Greater Parramatta, Olympic Peninsula Water Cycle Management Project (GPOP)

Social Impact Assessment (SIA)

Prepared for Sydney Water Corporation

December 2025

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Sydney Water Corporation

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December 2025

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Approved by

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Executive Summary

ES1 Project introduction

Sydney Water Corporation (Sydney Water) is proposing to build and operate a new Water Resource Recovery Facility (WRRF) at Camellia-Rosehill. The new WRRF is needed to provide additional wastewater capacity to support growth across the northern suburbs of Sydney, and in the Greater Parramatta and Olympic Peninsula (GPOP) growth corridor. The WRRF and associated infrastructure together form the GPOP Water Cycle Management project (the project).

The additional growth would place pressure on the existing northern suburbs wastewater network, which includes the Northern Suburbs Ocean Outfall Sewer (NSOOS) and the North Head WRRF. These critical assets provide wastewater services to around 1.7 million people, and with current growth projections would reach capacity by 2031.

ES2 SIA study introduction

This Social Impact Assessment (SIA) for the proposed development of the Project has been prepared by EMM Consulting Pty Limited (EMM) on behalf of Sydney Water Corporation (Sydney Water) as part of the project's Environmental Impact Statement (EIS).

The SIA addresses the NSW Secretary's environmental assessment requirements (SEARs) for the project, the Social Impact Assessment Guideline for State Significant Projects (SIA Guideline 2023) (DPIE, 2023a) and the Technical Supplement: Social Impact Assessment Guideline for State Significant Projects (SIA Technical Supplement 2023) (DPIE, 2023b). The SIA Guideline and Technical Supplement were updated by NSW Department of Planning, Housing and Infrastructure (DPHI) in July 2025. As most of the assessment and reporting for the project had been undertaken prior to the update, the SIA Guideline and Technical Supplement (DPE, 2023a) are used for the assessment of the project.

ES3 Social locality and existing conditions

The social locality for the project includes local, sub-regional and regional areas which correspond to the geographic area of influence of the impacts and benefits identified. The local area is made of up of the nearby communities most likely to experience direct social impacts from the project, including noise, air emissions, traffic and changes and land use. Suburbs include Camellia, Rosehill, Silverwater, Meadowbank, Rydalmere, Newington, Melrose Park, Oatlands, Rhodes, Parramatta, Wenworth Point and Sydney Olympic Park. Residents within these communities are characterised by strong values associated with outdoor activities and the amenity of their riverside location. A map of the social locality is provided in Figure 3.1.

Recent development in the local area and the related increases to density have resulted in some limitations to accessing open spaces and also traffic disruptions. The project is located in the Central City District of Sydney and is about 25 kilometres (km) from the Sydney Central Business District (CBD). The project's social locality falls primarily within the Parramatta and Ryde Local Government Areas (LGAs), although the social effects of the project may also extend to the City of Canada Bay. Parramatta CBD serves as an economic hub for the region, providing employment, education and economic opportunity.

The regional area is the Central City District (Parramatta LGA, Cumberland LGA, Canterbury Bankstown LGA, Georges River LGA, The Hills Shire LGA Blacktown LGA, Canada Bay LGA, and Ryde LGA), which are the geographic areas most likely to experience fewer direct and more indirect social impacts of the project. Indirect impacts are associated with use of infrastructure, employment, supply chains, roads, transportation of goods, materials and equipment and cumulative impacts. Indirect benefits associated with operations are substantial and relate to enhancing the reliability and longevity of the wastewater network and long-term benefits to the health of the Parramatta River.

ES4 Engagement informing the SIA

Engagement for the SIA was undertaken in addition to the community and stakeholder engagement program for the project undertaken by Sydney Water.

The SIA process included 13 interviews with participants representing different perspectives from across the local and regional community, including nearby neighbours, local government, Aboriginal stakeholder groups and individuals, heritage stakeholder groups and individuals, relevant local businesses, education providers, property developers, recreational stakeholders, businesses and community groups.

Key considerations raised in consultation relating to the planning and construction phase include:

- ensuring local residents receive information in a timely and transparent manner and have meaningful opportunities to be consulted and provide feedback
- desire by councils to access recycled water for use for green spaces
- amenity for local residents and businesses, and related tourism business viability concerns
- traffic congestion, road closures, road deterioration and road safety
- quality of the local environment and associated recreational values including river release impact to Parramatta River and local waterways
- access to Meadowbank Park for sport and community activities
- concern relating to multiple developments in the local area property impacts including easement and impacts to land value.

ES5 Assessment of social impacts and benefits

As per the SIA Guideline, a social impact may be tangible or intangible and include fears and concerns expressed by stakeholders. Social impacts have been assessed on a potential worst-case scenario initially with the residual impact assessed on the basis that proposed mitigation or enhancement measures are effectively implemented. A summary of the social impacts and benefits which have an assessed mitigated significance of medium or higher are presented in Table ES1 and Table ES2.

The full assessment of potential impacts and benefits is provided in Chapter 6. There were 10 social impacts identified for the project, of which none were rated as a high residual risk. There were six social benefits identified, including three benefits with a high enhanced benefit rating.

Mitigation and management strategies have been proposed for each identified social impact which seek to avoid or minimise negative consequences and enhance social benefits for local communities as much as possible.

An adaptive approach is proposed which allows Sydney Water to manage and respond to changing circumstances and new information over time. This is done through ongoing engagement, monitoring and periodic review of mitigation strategies as well as the baseline conditions.

Table ES1 Key social impacts

ID	Category	Impact	Unmitigated significance	Mitigated significance
Construction				
S01	Surroundings	Visual amenity impacts during construction	High	Medium
HW01	Health and wellbeing	Amenity impacts related to noise caused by construction of the WRRF, release structure and pipelines	High	Medium
S01	Surroundings	Potential impacts to important waterways	High	Medium
Cu02	Access	Temporary interruption of access to public spaces	High	Medium
A01	Access	Temporary interruption of pedestrian and private vehicle access, including disruption of property access due to construction	High	Medium

Table ES2 Key social benefits

ID	Category	Benefit	Unenhanced significance	Enhanced significance
Detailed design				
Co01	Community	Project facilitates delivery of strategic planning objectives for the GPOP area and the broader Central City	High	High
Operation				
A04	Access	Enhancing the reliability and longevity of the wastewater network	High	High
L03	Livelihoods	Long-term benefits for the health of the Parramatta River	Medium	High

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Terms and Abbreviations

Term	Full name
ABS	Australian Bureau of Statistics
ACHAR	Aboriginal Cultural Heritage Assessment Report
ASGS	Australian Statistical Geography Standard
AEIA	Aquatic Ecology Impact Assessment
BDAR	Biodiversity Development Assessment Report
DPE	Department of Planning and Environment
DPHI	Department of Planning, Housing and Infrastructure
EA	Economic Assessment
EIS	Environmental Impact Statement
EMM	EMM Consulting Pty Ltd
EP&A Act	*NSW Environmental Planning and Assessment Act 1979*
FTE	Full Time Equivalent
GPOP	Greater Parramatta, Olympic Peninsula Water Cycle Project
GWIA	Groundwater Impact Assessment
HWQIA	Hydrodynamics and Water Quality Impact Assessment
IAIA	International Association for Impact Assessment
LGA	Local government area
VAIA	Visual Amenity Impact Assessment
ML	Megalitres
NVIA	Noise and Vibration Impact Assessment
NSOOS	Northern Suburbs Ocean Outfall Sewer
RO	Reverse Osmosis
SEARS	Secretary's Environmental Assessment Requirements
SIA	Social Impact Assessment
SoHI	Statement of Heritage Impact
SSI	State Significant Infrastructure
SW	Sydney Water
TTIA	Traffic and Transport Impact Assessment
WRRF	Water Resource Recovery Facility

1 Introduction

EMM Consulting Pty Limited (EMM) has prepared this Social Impact Assessment (SIA) for the proposed development of the Greater Paramatta and Olympic Peninsula (GPOP) Water Cycle Management Project (the project). This SIA forms part of the project's Environmental Impact Statement (EIS).

1.1 Background

1.1.1 Greater Parramatta Olympic Peninsula Water Cycle Management Project (GPOP)

Sydney Water Corporation (Sydney Water) is planning to build and operate new wastewater infrastructure to service the GPOP. The proposed development will include a new water resource recovery facility (WRRF) centrally located in the GPOP area. Along with the associated river release pipeline, pump station upgrade, transfer main, and brine pipeline.

The proposed new WRRF would be located north of Duck River, close to the Parramatta River within the Parramatta Local Government Area (LGA). It will be sized to treat 70 megalitres (ML) per day.

The new infrastructure, referred to as the Camellia-Rosehill WRRF will provide additional wastewater services to the GPOP area while relieving pressure on the Northern Suburbs Ocean Outfall Sewer (NSOOS). Positioning the new WRRF within the GPOP area will relieve capacity constraints within the existing wastewater system which can then facilitate growth in other areas of Sydney. The existing system which includes the NSOOS and North Head WRRF is predicted to exceed capacity in 2031. In addition to providing essential wastewater services, the project will also enable opportunities to contribute to Sydney's water resilience with the potential to produce water suitable for a range of beneficial uses including industry, households and open spaces. Reuse of the water for other purposes is not part of the scope of the project and would be subject to separate approvals.

The project has been deemed State Significant Infrastructure (SSI) pursuant to State Environmental Planning Policy (Planning Systems) 2021 (the Planning Systems SEPP), and approval for the project is required under Division 5.2 of the *NSW Environmental Planning and Assessment Act 1979* (EP&A Act).

1.1.2 Project description

i Key project elements

Project elements can be broadly categorised as:

- a new WRRF at Camellia-Rosehill to treat wastewater to produce advanced treated water
- upgrades to the existing pumping station at Camellia
- a new wastewater transfer pipeline from Camellia pumping station to the WRRF
- a new and repurposed brine pipeline to transfer brine from the WRRF to the NSOOS
- a new river release pipeline to transfer advanced treated water from the WRRF to a release structure in Parramatta River at Meadowbank.

Key components of each of these categories are provided in Table 1.1 and shown in Figure 1.1.

Table 1.1 Key project elements

Project element	Description
WRRF	
Location	The WRRF will be located at the corner of Colquhoun and Devon Street, Rosehill, NSW 2142. The WRRF site is around 21.41 hectares (ha).
Land ownership	Lot 1, Deposited Plan 1308385 in Rosehill, which is owned by Sydney Water.
Access	The project will use existing accesses to the WRRF site on Devon Street and Unwin Street.
Capacity	The WRRF has been designed to treat 70 megalitres per day (ML/day) of wastewater.
Proposed infrastructure / treatment processes	The WRRF will operate as a sewer mining facility, treating wastewater transferred from the existing pumping station in Camellia. The WRRF treatment process includes: • inlet works for preliminary treatment • primary, secondary and tertiary wastewater treatment process units • advanced treatment processes involving reverse osmosis (RO) • disinfection systems • biosolids handling facilities, including cogeneration for heat and energy production • odour control facilities. The WRRF includes a range of process infrastructure such as tanks, bioreactors and digestors. A range of ancillary infrastructure would be required, including an administration building, roads, connection to power, car parking, chemical storage and stormwater infrastructure. Some of this ancillary infrastructure may be excluded from the scope.
Key construction activities	Key activities for construction of the WRRF will include site establishment, delivery of materials, earthworks, civil works, structure construction, installation of mechanical and electrical plant and equipment, landscaping and rehabilitation, and commissioning.
Construction timeframe	Construction would commence in 2028 with a duration of around 36 months.
Construction workforce	Peak workforce of around 200 construction workers.
Construction hours	Construction work would generally be limited to standard construction hours. There are some situations where works would need to be carried out outside of standard work hours, including safety or emergency reasons.
Construction vehicle movements	400 light vehicle movements and 300 heavy vehicle movements from the WRRF, per day at peak.
Temporary construction facilities	No additional construction compounds.
Commencement of operations	2031
Hours of operation	24 hours a day, 7 days a week
Operational workforce	10 full time equivalent (FTE). Operational staff would likely only be present during standard hours unless emergency work or maintenance is required.
Operational vehicle movements	Daily operational vehicle movements include: • staff journeys (up to 14 two-way trips or 28 total movements each day) • biosolids, screenings and grit removal (about one truck per day at peak biosolids production) • other deliveries (typically between 5 and 10 vehicles each day for chemical deliveries) • maintenance requirements (typically daily).

Project element	Description
Operational products	The treatment process will produce: • biosolids – a biosolids handling facility would be built where the biosolid product may be collected from the WRRF site for beneficial re-use • brine by-product – this would be transferred to North Head WRRF via the NSOOS • high quality advanced treated water – this would be released into Parramatta River.
Pumping station upgrade	
Location	The sewage pumping station is located at 1 Grand Avenue, Camellia.
Land ownership	Lots 1 and 2 in DP 1248547, Camellia, which is owned by Sydney Water.
Access	Access will be via the existing arrangement on Grand Avenue North.
Proposed infrastructure	Upgrades will include installation of additional pumps, pipework, and electrical infrastructure.
Key construction activities	The upgrade of includes augmentation of underground infrastructure including the dry-well general arrangement, installation of pumps, connection to the new transfer pipeline and brine pipeline, and upgrade of power supply. These works will require excavation. A temporary construction compound may be established on public land to the east of the pumping station site.
Construction timeframe	Construction would commence in early 2028 and continue to late2031.
Construction workforce	Peak workforce of around 30 construction workers.
Construction hours	Construction work would generally be limited to standard construction hours. There are some situations where works would need to be carried out outside of standard work hours, including safety or emergency reasons.
Construction vehicle movements	Estimated peak daily vehicle movements: • 30 light vehicles • 30 heavy vehicles.
Temporary construction facilities	A construction compound adjacent to the pumping station is proposed.
Commencement of operations	2031
Hours of operation	24 hours a day, 7 days a week.
Operational workforce	The pipelines and pumping station would operate as an integrated part of Sydney Water's network infrastructure. No additional operational workforce is required.
River release pipeline	
Location	The river release pipeline is approximately 7.6 km between the WRRF and Parramatta River at Memorial Park, Meadowbank.

Project element	Description
Land ownership	The pipeline would be built: • from the WRRF, beneath Lot 2/DP1308385 and Duck River to Carnarvon Street • within the road corridor and verges through the industrial area of Silverwater east into Fariola Street and the residential area of Newington • along Comaneci Avenue and Newington Boulevard to Pierre de Coubertin Park • beneath the Avenue of Oceania road corridor, and constructed wetlands of Sydney Olympic Park • within the road corridor/reserve of, and beneath, Hill Road • in the car park of URBNSURF (Lot 71 DP 1191648), where pipe stringing will also take place • beneath the Parramatta River to Meadowbank Park. A new easement would be required through Meadowbank Park to the residential area of Meadowbank, where the pipeline would follow the road reserve of Meadow Crescent • south through Memorial Park to discharge into Parramatta River near John Whitton Bridge.
Proposed infrastructure	• Most of the pipeline would be installed below ground. The pipeline also includes a submerged release structure in Parramatta River. • There would be some at or above-ground ancillary infrastructure associated with the buried pipeline such as scour valves and maintenance holes. Two aerial pipeline crossings are proposed of the existing stormwater culverts in Meadowbank Park. A barometric loop about 8 metres (m) high would also be required at Meadowbank. The pipeline is expected to range in diameter from about 800 millimetres (mm) to 1,200 mm diameter. Two adjacent pipelines may be installed in some locations. • Once the pipeline is tested and commissioned, it would operate as part of the existing Sydney Water network.
Key construction activities	The new sections of pipeline from the WRRF to the river release location, would be constructed using a combination of open trenching, and trenchless (micro-tunnelling and horizontal directional drilling) techniques.
Construction timeframe	Construction would commence in mid-2028 with a duration of around 27 months.
Construction workforce	Peak workforce of around 25 construction workers.
Construction hours	Standard construction hours are 7:00 am to 6:00 pm Monday to Friday and 8:00 am to 1:00 pm on Saturday. Some night works would be required to minimise impacts to busy roads, residential receivers, and users of the sporting fields. Trenchless works will generally be required to occur over 24 hours, except for Narawang wetlands HDD which will occur during standard hours.
Construction vehicle movements	Estimated daily vehicle movements: • Compounds C18 to C20 and C22 to C24 – 15 light vehicles – 20 heavy vehicles • Compounds C21 and C25 – 15 light vehicles – 20 heavy vehicles • Compounds C26 to C28 – 15 light vehicles – 20 heavy vehicles • Compound C29 – 15 light vehicles – 20 heavy vehicles • Compounds C30 to C33 – 15 light vehicles – 20 heavy vehicles

Project element	Description
Temporary construction facilities	Around 16 construction compounds have been identified, however additional or alternate locations may be needed.
Commencement of operations	2031
Hours of operation	24 hours a day, 7 days a week
Operational workforce	The pipelines and pumping station would operate as an integrated part of Sydney Water's network infrastructure. No additional operational workforce is required.
Brine and transfer pipeline	
Location	There are transfer and brine pipelines between the pumping station and the WRRF. The brine pipeline also extends between the pumping station and a connection point at the NSOOS in Dundas.
Land ownership	Between the WRRF and pumping station, the brine pipeline and transfer pipeline would be built: • beneath the Rosehill Gardens Racecourse • within an easement on two private properties: – Lot 10, DP1285283 – in the carpark and access road of 175 James Ruse Drive (Lot 2 DP1248546). The brine pipeline between Camellia pumping station and the NSOOS would repurpose an existing wastewater pipeline and is therefore within an existing Sydney Water easement.
Access	Compounds C1 to C6: • Victoria Road / Anderson Avenue/ Rippon Avenue, and Kissing Point Road Compounds C7 to C11: • Victoria Road / Railway Street Compounds C12 to C216: • James Ruse Drive / Grand Avenue • James Ruse Drive / Grand Avenue North.
Proposed infrastructure	• Most of the pipelines would be installed below ground. There would be some at or above-ground ancillary infrastructure associated with the buried pipeline such as scour valves and maintenance holes. • The brine pipeline would be a single pipeline of diameter 560 mm. Between the pumping station and the NSOOS, the project would reline the existing DN750 rising main. • The transfer pipeline would be twin pipelines of diameter 800 mm beneath Rosehill Gardens Racecourse, before coming together into a single pipeline to connect into the pumping station. • Once the pipelines are tested and commissioned, they would operate as part of the existing Sydney Water network.
Key construction activities	Between the pumping station and the WRRF the transfer and brine pipelines would be constructed using a combination of trenching, micro-tunnel thrust boring and horizontal directional drilling techniques. Between the pumping station and the NSOOS, an existing pipeline will be relined and repurposed to form this section of the brine pipeline.
Construction timeframe	Construction would commence in July 2028 and continue to March 2030.
Construction workforce	Peak workforce of around 30 construction workers.
Construction hours	Construction work would generally be limited to standard construction hours. There are some situations where works would need to be carried out outside of standard work hours, including safety or emergency reasons.

Project element	Description
Construction vehicle movements	Estimated peak daily vehicle movements: • Compounds C1 to C6: – 24 light vehicles – 1 heavy vehicle • Compounds C7 to C11: – 24 light vehicles – 1 heavy vehicle • Compounds C12 to C16: – 24 light vehicles – 1 heavy vehicle
Temporary construction facilities	Around 16 construction compounds have been identified, however additional or alternate locations may be needed.
Commencement of operations	2031
Hours of operation	24 hours a day, 7 days a week
Operational workforce	The pipelines and pumping station would operate as an integrated part of Sydney Water's network infrastructure. No additional operational workforce is required.

KEY

- Camellia pumping station (SP0067)
- Camellia-Rosehill WRRF
- NSOOS connection point
- North head WRRF
- River release structure
- WRRF lot
- Northern suburbs ocean outfall sewer (NSOOS)

Tranfer pipeline

- Open trench
- Trenchless

Brine pipeline

- Open Trench
- Trenchless
- Relining

River release pipeline

- Open trench
- Trenchless

Existing environment

- Train station
- Major road
- Named watercourse
- Named waterbody
- NPWS reserve
- Local government area

Source: EMM (2025); Sydney Water (2025); ABS (2021); DCSSS (2023); GA (2009); MetroMap (2025)

0 0.5 1 km

GDA2020 MGA Zone 56

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Preferred alignments

GPOP (Sydney Water)
Social Impact Assessment
Figure 1.1

EMM
creating opportunities

1.2 Assessment approach and requirement

This SIA supports the planning and approval process for the project. It has been prepared in accordance with the Secretary's environmental assessment requirements (SEARs) for the project issued by the NSW Department of Planning, Housing and Infrastructure (DPHI), previously known as the Department of Planning and Environment (DPE) and the Department of Planning, Industry and Environment (DPIE), as well as relevant government assessment requirements, guidelines, and policies, including:

- the Social Impact Assessment Guideline for State Significant Projects (SIA Guideline 2023) (DPIE, 2023a)
- the Technical Supplement: Social Impact Assessment Guideline for State Significant Projects (SIA Technical Supplement 2023) (DPIE, 2023b)
- the Cumulative Impact Assessment Guidelines for State Significant Projects (DPE, 2022b).

The SIA Guideline and Technical Supplement were updated by DPHI in July 2025. As the assessment and reporting for the project had been undertaken prior to the update, the SIA Guideline and Technical Supplement (DPE, 2023a) are used for the assessment of the project.

A SIA scoping report (EMM, 2024) was prepared to present the findings of the initial project scoping and outline the social context and the nature and scale of project activities which might impact the social environment and subsequently define the social locality. The SIA Scoping Report was submitted to the DPHI as Appendix B of the Scoping Report: Greater Parramatta, Olympic Peninsula Water Cycle (SSI-74258485) (Sydney Water, 2024).

Following receipt of the Scoping Report, the SEARs were issued on 1 November 2024 and outline what is required to be addressed in the EIS. The SEARs for the project that are addressed in this SIA technical report are provided in Table 1.2.

Table 1.2 SEARs requirements – Social

Desired performance outcome	Reference	Requirements	Section addressed
The EIS must address the following specific matters: **Social Impact** – including:			
The project is designed to provide socially sustainable outcomes. The project will maximise the social and economic welfare of the community. The project will deliver better development outcomes by minimising negative social impacts and enhancing positive	1.	• potential social impacts of the project, during both construction and operation, from the points of view of the affected community and other relevant stakeholders (i.e. how they expect to experience the project), including disruptions to recreational land uses at outfall locations, and how any social impacts would be mitigated or offset.	Section 6
	2	• how project activities, and environmental changes and impacts arising from the construction and operation of the project may affect:	Section 6
	2.a)	• way of life	Not the primary category but considered in intersections with all other impacts
	2.b)	• community	Section 6.2.1

Desired performance outcome	Reference	Requirements	Section addressed
social impacts on affected communities	2.c)	• accessibility, including impacts on the Duck River Nature Trail	Duck River Nature Trail: Sections 3.2.2, 4.1, 6.3.6, 6.5.2 and 6.5.7 Access: Sections 6.3.8, 6.3.11 and 6.4.2
	2.d)	• culture	Sections 6.3.5 and 6.3.15
	2.e)	• health and well being	Sections 6.3.2, 6.3.9 and 6.4.3
	2.f)	• surroundings	Sections 6.3.1, 6.3.4 and 6.4.3
	2.g)	• livelihoods	Sections 6.3.13, 6.3.13 and 6.3.14
	2.h)	• decision making systems	Section 6.2.1
	3	• impact of the project on the use of Parramatta River for recreational purposes including swimming	Section 6.3.7

1.3 Authorship and SIA declarations

1.3.1 Authorship

This report has been prepared by a suitably qualified and experienced authors and social scientists, Breannan Dent, Caroline Wilkins and Brooke Theobald, and reviewed by a suitably qualified and experienced practitioners, Samantha McCrea and Ruth Kelly, consistent with SIA Guideline requirements. All contributors hold appropriate qualifications and have the relevant experience to carry out the SIA for this project. The curriculum vitae for each author is provided in Appendix A.

1.3.2 SIA declarations

The authors declare that this SIA report:

- was completed in November 2025
- has been prepared in accordance with the EIS process under the *Environmental Planning and Assessment Act 1979* (EP&A Act)
- has been prepared in accordance with the SIA Guideline 2023 and Technical Supplement
- contains all reasonably available project information relevant to the SIA
- as far as EMM Consulting Pty Limited (EMM) is aware, contains information that is neither false nor misleading.

Assumptions and limitations of this report are outlined in Section 2.2.

2 Methodology

This section presents the methodology which guided completion of the SIA. The methodology was specifically tailored to meet the requirements of the SEARs, in particular the SIA Guideline (DPE 2023a) and Technical Supplement. This SIA has also been informed by best practice guidance and standards set out by the International Association for Impact Assessment (IAIA).

Figure 2.1 below illustrates the phases of the SIA methodology which reflects the SIA process outlined in the SIA Guideline 2023 (DPE 2023a).

The SIA report will be placed on public exhibition with the EIS, with submissions received and responded to as part of the Response to Submissions Report.

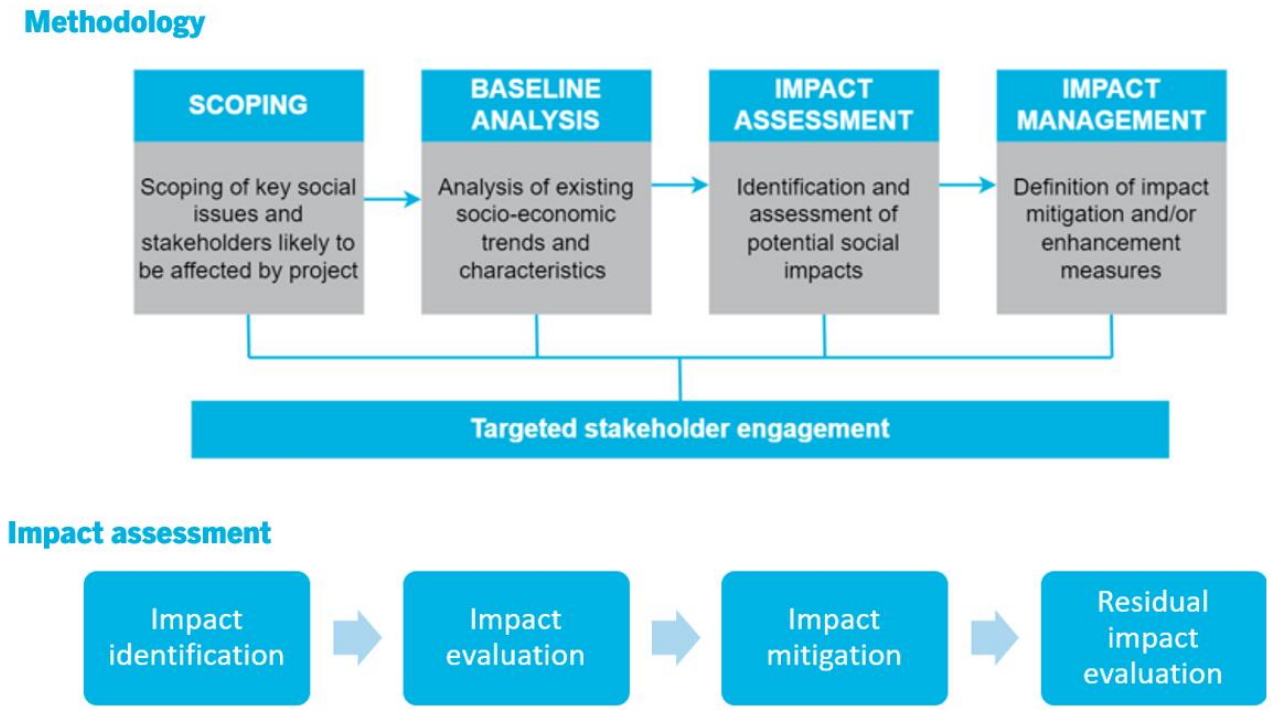


Figure 2.1 Phases of the SIA methodology

2.1 Methodological phases

This section presents the methodology which guided completion of the SIA. The methodology was specifically tailored to meet the requirements of the SEARs, in particular the SIA Guideline 2023 (DPE, 2023a). It should be noted that this assessment was undertaken prior to the release of an updated SIA Guideline technical supplement (DPHI, 2025).

As such, this SIA predominantly addresses requirements of the SIA Guideline 2023 (DPE, 2023a) and where practicable, the SIA significance evaluation has been updated to reflect terminology and definitions consistent with the latest SIA guidance (DPHI, 2025). The following sections describe the phases of the SIA methodology which reflects the SIA process outlined in the SIA Guideline 2023 and Technical Supplement.

2.1.1 Phase 1

i Scoping and initiation

Scoping is the first phase of the SIA process and serves to gain an understanding of what the project entails and how it might interact with the social environment. In completing SIA scoping the following key tasks were undertaken:

- Defining the project's social locality.
- Initial social baseline analysis.
- Review of stakeholder sentiment.
- Preliminary identification and evaluation of social impacts and benefits.

The SIA Scoping Report was prepared by EMM and submitted to the DPHI in July 2024 as Appendix B to the project Scoping Report. This included a profile of the social locality.

2.1.2 Phase 2

i Stage 1 – Social baseline study

Building upon the understanding of the existing social environment attained in the scoping phase, a social baseline study was completed. Key sources of information included existing demographic, health, and socio-economic data from the Australian Bureau of Statistics (ABS), NSW government data, and local government, published literature and social research, government policies and plans, and documents relating to similar projects.

A wide range of relevant social indicators were reviewed and assessed for relevance. The selection of social baseline indicators was informed by the social impact categories provided in the SIA Guideline, the outcomes of initial scoping and the review of relevant background materials and literature. The social baseline study provides a policy and planning context, regional development context and community profile, including a socio-economic profile and analysis of social infrastructure within the local and regional areas.

The social baseline study provides a benchmark against which potential social impacts are identified and assessed and is presented in Chapter 4 and Appendix C, with detailed data available in Appendix D.

ii Stage 2 – Engagement informing the SIA

SIA engagement activities were conducted in accordance with Appendix A of the SIA Guideline which prescribes key engagement objectives and how community engagement may be conducted (DPHI, 2025) (DPIE, 2023a). The specific methods and outcomes of community engagement are presented in Chapter 5.

The project has conducted extensive community engagement during preparation of the EIS. The approach to engagement prioritised sharing project information with the community and stakeholders to understand key concerns and community values, and where possible, respond to these in the project development. To support assessment of impacts, this SIA has considered engagement undertaken and impacts identified by nearby relevant projects, as well as council plans and policies undertaken in consultation with the community.

Social research methods were utilised to collect primary data (i.e. data collected by EMM) specifically to inform the SIA, which included in-depth stakeholder interviews and SIA team attendance at community information sessions.

Qualitative and quantitative data was used to:

- validate baseline data and assumptions
- identify/test impacts that may be experienced by nearby neighbours and the broader community
- confirm identified impacts and determine potential management strategies
- provide communities with an opportunity to express any concerns.

iii Stage 3 – Data analysis and review

Primary and secondary data collected throughout the SIA was analysed to identify community values, strengths and vulnerabilities. Data analysis provides a basis to identify and develop social impact themes and confirm potential social impacts.

iv Stage 4 – Social impact identification

With a clear understanding of the scope of the project and baseline characteristics of potentially affected communities, feedback generated through engagement processes was drawn upon by suitably qualified social scientists (see Section 1.3) to identify the project's potential social impacts.

The assessment of social impacts was conducted with reference to the SIA Guideline (DPIE, 2023a) which refers to potential changes to peoples:

- *way of life*: how people live, get around, work, play and interact
- *community*: its composition, cohesion, character, how it operates, its resilience and sense of place
- *accessibility*: how infrastructure provided by public, private or not for profit organisations, including services and facilities is accessed and used
- *culture*: shared beliefs, customs, values and stories, and connection to Country, land, places, waterways and buildings, both Aboriginal and non-Aboriginal
- *health and wellbeing*: physical and mental health, particularly for those vulnerable to social exclusion, or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health
- *surroundings*: ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of natural and built environment, aesthetic value and/or amenity
- *livelihoods*: how people sustain themselves through employment or business, their capacity to do so and whether disadvantage is experienced
- *decision-making systems*: extent community can have a say in decisions that affect their lives, access to complaint, remedy and grievance mechanisms.

The social benefits and impacts of the project were identified with consideration of:

- environmental impacts – review of similar projects in the area, as well as available academic and grey literature to identify potential impacts
- local plans and policies – findings from the review aided to contextualise and understand the local priorities as well as to identify local values

- the existing social environment – demographic and social analysis in the form of a social baseline study
- feedback generated through project stakeholder engagement including findings from SIA engagement activities along with broader engagement undertaken as part of the EIS process
- findings from other relevant technical disciplines that contributed to the EIS were reviewed and potential social impacts defined. These included:
    - Aboriginal Cultural Heritage Assessment Report (ACHAR) (Kelleher Nightingale Consulting, 2025)
    - Air Quality Impact Assessment (AQIA) (WSP, 2025)
    - Visual Amenity Impact Assessment (VAIA) (GHD Design, 2025b)
    - Noise and Vibration Impact Assessment (NVIA) (AECOM, 2025)
    - Traffic and Transport Impact Assessment (TTIA) (Stantec Australia, 2025a)
    - Statement of Heritage Impact (EMM, 2025)
    - Aquatic Ecology Impact Assessment (AEA) (Stantec Australia Pty Ltd., 2025)
    - Surface water and Geomorphology Assessment (Aurecon Australasia Pty Ltd., 2025)
    - Groundwater Impact Assessment (Jacobs Group, 2025)
    - Hydrodynamics and Water Quality Impact Assessment (Sydney Water, 2025)
    - Place and Design Framework (GHD Design, 2025a)
    - Connecting with Country Report (Joy Horton Consulting Pty Ltd , 2025)
    - Preliminary Hazard Analysis (GHD Advisory, 2025a)
    - Health Impact Assessment (EnRiskS, 2025)
    - consideration of cumulative impacts – review of documentation from other existing projects in the social locality.

