapter 16 (Business impacts – Stage 1) – all measures.

Together, these measures would minimise the potential social impacts of Stage 1.