A full description of each social impact is provided in Chapter 6 of this report.

v Stage 5 – Social risk assessment

This stage involved the assessment of each identified social impact to predict the nature and scale of social risks associated with construction and operation of the project. The risk approach assesses the magnitude and likelihood of potential positive and negative social impacts with and without mitigation.

The social risk assessment stage evaluates each identified potential social impact and benefit across each phase of the project. Evaluating potential positive and negative impacts considers both subjective (experiential) and objective (technical) components of 'likelihood' and 'magnitude'. Dimensions of magnitude are outlined in Figure 2.2. Once established, these levels of 'likelihood' and 'magnitude' are then interpreted through the social impact 'significance matrix'.

The social risk assessment matrix is provided in the SIA Guideline Technical Supplement (DPE, 2023b) and presented in Figure 2.3. This process is applied to potential social impacts to understand the significance level of impacts before mitigation/enhancement measures. The process is applied again assuming the adoption of mitigation/enhancement measures, which determines the residual significance level.

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

Source: SIA Guideline Technical Supplement, Tabe 5 - Determining magnitude level of social impacts

Figure 2.2 Social impact significance components

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

Source: SIA Guideline Technical Supplement, Table 7- Significance matrix

Figure 2.3 Social impact significance matrix

vi Stage 6 – Social impact mitigation and benefit enhancement

Findings from Stages 1 to 5 were used to develop recommendations for mitigation and enhancement measures for the identified social impacts and benefits. A mitigation and management framework was prepared with consideration of all potential social impacts and benefits to allow for the identification of:

- required impact mitigation measures
- enhancement measures to maximise potential benefits
- partnership opportunities.

As stated above, other relevant technical studies undertaken as part of the EIS were considered for impact evaluation. This stage assesses how proposed mitigation measures from these studies may manage social impacts as identified by this SIA, and where necessary, proposes additional, complimentary social mitigation measures.

vii Stage 7 – SIA reporting

Development of this SIA technical report and internal peer review were conducted by EMM's social scientists and environmental scientists.

2.2 Limitations of the study

2.2.1 Primary data

A number of stakeholders, including members of the community, were invited to participate in engagement for the project. Not all of the stakeholders and community members invited agreed to participate. As a result, primary data collected through SIA engagement may not be representative of all values and perspectives amongst the community. At the time SIA engagement was conducted, stakeholders along the northern part of the brine pipeline alignment (in Parramatta, Dundas and Oatlands) had not yet been engaged by or briefed on the project. This was agreed with Sydney Water. Thus, SIA-specific engagement excludes direct feedback from these stakeholders, and assessment of impacts to stakeholders from this area relies upon Sydney Water project engagement findings.

2.2.2 Secondary data

The 2021 ABS Census of Population and Housing was a key source of data for the SIA. This Census occurred during the height of the COVID pandemic restrictions which may have influenced socio-economic trends and characteristics.

Social infrastructure in the baseline predominantly considers infrastructure located within the local area. Given the interconnectivity of the urban context, it is highly likely residents of the area and workers travelling to the area access services outside of the project's immediate area of impact. This has been considered in determining the risk associated with impacts to transport network in Chapter 6.

2.2.3 Other limitations

The SIA assessment is based on the current project design. It has been noted that while project components are generally fixed, some refinements to the physical layout or design of the project may be required following further investigation and design development. These changes would be subject to additional assessment by Sydney Water where required.

2.2.4 Assumptions

Where the terms 'planning and assessment', 'construction', and 'operation' are used in framing social impacts of the project, the following timeframes are assumed, based on information provided in Chapter 2 of the EIS:

- Planning and assessment: period from first community notification of the project in 2024, to the timeframe construction commences (potentially late 2026).
- Construction: Duration will be 3 to 4 years from construction commencement.
- Operation: period during which the project infrastructure is operational, anticipated to be ongoing from completion of construction.

3 SIA context and scoping

As outlined in the SIA Guideline, scoping is the first phase of SIA and focuses on gaining an appreciation of the social context and the nature of the project in order to complete initial identification of the potential impacts and benefits which need to be taken forward for detailed assessment in the SIA.

This section provides a summary of:

- key features of the project area
- the policy and planning context and the preliminary impacts identified in the SIA Scoping Report which was submitted to DPHI to inform definition of the SEARs.

3.1 Project components

Generally, throughout the SIA, the project will be discussed in terms of its' five key components:

- brine pipeline (relining section)
- upgrade of Camellia pumping station
- brine and transfer pipeline (between the pumping station and the WRRF)
- water resource recovery facility (WRRF)
- river release pipeline.

These project elements are displayed in Figure 1.1.

3.2 Policy and planning context

The project is classified as State Significant Infrastructure (SSI) pursuant to State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP), and approval for the project is required under Division 5.2 of the *NSW Environmental Planning and Assessment Act 1979* (EP&A Act).

Details regarding the strategic direction of each planning instrument, and how it relates to this project's development has been provided in Section 3.2. The following section summarises how this projects' development aligns to applicable policy guidance at the national, state and local level.

3.2.1 National and State Policy Objectives

The SIA Guideline 2023 and Technical Supplement, and Cumulative Impact Assessment Guidelines for State Significant Projects (DPE, 2022a) have been applied to the design of the overall SIA. The Undertaking Engagement Guidelines for State Significant Projects (DPE, 2022b) have also been applied to the design of the EIS consultation programs to ensure effective engagement with key stakeholders at each phase of the environmental assessment, including the SIA.

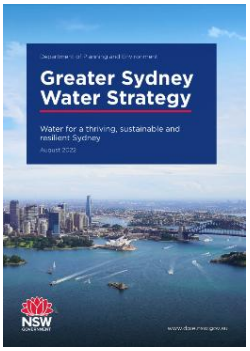
Table 3.1 Policy and planning context – National and State guidance

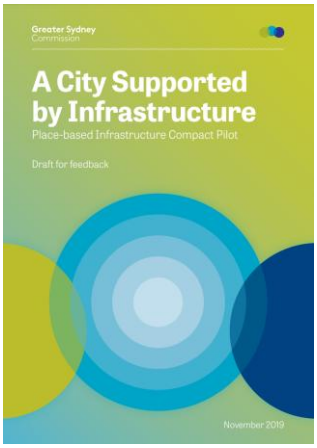
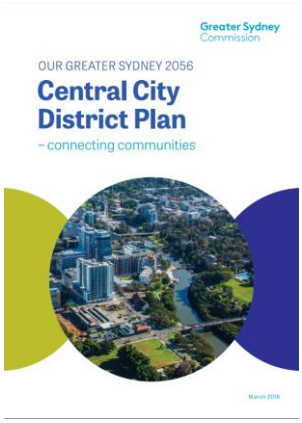
Plan, policy or strategy	Description and alignment with project
State Government	
State Infrastructure Strategy 2022-2042: Staying Ahead (Infrastructure NSW, 2022) 	This 20-year Strategy sets out Infrastructure NSW's independent advice on the current state of NSW's infrastructure and the needs and priorities over the next 20 years. The Strategy outlines the importance of diversifying the infrastructure investment pipeline, maintaining service reliability in the existing asset base, embedding resilience, harnessing digital technology and growing partnerships with the private sector.

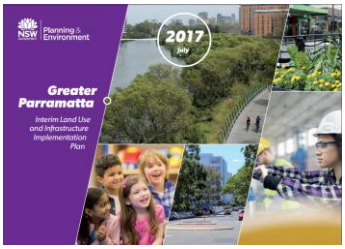
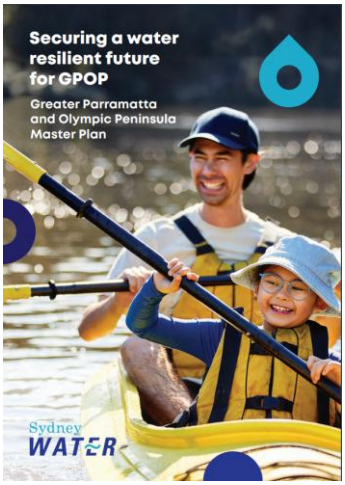
3.2.2 Local and Regional Planning Objectives

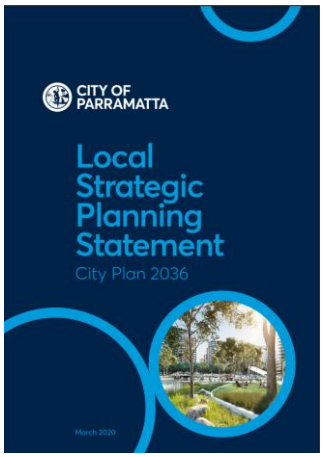
Key areas of project alignment to local and regional policy guidance are summarised in Table 3.2.

Table 3.2 Policy and planning context – Local and regional guidance

Plan, policy or strategy	Description and alignment with project
State Government	
Greater Sydney Water Strategy (DPE, 2022) 	This strategy outlines the long-term vision for ensuring the Greater Syndey region engages in sustainable water services for the next 20 years. The strategy focuses on the importance of maintaining supply that aligns with demand to support the region through growth and drought events. The region is forecast to grow rapidly over coming decades. The strategy focuses on practices to sustain long-term water supply. The strategy received feedback that the community is open to new approaches to securing Sydney's water supply. Recycled water use for non-potable purposes was overwhelmingly supported by the community, and the strategy noted "Feedback emphasised the importance of driving demand management and water efficiency options, as well as enabling training and information sharing to assist communities in responding to climate change". This demonstrates that recycled water is part of a wholistic solution to futureproofing Sydney's water supply. Water quality and waterway health and climate resilience were also overwhelmingly supported as key drivers of future water resource strategies, as were greening and cooling of urban spaces. These outcomes are interconnected and would be supported by delivery of the project.

A City Supported by Infrastructure: Place-based Infrastructure Compact Pilot (Greater Sydney Commission, 2019) 	The Place-based Infrastructure Compact (PIC) is a strategic planning model that looks holistically at improved alignment of growth with the provision of infrastructure. The Greater Parramatta and Olympic Park area is being transformed with unprecedented levels of public and private investment. The PIC identified four realistic scenarios over 10, 20 and 40 years based on expected jobs and housing growth, and infrastructure and services to support such growth. The PIC considered that a 'good' scenario for the GPOP area would include a place with greater positive environmental outcomes, resource efficiency and resilience, alongside liveability and productivity outcomes. After comparing the costs and the benefits, the 'Transformative' scenario was chosen to develop a draft sequencing plan and proposed infrastructure priorities for GPOP, to help shape the area as it grows, starting with the next 10 years. Transformative elements required to support delivery of this plan include land use changes around new metro stations and a new light rail line through Ermington and Melrose Park across the Parramatta River to Wentworth Point, Sydney Olympic Park and Carter Street. The plan proposes to enhance the benefits of improved liveability and sustainability, and to stimulate greater productivity benefits as more people and businesses choose to move to the area. The PIC recognises that ambitious growth targets can only be achieved if supported by infrastructure investment. More than 20 NSW Government partners, including Sydney Water, collaborated on the PIC to assess the infrastructure needs and costs for GPOP. The PIC identified scenarios and recommended sequencing for the delivery of infrastructure to support growth. The 'Transformative' scenario includes investment in a new resource recovery facility to manage waste and enable recycled water to be available for Parramatta CBD and Sydney Olympic Park.
Central City District Plan (Greater Sydney Commission, 2018) 	This district plan identifies GPOP as falling within the Central City (also identified in the Metropolis of Three Cities as the 'Central River City) a precinct in the middle of Sydney, closely linked to transport attributes and the Parramatta River. The area is slated for significant future change and is characterised by a mix of land use and development types. The vision for the Central City District is for residents to have quicker and easier access to a wider range of jobs, housing types and activities. The vision seeks to improve the district's lifestyle and environmental assets. Key strategies for enhancing this area over the next 20 years which are relevant to the project include: • developing the economy with jobs and skills growth from unprecedented city-scale infrastructure investments • retaining industrial and urban services land and creating new skills with a 21st century clean-tech and advanced manufacturing cluster around precincts such as Camellia, Rydalmere, Silverwater and Auburn • enhancing the quality of, and access to, waterways such as Parramatta River, Duck River and South Creek. The project plays a significant role in achieving these objectives and is expected to improve water quality by removing pressure on the NSOOS and preventing future overflows into local waterways downstream. The project will implement design and environmental management measures to secure these outcomes.

Plan, policy or strategy	Description and alignment with project
Greater Parramatta - Interim land use and infrastructure implementation plan (DPE, 2017) 	The interim land use and infrastructure implementation plan defines Greater Parramatta and the Olympic Peninsula as a 6,000-hectare area in Greater Sydney, spanning 13 km east-west from Strathfield to Westmead, and 7 km north-south from Carlingford to Lidcombe and Granville. The project falls within the proposed Next Generation living precinct from Camellia to Carlingford, and the Essential Urban Services, Advanced Technology and Knowledge Sectors in Camellia, Rydalmere, Silverwater and Auburn. GPOP is anticipated to produce a 60–70% increase in jobs and an 86% increase in housing. The Department is committed to preparing a new strategic plan to guide development, working closely with other agencies to coordinate infrastructure and growth. However, a new approach to planning was introduced in 2020, and an amended strategy is currently being prepared. The project will facilitate delivery of development outlined in the current GPOP plan, and future plans will be delivered collaboratively with the Department. .
Camellia-Rosehill Place Strategy, (DPE, 2022) 	Department of Planning and Environment (DPE) has created a Camellia-Rosehill Place Strategy, which will guide renewal of the precinct over the next 20 years. The strategy outlines plans for: • a thriving town centre and entertainment precinct • up to 15,400 jobs • 10,000 new homes supported by infrastructure and new public open spaces • improved transport connections including light rail, road upgrades and cycling and pedestrian paths • opening up the Parramatta River foreshore and making it a centre of community activity • enabling a new urban services precinct and retention of heavy industrial land that will ensure Camellia-Rosehill advances in its role as an employment powerhouse for Sydney and NSW. The project will enhance the service capacity of the existing wastewater network, supporting delivery of increased population density.
Securing a water resilient future for GPOP - Greater Parramatta and Olympic Peninsula Master Plan (Sydney Water, 2023) 	The GPOP Master plan outlines Sydney Water's approach to servicing population growth in the Greater Parramatta and Olympic Peninsula (GPOP). The plan aligns with the Central City district Plan to identify that as of 2041, the Central River City's population is forecast to increase by 400,000 people, with more than half of the population expected to reside in the GPOP area. The plan identifies challenges faced in servicing the region including: • climate – drought and heavy rainfall periods • infrastructure development and asset capacity – immediate need for solutions to increase capacity and service growing populations • growth and urban form – aligning service delivery with need created by growth to deliver a whole water cycle approach that services 'green' and 'blue' infrastructure • waterway health – "an important priority of the Central River City, identified in the Parramatta River Masterplan, is to make the Parramatta River swimmable." To service growth, a holistic water management approach is proposed, including "alternative water servicing pathways and a centrally located resource recovery facility that can provide recycled water. These alternative water sources are drought resilient and will help to maintain healthy waterways, which is critical to making Greater Parramatta a lifestyle destination." The project will enable delivery of this vision and directly addresses the above challenges.

Plan, policy or strategy	Description and alignment with project
Local Government	
Community Strategic Plan (CSP) 2018-2038 (City of Parramatta, 2025) 	City of Parramatta's *Community Strategic Plan 2025-2050* (CSP) provides a community informed vision for the LGA, that forms part of their integrated planning and strategic vision. The CSP highlights the strengths, challenges, and opportunities within the LGA. Key desired outcomes identified by the community which are relevant to the project include: • Macroeconomic conditions are impacting the community through the cost of living, housing costs and issues relating to affordability • Traffic and transport planning needs attention, including issues relating to parking, public transport infrastructure, and accessible transport. The importance of environmental sustainability and access to green space including parks, sports facilities, and play spaces for community health and wellbeing. The plan identifies the following relevant strategic pillars: • We all belong (A diverse, creative, inclusive and inspiring City) • We put people first (An equitable and socially connected City) • We are an economic powerhouse (A prosperous, productive and ambitious City) • We nurture our environment (A regenerative and resilient City) • We are future focused (A leading and forward-thinking City). The project provides opportunities for enhancement of local waterways, new procurement and employment opportunities outside of the Sydney CBD for people in and supporting the construction industry, and demonstrates alignment with future planning for the region.
Local Strategic Planning Statement City Plan 2036 (City of Parramatta, 2020) 	The City of Parramatta *Local Strategic Planning Statement* (LSPS) identifies the 20-year vision for land use in Parramatta LGA to meet social, economic, and environmental needs. The plan identifies three key objectives for the city, to be sustainable, liveable, and productive. Among the key priorities identified are ensuring energy and water flows are captured and re-used, as well as restating the desire to create walkable, 30-minute cities. Key points raised by the community were outlined in the attached Community Engagement Report. These included: • concern regarding the proposed intense growth of the City's population • the impact of growth on the capacity of roads and public transport as well as on amenity and liveability, air quality, waterways, local character and the visual impacts of towers • that growth should occur with infrastructure delivery as well as addressing existing deficits in infrastructure across the LGA • a concern around the role of developers in the planning process, with developers having too much influence over where growth occurs and residential density. The project provides an opportunity for the social locality to meet social, economic and environmental needs by implementing a sustainable water recycling facility to enhance the economy and liveability of the region. However, it is also critical to note that the project will likely impact the density of roads and traffic congestion, as well as amenity impacts while the project is under construction.
Hill Road Master Plan (City of Parramatta, 2021) 	Wentworth Point has been experiencing significant developmental change to transform the area from an industrial suburb to a high density residential and business hub. The objective of the plan is to transform Hill Road into an inclusive place and achieve a rebalancing of streetscape functions, by supporting its primary roles: 1. as an important corridor for a variety of transport modes 2. as a place that supports and nurtures local street life that is people-friendly for all residents, workers and visitors who use Hill Road. The master plan focuses on making Hill Road more environmentally sustainable, contributing to a liveable and resilient precinct. While the project is likely to enhance deliverability of these outcomes by supporting capacity of services to manage future population growth, it is noted that implications for cumulative development context may include both positive and negative social outcomes, such as traffic congestion and amenity impacts, while the area experiences transition between its current and future functions.

Plan, policy or strategy	Description and alignment with project
Ryde to 2035 Community Strategic Plan (CSP) (City of Ryde, 2025) 	The Community Strategic Plan sets strategic directions for the City of Ryde. The plan outlines key community identified risks and opportunities. Observations relevant to this project include: • Risk: Population growth overwhelms quality planning outcomes Opportunity: Providing a diverse and affordable housing mix that is supported by appropriate infrastructure • Risk: Inadequate infrastructure and services to support our growing population and changing demographics and ensure our society is inclusive and welcoming to all people Opportunity: Supporting our community's changing needs while ensuring our community has the infrastructure it needs to grow and prosper • Risk: Our community is not adequately prepared to cope with compounding factors associated with climate change Opportunity: Building resilience in our community while addressing sustainability concerns • Risk: Losing our identity in the midst of rapid change Opportunity: Valuing and enriching our cultural heritage for present and future generations • Risk: Losing our City's liveability due to growing traffic, congestion and parking issues resulting from our growing population Opportunity: Increasing the liveability and amenity of our city. Identified strategic outcomes include: 1. Our Vibrant and Liveable City 2. Our Active and Healthy City 3. Our Natural and Sustainable City 4. Our Smart and Innovative City 5. Our Connected and Accessible City These objectives indicate support for enhancing infrastructure sustainability but also indicate that project works within the Melrose Park portion of the investigation area are likely to raise environmental, recreation and amenity and parking and access concerns within Council and the community. The Ryde Community Strategic Plan (City of Ryde, 2025)identified that open space was highly valued by the community, including parklands and the natural environment. Maintaining access to open spaces was indicated as a vital priority by the community. The CSP identified that over a half million participants in organised sport use active open spaces area in Ryde, with 54 clubs and associations utilising open space, sport grounds and parks.
Planning Ryde Local Strategic Planning Statement (LSPS) (City of Ryde, 2020) 	The Planning Ryde LSPS identifies a 20-year plan for land use in Ryde LGA to deliver a high-quality lifestyle and increased opportunities to work, live and play in Ryde. The plan identifies three key objectives for the city, to be sustainable, liveable, and productive. Among the key priorities identified are securing open space and active recreation, the environment and resilience. Key points raised by the community were outlined in the attached community and stakeholder engagement outcomes report. Relevant themes from engagement activities included: • infrastructure to keep up with growth • more prominence to sustainability • fatigue and frustration with high rise development • greater ease and connectivity of transport • inclusive and accessible design. The project provides an opportunity for the social locality to balance growth and sustainability outcomes and will factor in existing levels of development fatigue in undertaking engagement. However, it is also critical to note that the project will likely impact the density of roads and traffic congestion, as well as amenity and travel accessibility impacts while the project is under construction.

Plan, policy or strategy	Description and alignment with project
Meadowbank & Memorial Parks Masterplan Report (City of Ryde, 2019) 	The Masterplan sets strategic directions for planning and management of Meadowbank and Memorial Parks, with the vision that the area will be a multifunctional sports hub with high quality facilities and amenities that will meet the current and future sporting needs of the Ryde residential community. The parks will serve as a community hub that advocates for wellbeing for all and to increase recreation opportunities for all community members. A diverse range of activities and leisure opportunities and improvements in safety, wayfinding and access, will attract a broad spectrum of the Ryde Community to use the Park for both active and passive recreation. At a broader scale, the Parks will make substantial contributions in improving ecological functions; increased tree canopy cover; increased diversity in flora; and improved water quality and stormwater discharge to ensure sustainable and climate resilient parks. There are key interactions between project construction planning and implementation, and the City of Ryde's plans for delivery of these objectives, in addition to existing community usage of these spaces.
Our Future 2036 Community Strategic Plan (City of Canada Bay, 2025) bfx 	The Community Strategic Plan identifies the community's top three values as being: • open space and foreshore access • traffic and parking • climate action and sustainability. Council's top priorities are identified as: • managing traffic and parking • ensuring a sustainable natural environment • nurturing a sense of community and social cohesion. Key directions from the Plan relevant to the project are: • connected community • sustainable and thriving environment • vibrant urban living. Objectives to encourage active transport and support pedestrian safety will be important considerations in ensuring transport linkages to nearby suburbs are maintained. The project will support improved sustainability outcomes, but high community interest in care for and access to the foreshore may also generate interest in the project beyond areas of direct construction impact.

3.3 SIA Scoping Report

As per the SIA Guideline 2023, the purpose of the SIA Scoping Report is to present the findings of initial project scoping to outline the social context, the nature and scale of project activities which might impact upon the receiving social environment and subsequent definition of the social locality.

The SIA Scoping Report (EMM, 2024) was submitted to the DPHI as Appendix B of the Scoping Report: Greater Parramatta, Olympic Peninsula Water Cycle (SSI-74258485) (Sydney Water, 2024). Applying an approach consistent with the SIA Guideline 2023, SIA scoping provides an understanding of what the project entails and how it might interact with the social environment.

The SIA Scoping Report defined:

- potentially affected stakeholders
- an understanding of the social locality
- potential, negative and positive social impacts for further investigation
- the level of assessment required to address potential social impacts
- the methodology to be adopted in completion of the SIA.

Table 5-2 of the SIA Scoping Report identified several technical areas that required additional assessment for social impacts in the EIS phase of the project.

Section 6.1 provides a summary of key matters for consideration in the SIA. These matters are addressed in this report.

Impacts from the Scoping Report or from community engagement which were found to require no further assessment are outlined below:

- *Amenity – odour*: the assessment undertaken has found that odour will be mostly contained within the WRRF site, and there will be minimal impacts to sensitive receivers.
- *Built environment*: A number of the key issues discussed throughout Chapter 6 are relevant to the built environment. Scoping of these issues are predominantly addressed in Sections 3.4 and 6.1 (Traffic and access, Amenity and Social).
- *Heritage – natural*: There are no sites or places of natural heritage in or surrounding the project area.

These impact pathways have been reconsidered in the context of the final project description outlined in the EIS and verified as requiring no further assessment.

3.4 SIA social locality

The social locality is defined with reference to stakeholders who could potentially be directly or indirectly affected by the project. This includes landowners, nearby neighbours, community members, businesses, service providers and indigenous groups who may have an interest in the project or could be directly or indirectly impacted. The SIA social locality identifies the social and geographical areas for the SIA, and considers:

- the nature and scale of the proposed project, including associated infrastructure
- the scope of the potential social impacts throughout the project lifecycle
- the location and characteristics of potentially affected communities
- land use patterns, infrastructure and urban/rural centres.

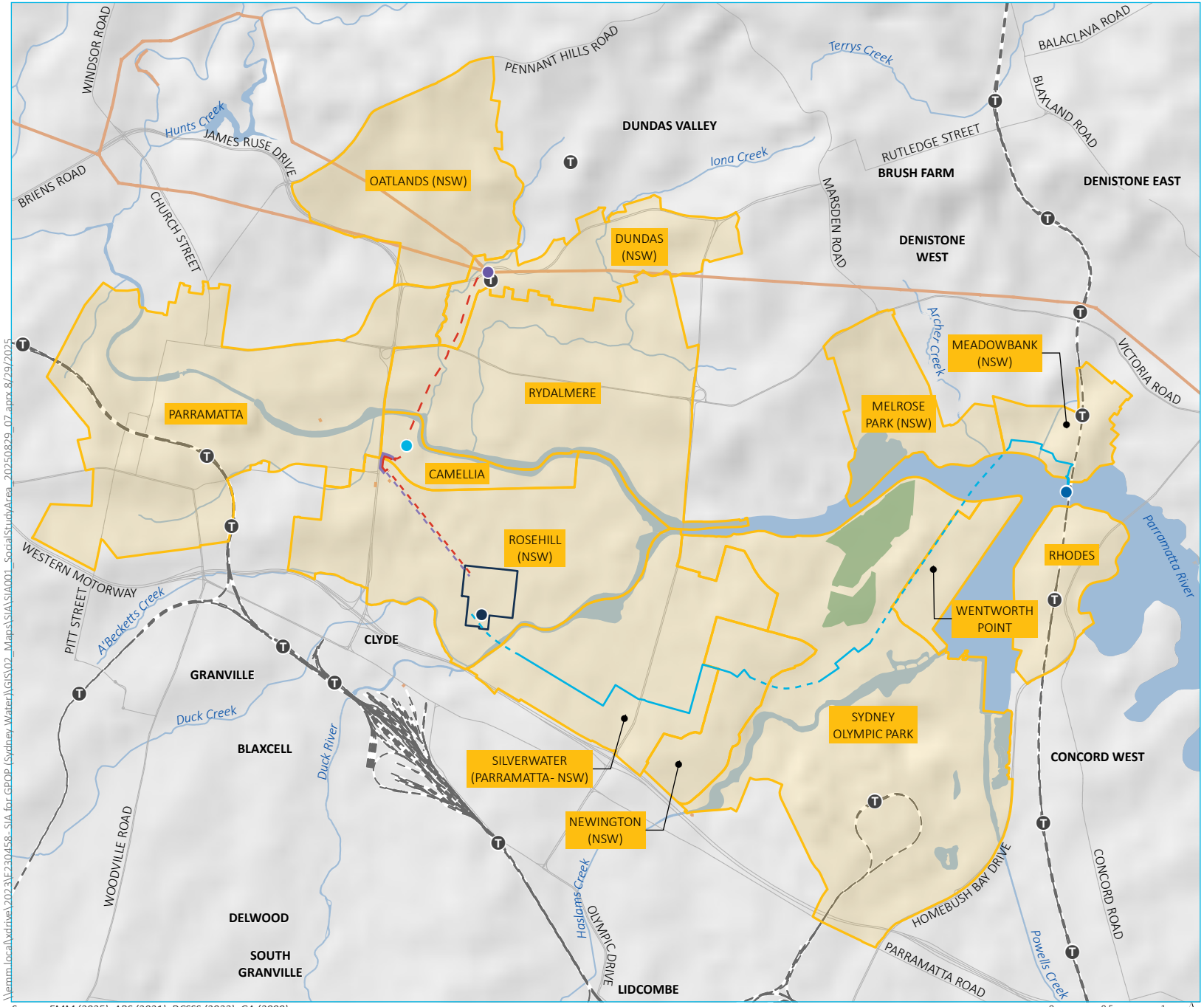
The local area includes communities that are likely to experience direct social impacts from the project (i.e. impacts related to local social infrastructure (including public open space) and services, road infrastructure, amenity, workforce, local business and industry, local housing and accommodation, and community health and wellbeing.

The sub-regional and regional areas include the geographic areas likely to experience fewer direct and more indirect social impacts of the project. Indirect impacts are associated with use of infrastructure, supply chains, roads, transportation of goods, materials and equipment, the movement of workers and cumulative impacts arising from other projects in the area.

The SIA social locality has been mapped to respective ABS statistical geographic areas (see Table 3.3). The SIA local area, sub-regional and regional area are illustrated in Figure 3.1.

Table 3.3 Project social locality mapped to ASGS

Social locality	Geographic area	ASGS statistical area code	Description/relevance to project
Local area	Rosehill	Rosehill SAL13422	Potential area experiencing localised construction benefits and impacts, and direct operational impacts.
	Camellia	Camellia SAL10773	
	Rydalmere	Rydalmere SAL13468	
	Dundas	Dundas SAL11315	
	Silverwater	Silverwater SAL13562	
	Newington	Newington SAL12962	
	Sydney Olympic Park	Sydney Olympic Park SAL13731	
	Wentworth Point	Wentworth Point SAL14244	
	Melrose Park	Melrose Park SAL12574	
	Meadowbank	Meadowbank SAL12560	
	Rhodes	Rhodes SAL13372	
	Oatlands	Oatlands SAL13074	
	Parramatta	Parramatta SAL13167	
Sub-regional area	City of Parramatta	Parramatta LGA16260	Potential positive or negative effects on sub-regional networks and services, including environmental, wastewater, transport, recreation and access.
	City of Ryde	Ryde LGA16700	
	City of Canada Bay	Canada Bay LGA11520	
Regional area	Central River City, City of Canada Bay and City of Ryde	Parramatta LGA16260	Potential area of effect for recreational, environmental, economic, development and wastewater servicing benefits and impacts.
		Cumberland LGA12380	
		Ryde LGA16700	
		Canada Bay LGA11520	
Area of reference	Sydney	Sydney UCL101001	Used as a basis for comparison of some datasets.
NSW	State of NSW	NSW STE1	Used as a basis for comparison of some datasets.



KEY

- Camellia pumping station (SP0067)
- Camellia-Rosehill WRRF
- NSOOS connection point
- North head WRRF
- River release structure
- Northern suburbs ocean outfall sewer (NSOOS)
- WRRF lot
- Local study area

Tranfer pipeline
- Open trench
- Trenchless

Brine pipeline
- Open Trench
- Trenchless
- Relining

River release pipeline
- Open trench
- Trenchless

Existing environment
- Train station
- Rail line
- Major road
- Named watercourse
- Named waterbody
- NPWS reserve

Social locality – local area

GPOP (Sydney Water)
Social Impact Assessment
Figure 3.1

Source: EMM (2025); ABS (2021); DCSSS (2023); GA (2009)

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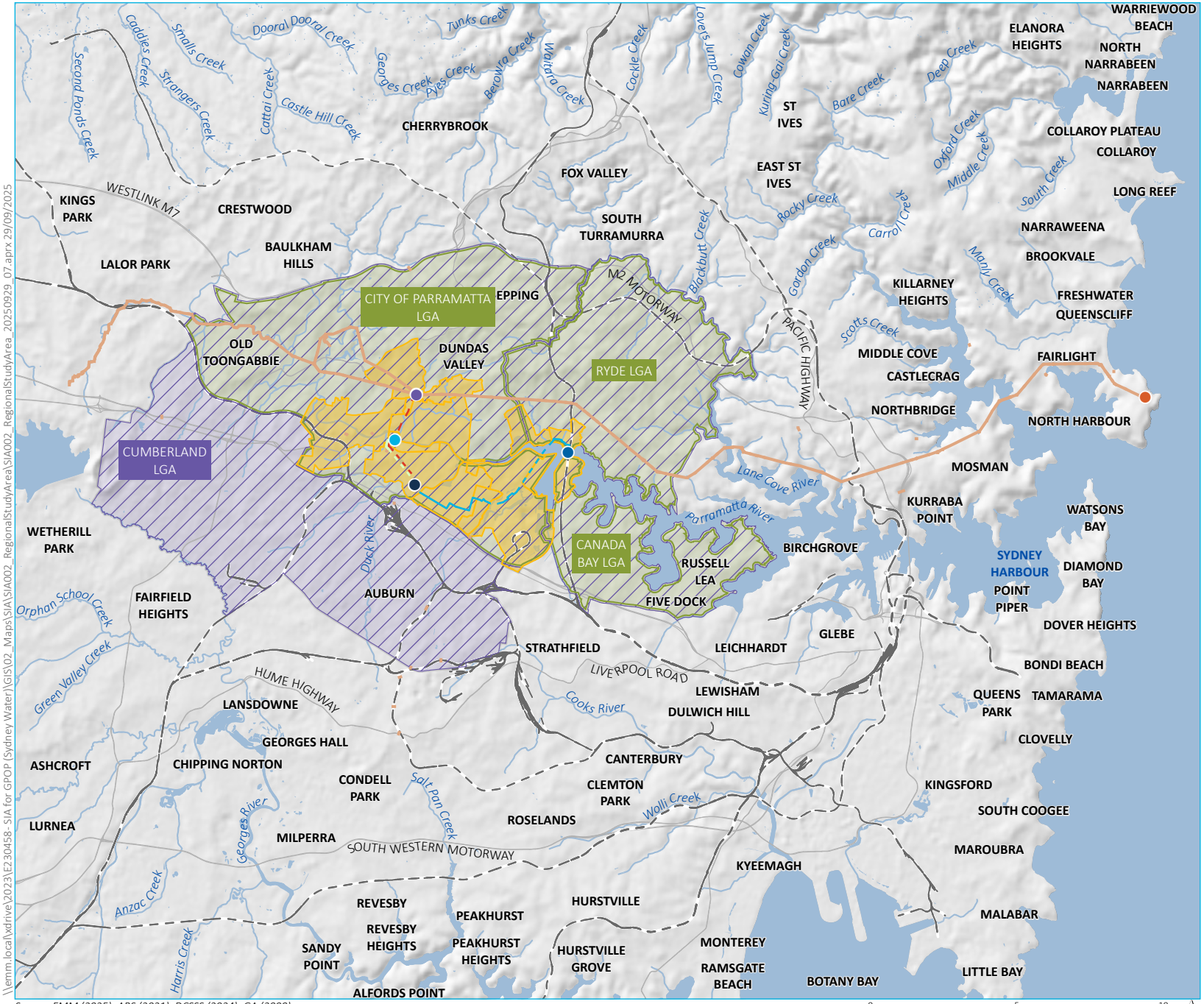
creating opportunities



KEY

- Camellia pumping station (SP0067)
- Camellia-Rosehill WRRF
- NSOOS connection point
- North head WRRF
- River release structure
- Northern suburbs ocean outfall sewer (NSOOS)
- Local area
- Sub-regional area
- Regional area

Tranfer pipeline
- Open trench
- Trenchless

Brine pipeline
- Open Trench
- Trenchless
- Relining

River release pipeline
- Open trench
- Trenchless

Existing environment
- Rail line
- Major road
- Named watercourse
- Named waterbody

INSET KEY
- Major road
- NPWS reserve
- State forest

Project social locality- sub-regional and regional areas, and area of reference

GPOP (Sydney Water)
Social Impact Assessment
Figure 3.2

Source: EMM (2025); ABS (2021); DCSSS (2024); GA (2009)

EMM creating opportunities

4 Social baseline

This section provides a summary of baseline social conditions relevant to the SIA. It outlines existing social characteristics with reference to specific and relevant social indicators across the following themes:

- population and demography
- vulnerabilities and vulnerable groups
- labour market and income
- local business and industry
- educational attainment
- housing and accommodation
- community health and wellbeing
- social infrastructure and services.

A key source of baseline information is data collected through ABS Censuses (ABS, 2021; ABS, 2016; ABS, 2011) based on the social localities. The social localities are represented in Section 3.4 of this report.

Provided below is a summary of the complete SIA baseline which is provided in Appendix D.

4.1 Regional development context

There are several operating, approved and proposed major projects in the local area.

Appendix B outlines the known details of other proposed major projects within the local area and the likely cumulative social impact considerations. It determines that the following proximate projects are most likely to contribute to cumulative social impacts. Key projects are summarised in Table 4.1. Other projects of relevance are summarised in Table 4.2.

Table 4.1 Key projects in the area

Area	Project title	Relevant project features
Camellia	Parramatta Light Rail (Stage 2)	• Changes to access arrangements and connectivity. • Changes to residential and community amenity as a result of noise, vibration, dust, traffic and visual changes. • Impacts on community infrastructure, including recreation and open space facilities. • Employment generation and training opportunities. **Operation:** • Improved public transport facilities, with benefits to access and connectivity. • Changes to residential and community amenity. • Impacts on community infrastructure, including recreation facilities/open space, as a result of the project's permanent land requirements. • Economic and employment benefits.
	Bitumen Plant Redevelopment	• Improvement to existing infrastructure. • Potential impact to traffic and access during construction. • Economic and employment benefits.

Area	Project title	Relevant project features
	Rosehill Resource Recovery Facility	• Development in line with existing character of surrounding land uses. • Potential impact to traffic and access during construction. • Economic and employment benefits.
	6 Grand Avenue Multi-Level Warehouse Rosehill	• Potential impacts to air quality from dust. • Impacts to amenity related to removal of trees during construction. • Potential noise and vibration impacts. • Impacts to traffic and access. • Economic and employment benefits.
	Camellia Waste Facility	• Changes to residential and community amenity as a result of noise, vibration, dust, traffic and visual changes. • Increased resource recovery capabilities in the Sydney region. • Reduction of waste to landfill sites. • Economic and employment benefits.
Wentworth Point and Sydney Olympic Park	Sydney Metro West - Rail infrastructure, stations, precincts and operations	• Construction impacts on amenity. • Changes to community character and sense of place, particularly in low density residential suburbs. • Transport infrastructure modifications affect access for public and pedestrian transport users, as well as increased traffic and loss of parking. • Health effects due to construction noise and vibration. • Perceived and actual safety risks due to changes to the landscape and influx of construction workers. • Personal and property rights affected by the property acquisition process. • Concerns and aspirations associated with longer term urban renewal impacts. • Better transport connections and improved accessibility.
	Sydney Metro West – Sydney Olympic Park Over Station Development	The proposal for an over-station development at Sydney Olympic Park converts one of three proposed buildings from commercial to residential use, facilitating the potential for 191 new homes. If approved, this will contribute to a total of over 500 new homes in the station development. Cumulative social impact considerations include: • amenity impacts during construction • increase number of homes is proximity to public transport options • increased housing stock in the local area.

These proposed and existing projects within the region have potential to overlap with the operation of this project, thereby contributing to cumulative social impacts. Cumulative impacts are assessed in Section 6.5.

Table 4.2 Other projects of relevance

Area	Project title	Relevant project features
Silverwater	Duck River Nature trail	The proposed Duck River Nature Trail is in proximity to the river release pipeline. The trail is funded by the NSW Government as part of the Western Sydney Infrastructure Grants program. The Duck River Nature Trail is expected to be opened in three stages occurring between 2026 and 2028. The trail will provide more than 4.5 km of off-road walking and cycling paths, raised boardwalks, and a bridge. The trail will mean increased accessibility to public recreation in Silverwater and surrounding areas and enhance the quality of the riverside landscape. Stage 1 of the Nature Trail project will impact recreational space (Silverwater Park). The other stages occur in industrial streets and within the mangroves which are currently inaccessible to the public. Cumulative social impact considerations include: • temporary disruptions to access during construction • improved accessibility to open space • access to previously inaccessible sections of Duck River • improvements to active travel through the GPOP area.
Sydney Olympic Park	Hill Road Upgrade between Parramatta Road and Old Hill Link	Transport for NSW (TfNSW) is upgrading Hill Road between Parramatta Road and Bombay Street to the south and Old Hill Link to the north at Sydney Olympic Park and Lidcombe to improve connectivity to surrounding areas. Cumulative social impact considerations include: • temporary changes road conditions, creating traffic and access impacts • improved connections throughout the local area • improved safety of roads.
	Sydney Olympic Park Sites 2A and 2B - Serviced apartment tower and commercial	• No cumulative impacts.
Wentworth Point	9 Burroway Road, Wentworth Point - Mixed Use Development	• Potential impacts to biodiversity.
Melrose Park	Melrose Park Public School redevelopment and new public preschool	• Social (benefit).
	Mixed Use Development with In-fill Affordable Housing - Melrose Park South – East	• Non-Aboriginal heritage (visual). • Biodiversity. • Contamination.
	Central Sydney Industrial Estate	• No cumulative impacts.
	Downer Rosehill Sustainable Resource Centre Mod 3 and Downer Rosehill Sustainable Resource Centre Mod 4	• Air quality. • Traffic and transport.
	Grand Avenue Data Centre Expansion, Rosehill	• Air quality.

Area	Project title	Relevant project features
Camellia	Boorea Street Warehouse and Distribution Centre	• No cumulative impacts.
Rhodes	Mixed-use development including in-fill affordable housing – 9 Blaxland Road, Rhodes	• Non-Aboriginal heritage (visual).
	Mixed-use development with affordable housing – 23-29 Marquet Street, Rhodes	• Contamination.
	Mixed-use development with affordable housing - Marquet and Mary Street, Rhodes	• No cumulative impacts.
	Mixed-use development with in-fill affordable housing - Leeds Street, Rhodes	• No cumulative impacts.
	Residential development with affordable housing – Llewellyn Street, Rhodes	• Visual. • Contamination.
	Rhodes East Mixed-Use Seniors Housing Development	• No cumulative impacts.
Parramatta	WSU Indigenous Centre of Excellence	• Biodiversity (planted native veg only). • Non-Aboriginal heritage (temporary, indirect).

4.2 Community profiles

This section presents profiles of the communities relevant to the project. Community profiles are primarily based on qualitative data to provide a description of socio-economic characteristics and trends. The local area is within the sub-regional area, and is in the easternmost part of the Parramatta LGA, the southern part of the Ryde LGA, and the western part of the Canada Bay LGA along the Parramatta River. These are also provided in more detail in Appendix C.

4.2.1 Areas of interest

i Parramatta River

The Parramatta River is tidal up to the Charles Street Weir in Parramatta and flows eastward through the centre of Sydney. The river is the main tributary of Sydney Harbour, and its total catchment area is approximately 252 square kilometres (km^2) (Roy, Williams, Jones, & Yassini, 2001). The river was and is an important source of food and a place for trade by the Aboriginal peoples of the Wallumettagal nations and the Wangal, Toongagal (or Tugagal), Burramattagal, and Wategora clans of the Darug people, who have occupied the surrounding lands for thousands of years (Parramatta City Council, 2010).

The river has significant social, environmental and recreational value, as well as economic value, and is considered critical blue infrastructure for central and eastern parts of Sydney (Parramatta City Council, 2023). Along the river are areas of remnant mangroves and estuarine wetlands. Some of these areas have local heritage significance under the Parramatta Local Environmental Plan (2023) (item numbers I11, I623 and I702).

To raise awareness to protect of environmental values, the project Community and Stakeholder Engagement Plan (CSEP) has identified ParraParents (an online group with over 25,000 members), in coordination with the Parramatta River Catchment Group (PRCG), organised a mid-2021 community clean up event to highlight the issue of littering along Duck Creek, Duck River and the Parramatta River. The event was part of a plan to clean up Duck Creek with the goal of making Parramatta River swimmable again by 2025. In addition, the PRCG received $80,000 from the NSW EPA to fund litter prevention in the Parramatta River catchment (Our Living River, 2025)

The Parramatta River Catchment Group (PRCG) is also investigating a pilot project to identify key litter sources and hot spots. Sydney Water has installed a gross pollutant trap to minimise litter flowing into Parramatta River. It also participates in the Parramatta Waterway Health Improvement Program.

ii Central City

The Central City is a geographic area specified in the Central City District Plan (Greater Sydney Commission, 2018), which includes Parramatta LGA (City of Parramatta Council), Cumberland LGA (Cumberland City Council), Canterbury Bankstown LGA (City of Canterbury Bankstown Council), Georges River LGA (Georges River Council), The Hills Shire LGA (The Hills Shire Council) and Blacktown LGA (City of Blacktown Council). These LGAs are united by their mix of land uses, their location in the centre of Sydney and opportunities to create a “30-minute city” within this precinct. The renewal of Greater Parramatta and Olympic Park as an employment hub is central to the success of the region, alongside sustainability outcomes for green infrastructure, improvements to liveability and connectivity, and infrastructure improvements that facilitate planned growth. The Aboriginal cultural heritage assessment (ACHAR) identifies that the GPOP area is associated with the Wangal (alternatively Won-gal) clan on the southern side of Parramatta River and the Wallumedegal (alternatively Wallamattagal) clan on the northern side of Parramatta River.

4.2.2 Sub-regional area (LGAs)

i City of Parramatta

The City of Parramatta (Parramatta LGA) is located in the centre of Sydney, about 25 km from the Sydney Central Business District. Parramatta sits at the point of where the Parramatta River mixes salt and fresh water. The LGA spans 84 km^2 and 39 suburbs, some of which are shared with other councils, such as Melrose Park. Parramatta CBD serves as an economic hub for the region, providing employment, education and economic opportunity. The Parramatta CBD is known as Sydney's second city and as the Central River City (Greater Sydney Commission, 2018).

Key demographics for Parramatta LGA are available in Figure 4.1.

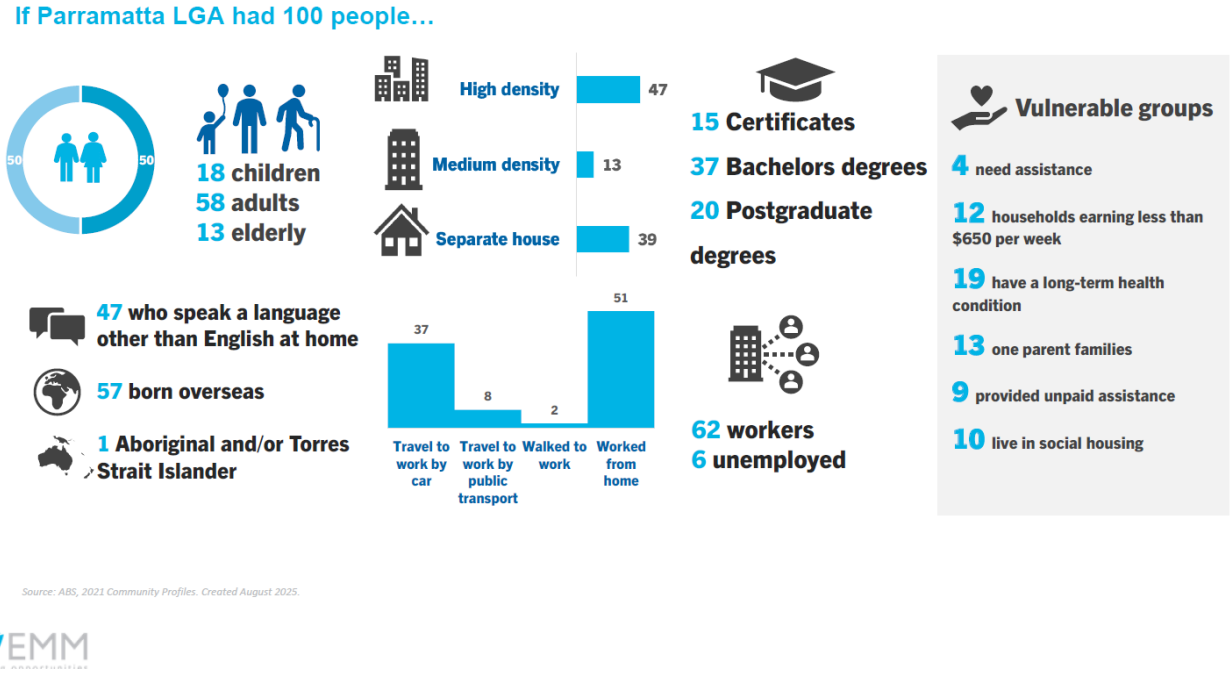


Figure 4.1 Parramatta LGA demographics snapshot

ii City of Ryde

The City of Ryde (Ryde LGA) makes up part of the projects' sub-regional area. The Ryde LGA includes the Meadowbank and Melrose Park SALs and is connected to the Canada Bay LGA via the Ryde Bridge. The City of Ryde is home to the developing Macquarie Park Innovation District, which is considered to be a leading hub for employment and residential amenities (City of Ryde, 2024).

Key demographics for Ryde LGA are available in Figure 4.2.

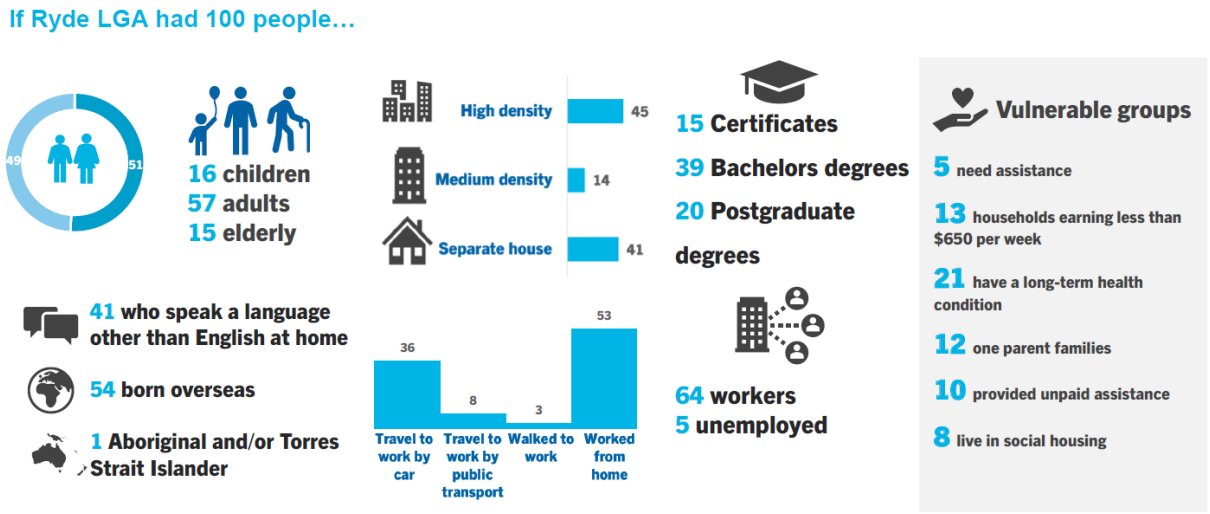


Figure 4.2 Ryde LGA demographics snapshot

iii City of Canada Bay

Canada Bay LGA is along the southern bank of the Parramatta River. It has multiple public transport options, including Rhodes, Concord West and North Strathfield train stations. The Cabarita Wharf allows ferries to and from Circular Quay and Barangaroo. The LGA is bordered by the Western Motorway (M4), Parramatta Road and Homebush Bay Drive. Canada Bay is mostly residential, with a number of open spaces which can be used for sport and recreation.

Key demographics for Canada Bay LGA are available in Figure 4.3.

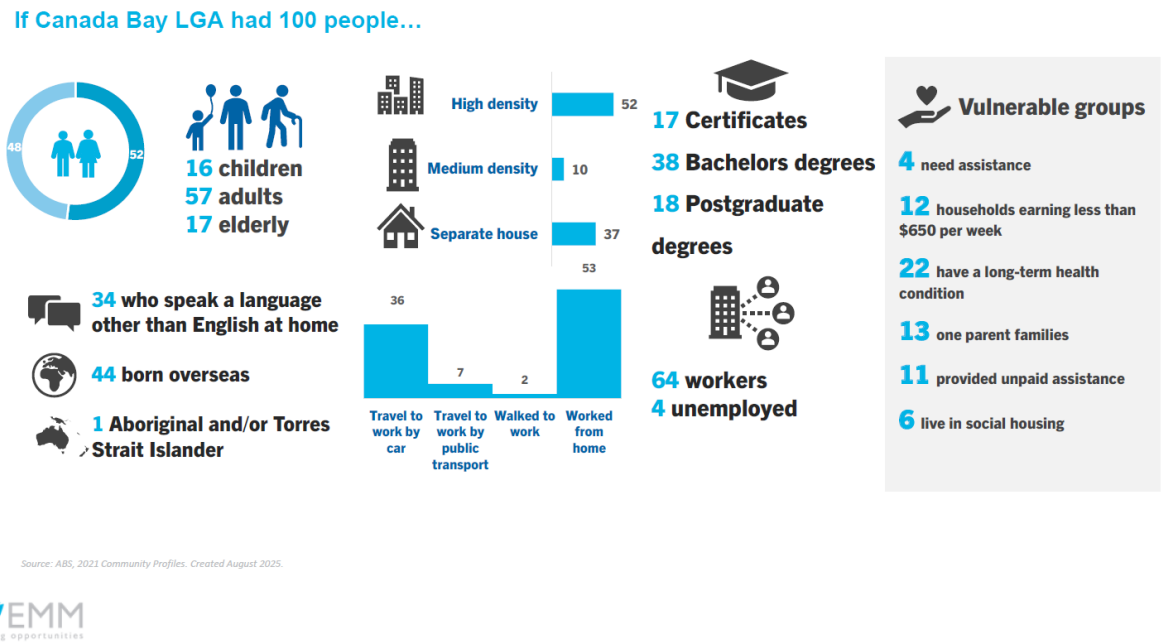


Figure 4.3 Canada Bay LGA demographics snapshot

4.2.3 Local area (SALs)

This section presents profiles of the communities in the local area, which have been grouped by geographic areas based on the premise that they will experience similar impacts and benefits.

i Rydalmere, Oatlands and Dundas

Rydalmere, Oatlands and Dundas SALs are located in proximity to the northern section of the brine pipeline. The brine pipeline (relining section) is located in Dundas, which is an existing pipeline location from Camellia pumping station through Rydalmere and connects to the NSOOS. Key data for Rydalmere, Oatlands and Dundas has been considered together as it is likely that these suburbs will experience similar impacts associated with the brine pipeline.

Rydalmere is on the northern side of Parramatta, opposite Camellia. It has good access to public transport, through Yallamundi (Rydalmere) and Dundas's light rail stations. Oatlands does not have a train station but does have bus routes into Parramatta, although services are limited and infrequent.

In 2021, Oatlands had a higher rate of home ownership in comparison to Rydalmere and Oatlands. Oatlands also had a relatively higher proportion of separate houses. High rates of home ownership is an ongoing trend in Oatlands, indicated by the high proportion of residents who have lived at the same address for five years. Home ownership is tied to a desire to be a long-term resident, which may create vulnerability associated with potential impacts to residential amenity and access.

In these suburbs, the most prominent distance to place of work was between 10 km to 30 km, indicating residents may be required to travel outside of the Parramatta LGA for work. Travel to work via car was the most prominent form of transport, with approximately 3,000 residents driving to work at the time of the 2021 Census. A high proportion of these residents lived in Rydalmere, with 1,221 commuting via car. This indicates reliance on local roads in these suburbs, especially Rydalmere.

To the north of Rydalmere and Dundas, Oatlands is majority residential, with a number of open spaces, including nature reserves, a golf course, and the Oatlands Estate.

Key demographic data for Rydalmere, Oatlands and Dundas SALs is available in Figure 4.4.

Detailed data is available in Appendix C and Appendix D.

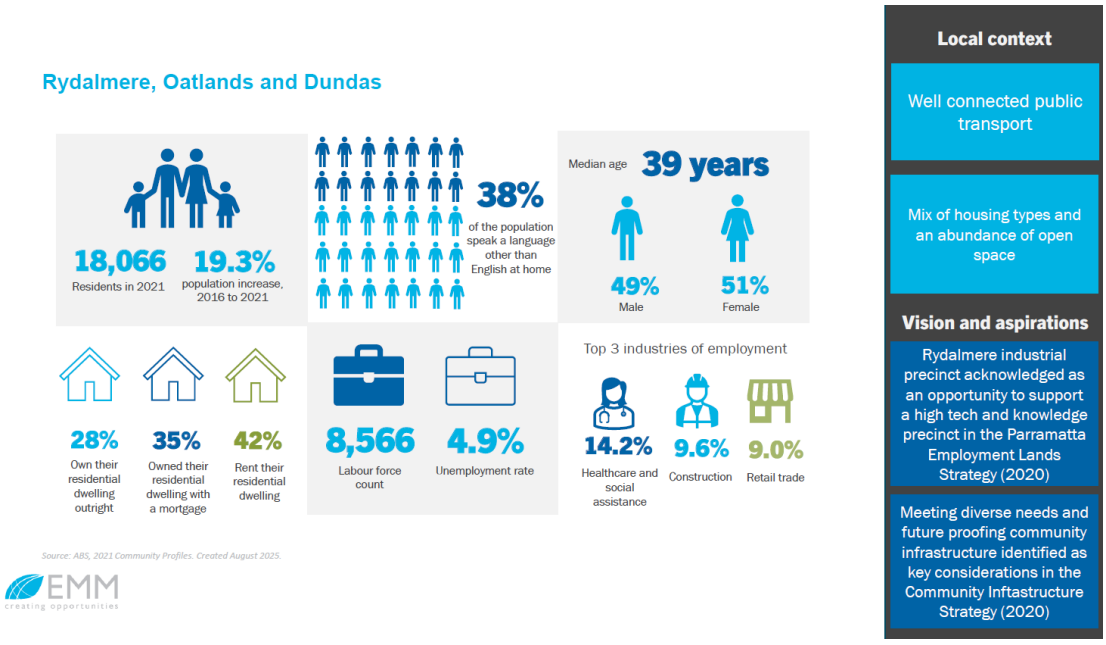


Figure 4.4 Rydalmere, Oatlands and Dundas demographics snapshot

ii Camellia, Rosehill and Silverwater

The suburbs of Camellia, Rosehill and Silverwater are located within proximity to the proposed Camellia-Rosehill WRRF. Key data for Camellia, Rosehill and Silverwater has been considered together as it is likely that these suburbs will experience similar impacts associated with the construction and operation of the WRRF and transfer pipeline.

Camellia and Rosehill are located 17 km west of the Sydney Central Business District. The area is bounded by the Parramatta River to the north, Clay Cliff Creek to the west, Duck River to the east, and Duck Creek and the M4 to the south. Grand Avenue (east west) separates Camellia and Rosehill. James Ruse Drive (north south) dissects the suburbs. The precinct is characterised by a variety of industrial land uses, most notably fuel storage and distribution which currently comprises approximately 50% of the precinct and distributes around 50% of the state's fuel. Other industrial land uses include warehousing and freight distribution, resource recovery and manufacturing.

Data indicating number of businesses is not available at a suburb level. Data for the Rosehill-Harris Park Statistical Area (SA2), which includes Rosehill and Camellia, indicates that there were 1,432 registered businesses. The top industry in Rosehill-Harris Park SA2 was transport, postal and warehousing which made up 29% of registered businesses. Data for Silverwater is available by looking at the Silverwater-Newington SA2. This indicates that there were 2,071 businesses, of which over half were non-employing. The top industry in Silverwater-Newington SA2 was construction which made up 16.9% of registered businesses. Desktop ariel review of Cameilla, Rosehill and Silverwater confirmed that key business types in these suburbs include warehousing, large scale recycling facilities, construction material providers, and mechanical businesses. These business types are often reliant on regular heavy vehicle access, meaning potential access or traffic impacts may adversely affect these businesses.

Zoned as private recreation, the Rosehill Gardens Racecourse is a key venue within the project area. Horse racing events are held on a regular basis, with events commonly held throughout the week as well as occasional Saturdays. Major events include the Golden Slipper, which is held annually in March attracts around 20,000 visitors. Amenity is a key value of The Rosehill Gardens Racecourse, making it vulnerable to any visual, noise or other amenity impacts.

Key demographics for Camellia, Rosehill and Silverwater SALs are available in Figure 4.5.

Detailed data is available in Appendix C and Appendix D.

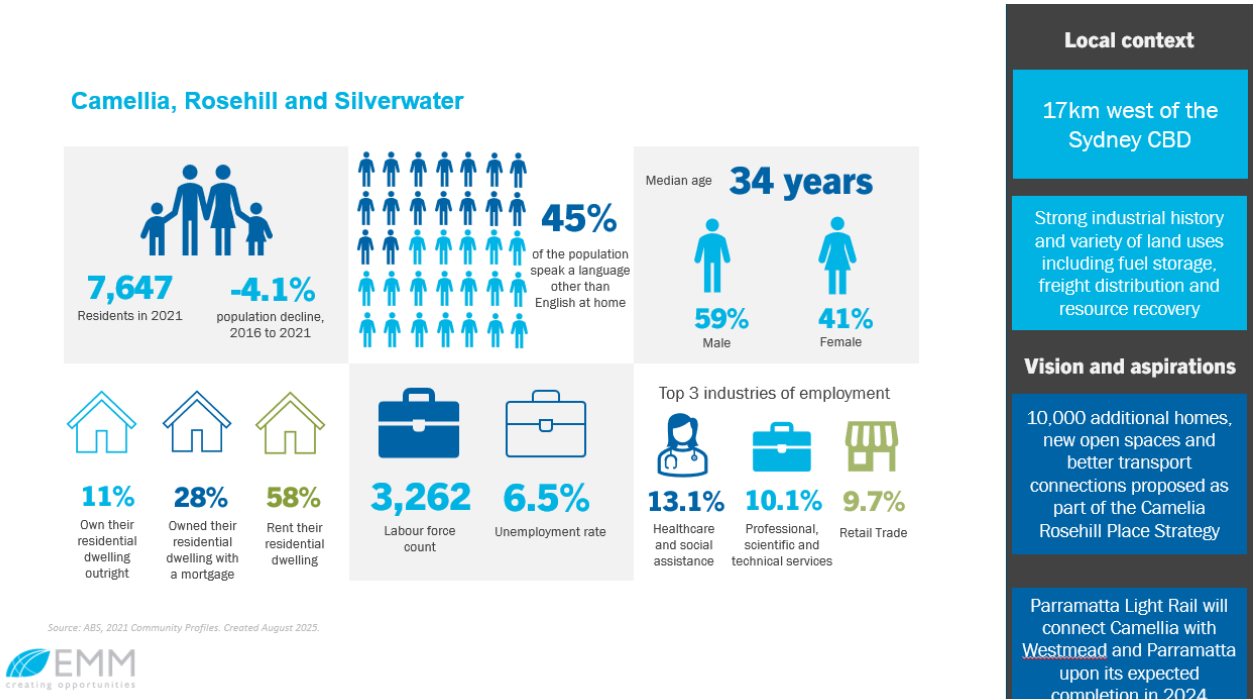


Figure 4.5 Camellia, Rosehill and Silverwater demographics snapshot

iii Parramatta

The suburb of Parramatta (SAL) is located in proximity to the brine pipeline, however, has been considered separately to nearby suburbs (Rydalmere, Oatlands and Dundas) as it is likely to interact differently with the project and thus experience different impact pathways. In particular, Western Sydney University is a key stakeholder which is likely to interact with the project.

Within the Parramatta LGA, the Parramatta SAL is a densely populated locality characterised by high-rise residential infrastructure to cater for the high population. The 2021 Census reported that 85.6% of residents were living in a flat or apartment. The locality also had a high proportion of renters (70.2%).

This area is attractive due to its connectivity and infrastructure. With Parramatta train station, the Parramatta Ferry, and the developing Parramatta light rail (Stage 2) and Sydney Metro, the locality has a range of public transport options connecting it to suburbs across Sydney urban area. There are also a number of residential developments in the Parramatta locality catering to population growth across the LGA, reflected in the high proportion of unoccupied dwellings in the locality (12.8%). There are multiple social services in the area and surrounds, including Western Sydney University, Parramatta business district, restaurants, retail, and medical facilities. There are also opens spaces and sport and recreation facilities.

Key demographic data for Parramatta SAL is available in Figure 4.6.

Detailed data is available in Appendix C and Appendix D.

Figure 4.6 Parramatta demographics snapshot

iv Wentworth Point, Newington, Sydney Olympic Park and Rhodes

The suburbs of Wentworth Point, Newington, Sydney Olympic Park and Rhodes are located along the proposed route for the construction of the river release pipeline. Key demographics for these suburbs have been considered alongside each other as they are likely to experience similar impacts associated with river release construction, including open trenching activities.

Wentworth Point adjoins Homebush Bay, the Parramatta River, and Sydney Olympic Parklands. The Wentworth Point community has access to public transport options in the form of ferries, local buses, as well as the Rhodes and Sydney Olympic Park train stations. Parramatta Light Rail's planned second stage will also connect Wentworth Point to Sydney Olympic Park to the south. Rhodes is to the east of Wentworth Point, Newington and Sydney Olympic Park. Wentworth Point and Rhodes are connected via the Bennelong Bridge, which crosses Homebush Bay. Rhodes has its own train station, which connects to Ryde LGA suburbs via the Meadowbank Bridge (also referred to as the John Whitton Bridge).

In 2021, the most common mode of travel to work for Wentworth Point, Newington, Sydney Olympic Park and Rhodes was via car. Across all the suburbs, over a quarter of residents had to travel 10 km to 30 km to their place of work, indicating that residents may have to travel outside of the Parramatta and surrounding region for work. This data indicates a reliance on the local road network, namely Hill Road and Homebush Bay Drive. As a result, residents of these suburbs are likely to be affected by any potential impacts on traffic and access.

Wentworth Point, Newington, Sydney Olympic Park and Rhodes are high-density suburbs, with apartments being the predominant dwelling type across all four suburbs. High population density is likely to contribute to strain on the local road network. In addition, major events at contribute to traffic and parking constraints within Sydney Olympic Park and surrounding suburbs, with approximately 10 million visitors each year.

Key demographics for Wentworth Point, Newington, Sydney Olympic Park and Rhodes SALs are available in Figure 4.7.

Detailed data is available in Appendix C and Appendix D.

Figure 4.7 Wentworth Point, Newington, Sydney Olympic Park and Rhodes demographics snapshot

v Melrose Park and Meadowbank

The river release pipeline will be constructed in the vicinity of Melrose Park and through Meadowbank. These suburbs have been considered together as they are likely to experience similar project impacts as a result of the river release structure constructure as well as open trenching.

Melrose Park is located on the banks of the Parramatta River and falls within both the Parramatta and the Ryde LGA. Melrose Park has limited public transport options, with bus routes connecting to Melrose Park and West Ryde train stations. A light rail stop is planned for Melrose Park as part of the Parramatta Light Rail Stage 2 project. Meadowbank is located within the Ryde LGA adjacent to Melrose Park. The Meadowbank train station is connected directly to Rhodes and offers direct trains into the city and the Northern Suburbs.

Melrose Park has a range of recreation facilities and parks, including netball facilities and other sporting fields. There are a range of education facilities within the suburbs, including Melrose Park Public School.

Meadowbank and Melrose Park have a range of recreation facilities and parks, including tennis courts and other sporting fields. Open space is a highly valued asset in these suburbs, with Meadowbank Park being regularly accessed by a range of stakeholders, including sporting clubs and schools. Meadowbank Park has 10 sporting fields which are used for netball, tennis, newcomb ball, cricket and soccer. The park is also host to a children's playground and skate park. The children's playground (Meadowbank Park Regional Playground) features water play, climbing equipment; and sand and nature play areas.

Project construction may require the short-term closure of Meadowbank Park may impact users of the park, including sporting group, schools and casual users.

Key demographic data for Melrose Park and Meadowbank SALs is available in Figure 4.8.

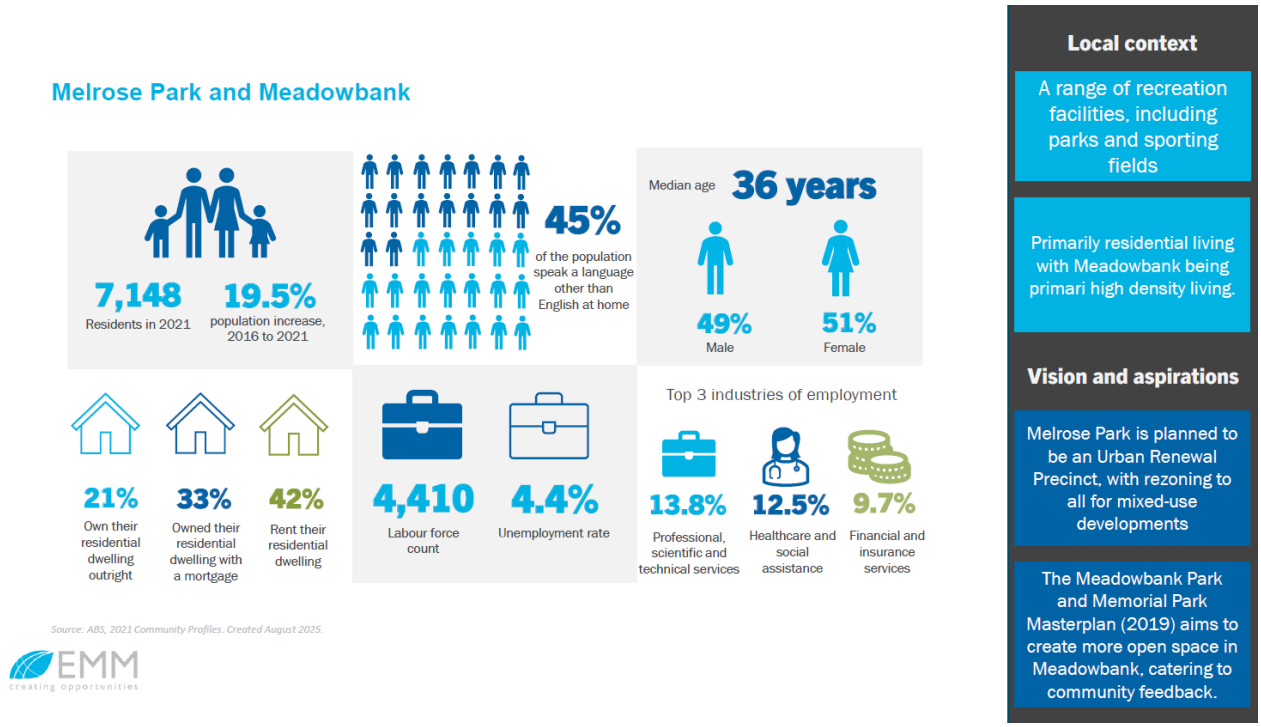


Figure 4.8 Melrose Park and Meadowbank key demographics snapshot

4.3 Key social characteristics

Social trends in the project's social locality have been identified and analysed across key social themes, including population, housing, labour force, business and industry, and access and connectivity. The baseline characterisation principally draws on ABS Census and NSW government data, as well as feedback generated through stakeholder engagement. Key social trends are discussed within the local area, the sub-regional and regional area and have been contextualised with reference to broader trends across Sydney. This section supports the assessment of impacts and benefits in Chapter 6, in alignment with the methodology outlined in Section 2.

The social baseline is available in Appendix C, and detailed data is provided in Appendix D.

4.3.1 Population

In 2021, the total population of the local area was 97,724 people. Sydney Olympic Park experiencing the greatest growth, with the population more than doubling between the 2016 and 2021 Census. Wentworth Point also experienced significant growth in this period. The sub-regional area experienced similar levels of growth when compared to NSW, however less growth than the local area. Although there was high population growth, the levels of population mobility were relatively high, with lower levels of residents in the local area living at the same address five years ago, compared to the sub-regional area.

The population of the sub-regional area is expected to increase by 37.0% to 654,688 residents in the 20 years from 2021 to 2041 (DPHI, 2023). This is similar to the projected population growth of the regional area of 32.8%.

The local area is home to a diverse community, and relatively high proportions of the population speak languages other than English at home (between 30 and 60% of people). In the Silverwater area, Korean was the language reported as most predominantly spoken at home (32.1%), other than English in the ABS Census in 2021. In surrounding localities, it was generally the second most common language other than English. Other primary languages spoken in the local area include Chinese and Indo Aryan languages. Between 11 and 22% of the population in local suburbs are people under 14 years old.

4.3.2 Health

Oatlands, Rydalmere, Melrose Park and Dundas recorded higher rates of long-term health conditions (23.4%, 23.0%, 23.0% and 21.1%, respectively) when compared to other suburbs in the local area (15.4%), as well as average rates across the sub-regional area (20.1%) however lower than the average for NSW (27.0%). This could be attributed to the higher proportion of elderly residents in these suburbs. The most prevalent long-term health conditions were asthma, mental health conditions and diabetes.

4.3.3 Housing

Sydney Olympic Park had a relatively high number of unoccupied dwellings in 2021, which could be representative of recent residential developments in the area. Units and flats are the most common housing type in Sydney Olympic Park (99.8%) and Wentworth Point (98.8%). There are some suburbs (Rydalmere, Dundas, Oatlands and Melrose Park) which have over 50% of residents living in separate houses. Despite this, there are areas within the suburb of Melrose Park which have been recently rezoned to support a new high density residential precinct. Some smaller areas of Rydalmere and Dundas are also zoned for high density residential development. Higher density suburbs tend to have higher overall populations, and Melrose Park, Rydalmere and Dundas are expected to increase in population over time because of the above rezoning.

Rental rates in the local area (57.4%) were higher than the sub-regional (43.1%) and regional area (43.1%), with over half of the local area renting their dwelling. Sydney Olympic Park and Wentworth Point had the highest proportion of rented dwellings and Melrose Park had the lowest. Rhodes had the highest median weekly rent in the local area, followed by Sydney Olympic Park and Wentworth Point.

The Strategic plans by the sub-regionals areas councils (Parramatta, Ryde and Canada Bay) all identify the need for additional housing and more diverse housing options.

4.3.4 Labour force

Labour force indicators examine the regional area, which has been identified as likely to be included in the catchment area for project employment (on the premise of the "30 minute city" set by the Central City District Plan (Greater Sydney Commission, 2018)) alongside Sydney Urban Centre Locality (UCL) and NSW data is detailed in Appendix D.4 to obtain a broader understanding of labour force dynamics.

The regional area was characterised by a lower labour force participation rate and higher unemployment when compared to Sydney and NSW, however rates were not significantly different to the areas of comparison and therefore are not representative of major discrepancies in labour force dynamics. It should be noted that labour force data from the 2021 Census may not be representative of usual unemployment trends due to widespread impacts of the COVID-19 pandemic preventing a number of residents from going to work. Recent data shows that Parramatta LGA experienced lower unemployment compared to Greater Sydney and NSW in the second quarter of 2025 (Department of Employment and Workplace Relations, 2025)

4.3.5 Local business and industry

Across the sub-regional area, the highest concentration of registered businesses is in the Parramatta LGA. The most prevalent industry of businesses was construction, which is relevant to the project. Most businesses in the sub-regional area were small businesses, employing less than 20 people.

The top industries of employment throughout the social locality were professional, scientific and technical services, healthcare and social assistance, retail trade, financial and insurance services and education and training. The top registered business types were rental, hiring and real estate services, transport, postal and warehousing, professional, scientific and technical services, wholesale trade and construction. This indicates a possible disconnect between people who live in and people who are employed in the study area, as the most common business types are not reflective of the top industries of employment. This means a number of residents may travel outside of the social locality for work. This is confirmed by the Greater Sydney Region Plan, which found that 54% of Central River City workers commute to other areas of Greater Sydney (Greater Sydney Comission, 2018).

4.3.6 Access and connectivity

Community strategic plans for the sub-regional area (City of Parramatta, City of Ryde and City of Canada Bay) identified priorities derived from community feedback which outlines the need for accessibility of transport infrastructure, parking improvements, reducing car use and increasing pedestrian and cycling access.

Communities in the social locality have access to a range of public transport options including rail networks, bus routes, and ferries. Existing public transport options service the social locality and provide connection throughout the region and Greater Sydney. The proposed Parramatta Metro station will increase accessibility and connection to Sydney through relieving pressure on the rail network and offering an alternate mode of travel. The recently opened Parramatta Light Rail (Stage 1) connects suburbs of Parramatta throughout the LGA.

Train stations in the region are accessible via connecting bike paths, reducing the need for private vehicle travel. Some areas of the study are restrained by geography which necessitates private vehicle travel, such as Wentworth Point, which is one way in and out through Hill Road. Despite this, the regional area had higher average numbers of people commuting via public transport compared to the state.

Within the local area, mode of travels differs between suburbs, which is attributed to varying levels of access to public transport options. In 2021, the suburbs of Rhodes and Meadowbank had the highest proportion of residents who travelled to work via train. This is directly related to accessible train stations located within these suburbs. In contrast, Oatlands had the lowest proportion of residents who travelled to work via train, with 17.5% of the suburb travelling via car. This is a direct result of the minimal public transport available in Oatlands, leading to dependence on private vehicle travel. The 2021 Census revealed that residents of Greater Western Sydney travelled the longest distances to work when compared to Greater Sydney and NSW overall (Baroy, 2024), highlighting the importance of accessible travel options in the regional area.

It is noted the 2021 commute data is skewed due to the effects of the COVID-19 pandemic, which reduced travel and saw many residents mandated to work from home. In 2021, 25.6% of the local area worked from home, compared to just 1.5% in 2016. Comparison of 2016 and 2021 journey to work data revealed that 2021, a significantly lower proportion of residents travelled via train, which can be attributed to COVID-19 limiting travel.

Appendix D details journey to work data for the social locality.

4.3.7 Community infrastructure

Community infrastructure refers to community facilities, services, and networks that help individuals, families, groups, and communities meet their social needs, maximise their potential for development and enhance community wellbeing. Deficient social infrastructure can have adverse impacts on a town or region's ability to attract inward migration and to retain a permanent population to contribute to community development and economic growth.

As a highly populated urban area, the social locality offers diverse and accessible social infrastructure and community facilities. This includes healthcare providers, childcare and aged care, schools, emergency services and accessible open spaces.

Appendix C details the social infrastructure and community facilities available in the nearby communities as of June 2025, and maps of nearby infrastructure are provided in Figure C.4 to Figure C.7.

i Community characteristics which may affect service delivery

Understanding service availability and level of community satisfaction can assist to identify gaps in service provision, areas of higher demand, and opportunities for community investment. It also provides insight into what the key challenges, values and opportunities are within the community.

In terms of challenges and vulnerabilities, the local area had lower rates of residents with a need for assistance and less low-income households in comparison to the sub-regional area and NSW. This is indicative of lower degrees of economic vulnerability. Areas which had higher levels of vulnerability were Oatlands, which had a higher proportion of residents with a need for assistance, and Rydalmere, where there was a relatively high proportion of low-income households. This may be linked to a higher proportion of elderly people within this area.

A key challenge identified for the sub-regional area is managing growth, particularly in relation to improved infrastructure.

4.3.8 Community values

The City of Parramatta Community Strategic Plan (CSP) was developed in 2024-2025 and involved consultation with 4,472 community members. Feedback provides insight into what is valued by the community, indicating that growth, managing infrastructure, strong public transport, inclusivity, cultural identity, and open spaces are of high value to the community.

Key desired outcomes identified by the community which are relevant to the project include:

- access to training and employment opportunities
- effective waste management
- open space improvements
- seamless travel for all users while reducing road congestion and enhancing safety
- a healthy, liveable and sustainable Parramatta River catchment to make the river swimmable again.

The City of Ryde's CSP (City of Ryde, 2025) sets strategic directions for the LGA, including providing opportunities and choice for recreation and active living, strengthening community life, connectedness and wellbeing, increasing sustainability, nature based solutions to manage climate challenges, and encouraging energy and resource savings. These objectives indicate support for enhancing infrastructure sustainability but also indicate that project works within the Melrose Park portion of the investigation area are likely to raise environmental and recreation concerns within Council and the community.

The City of Canada Bay's CSP (City of Canada Bay, 2025) identifies the community's top three values as being open space and foreshore access, traffic and parking and climate action and sustainability. Council's top priorities were identified as managing traffic and parking, ensuring a sustainable natural environment and nurturing a sense of community and social cohesion. Objectives included to encourage active transport and support pedestrian safety will be important considerations in ensuring transport linkages to nearby suburbs are maintained. The project will support improved sustainability outcomes, but high community interest in care for and access to the foreshore may also generate interest in the project beyond areas of direct construction impact.

5 Community and stakeholder engagement

This section summarises the community engagement activities which have informed the SIA and the stakeholder feedback which was generated. The SIA has drawn upon engagement which was:

- undertaken by Sydney Water as part of the EIS community and stakeholder engagement program
- designed specifically to collect data to inform the SIA.

5.1 Summary of project engagement

Engagement with existing stakeholders is ongoing through the planning phase of the project. As of September 2025, the communications and engagement program delivered a combination of proactive and reactive activities illustrated below and detailed in Table 5.1.

Table 5.1 Summary of project engagement activities

Engagement activities	Detail
Liaison with stakeholders and community for project feedback, site walkovers and investigations	• 1 x project briefings with City of Canada Bay Council • 6 x project briefings with City of Parramatta Council • 3 x project briefings with City of Ryde Council • 5 x project briefings with the Environment Protection Authority • 1 x project briefings with Great River City • 8 x project briefings with Department of Planning Housing and Infrastructure • 1 x joint agency briefing (with DPHI – Transport and Water Assessment team and Camellia Rosehill Precinct Rezoning team, NSW EPA, NSW Health – Western Sydney Local Health District, DCCEW – Biodiversity, Science and Conservation team and Water Strategy team, TfNSW (in regard to Parramatta Light Rail (Stage 2), Sydney Metro West, CoP and NSW SES) • 1 x project briefings with NSW Maritime • 4 x project briefings with Parramatta River Catchment Group • 13 x project briefings with TfNSW including Parramatta Light Rail Stage 2 • 2 x project briefings with Sydney Metro West • 5 x project briefings with Sydney Olympic Park Authority • 21 x project briefings with landowners, sensitive receivers' community groups and businesses
Preparation and distribution of a project introduction newsletter	Distributed in Camellia, Newington, Meadowbank and surrounding areas on 30 September 2024 to: • 18,886 private letterboxes • 1,182 business letterboxes
Preparation and distribution of a project impacts newsletter	Distributed in Camellia, Newington, Meadowbank and surrounding areas between 19 January 2025 and 26 January 2025 to: • 18,886 private letterboxes • 1,182 business letterboxes
Preparation and distribution of a site investigation notification	Distributed in Camellia, Newington, Meadowbank and surrounding areas on 2 April 2025 to: • 18,886 private letterboxes • 1,182 business letterboxes

Engagement activities	Detail
Preparation and distribution of a project flyer to promote community drop-in	Distributed in Meadowbank and surrounding area on 15 March 2025 to: • 5,719 private letterboxes • 121 business letterboxes
Preparation and distribution of a project flyer to promote community pop-up display	Distributed in Meadowbank and surrounding area on 6 June 2025 to: • 5,719 private letterboxes • 121 business letterboxes
Project awareness signage to promote community drop-in	6 x promotional boards located in Meadowbank Park, Memorial Park and Meadowbank Wharf from 18 March 2025 to 28 March 2025
Ad hoc emails, phone calls, and SMS	74 interactions
Aboriginal stakeholder consultation	• 1 x meeting with Dharug Custodian Aboriginal Consultation on 27 February 2025 • 1 x meeting with Dharug Strategic Management Group on 6 March 2025 • On Country Listening Session at Meadowbank Park on 18 March 2025
Community survey	Have your say survey from July 2024 to February 2025: • 25 survey responses Qualtrics survey from May 2025 to 31 October 2025: • 6 responses
Door knocking	Devon Street, Unwin Street and Colquhoun Street near future Camellia-Rosehill WRRF on 3 September 2024 Silverwater Pipeline Alignment on 22 January 2025: • 22 interactions • 102 Sorry We Missed You Devon Street, Unwin Street and Colquhoun Street near future Camellia-Rosehill WRRF on 12 February 2025: • 6 interactions Newington Pipeline Alignment on 1 April 2025: • 20 interactions • 88 Sorry We Missed You
Community pop-up displays	Wentworth Point Markets on 4 October 2024: • 29 interactions Ryde Wharf Markets on 27 October 2025: • 24 interactions Ryde Wharf Markets on 22 June 2025: • 34 interactions
Webinars	Webinar 1 on 29 January 2025: • 1 attendee Webinar 2 on 18 February 2025: • 2 attendees

Engagement activities	Detail
Facebook and Instagram advertising	Project Awareness Campaign from 28 October 2024 to 11 November 2024 Impressions: 335,642 Reach: 74,824 Clicks: 3,461 Webinar Promotion Campaign from 12 February 2025 to 17 February 2025 Impressions: 89,096 Reach: 38,551 Clicks: 552 Community Drop-in Promotion Campaign from 16 June 2025 to 22 June 2025 Impressions: 51,076 Reach: 15,864 Clicks: 424
Visits to the project web page	Sydney Water Talk: 3,556 from 1 July to 5 May 2025 Sydney Water Project Webpage: 1,151 from 15 May 2025 to 31 October 2025

A summary of GPOP engagement activities is displayed in Figure 5.1. Engagement outcomes have been provided in the EIS.

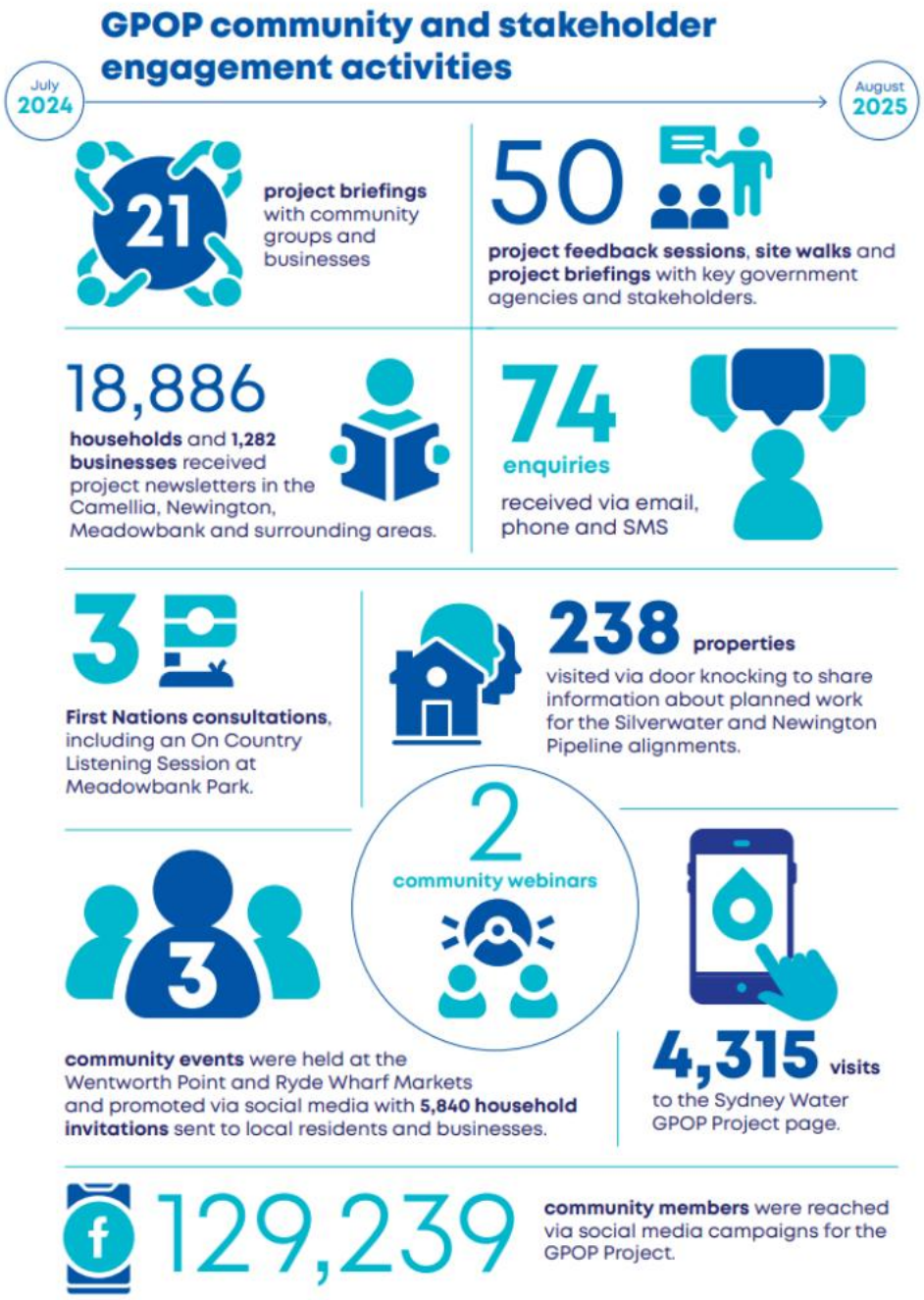


Figure 5.1 GPOP community and stakeholder engagement activities

5.2 Aboriginal stakeholder engagement

5.2.1 Aboriginal cultural heritage engagement

The Aboriginal cultural heritage assessment report (ACHAR) prepared for the project (Kelleher Nightingale Consulting, 2025) reports extensive consultation with Aboriginal parties.

The project has been liaising with 19 registered Aboriginal parties (RAPs) individuals and organisations since its inception in 2024. Opportunity for Aboriginal involvement in the project was provided throughout the ACHAR, including the formal consultation process:

- provision of project-specific information
- provision of assessment methodology for review
- invitation to advise on Aboriginal cultural value of the study area
- provision of draft ACHAR report for review
- ongoing consultation with the local Aboriginal community including regular project updates.

Consultation feedback about the project has generally been positive, with high importance placed on water quality in the Parramatta River and associated waterways, including Duck River. Of similar importance was marine ecology and contextual observations around the importance of the region from a contemporary perspective, in relation to the cultural mix of people from many nations residing in the broader Sydney area. Measures to create open channels of ongoing project involvement and engagement, cultural representation in design responses, and measures to improve environmental sustainability have been of interest to Aboriginal participants.

5.2.2 Aboriginal stakeholder engagement outcomes

Aboriginal stakeholder engagement for the project was delivered by Joy Horton Consulting to inform place and design of the Project and cultural values. Feedback from the Dharug Clans on the project included:

- concern for the potential loss of cultural sites because of extensive development occurring in the area
- waterways including the Parramatta River and Duck River hold extensive cultural significance
- the Parramatta River holds particular significance due to its role as a place of trade, meeting, ceremony and migration
- during colonisation by the British, the river was used heavily by colonists for transport and agriculture. Many members of the Dharug clans were forcibly displaced from traditional lands, suffering a loss of culture, language and kinship
- in present day, the Parramatta River and waterways hold significance to the Dharug clan in both a pre-colonial and post-colonial context
- concern for the health of significant waterways to impacts from construction and operation of the project.

To provide information and invite avenues for comments and questions, a project briefing on 27 February 2025 was held with Dharug Custodian Aboriginal Consultation. A project briefing was also held on 6 March 2025 with Dharug Strategic Management Group and an on-Country Listening Session on 18 March 2025 at Memorial Park.

Issues that were raised through this engagement were:

- cultural values on water as a living thing, central to daily life of modern and traditional Aboriginal people, considered in the place and design of the future WRRF, ancillary buildings and barometric loop.

Recommendations were made for the project to be considered during the detailed design phase, construction and operation including:

- façade of the WRRF and admin building to recognise Dharug Country
- consultation with Dharug elders on the name of the new WRRF
- Welcome to Country and smoking ceremonies
- rehabilitate spaces along Duck River, Duck Creek, and the Parramatta River using native flora, storytelling paths and memorial features.

5.3 SIA community and stakeholder engagement

This section outlines the engagement activities undertaken specifically to inform the SIA. The engagement period prioritised contacting key stakeholders living and working near proposed project infrastructure, particularly the WRRF and pipeline alignments, as well as local government and community groups active in these areas. A detailed list of key stakeholder groups for the SIA is provided in Appendix E.

5.3.1 Participation

In-depth interviews were conducted with key stakeholders in person and online between February and April 2025. This consultation period also included two in person field visits, including a walkthrough of Memorial Park with Aboriginal stakeholders and doorknocking in Newington.

Throughout the SIA engagement, a total of 230 stakeholders in the project area were consulted via phone and/or email. Of these, 55 were key stakeholders. SIA interview invitations were also sent out to the community in the January 2025 project newsletter.

In-depth interviews were conducted with nearby neighbours, local government, Aboriginal stakeholder groups and individuals, heritage stakeholder groups and individuals, relevant local businesses, education providers, property developers, recreational stakeholders, businesses and community groups. The interviews involved a discussion of the values, vulnerabilities and strengths of the local community, as well as the identification of perceived impacts and benefits as a consequence of the project.

Service provider interviews also explored the capacity of their service and offered insights into the potential impacts and benefits of the project on their specific area of expertise. Interviews were conducted with stakeholders in-person or via phone/teleconference.

Throughout the SIA engagement stage, there was a total of 13 interviews conducted with 17 participants. Additional stakeholders were engaged with through in-person impromptu conversations:

- one interview with a near neighbour, and engaging with 48 near neighbours in Newington through project doorknocking
- site walk in Meadowbank and Memorial Park with Aboriginal stakeholders and organisations
- one interview with local government - City of Ryde representative
- two interviews with education providers

- three interviews with Parramatta River recreational stakeholders
- two interviews with community groups
- four interviews with businesses across the project area.

The City of Parramatta Council was approached to provide specific input for this SIA however was not available at the time. Sydney Water maintains ongoing channels of communication with the Council and will continue to carry out engagement during planning and construction of the project.

The key findings from the SIA field studies are provided in Section 6. The methods of engagement with community and key stakeholders and details of participation are outlined in Table 5.2.

Table 5.2 SIA field study

Method	Event	Time frame	Administered	Stakeholders invited	Interviews conducted	Individuals interviewed/ engaged
Site walkthrough with Aboriginal stakeholders	Memorial Park	18/3/2025	SIA representative, Sydney Water representative, Design team representative, Aboriginal stakeholder Liaison	20	1	6
Phone calls (via Microsoft Teams/mobile phone)	Multiple phone calls were made to key potentially affected stakeholders to invite them to an SIA interview	February to April 2025	SIA phone calls	60	13	17
Emails	SIA interview email invitations were distributed to key stakeholders and other stakeholders anticipated to have an interest in the project	February to April 2025	SIA emails	209	-	-
Doorknocking	In person doorknocking was initiated to provide stakeholder views and engagement	1/4/2025	Doorknocking	108	20	48

5.3.2 SIA engagement outcomes

A summary of the values, strengths, vulnerabilities, key impacts and benefits identified through community and stakeholder engagement is provided in the following sections, which are described based on stakeholder groups interviewed. Among all stakeholder groups, the most common issues raised, or issues with high importance, were around traffic and access, potential impacts to open space, and construction noise and vibration. In terms of benefits, stakeholders felt positively about the project's contribution to improved water quality and water supply resilience. A more detailed version of the below list, including quotes on stakeholder comments, is provided in Appendix F.

i Near neighbour views

Throughout SIA engagement, near neighbour perspectives were sought to provide input from local residents in proximity to the project. As such, interviews with near neighbours were sought by contacting residents who live near proposed project infrastructure. Engagement feedback was derived from project near neighbours in Newington, to align with staging of project communications.

A summary of views relevant to the SIA expressed by nearby neighbours is provided in Table 5.3.

Table 5.3 Near neighbour views - Newington

Key themes	Comments and/or direct quotes reflecting matters raised
Local area values	• Community members expressed that they value the area for its natural bushland and ethnic diversity
Community character	• Key aspects of the community include leisure and social activities, with sports usually accessed outside of the suburb • Common points of connection were identified as Newington public school, Newington Marketplace shopping centre and Pierre De Coubertin Park • Pierre De Coubertin Park was identified as having additional value as a dog park • The area was identified as being relatively unconnected
Local infrastructure	• Buses are a prominent form of public transport with high usage, especially for school children • Public transport was described as being patchy and poorly coordinated
Parking	• Street parking is an issue on residential streets, especially when there are large events at Sydney Olympic Park • High density apartment living in Wentworth Point has contributed to high traffic on Hill Road • Keeping construction underground on Hill Road was appreciated
Benefit	• The project was perceived as beneficial in relation to getting wastewater from the precinct out of the Northern Suburbs Ocean Outfall Sewer as well as for the scale of housing development likely to occur at Rosehill and Camellia
Health	• Daytime working is preferred as a community member identified having an illness that requires rest
Noise	• Noise, dust and pollution were identified as concerns for people who work from home and children going to and from school • Construction of apartments already generates noise and dust
Traffic	• Traffic is already an issue, concern with an increase in truck traffic • Hill Road is problematic with traffic
Roads	• Access in and out of the area is important especially for school children (along with safety)
Odours	• Odours were a common concern, with odours from sewers and waste treatment facility on Hill Road and coffee smells from coffee roasting factory in Silverwater
Opportunities	• Opportunities were identified as a community consultative group and community advocates

ii Local government views

A summary of views relevant to the SIA expressed by local government representatives is provided in Table 5.4.

Table 5.4 Local government views

Council	Key themes	Comments and/or direct quotes reflecting matters raised
City of Ryde	Meadowbank Park	• Has a catchment area of 10 km and hosts significant events • Is accessible via bus route along Constitution Road and has significant parking • Relocating users to other areas – would be challenging because those areas would become overused/ utilised beyond their capacity • It is difficult to see a realistic way of mitigating short term impacts to the park
	Infrastructure	• Parking is always a challenge, especially when major competitions are on • In term of public transport, buses and trains reliable • General traffic can be challenging around peak hour/peak times • There may be a significant disruption to infrastructure in the urban area
	Concerns – park closure	• The park being closed will have a short-term negative impact on the community • Challenging for Council to manage the different stakeholders and accommodate their needs at other facilities throughout the LGA • Would be good to flesh out longer term benefits with Sydney Water so the community knows the short-term impact will lead to longer term benefits
	Environmental impacts	• Concerns related to environmental impacts were associated with the river foreshore area, tree canopy and vegetation in Memorial Park, as well as Meadowbank Park as it is an old landfill site
	Noise	• Short-term construction noise and general impacts to the area may be problematic
	Opportunities	• Environmental outcomes can be enhanced through tree planting and other general vegetation improvements • Benefit could be generated through enhancements to the space [Meadowbank Park] so there is benefit for the community, this could be through improvement to playing surfaces • Clear communication about the impact and signage in terms of alternate pedestrian routes will help
	Cumulative impacts	• Concern for potential cumulative impacts given planned Parramatta Light Rail Stage 2 construction and the Constitution Road Infrastructure Upgrade (Stage 2) • Within the park, council has significant works scheduled later this year [2025]
	Benefits	• Council would see it as beneficial for Sydney Water to identify benefits to come out of the project for the community

iii Aboriginal stakeholder views

A summary of views relevant to the SIA expressed by Aboriginal stakeholders is provided in Table 5.5.

Table 5.5 Aboriginal stakeholder views

Key themes	Comments and/or direct quotes reflecting matters raised
Meadowbank Park	• Meadowbank Park was identified as quiet oasis which provides access to the river and a connection to the environment • Any trees removed must remain on Country as people have always used resources they have removed • Ghost gums were identified as significant should stay in place • There is potential for art to be featured at Meadowbank Park
Parramatta River	• Everything about water, including how it is experienced, is significant to Aboriginal and First Nations people • The river is valued as it connects Country and space • Stakeholders asked questions about why the pipeline is crossing the river twice, from the perspective that the project should minimise impacts to the river where possible • Concerns about the depth of the crossing, and potential for disturbance of sediment
Camellia, Rosehill and Duck River/ Creek	• One stakeholder grew up in the area. Their experience of it has always been industrial, but still used to play in canals and family worked locally
Connections to Country	• It was expressed that Country needs to be acknowledged • The approach to restoration is important in showing respect for the place
Environmental impacts	• Mangroves are significant and need to be retained and protected • Impact on the environment – water quality and river foreshore area • It was expressed that it would be good to know more about the history of the area, including about fishing and trade practices
Connections to place	• Stakeholders observed that many Aboriginal people are living in the region who aren't Traditional Owners of this area, often people have a more recent connection to place and are not comfortable when speaking to history and importance of the area
Opportunities	• Make sure vegetation is protected, partner with Council and look at opportunities to enhance environmental outcomes and planting throughout the project • The project can create opportunities for learning and dialogue around the experience and knowledge of Aboriginal people through design • Opportunity for an art project in Meadowbank Park utilising any timber from tree/s to be removed in place
Cumulative impacts	• Stakeholders identified that the area has been built up for a long time, and with the loss of knowledge experienced by Aboriginal communities, it is hard to know what was here
Benefits	• Improvements to water quality as a result of treated water being introduced – likely better quality

iv Community group views

A summary of views relevant to the SIA expressed by community groups is provided in Table 5.6.

Table 5.6 Community group views relevant to this SIA

Key themes	Comments and/or direct quotes reflecting matters raised
Community context	• Community groups in Parramatta want to connect to the river • Main members are around Toongabbie Creek which flows through four LGAs and Ryde and Hunters Hills area • 11 councils whose land flows into the Parramatta River are financial members of the Parramatta River Catchment Group
Local area values	• Pathways along the river give people opportunity to exercise and interact with the river • Wetlands – Murama – significance for Aboriginal stakeholders – provide a healing space • Open space, sports, fishing, kayaking, canoeing • Clean water so people can fish and enjoy the river
Water quality	• Water quality in this section is bad so can't have a swim site • Duck River identified as a problem area due to pollution • Expressed that sediment from construction is a big problem for the river, sediment and erosion controls are needed
Biodiversity	• Bar-tailed godwit is really important and has been sighted in the area • Mason Park Wetlands are important, there are areas of saltmarsh that are ecologically endangered, restoration being conducted by Friends of Mason Park Wetlands – part of Parramatta River and Waterways Network
Project benefits	• Project was perceived as beneficial as it will put clean water into the area and will support goals to make the river swimmable • "Strongly support – understand the reasoning behind it – can't have all our eggs in one basket when we're trying to service so many people" • Resilience to the water supply • Improved water quality of the river
Community perceptions	• Within the community in general – there is a perception – that Sydney Water is a polluter and not a fixer
Vulnerabilities	• Quite a lot of homeless camps further up from Duck River
Impacts on river flow	• Want to understand how increasing the flow will affect ecological sensitivity

v Heritage stakeholder views

A summary of views relevant to the SIA expressed by Parramatta heritage stakeholders is provided in Table 5.7.

Table 5.7 SIA engagement – Heritage stakeholder views relevant to this SIA

Key themes	Comments and/or direct quotes reflecting matters raised
Heritage impacts	• The Grave of Elinor Magee is one of the earliest graves in Australia and should be protected. • No specific concerns raised other than the grave site • Heritage sites are valuable because they can't be replaced
Character of area	• An industrial area that has nothing to do with Parramatta's colonial heritage as there was no development in colonial days

vi Education provider views

A summary of views relevant to the SIA expressed by a local primary school and a childcare provider is provided in Table 5.8.

Table 5.8 SIA engagement – Education provider views

Key themes	Comments and/or direct quotes reflecting matters raised
Service capacity - childcare	• Childcare is expected to reach capacity in 2031, however has around 70% capacity at the moment • Catchment area (the suburbs the children are from) includes Parramatta – Rydalmere, Oatlands, Blacktown/Bass Hill, Austral, Kings Langly. About 50% [of families that access the childcare] are from the Parramatta area • Working from home means there are more flexible enrolment patterns compared to pre-COVID
School enrolments	• 160 students, 23 staff. 750 students within next five years, based on apartments and construction
Transport infrastructure	• The light rail has made access via public transport easier for parents however most parents drive
Water quality	• Concerns were raised in relation to inability to discharge at Wentworth Point due to shallow depth, reverse osmosis and councils accessing water
Population increase	• Stakeholders expressed that the project would increase business around the area, but they don't see the childcare organisation benefitting
Contamination	• Stakeholder raised concern about impact on children related to earthmoving in Rosehill, truck movements along Grand Avenue and asbestos warning creating concerns among parents
Traffic	• Concerns about trucks impacting on traffic flow and service accessibility. There are trucks that already park on Wharf Road • Concerns were expressed about trucks being near where children are • Residential parking was described as tight
Meadowbank Park	• School utilises Meadowbank Park for sporting activities weekly • The park is fully booked at all times • Meadowbank Park is utilised as a sporting ground as the school does not have regular access to an oval on school grounds
Concerns	• It was predicted that parents will not be concerned until construction starts as they will be able to see it
Water quality	• Concerns about the water quality of the river due to conducting field trips to the mangroves
Noise	• Stakeholders expressed some concerns around possible noise impacts • Existing drilling impacts is unnerving for the community, it is likely that parents will complain about dust, noise and parking
Cumulative impacts	• School stakeholders expressed that there is a lot of development at the moment which is creating uncertainty
Support	• Stakeholders expressed support for the project, stating that it is necessary infrastructure despite some short-term impacts

vii Business stakeholders

A summary of views relevant to the SIA expressed by local business stakeholders is provided in Table 5.9.

Table 5.9 SIA engagement – local business stakeholder views relevant to this SIA

Key themes	Comments and/or direct quotes reflecting matters raised
Traffic	• The community of Wentworth Point continue to advocate for infrastructure, including road improvements, public transport and service delivery • A stakeholder identified that their business does not have a high number of truck movements in the area but rely on truck access for businesses on Carnarvon Street • Street is highly industrial (Carnarvon Street) – some side streets have a bit of residential • In Silverwater and Camellia there is not bad traffic, but rather a continuous flow of traffic. This is not the case for surrounding roads such as James Ruse Drive and the M4 • Construction of the light rail will improve traffic and congestion concerns in more dense residential suburbs
Transition and ongoing and planned development	• Stakeholders highlighted development in the project area is ongoing • Congestion is perceived to be exacerbated by additional development and lack of service delivery • Stakeholders observed there is a growing concern in the community about the potential for perceived additional impacts in the context of existing development in Newington, Silverwater and Wentworth Point - particularly with respect to existing population growth, which has resulted in congestion, traffic, limited access to on-street parking and environmental impacts **In Rosehill:** • Horses living at the Rosehill Gardens Racecourse don't only race at Rosehill, most days vehicles move in and out of site • Lot of services running in and out of facility – waste, supply, feed waste, events food, equipment, fire
Impacts to business operation	**Silverwater:** • Expressed concerns that anything that disrupts truck movements on Carnarvon Street or within 1 to 2 blocks of the area would be difficult to support • If [Sydney Water] proceeds with their plan [for works on Carnarvon Street, as presented at the time of engagement], it would have significant impact on [the business] if the road is blocked. The only access is via Carnarvon Street **Wentworth Point:** • Stakeholders were concerned that Wentworth Point already experiences high traffic volumes and congestion, and is susceptible to congestion **Camellia and Rosehill:** • Movements within racecourses are directly related to racehorse movements – no access during those times, including 5:00 am to 9:30 am daily • Industrial café near the project area, can serves 150 to 250 customers a day, supported by various construction programs in the area, as well as truck drivers, offices, TfNSW and racecourse **General** • A business provider expressed concern that interruption to operations would lead to a loss of clientele and have an impact on business revenue and may impact staff livelihoods • Quite a few businesses are all competing for the same income streams • For [the business] there are "probably no benefits from the project" as they are already connected to existing systems for water. In relation to wastewater, they don't have much discharge
Environmental impacts	• Environmental impact won't be that significant – because activities here are heavy machinery and large trucks – already similar impacts • Concern was raised about potential contamination in the alignment and approaches to management of contaminated sites during construction

Key themes	Comments and/or direct quotes reflecting matters raised
Uncertainty	• Stakeholders expressed uncertainty around proximity of project infrastructure to their property and if they will be impacted
Residential community character	**Stakeholders observed that in Wentworth Point:** • Exclusively apartment living, highly walkable • Families looking at apartment living, access to schools • Diverse in terms of age, cultural background and languages • Key attraction is access to waterfront, green spaces • Certain level of activeness – shared aspirations for growth • Unity between a number of people who have banded together to push things to happen • Politically engaged – quite educated in terms of depth and thoroughness of comments
Cumulative impacts	• Stakeholders questioned how construction of Parramatta Light Rail Stage 2 along Hill Road will be managed due to proximity to project infrastructure • The area is continuously under construction, noise, traffic, road closures. Some people are experiencing construction fatigue. Any ways to minimise construction impacts will be beneficial in this context • Stakeholders observed that some existing real and perceived problems haven't been dealt with by the government, including population growth
Biodiversity impacts	• It was identified that the community values environment and ecology and impacts on natural environment should be minimised
Contamination	• Concerns were raised around potential for contamination for those using Hill Road in relation to safety
Water	• Concerned about discharge into the river. Stakeholders indicated they understand the need for the project, but communication about mitigation and management measures needs to be clear to prevent community
Noise	• Effect [of noise] on horses and patrons
Visual	• Concerns about visual impacts related visual appeal for holding events at Rosehill
Major events in Camellia	• Rosehill holds carnival days, in Autumn and Spring for up to a month which generate large crowds • Rosehill Caravan and camping show, takes up most of the site – "thousands of people visiting the site"
Management measure suggestions	• Early engagement with councillors and council officers was recommended by stakeholders to support the project design and delivery process • It was recommended that Sydney Water should also engage with the Wentworth Point Resident Action Group and any Aboriginal people and local Aboriginal groups with an interest in the project
Project support	• Support was given to the projects related to benefits for the growing population, sustainability, community and business • Stakeholders indicated they were overall quite supportive of this as a major piece of infrastructure, highlighting that the project is a step in the right direction for infrastructure provision, and might catalyse further growth • Stakeholders also noted that the sustainability benefits of the project, when compared to current methods, may resonate with residents

viii Parramatta River recreational stakeholder views

A summary of views relevant to the SIA expressed by Parramatta River recreational stakeholders is provided in Table 5.10.

Table 5.10 SIA engagement – recreation stakeholder views relevant to this SIA

Key themes	Comments and/or direct quotes reflecting matters raised
Water quality	• Concerns were raised related to water quality, particular the mix of freshwater into a saltwater environment • It will be a benefit to ability to run activities if there is less sewerage in the river • At the moment, recreation providers do not encourage swimming in the river • Water quality seems a lot better than it used to be
Water flows	• Will it (water flows) affect Duck Creek – Duck River? Duck creek is right behind our site – but will tunnel underneath
Water level	• Concerns about if volume and effect on water level of Parramatta River will affect ability to use the river • Meadowbank Park was identified as being prone to flooding
Water activities	• Sailing, canoeing, youth members
Times/days	• Activities are conducted on the river regularly, including sailing club two nights a week, Concord/Ryde Sail Club on Saturdays, school learn to sail programs on weekdays and Epping Scouts on the weekends
Area of activities	• Homebush Bay, Paddle Rhodes to Cockatoo Island, Sailing Club at Putney. • Private school rowers – storage sheds closest at kissing point into Homebush Bay • Dragon boaters at Rhodes and Kissing Point – out each week • Concord/Ryde Sail Club launces off the beach – boats are all dinghy's • Typically, only sail boats between the bridges would be Epping Scouts • Bike riders in Sydney Olympic Park and cycleway on the other side of Parramatta River
Fish/wildlife	• At Homebush Bay fish jump out, and certain times of the year there are lots of jellyfish • Seal swimming between Meadowbank and Kissing Point and dolphins • People fish regularly and take them home to eat
Biodiversity	• Concerns that introducing fresh water will change the ecology of the river – the habitats, wildlife and feeding patterns • Mangroves were identified as being important to the river ecosystem
Sediment	• Stakeholders were concerned about the introduction of clean water in river disturbing sediments
Parking	• Recreation stakeholders use parking under the bridge and the ferry wharf, identifying that reduced parking spaces will be a problem • User of adjoining Meadowbank Park precinct and netball courts – extremely busy during summer months – parking is at capacity
Vulnerabilities	• Identified that some people are affected by the water as they have skin conditions that flare up • Some asthma and people with breathing difficulties
Benefits	• Stakeholders expressed support for the project as it will improve the water quality and allow for more days on the water • Interested in community grants • Mangrove propagation and planting was identified as something that could be supported • Relieved there will not be impacts on car parking for Ryde Sailing Club
Opportunities	• Consultation with local Aboriginal and First Nations representatives and maybe incorporate respectful design elements to give a nod to early heritage

6 Assessment of social impacts and benefits

This section discusses the potential social impacts generated by the project and provides an assessment of relative social risk utilising the methodology outlined in Section 2.3 of the SIA Guideline Technical Supplement (DPIE, 2023b).

6.1 Impact assessment overview

Findings from technical reports and stakeholder consultation have been used to capture expert and local knowledge in the identification and assessment of social impacts, and to develop appropriate impact mitigation, and enhancement strategies.

The assessment of social impacts considers a diverse range of factors and interests including:

- impacts viewed as both negative and positive as they relate to different groups of people
- potential impacts and benefits on local communities and the broader region
- effects on vulnerable sectors of affected communities
- community access to services such as housing and health care.

Social impacts are initially assessed under a worst-case scenario, followed by the residual impact assessment assuming effective implementation of the proposed mitigation or enhancement measures. The terms unmitigated and mitigated are used to describe negative impacts while un-enhanced or enhanced apply to positive impacts (benefits).

The following data and information have been used to identify the impacts and their associated risks:

- data collected as part of the social baseline
- findings from community and stakeholder engagement activities
- findings from technical studies
- academic research
- relevant high-quality government and agency reports.

Application of the likelihood and magnitude framework as outlined in Section 2 of this report, informs assessment of the level of significance of a social impact as being low, moderate, high or very high.

Table 6.1 summarises the social impacts and benefits associated with the project as they relate to impact categories set out in the SIA Guideline.

Table 6.1 Impact themes

Social impact stage[1]	ID	Social Impact category	Impact / benefit on people (unmitigated)	Reference addressed
Detailed design	Co01	Community	Project facilitates delivery of strategic planning objectives for the GPOP area and the broader central city	Section 6.2.1
Construction	S01	Surroundings	Visual amenity impacts during construction	Section 6.3.1
	HW01	Health and wellbeing	Health and amenity impacts related to noise caused by construction of the WRRF, release structure and pipelines	Section 6.3.2
	HW02	Health and wellbeing	Health risks related to air quality and dust caused by construction of the WRRF, release structure and pipelines	Section 6.3.3
	S02	Surroundings	Potential impacts to important waterways	Section 6.3.4
	Cu01	Culture	Potential impact to places of Aboriginal cultural value affecting connection to Country	Section 6.3.5
	Cu02	Access	Temporary interruption of access to public spaces	Section 6.3.6
	HW03	Health and wellbeing	Impact of the project on use of the Parramatta River for recreational purposes, including swimming and fishing	Section 6.3.7
	A01	Access	Temporary interruption of private vehicle access, including disruption of property access due to construction	Section 6.3.8
	HW04	Health and Wellbeing	Potential road safety risks related to construction	Section 6.3.9
	A02	Access	Potential disruption to active and public transport due to construction activities	Section 6.3.10
	A03	Access	Temporary interruption of access to services as a result of construction activities	Section 6.3.11
	L01	Livelihoods	Temporary disruption to local businesses as a result of construction activities	Section 6.3.12
	L02	Livelihoods	Generation of employment and training opportunities for people in Sydney	Section 6.3.13
	L03	Livelihoods	Business opportunities due to project and employee procurement of goods and services	Section 6.3.14
	S02	Culture	Potential for impact to places important to local and historical sense of identity and connection to place	Section 6.3.15
Operation	HW05	Health and wellbeing	Concerns associated with potential changes to visual amenity, noise and odour during operation of the WRRF	Section 6.4.1
	A04	Access	Enhancing the reliability and longevity of the wastewater network	Section 6.4.2
	S03	Surroundings	Long-term benefits for the health of the Parramatta River	Section 6.4.3

6.2 Detailed design

6.2.1 Project facilitates delivery of strategic planning objectives for the GPOP area and the broader Central City

The project will be delivered in the context of substantial predicted population growth in the GPOP area. It is predicted that by 2041, the Central River City's population will increase by 400,000 people, with more than half of the population expected to reside in the GPOP area.

The project would be built to service the imminent population growth in the Greater Sydney area and avoid the duplication of the Northern Suburbs Ocean Outfall Sewer (NSOOS) and expansion of North Head WRRF. The capacity of the existing norther suburbs wastewater system is not expected to meet the needs of predicted population growth.

The project is expected to contribute to:

- supporting and sustaining population growth through increasing the longevity and service capacity of the wastewater network
- character change including aesthetic appeal and useability of the Parramatta River
- increasing housing availability, and employment and business opportunities
- facilitation of future planned changes to sub-regional land uses, which may affect the availability and characteristics of employment and business opportunities.

The project also demonstrates prioritisation of beneficial economic, environmental and social outcomes in the planning process through creating confidence in governance and decision-making systems.

Several stakeholders engaged for the SIA supported the project due to the project being likely to generate social benefits for local residents. Stakeholders highlighted:

- the project as it will boost a finite resource and support population growth
- wastewater programs are good for the environment, community, and Country
- the project is a step in the right direction for infrastructure provision and might catalyse further growth.

The GPOP Master Plan (Sydney Water, 2023) aims to service population growth in the GPOP area by addressing challenges related to climate and drought, infrastructure development, aligning service delivery with a whole water cycle approach and waterway health.

Sustainability benefits of the project were also noted when compared to current methods and that this may resonate with residents. Stakeholders indicated they understood the need for the Project but communication about mitigation and management measures needs to be clear.

The project will facilitate delivery of strategic planning objectives articulated in a range of other policies and strategies including:

- Greater Sydney Water Strategy (DPE, 2022c) that focuses on maintaining supply that aligns with demand in the long-term
- Place-based Infrastructure Compact (PIC) (Greater Sydney Commission, 2019) is a strategic planning model that looks holistically at improved alignment of growth with the provision of infrastructure

- the vision of the Central City District Plan (Greater Sydney Commission, 2018) which is for residents to have quicker and easier access to a wider range of jobs, housing types and activities, by improving the District's lifestyle and environmental assets. A key strategy of the Plan involves enhancing the quality of, and access to, waterways such as the Parramatta River and Duck River

- Camellia Rosehill Place Strategy (DPE, 2022) which will guide renewal of the precinct over the next 20 years, and sets objectives for the project area as within an industry and employment hub, and for retention and enhancement of heritage, cultural and environmental values associated with Duck River

- City of Parramatta and City of Ryde Community Strategy Plans (CSP) and Local Strategic Planning Statements (LSPS):

    - relevant priorities of the City of Parramatta CSP included enjoyment of Parramatta's green and open spaces, and the Parramatta River; an eco-friendly City; recycling more and wasting less; and balance between maintaining existing assets and building new ones

    - City of Parramatta LSPS identifies the 20-year vision for land use in Parramatta LGA to meet social, economic and environmental needs. Among the key priorities identified are ensuring energy and water flows are captured and re-used. Concerns related to the impact of growth on waterways

- relevant objectives of the City of Ryde CSP include providing opportunities and choices for recreation, and active learning and living, reducing our environmental footprint and protecting our natural and built environments, reducing our impact on natural systems and strengthening the health of our natural corridors

- relevant community feedback on the City of Ryde LSPS Indicates that community priorities include 'Infrastructure to keep up with growth', and that Council gives 'More prominence to sustainability'. The project will assist in achieving these objectives by providing an opportunity for the social locality to balance growth and sustainability outcomes

- the objective of the Hill Road Master Plan is to transform the area from an industrial suburb to a high density residential and business hub with a focus on making Hill Road more environmentally sustainable (City of Parramatta, 2021)

- Meadowbank & Memorial Parks Masterplan Report (City of Ryde, 2019) sets out strategic directions for planning and management of the parks including the parks' contribution to improving ecological functions; and improved water quality and stormwater discharge to ensure sustainable and climate resilient parks.

The project will be consistent with the strategic vision for the Camellia and Rosehill precinct, and will facilitate delivery of the above objectives by applying the design principles outlined in the Place and Design Framework (GHD, 2025) during the detailed design stage. The project will also deliver operational benefits supporting growth and development plans for the Central City region.

The unenhanced significance of the Project facilitating delivery of strategic planning objectives for the GPOP area and the broader Central City is assessed as **High** because it will result in a noticeable improvement to something people value highly for an extensive time and for a large group of people (residents of the Central City region public authorities and government stakeholders). The likelihood is Likely and the magnitude is Moderate.

Proposed enhancements include development and effective implementation of the project CSEP which:

- builds greater awareness of the net-positive effects of servicing future population growth, and the alignment of project outcomes with adopted strategies for the growth and development of the Central City
- demonstrates the alignment of project outcomes with adopted strategies for the growth and development of the Central City and existing capacity and demand predictions
- demonstrates the net positive effects of servicing future population growth
- provides initiatives to contribute to maintaining social cohesion in the local area, which has experienced significant population growth in areas such as Wentworth Point, and is subject to current and future development plans.

The enhanced significance of the Project facilitating delivery of strategic planning objectives for the GPOP area and the broader Central City is assessed as **High (positive)**. The likelihood of the impact occurring is Likely and the magnitude is Major.

Table 6.2 Project facilitates delivery of strategic planning objectives for the GPOP area and the broader Central City

Impact category	Matter	Affected parties	Duration	Extent	Unenhanced	Enhanced
Community	Project facilitates delivery of strategic planning objectives for the GPOP area and the broader Central City	Residents of the Central City region	Detailed design, Operation	• Local area • Sub regional area • Regional area • Area of reference (Sydney UCL)	High	High

6.3 Construction

6.3.1 Visual amenity impacts during construction

The Department of Infrastructure and Transport (2011) defines amenity as the extent to which a place supports quality of life, health and general wellbeing of residents. Amenity is also significant for businesses, open spaces and places of worship, as a contributing factor to the attractiveness, quality and enjoyment of these spaces. The Community Strategic Plans for the City of Parramatta (2025) and City of Ryde (2025) LGAs indicates that protecting and enhancing public amenity is a priority for residents.

The project area includes a range of high amenity facilities such as Rosehill Gardens Racecourse, Meadowbank Park, Memorial Park, Pierre De Coubertin Park, the Sydney Korean Catholic Church and sections of Sydney Olympic Park, which are sensitive to visual impacts. Most construction compounds for the brine and river release pipeline sites will be overlooked or adjacent to residential dwellings, industrial and commercial businesses, as well as recreational and community facilities.

The value of local amenity was discussed by local stakeholders during SIA engagement. A stakeholder associated with the Rosehill Gardens Racecourse expressed the value of amenity at the facility, indicating that visual appeal is important for the venue. The same stakeholder expressed that in regard to Rosehill Gardens Racecourse, “people come to the races for an experience, if they’re looking at construction, it’s not a nice experience”.

The Visual Impact Assessment (GHD, 2025) assessed the potential for impacts during the construction of the project. This included assessment of the construction of different project elements, including the WRRF and pipelines.

During construction of the project there is likely to be temporary impacts to landscape and visual amenity. The extent of impacts will vary along the project area. Changes to landscape and visual amenity will occur where:

- construction compounds are established
- during open trenching works
- during upgrades to the Camellia pumping station
- during construction of the barometric loop and river release structure at Memorial Park
- at the WRRF site.

There will be permanent changes to landscape and visual amenity at the WRRF site and Memorial Park (due to the barometric loop). Permanent visual impacts are discussed in Section 6.4.1.

i Camellia-Rosehill WRRF

Elements associated with the construction of the WRRF include construction machinery, fencing and signage. The need for changes to vegetation on the verge will be considered during detailed design. These elements are expected to have a **Moderate to Low** impact at Unwin Street and Devon Street in Rosehill. Temporary changes to views at the Rosehill Gardens Racecourse and Grandstand may occur due to views of large structures in the WRRF construction footprint, however these changes are assessed as **Negligible**, due to the existing industrial context.

ii Pipelines

Construction impacts from installation of pipelines will be temporary and progressive during the construction phase. The VAIA (GHD Design, 2025b) identified receivers across this pipeline are a mix of industrial, commercial and residential properties, and that residential receivers are considered to be more sensitive to visual impacts.

Eleven of the viewpoints were assessed as being either Low or Negligible impact due to lower sensitivity ratings for temporary receivers, such as motorists or pedestrians. Two of the viewpoints at Carnarvon Street east (VP08) and Meadow Crescent (VP13) had two assessment ratings for different receivers.

Moderate and Moderate-Low ratings were assessed for six viewpoints at Carnarvon Street east, Comaneci Avenue, URBNSURF, Meadowbank Park, Meadow Crescent and the Memorial Parklands Barometric Loop, generally associated with residential visual receivers with High or Moderate sensitivity ratings.

The highest impacts in parklands and industrial areas are due to temporary works and vegetation removal, or where sensitive residential receivers are near construction zones.

It is noted that throughout the project area, some stakeholders may be disproportionately affected by the changes, and additional screening is required where stakeholders may overlook project sites. Potential impacts are largely associated with HDD pits, the barometric loop, trenching, excavation machinery use and storage, stockpiling and storage of pipeline infrastructure prior to installation, and fencing.

Visual impacts to recreational spaces can have a broad range of social impacts. As advised in the UN Habitat programs guidance on Healthier Cities and Communities Through Public Spaces (2023), Public open space plays an important role in high-density suburbs by enhancing public well-being through providing views and natural features, supporting mental health by offering opportunities for peaceful enjoyment, and influencing property values by making areas more desirable (NSW Government, 2025). Open spaces are valued for recreation and amenity in the local area, including Sydney Olympic Park, Meadowbank Park, Pierre De Coubertin Park and Memorial Park. Recreational spaces are valued by a range of users, including schools and sporting groups.

Receivers with the potential to be impacted include River and Memorial Park users, as well as residents and those with extended views across the waterway. The Parramatta River and surrounding recreational spaces are highly utilised by the community for leisure. As the local area increases in population and density, there is an increasing number of visual receivers who live along the Parramatta River who have the potential to have views across the waterway. The visual risks associated with the construction of the project are **Medium**.

Visual impacts from the brine and transfer pipeline have been assessed as **Low**, given their short duration, the predominantly industrial context and relatively small scale. For the extended brine pipeline works north of the Parramatta River, receivers include the university and various residences, as well as those travelling along transport routes such as Kissing Point Road.

There are a number of roads in the social locality which will experience temporary changes to existing views, though these are expected to have relatively little visual impact due to existing low levels of visual amenity. This includes James Ruse Drive, Carnarvon Street and Day Street. It is noted that in a social context, the impact is determined by a stakeholder's level of concern and based on project engagement outcomes this appears relatively **Low**, but may change over time.

Overall, there are a range of stakeholders and anticipated degrees of visual impact across the project area. Therefore, the unmitigated significance of visual amenity impacts during construction is assessed as **High**. The likelihood is **Likely** and the magnitude is **Moderate**.

Impacts on amenity related to the project can be mitigated through:

- implementation of Sydney Water's Complaints Management Policy
- development and effective implementation of the project CSEP, including:
    - ongoing engagement with local community and key stakeholders as the project progresses. This ongoing engagement will inform adaptive implementation of impact-specific measures to avoid or mitigate the experience of impacts at individual premises. Some measures may include:
        - construction environmental management plan (CEMP) measures to support site management, work planning and staging, equipment selection and application of visual screening
        - community check-ins to affirm the effectiveness of implementation of mitigation measures proposed in technical studies to address visual amenity. This should be framed with the intention of developing continuous improvement to management processes throughout the project lifespan.

At some locations, these measures will not substantially reduce the degree of visual impact, however they will assist in managing community sentiment associated with the change, and thus may vary the associated concerns relevant to the social dimensions of this impact.

The mitigated significance of 'Visual amenity impacts during construction' is assessed as **Medium**. The likelihood of the impact occurring is **Possible** and the magnitude is **Moderate**.

Table 6.3 Visual amenity impacts during construction

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Surroundings	Visual amenity impacts during construction	Local community, including residents, businesses and people travelling to, or through the project area. Sub-regional community, including public open space users	Construction	Near neighbours Local area	High	Medium

6.3.2 Health and amenity impacts related to noise caused by construction of the WRRF, release structure and pipelines

During construction of the project there may be impacts due to noise and vibration. These impacts are associated with construction of the WRRF, release structure and pipelines. As outlined in Section 6.4.1, amenity has been defined as the extent to which a place supports quality of life, health and general wellbeing of the local community when they are occupying their dwellings, businesses, or community spaces such as parks and places of worship in the local area.

The local area has a range of high amenity facilities, including a range of businesses, parks, places of worship, and recreation assets, as outlined in Section 6.4.1 and Appendix C.1. Nearby neighbours valued living in a quiet area with good air quality with respect to health and wellbeing. Quotes representing these values include:

> "Noise and dust are concerns as currently impacted by local apartment construction activities"
>
> "Preference for high noise and dust levels to be avoided during peak hours when children are going to and from school"
>
> "Daytime work is preferred as I have an illness that requires rest"
>
> "Effects on horses and patrons – "horses are sensitive to anything new – noise, vibration"

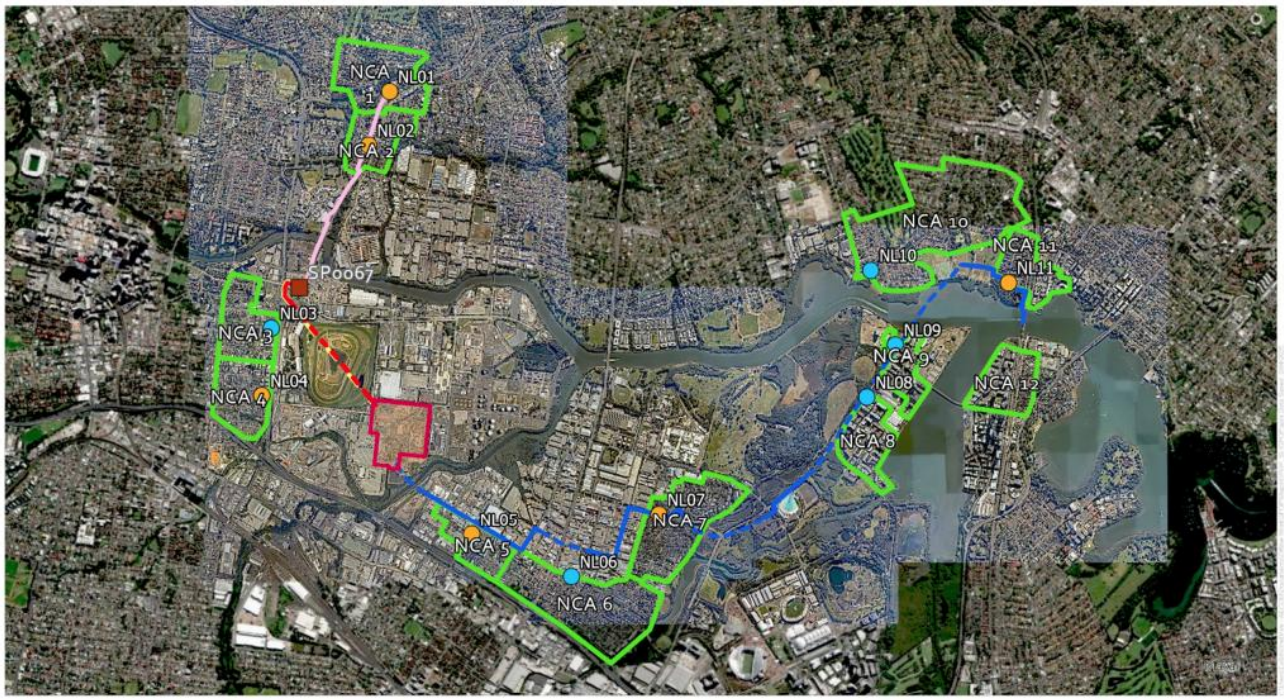
The Noise and Vibration Impact Assessment (AECOM, 2025) assumed a worst-case scenario based on a 15-minute period construction works. As a result, the findings do not represent the expected day-to-day noise impacts and these impacts are not likely to occur for long periods of time. Applying this methodology to residential and non-residential receivers near the project area, the NVIA assessed the worst-case potential noise and vibration impacts by assessing exceedance of noise management levels. Noise management levels represent the point above where there may be a reaction to noise. The NVIA assessed a variety of models and impacts to 12 Noise Catchment Areas (NCAs). These NCAs are geographic locations grouped to represent particular land use types (such as residential or recreational).

The NVIA assessed a variety of models and impacts to 12 NCAs. These NCAs are geographic locations grouped to represent particular land use types (such as residential or recreational). The NCAs broadly relate to:

- NCA 1 and 2: Brine pipeline (relining section) represents residential areas and mixed-use areas
- NCA 3 and 4: Areas west of the pumping station and the WRRF which represent residential and some mixed-use areas

- NCA 5, 6 and 7: Areas aligning to the transfer pipeline on the eastern side of the Duck River
- NCA 8 and 9: Areas around URBNSURF and the HDD pits on the southern side of the Parramatta River
- NCA 10 and 11: Residential and recreational areas north of the Parramatta River and where the primary works on the river release will occur
- NCA 12: Residential and mixed-use area south of the Parramatta River which could be subject to noise effects from the HDD pit as URBNSURF to the west and the river release works to the north.

The NVIA considered several works scenarios and assessed potential construction during standard and out-of-hour periods. It is expected that out-of-hours work will be required at various points along the project. The NVIA methodology assessed the worst-case potential noise and vibration impacts. This means that noise results could be driven by a concrete saw which is only used for a short period of time (e.g. 30 minutes), however the noise model does not differentiate and assumes all plant and equipment are operating the whole time. This is what drives the results across so many receivers across so many NCAs. While it is unlikely to occur, at short bursts of time, these noise results could feasibly occur and so is still a reasonable trigger for the development of mitigation measures.



Source: NVIA (AECOM, 2024)

Figure 6.1 Map of affected NCAs

Table 6.4 NCAs with expected NML exceedances during construction at residential buildings (Standard construction hours)

	NCA 1 (Oatlands and Dundas)	NCA 2 (Dundas and Rydalmere)	NCA 3 (Parramatta and Rosehill)	NCA 4 (Rosehill and Granville)	NCA 5 (Silverwater)	NCA 6 (Silverwater and Newington)	NCA 7 (Newington)	NCA 8 (Wentworth Point)	NCA 9 (Wentworth Point)	NCA 10 (Melrose Park and West Ryde)	NCA 11 (Meadowbank)	NCA 12 (Rhodes)
Scenario 1: construction compound operation						✓	✓			✓	✓	✓
Scenario 2: construction of the WRRF site												
Scenario 3: pipeline construction – open trenching					✓	✓	✓			✓	✓	✓
Scenario 4: pipeline construction – HDD							✓			✓		
Scenario 5: relining works	✓	✓										
Scenario 6: works at Camellia pumping station												
Scenario 7: construction of river release structure											✓	

Table 6.5 NCAs with expected NML exceedances during construction at residential buildings (Out of hours and night-time)

	NCA 1 (Oatlands and Dundas)	NCA 2 (Dundas and Rydalmere)	NCA 3 (Parramatta and Rosehill)	NCA 4 (Rosehill and Granville)	NCA 5 (Silverwater)	NCA 6 (Silverwater and Newington)	NCA 7 (Newington)	NCA 8 (Wentworth Point)	NCA 9 (Wentworth Point)	NCA 10 (Melrose Park and West Ryde)	NCA 11 (Meadowbank)	NCA 12 (Rhodes)
Scenario 1: construction compound operation					✓	✓	✓					
Scenario 2: construction of the WRRF site												
Scenario 3: pipeline construction – open trenching			✓		✓	✓	✓	✓				
Scenario 4: pipeline construction – HDD			✓				✓	✓	✓	✓	✓	✓
Scenario 5: relining works	✓	✓										
Scenario 6: works at Camellia pumping station												
Scenario 7: Construction of river release structure											✓	✓

The NVIA found that some exceedances were predicted at various NCAs at various times of day and associated with different work stages. These results are summarized in Table 6.6 and Table 6.7. Generally, pipeline trenching and HDD activities were anticipated to generate the most exceedances.

Some NCAs were also found to experience temporary sleep disturbance impacts during construction. The number of residential properties where sleep disturbance may be experienced during construction is summarised in Table 6.6. These impacts are based on an assumption that some construction compounds would be required on a 24-hour basis. Residential properties that are closest to construction work would experience the highest impacts.

Table 6.6 Number of residential properties where sleep disturbance criteria is exceeded by NCA

Scenario	NCA	Number of residential properties where sleep disturbance criteria is exceeded
Scenario 1: construction compound operation	NCA 6 (Silverwater and Newington)	175
	NCA 7 (Newington)	23
Scenario 2: construction of the WRRF site	None	None
Scenario 3: pipeline construction – open trenching	NCA 3 (Parramatta and Rosehill)	65
	NCA 5 (Silverwater)	102
	NCA 6 (Silverwater and Newington)	30
	NCA 7 (Newington)	162
	NCA 8 (Wentworth Point)	7
Scenario 4: pipeline construction – HDD	NCA 3 (Parramatta and Rosehill)	5
	NCA 7 (Newington)	99
	NCA 8 (Wentworth Point)	1
	NCA 10 (Melrose Park and West Ryde)	109
	NCA 11 (Meadowbank)	32
	NCA 12 (Rhodes)	15
Scenario 5: relining works	NCA 1 (Oatlands and Dundas)	7
	NCA 2 (Dundas and Rydalmere)	7
Scenario 6: works at Camellia pumping station	None	None
Scenario 7: construction of river release structure	NCA 11 (Meadowbank)	34
	NCA 12 (Rhodes)	33

Noise associated with the construction of the project may impact on the amenity of residents and stakeholders in the local area.

Wherever possible, Sydney Water would aim to carry out noisy work during standard construction hours. In some cases, such as carrying out open trenching, this may not be possible in order to avoid other impacts, such as disruptions to businesses. Noise impacts can be felt across a range of receivers, including vulnerable residential receivers such as families with young children, noise-sensitive individuals. Noise may also be disruptive to receivers, particularly where sleep disturbance is a potential impact, or where residents are involved in night work or evening studying.

i Non-residential receivers

Four non-residential receivers are expected to experience noise management levels above 20 dBA. This includes:

- West Ryde Rovers Netball Club (during construction compound operation)
- two buildings associated with Sydney Korean Catholic Church (during construction compound operation)
- Western Sydney University (WSU) Early Learning Paramatta (during relining works).

Noise levels above 20 dB(A) are comparable with the noise generated from a ticking watch and are generally below a whisper. Although within safe levels, this may disturb locations which value quiet, such as places of worship, schools or childcare centres. Notably, the Sydney Korean Catholic Church and Western Sydney University Early Learning Parramatta both operate during standard daytime hours where construction would be occurring concurrently. Other non-residential receivers who have the potential to experiences NML exceedances less than 20db(A) include:

- Sydney Baha'i Centre
- Explore and Develop Parramatta
- Rosehill Bowling Club
- Eastwood Ryde Netball Association
- URBNSURF Sydney
- Meadowbank Park
- the Whitlam Library and Sir Ian and Nancy Turbott Auditorium (within the WSU South Campus)
- sensitive businesses along the pipeline alignment.

The Rosehill Gardens Racecourse stables have been identified as being potentially sensitive to noise and vibration impacts. No above ground construction is proposed within the immediate vicinity of the stables, however construction vehicles from the WRRF site will travel past the location of the stables. The NVIA found that the stables operate in an environment with high levels of existing background noise due to being located adjacent to James Ruse Drive which experiences a high and constant volume of traffic movements. The additional vehicles generated by the project would not result in a significant noise impact to the horses at the stables. Noise and vibration sensitive businesses along the pipelines may also experience changing conditions, and the project aims to complete further engagement to minimise the potential for impacts from open trenching works creating construction noise and vibration. This may affect their business or production capacity.

There is an existing house at 2b Grand Avenue, Rosehill, that is owned by the Australian Turf Club. The house is directly adjacent to construction compound C16 and within 100 metres of C14. Sydney Water will consult with the Australian Turf Club, as the landowner, as well as any tenants to understand potential impacts during detailed design and construction and to identify reasonable and feasible measures for respite while compounds are in use.

The NVIA also identifies a variety of heritage sites close to the alignment with the potential to be affected by vibration from the project requiring mitigation measures to be implemented. Locations include:

- WSU Parramatta Campus (formerly Rydalmere Hospital Precinct)
- Clyde Carlingford Rail Bridge abutments
- Grave of Eliner Magee and child
- Sewage Pumping Station 67
- Lower Duck River Wetlands
- Wetlands
- Ernest Fleming Pty Ltd, machinery merchants
- Ernest Fleming Pty Ltd, machinery merchants
- Newington Armament Depot and Nature Reserve
- Memorial Park (including obelisk) and remnants of former Meadowbank baths
- Meadowbank rail bridge over Parramatta River.

ii Summary

There is a possibility of substantial deterioration of amenity while construction is occurring at various points along the impact area. The NVIA identifies there is a potential for sleep disturbance , however, the Health Impact Assessment (HIA) (EnRiskS, 2025) has identified that where the project is designed to meet the noise specifications identified (i.e. predicted levels), and where the identified noise mitigation measures are implemented, there will be no changes in noise sufficient to cause changes in community health for the off-site community. Sensitive receivers located closest to the proposed construction areas and noise and vibration sources are the most likely to experience higher impacts. As such, the unmitigated significance of 'Amenity impacts related to noise caused by construction of the WRRF, release structure and pipelines' is assessed as **High**. The likelihood is **Likely** and the magnitude is **Major**.

The NVIA outlines a suite of mitigation measures such as:

- equipment selection and restrictions on sound power levels and vibration emissions of the equipment chosen
- the siting of equipment and shielding for static plant and equipment (such as generators)
- equipment maintenance.

Impacts on noise amenity related to the project can be mitigated through:

- development and effective implementation of the project CSEP, including:
  - 24-hour complaint management measures and reporting procedures during construction along with implementation of Sydney Water's Complaints Management Policy
  - ongoing engagement with local community and key stakeholders as the project progresses. This ongoing engagement will inform adaptive implementation of impact-specific measures to avoid or mitigate the experience of impacts at individual premises. Some measures may include:
    - respite for severely impacted stakeholders
    - community check-ins to affirm the effectiveness of implementation of mitigation measures proposed in technical studies to address noise. This should be framed with the intention of developing continuous improvement to management processes throughout the project lifespan
  - specialist studies will inform design development to reduce impacts
  - CEMP measures to support delivery of NVIA mitigation measures
  - monitoring programs which consider the location of key receivers, and options to offer monitoring at potentially impacted receiver premises
  - adaptive management of detailed construction plan, where feasible, based on findings and feedback from community check ins and monitoring.

The mitigated significance of 'Health and amenity impacts related to noise caused by construction of the WRRF, release structure and pipelines' is assessed as **Medium**. The likelihood of the impact occurring is **Possible** and the magnitude is **Moderate**.

Table 6.7 Health and amenity impacts related to noise caused by construction of the WRRF, release structure and pipelines

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Way of life	Health and amenity impacts related to noise caused by construction of the WRRF, release structure and pipelines	Stakeholders in and adjoining the project area	Construction	Near neighbours	High	Medium

6.3.3 Health risks related to air quality and dust caused by construction of the WRRF, release structure and pipelines

During construction of the project there may be impacts to amenity related to air quality and dust. These impacts are associated with construction of the WRRF, release structure and pipeline, and also consider the risk of health and wellbeing impacts associated with presence of existing health conditions in the community.

The local area has a range of residential receivers and high amenity facilities regularly used by a broad range of community members, including parks, places of worship, and recreation assets, as outlined in Section 6.4.1. Amenity is also highly valued by residents of the sub-regional area, as shown in the Parramatta CSP (City of Parramatta, 2020) which highlighted urban amenity as a high priority for the community. As indicated in community engagement summary provided in Section 6.4.2, nearby neighbours valued living in an area with good air quality, with respect to health and wellbeing, and regularly identified dust as a potential impact from construction works.

There is a prevalence of asthma (4.5% of the population) in suburbs in the local area. In addition, one stakeholder near Meadowbank Park identified that in their group, there is:

> "Some asthma and people with breathing difficulties"

Presence of respiratory illness in the community, as well as older residents who may be more susceptible to respiratory illness (8.2% of people are over 65), meaning it is possible there will be stakeholders with increased sensitivity to dust-generating works.

The Air Quality Impact Assessment (AQIA) (WSP, 2025) identifies risk associated with the works in three groups, the pipeline construction and repurposing (includes brine, transfer main, and river pipelines), pumping station upgrades and WRRF construction.

Table 6.8 Key air quality, dust and odour risk factors identified in the AQIA

Project component	Commentary	Receivers (as identified in the AQIA)
River release, brine and transfer pipelines (Pipeline construction and repurposing / relining)	The AQIA identified negligeable to medium unmitigated risks, with medium unmitigated risk associated with potential construction impacts from dust soiling and for human health. Residual risk of dust emissions associated with pipeline works have been identified as low-risk in the AQIA, assuming adequate implementation of the proposed site-specific mitigations. Satellite and tunnelling compounds will be open for between 1 to 12 months, and will generate potential for dust from open excavations and truck movements Some construction compounds will be used for the entirety of construction. The works along the pipeline alignments (including the river release) will be progressive, and dust and air quality changes will principally be confined to compound sites for the brine and transfer pipelines, though each area has higher or lower potential for dust associated with the scale of the disturbed area. Key considerations will be management of stockpiles and nearby residential receivers north of WSU. At the release structure, works will take a year but will be on the riverbed with a coffer dam so unlikely to generate dust. Impacts will be managed through standard construction responses to dust management, and no mitigation measures beyond those required by legislation are required.	Alongside the pipeline there are more than 100 residences, some at distances less than 20 m, and various industrial sites where workers could also be impacted. These receivers are assessed as having a high sensitivity.

Project component	Commentary	Receivers (as identified in the AQIA)
WRRF	This site will be occupied for the entirety of construction, and will have the longest open areas of excavation, with large scale cut and fill including some contaminated material. The area has been assessed as medium risk prior to mitigation for dust soiling, human health and ecological potential impacts. Which have been deemed to be negligeable following mitigation Special management measures for the site will be mandated by site auditor requirements. Odour concentrations will predominantly be within the WRRF boundaries, and are anticipated to not represent a negative impact at ground level.	The surrounding area is largely industrial with less than 100 medium-sensitivity receptors.
Pumping Station Upgrades	The upgrade of the pumping station would include upgrades to the valves and meters, electrical controls, power systems, and modifications to the inlet and discharge piping. The low to negligible potential of dust release for any activity upgrade to the pump station yields a small dust magnitude, and overall activities at this site have been deemed to be negligible after site-specific mitigations are implemented.	There are less than 10 industries and some commercial sites, close to the site, with no residential receivers. However, the racecourse and light rail station are nearby and have been classified as high risk, and therefore the overall sensitivity for the area has been identified as medium.

In addition to pre-existing health and well-being risk factors associated with long-term illnesses in the local community, there is a possibility of changes to amenity over the life of construction.

The HIA (EnRiskS, 2025) has identified that there will be no changes in air quality that could impact on community health in the area around the proposed facility where the facility is designed to meet the specifications identified. As such, the unmitigated significance of 'Health risks related to air quality and dust caused by construction of the WRRF, release structure and pipelines release structure' is assessed as **Medium**. The likelihood is **Possible** and the magnitude is **Moderate**.

Impacts on amenity related to the project can be mitigated through:

- development and effective implementation of the project CSEP, including:
  - complaint management measures and reporting procedures
  - ongoing engagement with local community and key stakeholders as the project progresses. This ongoing engagement will inform adaptive implementation of impact-specific measures to avoid or mitigate the experience of impacts at individual premises. Some measures may include:
    - early identification of potentially impacted stakeholders through project engagement
    - respite for at-risk stakeholders
    - CEMP measures to support site management, work planning and staging, and equipment selection, as well as measures including watering areas, covering stockpiles and ensuring trucks transporting spoil are covered and use wash tracks (specifically at the WRRF site).
    - monitoring programs which consider the location of key receivers, and options to offer monitoring at potentially impacted receiver premises

- community check-ins to affirm the effectiveness of implementation of mitigation measures proposed in technical studies to address air quality and dust. This should be framed with the intention of developing continuous improvement to management processes throughout the project lifespan

- specialist studies will inform design development to reduce impacts. Environmental management plans will also be produced, including dust suppression measures. The AQIA affirms that if these measures are effectively implemented, there will be limited to no dust impacts from the project.

- adaptive management of detailed construction plan, where feasible, based on findings and feedback from community check ins and monitoring.

The mitigated significance of 'health risks related to air quality and dust caused by construction of the WRRF, release structure and pipelines' is assessed as **Low**. The likelihood of the impact occurring is **Unlikely** and the magnitude is **Minor.**

Table 6.9 Health risks related to air quality and dust caused by construction of the WRRF, release structure and pipelines

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Health and wellbeing	Health risks related to air quality and dust caused by construction of the WRRF, release structure and pipelines	Stakeholders in and adjoining the project area, particularly those with existing health conditions	Construction	Near neighbours Local area	Medium	Low

6.3.4 Potential impacts to important waterways

The assessment of this impact has considered potential related impacts from amenity (Section 6.3.1), as well as the cultural (Section 6.3.5), recreational (Section 6.3.6) and water quality and swimmability (Section 6.3.7) impacts of the project.

The project area adjoins or extends across the Parramatta River, which is an environment of regional social significance, and areas of sub-regional significance including Duck River, Duck Creek and the Narawang Wetlands. While these areas have already been heavily disturbed through a history of urban and industrial development, the community and key stakeholders have highlighted environmental values associated with these spaces, and the importance of their conservation and ongoing enhancement.

The definition of 'environmental values' in NSW varies depending on the context. In this context, they are considered to be the diverse ways the community relies on and appreciates natural environments, including aquatic ecosystems, public health, cultural heritage, and aesthetic enjoyment (ANZECC, 2000), (Australian and New Zealand Governments and State and Territory Governments, 2018). Environmental values are protected under various forms of Government legislation which include (but are not limited to):

- *Environmental Protection and Biodiversity Conservation Act 1999*
- *Environmental Planning and Assessment Act 1979*
- *Protection of the Environment Operations Act 1997*
- *Biodiversity Conservation Act 2016*

- *Heritage Act 1977*
- *National Parks and Wildlife Act 1974*
- *Plastic Reduction and Circular Economy Act 2021*
- State Environmental Planning Policies
- Local Environmental Plans.

The portions of the Duck River, Duck Creek and the Narawang Wetlands the community identified as important fall within the Parramatta LGA. The Parramatta River adjoins the Ryde, Parramatta and Canada Bay LGAs and is overseen by the Parramatta River Catchment Group (PRCG.)

Engagement with key stakeholders, including Aboriginal stakeholders, local businesses, the PRCG and Council representatives highlighted:

- concern for potential impacts to the environment, including the water quality and foreshore area of Parramatta River
- concern for existing levels of pollution in Duck River
- concern for Parramatta River to be impacted by sediment and erosion from construction sites
- a belief that sediment and erosion controls should be implemented
- a belief Duck River requires investment to reduce pollution.

These comments were provided in respect to the total lifespan of the project, including the construction period. One stakeholder also identified the importance of physical access to the river and foreshore as a means of experiencing and reinforcing connection with local environment, without disturbing it.

A Newington resident also identified the importance of Narawang Wetlands:

> "big attraction to the area, [offering scenic] walking paths [and] connection to the environment."

During onsite engagement, in addition to highlighting the cultural importance of waterways, Aboriginal stakeholders identified some native vegetation, including paperbark trees, in Meadowbank Park as having cultural importance (Joy Horton Consulting Pty Ltd , 2025). During this session, stakeholders also noted that gum trees in Memorial Park were seen as significant.

Council, PRCG and PRAWN representatives identified a high level of community involvement in conservation through local bushcare groups, as well as council management and maintenance initiatives. Community group representatives noted they have a high level of involvement in casual maintenance of waterways, including through rubbish pickups.

These findings were reflected in Sydney Water's engagement, which confirmed stakeholders place high importance on the health of the environment, particularly the Parramatta River, foreshore areas and Duck River.

The Central City District Plan (Greater Sydney Commission, 2018) sets a strategy to enhance the quality of, and access to, waterways such as Parramatta River and Duck River. The Parramatta LSPS (City of Parramatta, 2020) community engagement summary highlighted concerns about "the impact of growth on amenity and liveability, air quality [and] waterways,". Strategies applying to the local area balanced growth and development needs with the importance of enhancing and protecting local environments to support liveability and sustainability outcomes.

Where feasible, the project design has avoided environmental impacts through:

- using existing infrastructure along the brine pipeline alignment
- use of HDD for river release pipeline components near the Duck River, Narawang Wetlands, and crossing the Parramatta River
- design minimisation of number and scale of construction compounds, as well as relocation where necessary and feasible to avoid environmental impacts.

The Biodiversity Development Assessment Report (BDAR) (Arcadis, 2025) identifies impacts resulting from construction approaches that require offset for two NSW plant community types (PCTs), as well as three vegetation zones and three planted native vegetation zones (environments of ecological significance) in the project area which are likely to be affected by the project. The assessment finds that the sensitivity to loss of these environments is principally assessed between moderate to low, with one high risk. Key impacted areas are expected to include locations in and adjoining:

- Memorial Park open trenching locations with impacts to Sydney Hinterland Red Gum, Riverflat Forest and habitat for the Powerful Owl and Southern Myotis Haslam's Creek pipe stringing locations with potential impacts to Estuarine Swamp Oak Twig-rush Forest and habitat for the Southern Myotis and Green and Golden Bell Frog.

Project design has deliberately avoided three further PCTs, and operational impacts are not expected.

The AQIA (WSP, 2025) identified areas of aquatic habitat likely to be either directly or indirectly affected by Project construction. The project may directly disturb small areas of aquatic and riparian habitat, including Key Fish Habitat (KFH). These are primarily associated with open trenching, riverbank excavation and placement of pipelines and diffusers, and the AQIA notes these areas are small, of generally low ecological value, or are in already disturbed environments.

The AQIA also identifies the potential for indirect impacts through temporary mobilisation of sediments and legacy contaminants including metals and dioxins (turbidity), impacts to acid sulphate soils, changes to water quality, and localised disturbance from vessel movements. These risks can be effectively managed through standard construction safeguards.

The AQIA doesn't anticipate direct construction or operational impacts to the foreshore, including mangrove, saltmarsh or intertidal rocky reef and sandy beach habitat in the broader project area, or to the several species of threatened waterbird and shorebirds which may occur there. The Upper Parramatta River, Vineyard Creek and Duck River are identified as only likely to be impacted if there is a nearby incident.

The project's adaptive design approach has mostly avoided impacts to locations the community identified as highly significant, but some residual impacts are expected during project construction and will require offsets, key species are listed in the points above. A total of three ecosystem credits are required to offset impacts to native vegetation and ecosystem credit species, and a total of eight species credits are required to offset impacts to species credit species. The project may also result in temporary disruptions to access to environments adjoining the river and changes to environments of recreational significance, but is unlikely to have a noticeable effect on water quality.

The unmitigated significance of 'potential impacts to important waterways' is assessed as **High**, principally due to the high local and regional significance of affected landscapes. The likelihood is Likely and the magnitude is Moderate.

Stakeholders stated they would like to have ongoing engagement regarding the potential for the project to affect these environments throughout planning and construction. The purpose being to better understand impacts of the project and how they are being effectively managed. To this end, development and effective implementation of the project CSEP is suggested to include:

- capacity building / support for local environmental restoration and protection programs, including weed control, cleanup and waste management
- establishing programs and engagement strategies that support collaboration across the project to address the local and regional community's concerns and priorities
- ongoing engagement with local community and key stakeholders as the project progresses, including the PRCG, and local councils., regular community newsletters should also be letterbox dropped within the project area, and available online during project construction.

The above measures are recommended to coincide with development and implementation of the CEMP which include standard construction safeguards such as sediment containment, site-specific management plans, and targeted monitoring of contaminants, per applicable policies. The CSEP will support dissemination of information about elements of these plans, where any ongoing community concerns be identified through project engagement under the Consultation Management Plan.

The mitigated significance of 'potential impacts to important waterways' is assessed as **Medium**. The likelihood of the impact occurring is **Possible** and the magnitude is **Minor**.

Table 6.10 Potential impacts to important waterways

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Surroundings	Potential impacts to important waterways	Local communities Local and State government Recreational users Visitors Tourists Community groups	Construction, Operation, Decommissioning	Sub regional area Regional area Area of Reference (Sydney UCL)	High	Medium

6.3.5 Potential impact to places of Aboriginal cultural value affecting connection to place

There is potential for the project to impact locations and matters of Aboriginal cultural value, which have the potential to affect Aboriginal connection to place.

The Project will be constructed and operated on the Wallumettagal nations and the Wangal, Toongagal (or Tugagal), Burramattagal, and Wategora clans of the Darug people. The ACHAR (KNC, 2025) prepared for this EIS identifies that the GPOP area is associated with the Wangal (alternatively Won-gal) clan on the southern side of Parramatta River and the Wallumedegal (alternatively Wallamattagal) clan on the northern side of Parramatta River.

The Project Consultation Outcomes (Sydney Water, 2025) and Connecting with Country Report (Joy Horton Consulting Pty Ltd , 2025) noted interest by the Dharug Clans and potential impacts relating to river release pipeline during construction and operation to Parramatta River. Areas in the proposed construction footprint hold strong cultural value for Aboriginal communities, including:

- Parramatta River, the location of the river release holds central significance in the Dharug dreaming. The name translates to “place of eels” and represents the presence of longfin eels which are a totemic species that hold significance in ceremonies, food systems and seasonal knowledge
- Duck River, near the proposed WWRF carry deep spiritual value as a place where initiation, gathering and story sharing and resource management took place.
- wetlands, along waterways, are valued as the lungs and lifeblood of Country due to their role in supporting ecosystems and life sustaining resources. Wetlands are also recognised as being places where artefacts, scar trees, middens, ochre pits and burial ground can be found
- consultation outcomes from the Connecting with Country Engagement highlighted that rivers and wetlands are not only important for their ecological value but also their cultural, spiritual and heritage value. Damage to these ecosystems causes cultural and emotional harm as well as environmental harm.

Other consultation outcomes (Sydney Water, 2023, the ACHAR and from SIA engagement) included:

- Aboriginal people have an ancestral association with the land, and unidentified sites, places or artifacts of significance may be present
- cultural values on water as a living thing, central to daily life of modern and traditional Aboriginal people, considered in the place and design of the future WRRF, ancillary buildings and barometric loop
- local plants and animals are also significant, and any removed trees should remain on Country
- Aboriginal people continue to have connection to place, as well as stewardship responsibilities for heritage, flora and fauna, waterways and land
- expressed interest in incorporating aspects of Aboriginal art and design into impacted places
- truth telling around the use of water during the colonial era, resulting in trauma and unresolved grief.

Recommendations were made for the Project to be considered during the detailed design phase, construction and operation including:

- façade of the WRRF and admin building to recognise Dharug Country
- consultation with Dharug elders on the name of the new WRRF
- Welcome to Country and smoking ceremonies
- rehabilitate spaces along Duck River, Duck Creek, and the Parramatta River using native flora, storytelling paths and memorial features.

SIA engagement with Aboriginal stakeholders noted strong concerns relating to the effects of ongoing change, knowledge loss, population migration, stolen generation and importance of river and waterways. From an archaeological perspective, the ACHAR assessed that the impact area does not display any scientific / archaeological significance as it does not contain any identified Aboriginal archaeological sites or areas of potential.

The unmitigated significance of potential impact to areas with Aboriginal cultural significance, affecting Aboriginal connection to Country is assessed as **Medium**. The likelihood is **Possible** and the magnitude is **Moderate**.

Mitigations proposed in the ACHAR with respect to cultural heritage are supported by this SIA, to support beneficial social outcomes:

- the early and continued identification of Aboriginal culturally important places, sites or artefacts, to avoid disturbance or seeking advice to mitigate disturbance
- the effective implementation of a Heritage Management Plan as part of the CEMP to avoid or mitigate disturbance to culturally important places, sites or artefacts
- ongoing engagement with local community and key stakeholders as the project progresses.

This SIA also brings together measures to support social effects, and so proposed mitigations also include:

- development and effective implementation of the project CSEP, including:
    - communication with key stakeholders to identify opportunities for collaboration on community / social space
    - establishing programs and engagement strategies that support collaboration across the region to address regional impacts and priorities for places of significance
    - collaboration with local governments to identify strategies to reduce the potential for impacts to sites of social and cultural significance, and align creation of opportunities with Council's goals
    - support for community events accessible to users of impacted spaces which enable interaction between community members, and enable dissemination of project information to potentially affected community members
- opportunities for knowledge sharing about water and biodiversity through and with grass-roots groups involved in environmental conservation
- consultation with RAPs and members of the Aboriginal and First Nations community for the Connecting with Country (CWC) Framework identified the project may improve cultural heritage through:
    - interpretive design and by improving the natural environment
    - by improving water quality and increasing biodiversity on the WRRF site.

The mitigated significance of potential impact to places of Aboriginal cultural value, affecting Aboriginal connection to place is assessed as **Low**. The likelihood of the impact occurring is **Unlikely** and the magnitude is **Minor**.

Table 6.11 Potential impact to places of Aboriginal cultural value affecting connection to place

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Culture	Potential impact to places of Aboriginal cultural value, affecting connection to place	Traditional custodians Local Aboriginal community Landholders	Construction, Operation	Local area Regional area	Medium	Low

6.3.6 Temporary interruption of access to public spaces

The construction of the river release pipeline is expected to commence in 2028 and will occur over approximately 27 months. Construction is primarily expected to occur during standard hours, with some areas identified for out of hours work. The river release pipeline will be constructed from the WRRF site, through Silverwater, Newington, Sydney Olympic Park and Wentworth Point through to Meadowbank.

It is expected that construction activities will temporarily disrupt access to these public spaces due to the proposed location of construction sites and compounds and open trenching associated with the river release pipeline. A construction compound will be located at Pierre De Coubertin Park for approximately 18 months to allow for underground drilling. Part of Meadowbank Park will be occupied for approximately 8 months for HDD and open trenching. Open trenching will be conducted to ensure works can be completed quickly, with the park planned to be restored on completion.

The City of Ryde Community Strategic Plan (2025) identified that open space was highly valued by the community, including parklands and the natural environment. Maintaining access to open spaces was indicated as a vital priority by the community. The CSP identified that over a half million participants in organised sport use active open spaces area in Ryde, with 54 clubs and associations utilising open space, sport grounds and parks.

The value of access to local public open space was emphasised during SIA consultation. The identified public spaces along the river release alignment are utilised by a range of stakeholder groups. Meadowbank Park is highly valued by nearby schools, which utilise the park for interschool sport every week, with sporting activities including netball, soccer, cricket, newcomb ball and volleyball.

Engagement supported the importance of Meadowbank Park for children, sporting groups and schools using the space on a weekly basis, throughout the year and particularly during summer. Users identified there are times where the whole area is booked which indicates a high level of park usage.

Further, City of Ryde Council expressed that Meadowbank Park is a significant asset for the community. Comments were centred around maintaining access to Meadowbank Park being integral for ongoing access to recreation opportunities. The following statements are core to understanding the significance of impacted open space in Meadowbank Park, and the extent of potential social impacts:

> "Meadowbank Park is the city of Ryde's largest piece of open space – significant role in the active and passive recreation benefits that Council can provide it's community"
>
> " Provides a broad range of functions for active and passive recreation. Highly valued for that reason."
>
> "Hosts significant events including NYE fireworks and Australia day activities – bring community together mix with each other"
>
> "Being a regional park – catchment area of 10km – most people willing to travel some sort "

EIS engagement conducted by Sydney Water identified that Pierre De Coubertin Park is actively used by residents for recreation. Ongoing access to the dog park and playground was considered important to residents.

Project activities may have impacts on the broader regional area due to impacts on accessibility to valued public space assets. This is expected to impact a variety of stakeholder groups, including regional community members, schools, regional sporting groups and local government. The reduced accessibility to public spaces in the region will impact ability to conduct sporting and recreation activities, which could disrupt operations of sporting associations and nearby schools' access to open space.

Users of parks may need to access alternate public spaces, which may put strain on spaces throughout the broader regional area. This may impact more those less able to travel to alternate spaces or people with mobility issues. This impact may also have flow-on impacts to stakeholders' sense of community where social activities are disrupted, and health and wellbeing where stakeholders exercise routines are disrupted. During consultation, the City of Ryde Council indicated that "Relocating users to other areas would be challenging because those areas would become utilised beyond their capacity."

The unmitigated significance of temporary interruption of access to public spaces is assessed as **High**. The likelihood is **Likely**, and the magnitude is **Moderate**.

To mitigate impacts on public space access, it is recommended that Sydney Water conducts ongoing engagement with City of Parramatta and City of Ryde Councils, as well as park users. Considerations should also include how notifications of alternate access arrangements can best be provided to casual users. This may include CSEP measures, such as site signage and wayfinding. An additional measure that may support this outcome is a website that has a list of facilities and open spaces and project activities within those spaces, so people can easily find information about how access is affected. Providing transparent information about how the project will affect peoples' way of life is likely to reduce community development fatigue and frustration.

Sydney Water will work with stakeholders to determine options for construction that will minimise impacts.

Sydney Water could compile and maintain information on a webpage relating to closure or access restrictions to public spaces during construction to avoid local residents feeling frustrated regarding lack of information.

The mitigated significance of temporary interruption of access to public spaces is assessed as **Medium**. The likelihood of the impact occurring is **Likely** and the magnitude is **Minor**.

Table 6.12 Temporary interruption of access to public spaces

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Accessibility	Temporary interruption of access to public spaces	Residents of the local and regional area Local sporting groups Local schools	Construction	Local area Regional area	High	Medium

6.3.7 Impact of the project on use of the Parramatta River for recreational purposes, including swimming and fishing

During construction of the river release pipeline, there will be periods where recreational activities in the Parramatta River at Memorial Park will be restricted. This restriction will apply to the area immediately surrounding the construction works.

The river release pipeline will take around 12 months to install. During this time, periodic closures of the Parramatta River at Memorial Park will be required. This will impact recreational river users at this location as well as ferry services at the Meadowbank Ferry Wharf. Engagement during detailed design and construction will be required to assist in reducing risks to recreational water users during this period.

SIA engagement confirmed that the Parramatta River is used for a range of recreational activities including boating, paddle boarding, canoeing, sailing and fishing. Swimming was not noted as an activity in the river around the Meadowbank area. Swimming is not permitted in the Parramatta River west of Homebush Bay. There are 20 to 30 participants of the Parramatta Sailing Club, who sail two nights a week during term one and term four of the school year. The Concord/Ryde Sail Club (CRSC) sailing season is September to April. There are sailing activities that run all day Saturday including sailing classes racing for intermediate level, and main races for other classes at 2:00 pm to 5:00 pm. During school holidays there are sailing lessons each day.

Epping Scouts Club also use the river for canoeing on the weekends and weeknights with groups of around 25 people including children and teenagers. The club also has sailing in Homebush Bay, Newington, Cabarita and Putney although there is not a lot of room between the bridges due to ferries and powerboats. Dragon boaters sail at Rhodes and Kissing Point each week.

Local community members and river users have advised that at Homebush Bay, there are canoeing groups. There is also the Cockatoo Cup for paddle boarders from Rhodes to Cockatoo Island. There are private school rowing groups including Kings School who access storage sheds closest at Kissing Point into Homebush Bay and a Sailing Club at Putney. The Concord/Ryde Sail Club launches their boats (dinghies) off the beach. There are active fishing group in Homebush Bay where stakeholders have observed fish including swordfish jump out of the water. At certain times of the year there can be a lot of jellyfish. A seal has been seen swimming between Meadowbank and Kissing Point and some groups have seen dolphins.

One group noted:

> "Our pontoon is regularly used – lots of people fishing, ferry wharf, lots of fishing"

An online community survey conducted by Sydney Water between May 2024 to May 2025 received 25 responses (Sydney Water, 2025a). A new community survey was launched from 29 May 2025 and as at 4 July 2025, received 6 responses. Common concerns raised across the surveys included impacts to recreational activities and open space access at Meadowbank Park. During SIA engagement, community groups noted that local residents value:

> "clean water so people can fish and enjoy the river"

> "open space, sports, fishing, kayaking and canoeing".

The Hydrodynamics and Water Quality Impact Assessment (HWQIA) prepared for this EIS (Sydney Water, 2025) assessed the impacts of the Project on the water quality of the Parramatta River, in particular the potential changes to the river from the proposed river release. As outlined in the SEARs, making the Paramatta River swimmable represents a significant objective in relation to future management of the estuary.

The HWQIA considered specific potential water quality impacts to the following swimming locations in the river:

- Putney Beach
- Bayview Park
- McIlwaine Park
- Bedlam Bay
- Dawn Fraser Baths
- Cabarita Beach.

The HWQIA identified negligeable effect associated with construction of the project for these sites. The unmitigated significance of Impact of the project on the use of Parramatta River for recreational purposes, including swimming and fishing is assessed as **Medium**. The likelihood is **Possible,** and the magnitude is **Moderate**.

To address the local and regional community's concerns and priorities, proposed mitigations include preparation of a specific Environmental Work Method Statement (EWMS) for the river release pipeline construction work. Sydney Water would carry out consultation with NSW Maritime and NSW Department of Primary Industries (Fisheries) as part of the EWMS. The EWMS would be developed with input from specialists including geomorphs, aquatic ecologists, and a Certified Professional in Erosion and Sediment Control (CPESC). The EWMS is expected to include details on:

- construction methods for coffer dam
- construction methods for river release structure
- barge and watercraft traffic management if needed
- measures for managing:
    - avoiding aquatic ecology impacts
    - sediment controls/measures to avoid sediment disturbance
    - contaminated sediment disposal management
    - acid sulphate soils management
    - dewatering
    - night works
- testing of water
- consultation approach
- restoration approach.

Sydney water will also establish engagement strategies that support ongoing engagement and notification across Project delivery and ensure all user groups including the local community and key stakeholders have easy access to information about changes that may be observed as a result of the project, including safety advisories for recreational users with information about what works are happening where, and the potential hazards around the temporarily restricted areas.

The mitigated significance of Impact of the project on the use of Parramatta River for recreational purposes, including swimming and fishing is assessed as **Low**. The likelihood of the impact occurring is **Possible** and the magnitude is **Minimal**.

Table 6.13 Impact of the project on use of the Parramatta River for recreational purposes, including swimming and fishing

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Health and wellbeing	Impact of the project on use of the Parramatta River for recreational purposes, including swimming and fishing	Sydney community Community groups Governance bodies, including local government	Construction	Area of reference (Sydney UCL)	Medium	Low

6.3.8 Temporary interruption of private vehicle access, including disruption of property access due to construction

Disruption to access as a result of construction activities is expected to be experienced by road and active transport users throughout the local and sub-regional area.

Construction activities which may interrupt access include increased traffic volumes, introduction of temporary construction compounds, open-trenching, and underground drilling. There is potential for these activities to impede accessibility by reducing parking capacity and perceptions of road safety in the local area, as well as disrupting pedestrian access to walking and cycling paths.

Although construction of the project is expected to span from 2028 to 2031, construction activities will be progressive along the impact area. As a result, it is unlikely that traffic, transport and access impacts would be experienced at one location for the entire duration of the project.

i Traffic

Areas along the project alignment are vulnerable to accessibility constraints due to the existing traffic volumes in the area. James Ruse Drive has existing high volumes of traffic, being a regional road connecting the local area to the M4 and the Great Western Highway. The Hill Road Masterplan (City of Parramatta, 2021) identifies the existing poor conditions of Hill Road, including high traffic volumes and unsafe pedestrian conditions. Hill Road is a key access road in and out of Sydney Olympic Park, as is the sole access road for Wentworth Point, making residents vulnerable to congestion during peak periods. Existing poor traffic conditions are experienced throughout the road network in the sub-regional area, attributed to a culmination of ongoing development, population density and traffic from the industrial sector.

SIA engagement and review of local planning policies indicated that poor traffic conditions are a concern of developers, businesses and residents in the sub-regional area, particularly in Wentworth Point and Silverwater. Discussions with a developer indicated that congestion in Wentworth Point will be perceived as being exacerbated by any additional development.

Consultation with a local business indicated that existing truck movements are disruptive to the road network, with comments including:

> "Concern - trucks…any foreseeable impact to traffic flow - truck breakdowns on steep bridges"

Engagement with a Wentworth Point stakeholder emphasised these concerns, with comments centred around potential impacts as a result of traffic changes:

> "Extremely high-density apartment living and new apartment developments and flow-on consequences for traffic conditions on Hill Road. Keeping it underground on hill road good thing."

> "Many people in Wentworth Point will regard any disturbance of the road system poorly."

In addition, a nearby childcare provider located on Grand Avenue was concerned about the impacts on traffic movement, and the potential congestion during drop-off and pick-up hours.

> "Truck movements main access points In and out are via Grand Ave."

EIS engagement conducted by Sydney Water indicated a preference among stakeholders in Silverwater for nightworks to reduce the impact on traffic and parking. This was contrasted by Newington stakeholders, who prefer daytime works to minimise disruption to nighttime schedules, traffic, parking and reduce cumulative noise impacts in relation to nearby events at Sydney Olympic Park.

The Traffic and Transport Impact Assessment (TTIA) (Stantec, 2025) focused on potential traffic generated from construction activities related to the WRRF site. Vehicles will access either the James Ruse Drive / Hassall Street / Grand Avenue or the Wentworth Street/ Parramatta Road intersections to access the WRRF. Notably, the Wentworth Street / Parramatta Road intersection will be the main access point for most construction vehicles. The TTIA assessed that these intersections operate unsatisfactorily due to existing traffic volumes. The TTIA identified that the James Ruse Drive / Grand Avenue intersection is at capacity in the morning peak and overcapacity in the afternoon peak. Wentworth Road / Parramatta Road is over capacity in both the morning and evening peak while the Grand Avenue / Colquhoun Street has a good level of service. The TTIA modelled the construction traffic as an addition to these intersections and found that the Grand Avenue / Colquhoun Street intersection is modelled as continuing to operate well in the construction scenario and the other two intersections, while operating poorly at the current time, will experience delays of up to 14 seconds (on top of the current delays) and increased queuing.

The assessment also stated that project related traffic is not likely to impact road users or pedestrians, with minimal traffic disturbance associated with vehicle movements expected to result from construction actives outside of the WRRF. Stakeholders who may disproportionately experience any impacts associated with traffic disruptions include emergency services, businesses and services who rely on workers, customers, deliveries or truck movements at specific times, and residents who travel during peak traffic periods. For these stakeholders, even minor changes may noticeably contribute to a sense of frustration with regards to the project, or in the case of emergency services, impact their ability to provide services when required. In depth engagement with these stakeholders, and accessible notification systems, are important to mitigating stakeholders experience of impacts from the project.

ii Construction compounds

Construction compounds are proposed to be established as part of the construction process to store equipment and materials, provide site office facilities and parking for construction staff. The main compound at the WRRF site will be required for the entire 36-month construction duration. Smaller satellite and compounds would be required for shorter durations.

Indicative locations of compounds include Silverwater, Sydney Olympic Park Newington, Dundas and Rydalmere. Compounds are also proposed near Jame Ruse drive in Camellia and in Meadowbank Park. Where feasible, Sydney Water have selected compound sites that minimise impacts to the community. The selected locations currently cater to a range of uses, including industrial, business, residential and recreation.

The proposed construction compound located on Carnarvon Street in Silverwater may impact operation of nearby industrial business by limiting vehicle access to and from businesses, with the potential for property access to be restricted. The TTIA indicated that approximately 15 business driveways may be impacted during construction. The majority of these driveways are located on Carnarvon Street, with some impacts to surrounding roads (Stubbs Street). This impact is expected to occur for a short period of one to two months. Impacts on business operations will be mitigated by the implementation of detours toward Derby Street/Stubbs Street/Skaratt Street North. Additionally, construction workers will be advised not to impact driveways.

During SIA consultation, a business operator on Carnarvon Street indicated that loss of access, even for short periods, could have significant impact on the ability for the business to continue activities and may result in a loss of revenue.

> "only access is via Carnarvon Street, if that road is blocked, 100s or thousands everyday ins and outs"

> "If we have to stop work for even a week – we work on a project basis – Those companies move on to another business because they can't stop the project, this would result in loss of regular clients and projects – hundreds of thousands of dollars. To lose clientele, impact is great, have to rebuild. Over 2-3 years. Millions and millions of dollars."

Impacts of construction compounds are also likely to be felt at recreation areas such as Meadowbank Park and Pierre De Coubertin Park, with these impacts assessed in Section 6.3.6.

To reduce the impact on residents, recreation access and business operations as a result of construction compounds, Sydney Water will continue to consult with appropriate stakeholders during detailed design to reduce project risk and consider alternate options.

iii Parking

During construction, construction compounds will reduce the impact on parking by providing parking space for construction staff, thus reducing the risk of increased parking on nearby roads. However, the project may have to occupy existing parking lots during some activities. Parking lots likely to be impacted include the URBNSURF parking lot (P5) in Sydney Olympic Park and the part of Bowden Street Parking lot, which is accessed by users of Memorial Park, Meadowbank Park, and nearby walking and cycling paths.

The occupation of car parking spaces will significantly reduce accessibility of these recreational assets by reducing the ability of access by car, which is necessary for users from the broader region.

During SIA engagement, City of Ryde Council indicated that parking is an ongoing challenge in the area, stating:

> "Parking is always a challenge – during periods of peak demand – always difficult or at capacity. Major competitions on – parking can be a bit problematic"

Parking is an existing issue in the sub-regional area, with accessibility expected to be lowered as a result of a loss of parking capacity. While parking is to be included in the compounds, some on-street parking will be required in different areas. This will impact local users, and particularly businesses reliant on access to parking for their workers and customers. This is particularly the case in Silverwater and Newington. Newington also experiences peaks in demand for parking associated with events at Sydney Olympic Park.

The TTIA (Stantech, 2025) noted that in some areas parking by construction personnel will be timed so as not to coincide with local users. It is recommended that the CEMP also include a parking plan for each construction area/compound. It is also recommended that a project website include indications of which construction areas are active and when anticipated to be completed to enable local residents to be equipped and empowered with direct information. It is also recommended that Sydney Water complains management procedure will be implemented to respond to any issues raised by the community in regard to loss of parking.

iv Residential and business access

Construction activities are likely to interrupt access of private and business-related vehicles particularly along the residential street of Rippon Street where slip lining works will occur. While the whole road will not be closed, there will be closures periodically where pits are excavated to access the existing rising main. This might also occur at business area streets such as Carnarvon Street where open trenching will occur. The TTIA (Stantech, 2025) identified impacts to property access which may affect access at various locations along:

- Rippon Avenue, Dundas
- Victoria Road, Rydalmere
- Kissing Point Road, Dundas
- Carnarvon Street, Silverwater
- Stubb Street, Silverwater
- Vore Street, Silverwater
- Derby Street, Silverwater
- Suttor Street, Silverwater
- Fisher Street, Silverwater
- Day Street North, Silverwater
- Egerton Street, Silverwater
- Silverwater Road, Silverwater
- Comaneci Avenue, Newington
- Mockridge Avenue, Newington
- Newington Boulevard, Newington
- Bank Street, Meadowbank.

The following subheadings indicate suburbs where residents' day to day travel is more likely to be affected by the project.

v Dundas

Temporary impacts to traffic, transport and access in Newington will occur for about 6 months while relining works are occurring for the brine pipeline. Compounds would primarily impact the area around Pierre De Coubertin Park, including Newington Boulevard, the Avenue of Oceania and along work sites in Comaneci Avenue Compounds would primarily impact Rippon Road, Dundas. While compounds are in use on Rippon Avenue, Sydney Water would seek to retain at least one travel lane to ensure that vehicular access throughout the street is not completely obstructed. There is expected to be a temporary loss of some on street parking as a result of the construction compounds and associated construction worker vehicles.

The suburb of Dundas has 18.1% of residents who travel to work by car. This indicates a moderate level of car dependency when compared to other suburbs in the local area.

vi Newington

Temporary impacts to traffic, transport and access in Newington will occur for about 18 months (construction compound C.27) and 6 Months (C.28) while HDD tunnel boring takes place, and around C.26 where a construction compound will be located. The total duration of river release pipeline construction, including construction in other areas which may occur concurrently, is expected to be July 2028 – March 2030 (EIS Chapter 3).

Compounds would primarily impact the area around Pierre De Coubertin Park, including Newington Boulevard, the Avenue of Oceania and along work sites in Comaneci Avenue. While compounds are in use, Sydney Water would seek to ensure that vehicular access throughout the street is not completely obstructed. There is expected to be a temporary loss of some on street parking as a result of the construction compounds and associated construction worker vehicles, and traffic management of site access.

The suburb of Newington has 15.3% of residents who travel to work by car. This indicates a lower level of car dependency when compared to other suburbs in the local area.

vii Wentworth Point

Potential temporary impacts to traffic, transport and access in Wentworth Point will occur for 3 to 8 months during trenchless river release pipeline construction within the road corridor/reserve of, and beneath, Hill Road, as well as the Hill Road construction compound (C.29), due to traffic movements and related traffic control. The Southern side of Hill Road may be subject to partial closures, temporary detours and construction traffic management.

While the project operates along Hill Road, Sydney Water would seek to retain at least one travel lane to ensure that vehicular access throughout the street is not completely obstructed, and will plan works to avoid traffic peaks where feasible. The construction compound will offer significant parking to minimise impacts to street parking and URBNSURF. Cumulative traffic impacts to Hill Rd which may affect Wentworth Point residents are assessed in Section 6.5.

The suburb of Wentworth Point has 16% of residents who travel to work by car. This indicates a moderate level of car dependency when compared to other suburbs in the local area.

The unmitigated significance of temporary interruption of private vehicle access, including disruption of property access due to construction is assessed as **High**. The likelihood is **Likely** and the magnitude is **Major**.

The TTIA recommends that the project should liaise with state authorities, local councils, stakeholders and operators to develop temporary solutions during project construction. A construction traffic management plan (CTMP) will be developed before the onset of construction to ensure traffic is effectively managed. It is recommended that the CTMP:

- clearly address specific areas that could be more vulnerable to increased traffic pressures, such as in and around affected public open space, within existing high-volume traffic areas such as Wentworth Point, and with special consideration for the impact of large events held at Sydney Olympic Park
- determine stakeholders access needs through in-depth engagement prior to commencement of works, and identify feasible and appropriate solutions to be incorporated in the CTMP on a case-by-case basis
- special consideration should be given to high-risk user groups, such as families with children and people with access needs.

To mitigate impacts, it is also suggested that the Sydney Water CSEP, includes measures to proactively notify landowners of planned and unplanned access interruptions. Sydney Water should also collaborate with TfNSW and local councils to ensure impacts from construction activities are avoided or mitigated.

The mitigated significance of temporary interruption of private vehicle access, including disruption of property access due to construction is assessed as **Medium**. The likelihood of the impact occurring is **Possible** and the magnitude is **Moderate**.

Table 6.14 Temporary interruption of private vehicle access, including disruption of property access due to construction

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Access	Temporary interruption of private vehicle access, including disruption of property access due to construction	Residents of the local and regional area Road and active transport users Business operators Local government TfNSW	Construction	Local area	High	Medium

6.3.9 Potential road safety risks related to construction

Changes resulting from the project that affect road safety risk, such as road works, footpath closures and increased project traffic can affect health and wellbeing in relation to stress and reduced walkability and also reduce access for people moving through an area.

The TTIA (Stantec, 2025) assesses crash data for the local road network, including recurring trends. This uncovered that in the past five years, there have been multiple crashes in proposed construction compound locations. These incidents are as listed below:

- Parramatta: Railway Street near James Ruse Drive: two crashes resulting in two minor injuries in the last five years with no recurring trends evident.
- Dundas: Rippon Avenue: nine crashes in the last five years resulting in 11 injuries. Recurring themes were rear-end collisions.

- Silverwater: Carnarvon Street and Derby Street: eight crashes in the last five years resulting in seven injuries. A repeated pattern was observed with crashes occurring at the Derby Street/Wetherill Street intersection.
- Wentworth Point: Hill Road: one crash in the last five years with one injury.

The project may impact road safety through altered road conditions, including closures and detours. In most cases, one lane will remain open to facilitate public vehicle access. In some cases, detours will be put in place, such as on Carnarvon Street and Meadow Cresent. Changed road conditions could reduce safety through increasing stress on drivers and creating potentially hazardous situations deriving from changes road layouts and navigation of unfamiliar conditions. The TTIA notes that a CTMP will be prepared and will include safety measures and driver code of conduct. Safety measures will include barriers and fencing, as well as the presence of traffic controllers. The TTIA emphasised that residential driveways will be avoided, and pedestrian safety will be ensured, especially for those accessing nearby light rail stations.

Road closures and diversions associated with construction activities has the potential to reduce access for emergency service on the local road network. Traffic congestion may also impact emergency service vehicles. The TTIA assesses that there may be congestion at the Hassall Street/Grand Avenue/James Ruse Drive and Wentworth Street/Parramatta Road intersections, where existing conditions are poor. Additional traffic may decrease response time of emergency service vehicles. In October to December 2024, the median time it took an ambulance to reach urgent cases in Parramatta was 33 minutes, which is higher than the average for NSW (29 minutes) and Sydney Inner City (30 minutes) (NSW Bureau of Health Information, 2024). This data shows that ambulance services are potentially affected by existing poor road conditions, which could be worsened by construction activities.

The HIA (EnRiskS, 2025) has identified that transport will not generate any additional risks to human health.

The unmitigated significance of potential road safety risks related to construction, including disruption of property access due to construction is assessed as **Medium**. The likelihood is **Possible,** and the magnitude is **Moderate**.

In addition to the preparation of a CTMP, it is recommended that Sydney Water consults with impacted stakeholders, especially emergency service providers to ensure relevant stakeholders are aware of changed road conditions. It is also recommended that potentially affected stakeholders, such as nearby residents and businesses, are notified of road changes to ensure ability for forward planning to ensure safety for road users.

The mitigated significance of potential road safety risks related to construction is assessed as **Low**. The likelihood of the impact occurring is **Unlikely,** and the magnitude is **Moderate**.

Table 6.15 Potential road safety risks related to construction

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Access	Potential road safety risks related to construction	Landowners and communities along pipelines Camellia / Rosehill landowners and community	Construction	Local area	Medium	Low

6.3.10 Potential disruption to active and public transport due to construction activities

Changes resulting from the impeded access to public and active transport can affect health and wellbeing in relation to reduced access and walkability, particularly for people who do not own a vehicle or are unable to drive.

The TTIA indicates public transport services are present but vary in accessibility throughout the project area. As public transport is essential to determining Australian families' capacity to access services and participate in activities (Rosier, 2011), disruptions to these services can negatively affect the most vulnerable stakeholders in our society. This is particularly the case for low-income families, young people, older people or people with disabilities who may not have, or have reduced, access to private transport options. Impacts associated with changes to bus routes and stops are principally experienced by local users, but may extend to the broader transport network, should delays occur.

Stakeholder interviewed for the SIA noted:

> "[Regarding public transport in Rosehill] Light rail well used. Previously rail but replaced by light rail. Metro is a while away."

> "[Regarding public transport in Rosehill] …public transport previously would be buses, crossing James Ruse Drive. The light rail makes it an easier, pleasant experience. Never taken children on excursions, light rail has enabled us to do that"

The social baseline indicates a certain level of existing transport access disadvantage in suburbs like Wentworth Point, which are isolated from existing train routes and rely on busses and relatively slow ferry services.

Existing and planned light rail and metro services are not expected to be affected by the project due to revision of construction approaches on Hill Road. Existing light rail services would not be impacted as the project has been designed to avoid interruptions to services. The planned metro project will not be impacted because it will open after our project is complete. Project planning has confirmed light rail will not be impacted as construction will be completed in the Sydney Olympic Park by the time operations start. While light rail and Metro projects have, and will, improve accessibility of the local area, interim reliance on bus routes remains. Ferries travelling on the northern side of the Parramatta River will be required to divert around the river release installation works, though ferry routes to the south are unlikely to be affected.

i Pedestrian access

Pedestrian access, primarily to walking and cycling paths may become inaccessible due to project construction activities at key access points, including Meadowbank Park. Walking and cycling paths in Meadowbank, Newington and Sydney Olympic Park are often used by community members as a means for accessing public transport, including the Sydney Olympic Park and Meadowbank ferry stops (City of Parramatta, 2025) and Sydney Olympic Park, Rhodes and Meadowbank Train Stations. Reduction of access to walking and cycling paths may reduce the ability for community members to access public transport options and as a result impact accessibility of residents who may have no alternate transport options. The TTIA suggests that access to the Yallamundi and Dundas Light Rail stops will be maintained. Along both the brine pipeline and river release pipeline, there will be detours in place on cycling and walking tracks, which could be minorly disruptive however access will be retained.

As noted in the TTIA, the WRRF site is situated in an industrial area with limited walking and cycling facilities. It is expected there are very few stakeholders who use active transport through this area, as the locality offers a challenging and potentially unsafe environment for any pedestrians and cyclists. Stakeholders noted that parts of Camellia can be busy with vehicles and pedestrians during events at Rosehill, and that during the week existing construction projects contribute to foot traffic, parking demand and vehicles travelling through the area.

ii Brine pipeline

Construction is planned to commence in 2028 with a duration of around six months.

In Dundas, during works to connect the brine pipeline to the NSOOS, the bus stop on Kissing Point Road before Rippon Avenue will be affected. This stop services bus route 545, which travels from Parramatta to Macquarie Park via Telopea and Eastwood, connecting key employment precincts. The TTIA notes construction works along Kissing Point Road are expected to occur at night, and recommends it that the bus stop locations be moved 50 m north-east until the construction works have been completed. The bus stop can then be relocated back to the original location.

iii River release pipeline

Construction is planned to commence in mid-2028 with a duration of around 27 months.

In Silverwater, during works to install the river release pipeline, the bus stops on Carnarvon Street after Stubbs Street and Carnarvon Street at Vore Street will be affected. These stops service bus routes 540 and 544, which travel from Silverwater Remand Centre to Auburn connecting potentially vulnerable users with public transport, and Macquarie Centre to Auburn via Eastwood – Sydney, connecting employment centres. The TTIA notes construction works along Kissing Point Road are expected to occur at night, and recommends that the bus stop locations be moved 80 to 100 m south-east until the construction works have been completed. These bus stops can then be relocated back to the original location. Bus route disruptions to the 540 will also occur in association with works planned on Derby Street, and the 544-bus route will be impacted at Wetherill Street North for 1 to 2 months.

In Newington, during works to install the river release pipeline HDD compounds the bus stop at Pierre de Coubertin Park on Newington Boulevard will be affected. This stop services bus routes 525 and 526, which travel from Parramatta to Sydney Olympic Park via Newington, connecting key employment and entertainment precincts and Rhodes Shopping Centre to Strathfield, connecting service and transport hubs. The TTIA recommends that the bus stop be moved 80 m to 100 m south-west until the construction works have been completed. The bus stop can then be relocated back to the original location.

In Sydney Olympic Park, it is anticipated that the Holker Busway route will be impacted by river release pipe stringing works for 4 to 6 months. This is predicted to affect bus route 533 travelling between Sydney Olympic Park and Chatswood, via Rhodes and North Ryde. This route covers a substantial distance, connecting multiple train hubs and lines.

In Meadowbank, during construction of the release pipeline, ferries and other ships will be impacted during this section of the construction works. The Meadowbank Ferry Wharf provides access to ferries that operate at a frequency of approximately 15 to 30 minutes in both the westbound and eastbound directions. Ferries and other ships will be asked to detour around compound C.32. The detour will be provided through signage at John Whitton Bridge and posters at the Meadowbank Ferry Wharf. Ferries are used by both commuters and recreational travellers and connect Parramatta with Sydney City. Changes to ferry movements also have flow-on effects for other water users navigating the river, and changes to ferry routes can affect people's experience of wash in small watercraft and along the shoreline. Stakeholders from local scout groups using the waterway and pontoon noted ferries are well-used, and that wash is a potential concern:

> "Will ferry routes be affected? That would affect the wash against the scout hall – and launching with rivercats (waves, swell, wash etc.)"

Works for the project will affect multiple bus stops and routes, as well as ferry routes on the Parramatta River. This will alter accessibility of public transport for residents and workers in the local area, particularly those who have no alternative means of travel. The changes may also affect user access and amenity, through flow-on effects of temporary works to support relocations, and changes to wash patterns from ferry route changes. Sydney Water have commenced an ongoing two-way liaison with TfNSW and NSW Maritime to minimise impacts to bus and ferry operations, and to reduce disruptions experienced by passengers.

No operational impacts are expected to public transport.

The unmitigated significance of potential disruption to public transport due to construction activities is assessed as **Medium**. The likelihood is **Possible,** and the magnitude is **Moderate**.

The following mitigations are proposed to address projected impacts to public transport and active transport users, including pedestrians and cyclists:

- Development and effective implementation of the project CSEP including measures to proactively address planned and unplanned access interruptions. These may include signage, notifications and liaison with TfNSW and NSW Maritime and local staff/operators.
- Collaborate with TfNSW and local councils to ensure impacts from construction activities are avoided or mitigated.
- Collaborate with Parramatta City Council, Parramatta Light Rail and other developers across the local area to ensure that cumulative negative impacts associated with concurrent ongoing and planned developments are identified and effectively mitigated.
- To support accessibility and reduce impacts to vulnerable stakeholders, the CTMP may be prepared with detailed planning for temporary bus stops and access routes around construction sites, including minimum accessibility standards which consider universal design approaches, as well as measures to ensure cyclist safety.

The mitigated significance of Potential disruption to public transport due to construction activities is assessed as **Low**. The likelihood of the impact occurring is **Possible,** and the magnitude is **Minor**.

Table 6.16 Potential disruption to active and public transport due to construction activities

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Access	Potential disruption to active and public transport due to construction activities	Landowners and communities along pipelines Camellia / Rosehill landowners and community	Construction	Local area	Medium	Low

6.3.11 Temporary interruption of access to services as a result of construction activities

The project has the potential to affect access to or provision of social services, activities and infrastructure which support community wellbeing and resilience. These principally include indirect traffic and access impacts to schools, supermarkets, and post offices in the local area, and direct impacts to a church and privately run athleisure facilities along the river release pipeline alignment. Key activities with the potential to cause disruption are construction of the river release pipeline, and presence of workers and construction compounds in and near the Western Sydney University Parramatta Campus and the Rosehill Gardens Racecourse.

i Release pipeline alignment

The local area is home to a diverse community (as demonstrated in Section 4.3.1), which generates demand for businesses, social services and infrastructure catering to young people and Culturally and Linguistically Diverse (CALD) residents.

Athleisure services and businesses catering to these young people will be affected by the project. Securing access through project areas to other essential facilities servicing young people, such as Wentworth Point Public School and High School, is also essential.

There are over 90 non-residential properties adjoining the river release pipeline alignment. While most of these are industrial and commercial businesses, some perform social or community functions, which, if affected by the project, may result in broader community impacts.

Along the pipeline alignment, there are multiple private social and recreation businesses which include URBNSURF, a postal company, a media business and gyms, as well as multiple cafes. The Sydney Korean Catholic Church is also located close to the pipeline alignment. In the broader area, there are a range of services, including schools, supermarkets, post offices and private recreation businesses which rely on access routes that may be affected by project construction, including Hill Road. Maps of many of the services provided in the local area is provided in Appendix C.2.

Project health and amenity impacts (Sections 6.3.1, 6.3.2 and 6.3.3), transport, traffic and parking impacts (Sections 6.3.8 and 6.3.10) and safety impacts (Section 6.3.9), could affect these stakeholders and user groups. It is unlikely the project will have a direct impact on access to health or professional services; however, traffic access changes may indirectly carry across to these groups and facilities. As such, these may be considered on a case-by-case basis, in alignment with specific impacts and directly impacted individuals engaged with during project delivery. While many of the users of these facilities would generally not be considered vulnerable, and facilities offering similar alternative options are generally available in the regional area, there are some groups which are more reliant on the unique services offered in this locality. These include CALD user groups, and young people who access these facilities. Further engagement is required as project detailed design progresses to confirm how these users are directly and indirectly affected on a case-by-case basis.

ii Brine pipeline alignment

Minor construction compounds may be required within the Western Sydney University Parramatta Campus. Sydney Water met with university representatives on 15 September to address any concerns regarding construction impacts to campus operations, related to work to reline the existing sewer line for the proposed brine pipelines. The engagement concluded that there were no significant outcomes, and the Project is aligned with the WSU place making strategy and the expected future growth of the university.

Another key landholder for the project is the Rosehill Gardens Racecourse, which is host to a variety of community events. A representative advised EMM that the largest events include the Carnival days, which there are two every year in Autumn and Spring. During this time there are large crowds parking infield and walking through the Grand Avenue tunnel to the track. Soon after the spring event is the caravan and camping show, which takes up most of the site, and is host to thousands of visitors. Most other events are confined to buildings, which are quite large event spaces and less likely to be affected.

Key considerations outlined by a representative of this stakeholder group for avoidance of impacts to this site were:

> "Horse movements – horses living at the racecourse and don't only race at Rosehill, they will race at other racetracks as well, most days vehicles are moving in and out of site."
>
> "[There are also a] lot of services running in and out of facility – waste, supply, feed waste, events food, equipment, and fire. "

"Public transport (is also highly important]. Light rail well used. Previously rail but replaced by light rail – metro is a while away."

Based on the project description and Sydney Water's commitment to impact avoidance through design, the project is unlikely to have a significant impact on users accessing Rosehill Gardens Racecourse or WSU. Given the sensitivity of these receivers, ongoing engagement and planning works outside of peak use periods, and to avoid peak traffic periods, will assist in reducing the potential for impact.

The unmitigated significance of 'Temporary interruption of access to services and social infrastructure as a result of construction activities' is assessed as **Medium**. The likelihood is **Possible** and the magnitude is **Moderate**.

Mitigation measures for service disruption and access changes for social infrastructure rely on development and effective implementation of a CSEP, including:

- further engagement with key landholders during the detailed design phase
- further engagement with community members available in multiple language options to identify high-risk receivers and affirm appropriate management measures
- measures to proactively address planned and unplanned interruptions to services including planning for early notification, liaison with key and vulnerable stakeholders and planning for unplanned emergency response scenarios
- plan construction activities to avoid or mitigate impact on a case-by-case basis, depending on individual stakeholders within the area of impact of each portion of the project area. Options include provision of alternate access, planning works outside of peak times, and application of standard construction safety management protocols to avoid service strikes. Care will also be taken to identify any other relevant service providers prior to commencement of works.

The mitigated significance of 'Temporary interruption of access to services as a result of construction activities' is assessed as **Low**. The likelihood of the impact occurring is **Possible,** and the magnitude is **Minor**.

Table 6.17 Temporary interruption of access to services as a result of construction activities

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Access	Temporary interruption of access to services as a result of construction activities	Landowners and communities along pipelines Camellia / Rosehill landowners and community Service providers and businesses	Construction	Local area	Medium	Low

6.3.12 Temporary disruption to local business as a result of construction activities

The project may temporarily disrupt operation of local businesses alongside or within the project area through traffic, noise and vibration related impacts (assessed in Sections 6.3.2 and 6.3.8) and location of one of the project construction compounds (Grand Avenue North Car Park, Rosehill: C14).

During project engagement outlined in the Consultation Outcomes Report, Sydney Water (2025) have been advised that certain properties across the project area are susceptible to impacts from the project due to their unique operational practices.

Sydney Water anticipates that potentially impactful activities include HDD and open trenching may be potentially impactful activities for these stakeholders through technical studies.

These disruptions have the potential to directly impact the livelihoods of business owners and workers, and also affect customers accessing the business, and any ancillary businesses relying on these enterprises. The potential for disruptions is mitigated by Sydney Water's strong and ongoing planned engagement with key stakeholders.

The unmitigated significance of '6.3.12 Temporary disruption to local businesses as a result of construction activities' is assessed as **Medium**. The likelihood is **Almost Certain,** and the magnitude is **Minor**.

Mitigation relies on development and effective implementation of the CSEP, including:

- further engagement with key businesses and landholders to provide early advice on the project schedule and confirm the duration of the work
- plan construction activities to avoid or mitigate impact, including minimising disruptions to the 2B Grand Avenue property to occur over one show season.

The mitigated significance of 'Temporary disruption to local businesses as a result of construction activities' is assessed as **Low**. The likelihood of the impact occurring is **Almost Certain,** and the magnitude is **Minimal**.

Table 6.18 Temporary disruption to local businesses as a result of construction activities

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Livelihood	Temporary disruption to local businesses as a result of construction activities	Businesses, landholders, customers and ancillary businesses	Construction	Local area	Medium	Low

6.3.13 Generation of employment opportunities for people in Sydney

The project will provide employment opportunities.

During construction, the Project will employ a peak workforce of 200 full time equivalent (FTE) over three years. There will be additional construction workers required for the pumping station upgrade, river release pipeline and brine and transfer pipeline.

As regards to supply of workers, Sydney had a higher labour force participation compared to NSW and slightly higher unemployment with 119,104 unemployed persons in Sydney. Youth unemployment was also slightly higher in Sydney relative to the NSW average. There is a smaller proportion of Aboriginal and/or Torres Strait Islander People in Sydney (1.4% or 67,668 people compared to 3.4% across NSW). Sydney is also characterised by a higher unemployment rate of 5.2%, compared to 4.9% across NSW.

Sydney residents were employed in professional, scientific and technical services (11.5% of workers). There was also 11.6% of Sydney residents who hold relevant qualifications such as in engineering and related technologies. Relevant occupations of Sydney residents include technicians and trades workers (9.9%), machinery operators and drivers (5.5%) and labourers (6.5%). Few workers worked in electricity, gas, water and waste services (0.8% or 17,441 workers).

Stakeholders indicated they were overall quite supportive of the project. Feedback included:

> "The project is a step in the right direction for infrastructure provision, and might catalyse further [Population, and related employment] growth."

Employment is a desired outcome of a range of plans and strategies for the GPOP area. The City of Parramatta CSP (2025) notes key desired outcomes identified by the community as working close to home. The Central City District Plan's vision is for residents to have quicker and easier access to a wider range of jobs.

During the operations phase, the Project will require a workforce of 10 FTE workers to operate and maintain the WRRF. The pipelines and Camellia pumping station would operate as an integrated part of Sydney Water's network infrastructure. No additional operational workforce would be required for this component.

It is noted above that there are likely to be workers with appropriate qualifications and experience in Sydney, the nature of water infrastructure means operations roles are likely to require specialised skills and experience.

The unenhanced significance of employment and training opportunities for people in Sydney is assessed as **Low**. The likelihood is **Possible,** and the magnitude is **Minor**.

Proposed benefit enhancements include:

- application of the Sydney Water Diversity, Equity and Inclusion Plan 2023-2026 to enhance employment diversity and support employment and training opportunities for young people, older people and culturally and linguistically diverse people
- provide employment and training opportunities for Aboriginal people, in alignment with Sydney Water's Aboriginal Procurement Participation Plan (2021)
- use Sydney Water's existing employee competency framework for required skills to support operations to ensure available training is linked to job types.

The enhanced significance of employment and training opportunities for people in Sydney is assessed as **Low**. The likelihood of the impact occurring is **Possible,** and the magnitude is **Minor**.

Table 6.19 Generation of employment and training opportunities for people in Sydney

Impact category	Matter	Affected parties	Duration	Extent	Unenhanced	Enhanced
Livelihoods	Generation of employment and training opportunities for people in Sydney	Regional workforce	Construction	Regional area	Low	Low

6.3.14 Business opportunities due to project and employee procurement of goods and services

The project will procure various goods and services to construct the project, and project workers in the area are likely to access local goods and services, such as cafes during the three-year construction phase.

Key activities for construction of the WRRF will include site establishment, delivery of materials, earthworks, civil works, structure construction, installation of mechanical and electrical plant and equipment, landscaping and rehabilitation, and commissioning.

Across the sub-regional area, the majority of registered businesses were concentrated in the Parramatta LGA. The most prevalent industry of businesses was construction, meaning there is potential for local businesses to take up business opportunities on the Project. It is noted that construction of water infrastructure is specialised, and may require specific skills. Most businesses in the study area were small businesses, employing less than 20 people.

Businesses noted potential indirect opportunities with more workers in proximity to local businesses:

> For me it's also good, because when the waste program is done, there will still be people working there, who will also be my customers
>
> When they start the work, it will be busier for me, and it's good for the environment.

Given the broader context of Sydney as an urban centre with significant existing opportunities, the unenhanced significance of business opportunities due to project and employee procurement of goods and services is assessed as **Low**. The likelihood is **Possible,** and the magnitude is **Minimal**.

Proposed benefit enhancements include:

- implementing strategies and actions to maximise sourcing from local communities such as through supporting training, up-skilling and capacity building, in collaboration with local stakeholders to improve job-readiness in the pre-construction phase of the project
- ensure procurement and employment opportunities for women, First Nations people and people with disabilities through initiatives such as appropriate target setting and developing preferred supplier panel for First Nations owned businesses (prequalification), in alignment with the Sydney Water Aboriginal Procurement Participation Plan
- preference use of local contractors and suppliers, where feasible.

The enhanced significance of business opportunities due to project and employee procurement of goods and services is assessed as **Low**. The likelihood of the impact occurring is **Possible,** and the magnitude is **Minor**.

Table 6.20 Business opportunities due to project and employee procurement of goods and services

Impact category	Matter	Affected parties	Duration	Extent	Unenhanced	Enhanced
Livelihoods	Business opportunities due to project and employee procurement of goods and services	Regional businesses	Construction	Regional area	Low	Low

6.3.15 Potential for impact to places important to local and historical sense of identity and connection to place

The project may affect places of cultural significance for local residents, people who travel to the area for work, education, recreation and social activities, or people with a historical connection to the area. Changes to places of significance to these stakeholders may affect sense of identity and connection to place. This is particularly the case as the local area is heavily developed and is experiencing a period of transition.

The Global Development Research Centre (Srinivas, 2025) identifies the basic elements composing individual and community sense of connection to place. The potential for the project to affect these criteria during project construction is outlined below.

i Physical environment

Potential short-term construction impacts to the physical environment have been outlined in sections of this assessment relating to amenity, the environment, public space, aspects of cultural significance and traffic. These assessments outline that a significant range of infrastructure, public, private and open space, and the diverse users of these spaces may be affected by project construction activities through temporary amenity impacts. The Place & Design Framework (GHD Design, 2025a) further identifies the significance of the Parramatta and Duck River for the blue-green grid interconnections the floodplain provides, including native vegetation and estuarine ecosystems for migratory birds and the grey-headed flying fox (Arcadis, 2025).

ii Cultural and historical significance

Matters of significance to Aboriginal communities have been outlined in Section 6.3.5, which affirms that despite the ongoing impacts of British colonisation and Colonial practices that have resulted in deep and lasting harm, including displacement, forcible claiming of land and widespread environmental destruction (GHD Design, 2025a), Aboriginal people throughout the Parramatta River catchment and elsewhere continue to maintain strong connections to Country and culture (Parramatta River Catchment Group, 2023), and that locations of significance to Aboriginal stakeholders will be affected by construction of the project.

For Dharug people, the Parramatta River (Burramatta) and its surrounding waterways and wetlands are intrinsically linked with tradition and ongoing sense of connection to Country. The river, Duck Creek and wetlands offer continued linkages to oral storytelling traditions, and features such as river bend and outcrops serve as sites of ceremony, trade and kinship (GHD Design, 2025a). The Dharug community sustains a connection to wetlands as the lifeblood of Country, and seeks to preserve preserved cultural heritage, housing artefacts, burial sites, and ceremonial spaces that continue to be honored through oral traditions and Elders' guidance. (Joy Horton Consulting, 2025During social fieldwork for this project, the observed connections to spaces in Memorial Park also include the quiet and relaxed atmosphere of the park, and the role this has to play in relation to people's experience of memorial spaces and monuments. The sense of connection to these spaces varied, and it was noted that not all communities, including Aboriginal people, are represented in these spaces.

Following colonisation, the area around Rosehill was cleared for timber, then became valuable agricultural land before transitioning to industrial land uses in the 20th century (GHD Design, 2025a).

The Statement of Heritage Impact (EMM, 2025) identifies the project alignment largely follows existing road reserves; however, pipelines will cross three heritage listed items. These include:

- Rydalmere Hospital Precinct (former) no expected impacts due to non-invasive methodology
- Sewage Pumping Station 67 – works proposed to the structure and fabric of the building, and impacts to paving outside the pumping station are expected to have a relatively low impact on the heritage value of the site. During SIA engagement, many local stakeholders were not aware of the heritage significance of this site, so interest in this site is potentially at a regional and special interest group level
- Memorial Park (including obelisk) and remnants of former Meadowbank baths.

Engagement with a heritage interest group in the region indicated values associated with specific colonial sites, such as the grave of Eleanor Magee which was constructed in 1793 and is located 50 m from the site and north of the Camellia Railway Station. The stakeholder placed a high value on storytelling as a means of highlighting connection to place.

iii Emotional connection

Emotional connection to place can be understood through qualitative feedback from the community outlined in Chapter 5, which has identified personal and community-level connections to local heritage, waterways and a variety of environs along the alignment, including built and natural features. Engagement feedback from residents, government and commercial stakeholders highlighted the importance of overall amenity, access to the riverside, and the existing marshland marine environments to quality of life in Wentworth Point, Newington and other riverside suburbs. Many of these connections were defined by how people have interacted and continue to interact with places physically for transport, exercise, social events, rest and relaxation, passive observation, work, education and play.

Aboriginal stakeholders identified ongoing connection to place, particularly through local waterways and by creating opportunities for the project to share and preserve language, traditional knowledge and cultural practices, such as smoking, and foster reconciliation and healing.

In addition to the Parramatta River, specific spaces of importance in and around the project area referenced in the recently adopted Canada Bay (City of Canada Bay, 2025), Draft Ryde (City of Ryde, 2025) and Draft Parramatta (City of Parramatta, 2025) Community Strategic Plans, as the most recent indications of the community's interests and future direction, and include:

- Western Sydney University – education hub
- TAFE NSW – Meadowbank, education hub
- Walking and cycling networks
- Anticipated development- Stage 2 of the Parramatta Light Rail to Sydney Olympic Park—via Camellia, Rydalmere, Ermington, Melrose Park, and Wentworth Point
- Celebration district – Sydney Olympic Park
- Green spaces – protect and enhance
- Connectivity – including transport networks.

Increasing residential and commercial density, and concerns relating to equity of access can negatively affect emotional connections to place and were particularly identified as a concern across multiple focus areas in the CSPs.

iv Identity and connection to place

Multiple spaces along the alignment are attached to identity, and can have an effect on how individuals and communities portray themselves. The most significant is the role the Parramatta River takes in defining the identity of the localities around it. An example of this is that the region has been coined as the "Central River City" in strategic visioning for the area (Greater Sydney Commission, 2018). In a media release in 2023, The Mayor of Parramatta said "The Parramatta River is core to our City's DNA and emerging identity as Sydney's Central River City. The river's role as a meeting place is an integral part of our history and we want to ensure it remains a key point of connection for the community in our future – a place where people can swim, walk and relax." This is critical to understanding the river's vital role as blue infrastructure is for central and eastern parts of Sydney (Parramatta City Council, 2023), as identified in the social baseline. This is sourced from stakeholder feedback during the SIA engagement where, different aspects of the river's value were conveyed. These values included environmental quality, recreation uses, transport and views. The way stakeholders interacted with the river, in the past and present, is core to their expression of its value.

Other places potentially attached to local identity include Sydney Olympic Park, given its city shaping role in the 2000 Olympics, and the Rosehill Gardens Racecourse and WSU campus, due to their historic and ongoing social importance.

v Perceived safety and comfort

The project may affect perceptions of community safety and comfort by temporarily introducing more heavy vehicle movements, site compounds and other construction elements (Section 6.3.9) to the landscape. This may affect how people interact with spaces in the locality.

The HRA (EnRiskS, 2025) has found that the project will not generate any increased risk to human health associated with air quality, water quality, noise or other matters including soil contamination, transport, dangerous goods/chemical hazards, subsidence or bushfire.

vi Sense of ownership and stewardship

The community's existing sense of ownership and stewardship, outside of property owners and direct local and are exemplified by State government entities such as the Parramatta River Catchment group, and community led initiatives like the Parramatta River and Waterways Network, as well as by community-led groups and initiatives in the region. These include, but are not limited to, the 32 Scouts, boating and sporting clubs, bush care and environmental conservation groups, heritage interest groups, resident action groups, parenting groups and resident forums identified as some of the stakeholders for this project.

Project plans to enhance the sense of community ownership and stewardship include design responses to incorporate Aboriginal perspectives and information sharing, and ongoing engagement with key stakeholders to avoid and mitigate impacts to key areas of importance outlined in previous sections of this impact.

vii Social interaction and community

Engagement also demonstrated that open space and recreation assets along the alignment are key to social connection, and enable opportunities for connection through:

- Recreation and open space: as outlined in Sections 6.3.6 and 6.3.7
- Education: Stakeholders close to the project alignment include Explore & Develop Parramatta - Early Learning Centre, Fun2Learn Early Learning Centre, Mini Masterminds Wentworth Point, St Michael's Catholic Primary School, Meadowbank Public School, Wentworth Point Public School, Wentworth Point High School (completion 2025), Melrose Park Public School, TAFE NSW – Meadowbank and the Western Sydney University Parramatta Campus, including the auditorium and library
- Community groups and associations: as listed in Appendix F of this SIA
- Transport and connectivity: stakeholders outlined in Sections 6.3.8, 6.3.9 and 6.3.10
- Gathering spaces: including community spaces like private athleisure facilities such as URBNSURF, the Newington Community Hall, Rosehill Bowling Club, local cafes and restaurants and places of worship such as the Sydney Korean Catholic Church and Sydney Baha'i Centre
- Workplaces, particularly the industrial and commercial businesses in Silverwater and Camellia
- Event spaces: such as the Rosehill Gardens Racecourse
- Coincidental spaces in the sub-regional area: such as active transport networks, retail and hospitality venues.

The project area coincides with a huge variety of places important to community and individual identity and connection to place, and affects a range of stakeholders connected to these places throughout the different stages of project construction. Given the range of spaces affected, it is likely the whole community of the local area will experience change to differing degrees, with particularly sensitive stakeholders including Aboriginal communities and children. However, by effectively managing each of the pathways for impact as suggested in the mitigation and management measures outlined in this SIA, the risk of impacts occurring is lowered. Also, many of the impact pathways identified in the above are temporary and occur at discrete locations during project construction.

The unmitigated significance of potential for impacts to identity and connection to place is assessed as **Medium**. The likelihood is **Possible,** and the magnitude is **Moderate**.

In addition to mitigations recommended in other sections of the report, it is suggested that the project:

- align planning for site rehabilitation with Council's plans and objectives, to support delivery of strategic visions where feasible.

The mitigated significance of 'potential for impacts to identity and connection to place' is assessed as **Low**. The likelihood is **Possible,** and the magnitude is **Minor**.

Table 6.21 Potential for impact to places important to local and historical sense of identity and connection to place

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Culture	Potential for impact to places important to local and historical sense of identity and connection to place	Local and regional communities	Construction	Local area	Medium	Low

6.4 Operation

6.4.1 Concerns associated with potential changes to visual amenity, noise and odour during operation of the WRRF

The project may potentially result in concerns caused by the potential for increased noise and odour close to the WRRF, as well as the visual presence of the WRRF that may affect local community members. These concerns, as well as the visual presence of the WRRF, were raised during SIA stakeholder engagement feedback. Although it was not explicitly highlighted whether community concerns related to operational or construction stages, nearby neighbours shared negative perceptions regarding the impact of noise and odour impacts due to the WRRF as well as concerns regarding the existing sewerage issues in the local area. Comments included:

> "Odours from new Duck River treatment plant – already a lot of periodic concern about odour in Newington because of odour from sewers and waste treatment facility on Hill Road"

> "Sewerage odour is a common problem locally"

The Noise and Vibration Impact Assessment (NVIA) assessed the WRRF development in Camellia, and pumping station upgrades were predicted to comply with operational noise requirements at all noise sensitive receivers, except for a small area of the Camellia Town Centre close to the pumping station. Although noise levels are predicted to exceed the criteria by up to 8 dB at this location, the NVIA recommends that appropriate building design to control traffic noise within the Town Centre residences be implemented to sufficiently control noise from the pumping station and mitigate any impacts.

The Visual Impact Assessment (VIA) concluded that once the WRRF is operating, visual impacts will not be greater than a low-moderate impact.

Modelling from the AQIA (WSP, 2025) assessed that under normal conditions the operation of the GPOP WRRF is not likely to generate negative impacts on the air quality of the vicinity of the facility. However, should operating conditions change, mitigation measures could include minimising the potential for odours by ensuring odour control measures are available and ready to use, and maintaining equipment in good working order.

The transitional nature of the local area has equipped community members for the process of redevelopment and changes, particularly stakeholders in Wentworth Point, being a hub for construction. Camellia and eastern Rosehill have traditionally been key industrial and employment areas in Western Sydney. Due to their central location and proximity to the Parramatta River, this precinct has been earmarked for future transformation into a high-density residential hub under the Camellia-Rosehill Place Strategy (2022). If an impact occurs, the total operational stage of the project will commence from 2031 onwards as well as additional updates occurring in 2037.

The unmitigated significance of this impact is assessed as **Low**. The likelihood of this impact occurring is assessed as **Possible**, and the magnitude of the impact is assessed as being **Minor**.

To mitigate this impact, it is suggested that the project apply measures to ensure two-way communication between community members and Sydney Water through:

- a complaints management mechanism aligned with existing measures for operational projects.
- providing a link to the EIS published on the Major Projects Planning Portal on the Sydney Water project website.

The residual significance of concerns associated with potential changes to visual amenity, noise and odour during operation of the WRRF is reassessed as **Low**. The likelihood of this impact occurring after mitigation is **Unlikely**, and the magnitude of the impact is assessed as being **Minor**.

Table 6.22 Concerns associated with potential changes to visual amenity, noise and odour during operation of the WRRF

Impact category	Matter	Affected parties	Duration	Extent	Unmitigated	Mitigated
Health and wellbeing	Concerns associated with potential changes to visual amenity, noise and odour during operation of the WRRF	Nearby neighbours Local community	Operation	Camellia Rosehill	Low	Low

6.4.2 Enhancing the reliability and longevity of the wastewater network

The project will enable a future water reuse and resource scheme to service the Central City in a sustainable manner. Currently, 70% of GPOP's wastewater discharged into the deep ocean at North Head following treatment. The remaining 30% is treated and discharged at Malabar.

With projected population growth, augmentation or duplication of major wastewater infrastructure would be required at great cost and impact to the community and environment.

The project will deliver new wastewater infrastructure that has the capacity to service future projected growth, and has the ability to produce advanced treated water for potential future use.

The water quality in parts of the Parramatta River is generally poor, with elevated levels of nutrients and gross pollutants entering the waterway from various areas and sources. During operation, advanced treated water produced by the WRRF would be released in the Parramatta River. Given the existing water quality of the river, the release of advanced treated water is expected to be generally positive on the health and water quality in the Parramatta River.

Therefore, a potential benefit of the project relates to improved water quality in the Parramatta River from the highly treated water, and reduced risk to public health and the environment following heavy rainfall events.

Stakeholders were generally supportive of the project and understood the need for the project. Feedback included:

> "Getting wastewater from this precinct out of the Northern Suburbs Ocean Outfall Sewer (NSOOS) is a really positive development"
>
> "Really essential for the scale of housing development that's likely to happen at Rosehill and Camellia In the next ten years"
>
> "Strongly in favour. Wastewater programs are always good for the environment, community, Country"
>
> "[With relation to wastewater] it's the future community we think about in this context. [The project] supports the growth of future Sydney"
>
> "Improvements to water quality as a result of treated water being introduced – likely better quality"
>
> "The first thing [some] people say is no you can't do it. Getting the perception out there that things can happen, but you need to manage them the right way"
>
> "Water in the river is not very clear – hopefully something good may come out of this project"

Feedback from community and environmental groups including schools and recreational and sports clubs detailed in the Project Consultation Outcomes Report (Sydney Water, 2025) confirmed wide support for the Project regarding shifting away from costal reliance, cost effective water services and potential benefits for Parramatta River due to strong community values surrounding water quality of Parramatta River. Environmental groups are generally supportive of the objectives of the project, including moving away from reliance on costal treatment and ocean outfalls for wastewater.

The unenhanced significance of enhancing the reliability and longevity of the wastewater network is assessed as **High**. The likelihood is **Likely,** and the magnitude is **Major**.

A proposed enhancement is to include engagement on project benefits to be carried out in accordance with Sydney Water policy and the Community Engagement Strategy. The enhanced significance of enhancing the reliability and longevity of the wastewater network is assessed as **High** positive. The likelihood of the impact occurring is **Likely,** and the magnitude is **Major**.

Table 6.23 Enhancing the reliability and longevity of the wastewater network

Impact category	Matter	Affected parties	Duration	Extent	Unenhanced	Enhanced
Access	Enhancing the reliability and longevity of the wastewater network	Sydney community	Operation	Area of Reference (Sydney UCL)	High	High

6.4.3 Long-term benefits for the health of the Parramatta River

The project will generate benefits for the long-term health of the Parramatta River through improved water quality as a result of river releases. This improves useability for the community and aligns with the strategic deliverables of Sydney Water and other key governance and community bodies.

The PRCG and PRAWN networks are dedicated to improving the health of the Parramatta River and its supporting waterways (Parramatta River Catchment Group, 2025), as well as improving access to and experience of the surrounding environments. Over time, they have seen ongoing improvement to the quality of regional waterways, and the effect this has had on improved livability.

The importance of access to the river is demonstrated in the impact relating to use of the river for recreational purposes (Section 6.3.7), and the high importance of the waterway overall is discussed throughout assessment of this report, and particularly in regards to places important to local and historical sense of identity and connection to place (Sections 6.3.5 and 6.3.15).

Stakeholders also noted that efforts to increase community engagement with the waterway are ongoing, though:

> "Water quality in [the project area] is bad, so we can't have a swim site there. [City of Canada Bay Council have recently] updated the park, constructed rockpools and living seawalls, and replanted endangered ecological communities [in an effort to improve water quality]."

Recreational user groups advised during SIA engagement that:

> "It was common to see rubbish, plastics and things floating on the surface"
>
> We "don't encourage kids to swim in the river"
>
> {A} "few [people are] "affected by the water – skin conditions that flare up potentially affected by the water. [There are] "a number that get itchy as soon as they get anything on them"

This is supported by strategies including the Greater Sydney Water Strategy (DPE, 2022), the Central City District Plan (Greater Sydney Commission, 2018) and the Securing a water resilient future for GPOP; Greater Parramatta and Olympic Peninsula Master Plan (Sydney Water, 2023), which prioritise waterway health.

A PRCG stakeholder identified:

> "The project is good, it's putting cleaner water into the area and this is a benefit. The project supports that we're trying to make the river swimmable because you're putting in clean water and providing water security, we have no problems with that aspect."

While some stakeholders were concerned about the potential effects of water release, in that changing the volume or quality of water may negatively affect the health of the waterway, stakeholders also identified that possible improvements to the water quality would be well received.

This is supported by the Water Quality (Sydney Water, 2023) findings, which indicate the release of purified recycled water will be beneficial for overall quality of water in the Parramatta River. There is a low to negligeable risk of elevated levels of nutrients, small reductions in salinity, slight increases in surface water temperatures and residual risk of contaminant mobilisation, as well as presence of contaminants such as PFAS or pharmaceuticals within the release water, which can be managed through ongoing monitoring and adaptive controls.

The HWQIA modelling indicated that the operation of the WRRF presents a potentially beneficial effect regarding pathogenic levels at the swimming sites. Spikes in wet weather concentrations are generally predicted to reduce at each site analysed and across all the rainfall years simulated due to the mitigation of sewer network overflows. In regards to recreational activities, the influence from the WRRF operation may therefore assist reducing the risk to human health and/or extend safe swimming conditions over time.

AEIA (Stantec Australia Pty Ltd., 2025) modelling indicated that changes to hydrodynamics and water quality due to operation of the WRRF will be negligible or within background levels, with the potential for improvement to existing conditions. This was particularly the case for water quality, as releases will have lower concentrations of nutrients, pathogens and algal biomass, and higher levels of dissolved oxygen than existing waters. These improvements in water quality are expected within the immediate vicinity of the release location as well as the broader estuary, and are expected to generate associated improvements in aquatic health, KFH and biodiversity. The AEIA also identified that the river release infrastructure may increase the diversity of habitat available at the site in the long term.

The HIA (EnRiskS, 2025) confirms there are no risks to human health associated with water quality.

The project is anticipated to have a net-positive effect on water quality in the Parramatta River, and community use of and environmental values associated with the river. While the degree of change is not expected to be significant, the high social importance of the river and alignment with overarching community goals and strategic deliverables for waterway management increase the magnitude of effect for this impact.

The unmitigated significance of 'Long-term benefits for the health of the Parramatta River' is assessed as **Medium**. The likelihood is **Possible,** and the magnitude is **Moderate**.

Environmental management measures such as implementation of a water quality monitoring and management program (to be developed by Sydney Water in consultation with the Environment Protection Authority (EPA)) are recommended in the AEIA and WQIA to safeguard against residual risks.

The mitigated significance of 'Long-term benefits for the health of the Parramatta River' is assessed as **High**. The likelihood of the impact occurring is **Likely,** and the magnitude is **Moderate**.

Table 6.24 Long-term benefits for the health of the Parramatta River

Impact category	Matter	Affected parties	Duration	Extent	Unenhanced	Enhanced
Livelihoods	Long-term benefits for the health of the Parramatta River	Local, Sub-regional and Regional Communities	Operation	Regional area	Medium	High

6.5 Cumulative impacts

6.5.1 Overview

This section examines the potential for the project to contribute to cumulative impacts and/or benefits in the local and sub-regional areas. Cumulative impacts occur when multiple projects occur in a similar timeframe or will be located in a similar geography to other projects, intensifying their combined effects on communities and environments.

The Cumulative Impact Assessment Guidelines for State Significant Projects (DPE, 2022a) are part of the Rapid Assessment Framework introduced in 2021, aimed at improving the assessment of major projects in NSW.

The project is located within the Parramatta and Ryde LGAs, with cumulative impacts and community concerns about impacts potentially extending to the regional area. The cumulative impact assessment has considered other projects (as listed on the DPE Major Projects Planning Portal) that have the potential to interact with the project.

Key considerations include:

- water quality in the Parramatta River
- access to recreational spaces
- Aboriginal connection to place
- traffic and access
- construction fatigue.

An indicative peak construction period of 2025-2030 (up to potentially eight years) has been assumed for this assessment. Relevant projects with overlapping work programs are summarised Section 4.1.

As shown in Section 4.1, which outlines the social impact pathways from key projects that could be constructed concurrently with the project, there is the potential for this project to add to the cumulative effects on the local population.

6.5.2 Access

The construction of the project may interact with planned upgrades to recreation infrastructure in proximity to the project. Upgrades are planned to Meadowbank Park under the Meadowbank and Memorial Parks Precinct Masterplan (City of Ryde, 2019), which aims to increase recreational opportunities and improve connectivity of the precinct. Consultation with City of Ryde Council indicated that works on the netball courts at Meadowbank Park and a new amenities building are scheduled for late 2025. The Masterplan indicates that upgrades will be stages over 20 years, meaning that there is potential for cumulative impacts due to the proposed construction activities at Meadowbank Park. The project will conduct open trenching at Meadowbank Park and will drill (HDD) under the Parramatta River near Memorial Park. Part of the parking lot on Bowden Street is expected to be occupied by the project for 6 to 12 months, creating additional loss of access to recreation facilities.

The Duck River Nature Trail project is scheduled for construction over three stages, starting in 2025 with expected completion in 2028. Stage One is expected to open at Silverwater Park in 2025. The third stage of the trail has the highest likelihood of interaction with the project, with paths to be constructed between Holker Street and Carnarvon Street, with a bridge connecting Duck Creek and the foreshore paths in Camellia. Stage three is expected to be constructed in 2027 to 2028.

In addition to these projects, Melrose Park Public School is undergoing upgrades, with completion expected in 2027. During SIA consultation, a school representative indicated concern that if projects overlap, the school may not be able to access their own sporting facilities or Meadowbank Park, creating a lack of open space for school sport.

The proposed project is expected to commence construction in 2028, and as such is unlikely to overlap with the construction of the Duck River Nature Trail or the Melrose Park Public School upgrades. The project may overlap with upgrades to Melrose and Memorial Park Precinct; however planned upgrades do not currently overlap with the project. As a result, Sydney Water should maintain communication with City of Ryde Council and park stakeholders to ensure any potential impacts are avoided. Project activities, such as open trenching may temporarily worsen the condition of the Precinct, however disrupted areas will be returned to their previous state as soon as works are completed.

Major transport infrastructure upgrades are planned for the regional area, including the Parramatta Light Rail and Sydney Metro West. These projects are likely to have overlapping construction timeframes with the project, leading to potential for lowered access. Parramatta Light Rail Stage 1 and 2 are expected to overlap with the project. Parramatta Light Rail (PLR) Stage 1 will connect Westmead to Carlingford via the Parramatta CBD and Camellia with a two-way track. Stage 2 will connect Stage 1, the Parramatta CBD and Sydney Olympic Park via Camellia, Wentworth Point, Melrose Park and Rydalmere. Pipelines for the proposed project may traverse Grand Avenue North Bridge, which carries PLR Stage 1 and 2. PLR Stage 2 has been avoided on Hill Road by using deep trenching underneath Hill Road, under the Parramatta River to Meadowbank Park. It is possible that the overlap in project construction could create cumulative impacts in terms of access and connectivity throughout the region, as well as recreation and open spaces.

As a result, there may some overlap of the project construction and planned updates to recreation spaces and major transport infrastructure. Impacts are expected to be minimal and will be mitigated through ongoing consultation with relevant stakeholders. Community members and other regular users of recreation spaces should be notified of any changes to access, to allow time for alternative plans to be made, therefore maintaining the community's ability to engage in recreation activities.

i Traffic

As identified in previous sections, the sub-regional area is undergoing major growth to cater to high population growth across Greater Sydney. As a result, there are a number of major infrastructure projects which may impact on traffic and access in the sub-regional area. Developments include housing developments in areas such as Wentworth Point. Transport infrastructure also being developed to relieve pressure on the rail and road networks. Notable projects include Parramatta Light Rail Stage 1 and Stage 2, Sydney Metro West, and upgrades to Hill Road.

The Parramatta Light Rail is expected to impact traffic for road users in the sub-regional area. The Traffic Impact Assessment (Stantec Australia, 2025a) determined that peak construction for the Parramatta Light Rail are expected to conclude before the peak construction of the WRRF. Therefore, significant impacts on road users in this area will be avoided. The TIA also found potential cumulative construction impacts along Hill Rd are expected to be minor, and the project would have no significant cumulative impacts at the surrounding intersections. To further mitigate accessibility impacts, further engagement is required during EIS finalisation and into the project detailed design phase.

Hill road is also undergoing works from 2025 to 2027 to meet future traffic growth and connectivity to the Carter Street Precinct and Sydney Olympic Park. The upgrades will improve traffic flows and reduce traffic congestion at Hill Road and Parramatta Road and Hill Road and John Ian Wing Parade intersections. These upgrades are expected to be completed before project construction begins, and therefore it is unlikely that there will be cumulative impacts.

Other projects which may contribute to traffic impacts include the Rosehill Resource Recovery Facility, the Downer Rosehill Sustainable Resource Centre Mod 3 and Downer Rosehill Sustainable Resource Centre Mod 4, the Bitumen Plant Redevelopment, which will reduce parking capacity for a short period of time. The construction of a build-to-rent development may contribute to traffic on nearby main roads.

During SIA engagement a range of stakeholders commented on concerns relating to cumulative traffic and access impacts. Comments indicated that ongoing development in the sub-regional area has created traffic constraints, such as road closures, heavy vehicle movements, and lack of parking. Comments from stakeholders, including a developer, local resident and childcare provider included:

> "People commuting to the train station affected by – John Whitton Bridge parking will affect people catching the ferry to town, drive there and catch the ferry to town, not much parking"
>
> "Light rail coming down Wolf Road couple of hundred metres to the left of the park. Council's doing a major project in constitution road to the east of the railways station. In the same area - impact people moving around. "
>
> "A lot of construction in the area. Around Meadowbank Park – very limited parking for trucks. Tight residential parking."

These comments confirm that traffic is an ongoing issue for residents in the sub-regional area, particularly along Hill Road, with plans for consecutive construction possibly affecting community sensitivity to traffic impacts. It is also possible that cumulative impacts from concurrent projects will impact traffic and access around the project site, in particular overlaps in the Parramatta Light Rail Stage 2 and Sydney Metro West projects.

Cumulative impacts will be mitigated through ongoing consultation with relevant stakeholders, including local government and TfNSW. It is recommended that measures be put in place to notify nearby residents and business owners of potential disruption to the road network to allow for forward planning. Additionally, site specific construction traffic management plans will be developed to manage impacts on traffic and access that could result from cumulative developments in the sub-regional area.

6.5.3 Amenity

i Noise and dust

Multiple concurrent projects in the area may contribute to cumulative effects regarding noise and generation of dust. Projects which are likely to contribute to noise impacts include:

- Camellia Waste Facility
- Parramatta Light Rail Stage 2
- Sydney Metro West.

The possibility of overlapping construction timeframes may worsen noise and dust impacts for nearby residents and businesses affected by the project. The NVIA (AECOM, 2025) assessed that cumulative impacts are expected to be experienced between the Project and Sydney Metro West works near the WRRF site, and between the Project and Parramatta Light Rail Stage 2 where the brine pipeline extends from the existing pumping station to the NSOOS connection. Construction noise from concurrent developments is unlikely to increase noise levels at the most affected receivers near the pipeline construction works.

The NVIA notes that where there is noise from concurrent projects, it is likely that noise levels from one project would be dominant, and therefore overall noise levels would only slightly increase.

The AQIA identified that without mitigation, increased dust may have a higher than negligeable cumulative effect on stakeholders near construction sites for the following projects:

- Parramatta light rail Stage 2
- Sydney Metro West
- Duck River nature trail project
- Grand Avenue Data Centre Expansion
- Downer Rosehill Sustainable Resource Centre (Mod 3 and Mod 4)
- Rosehill Resource Recovery Facility
- SAMI – Camellia – Bitumen Plant redevelopment.

The project will manage dust emissions as per direction outlined in the AQIA to address the risk associated with these impacts

In addition to mitigation measures proposed in the NVIA, AQIA and in Section 6.3.2, it is suggested that Sydney Water maintain ongoing contact with potentially affected stakeholders, including notification of construction activities which may generate noise disturbances.

ii Visual

The above projects (Section 6.5.3.i) are also likely to contribute to cumulative visual amenity impacts. Multiple developments in the region are likely to alter the character of the local landscape during construction and operation. In addition to the previously identified projects, future development of the Camellia-Rosehill precinct is expected to alter the visual landscape of the local area.

The VAIA (GHD Design, 2025b) identified that the ongoing changes to the regional area will be exacerbated by the project, which will add to the urbanisation of the landscape. It was assessed that viewpoint most likely to experience cumulative changes are views within the Rosehill Gardens Racecourse and viewpoints along the WRRF boundaries, although these impacts are likely to potentially be an overall improvement from current conditions. The VAIA assessed that impacts are likely to be limited to the immediate area. While there are identified residential developments in Rhodes and Melrose Park with the potential to generate visual impacts, it is unlikely they will significantly alter residents experience of visual impacts.

Along with mitigation measures proposed in the VAIA and Section 6.3.1, Sydney Water should maintain ongoing contact with potentially affected stakeholders, including notification of construction activities which may temporarily alter views.

6.5.4 Change and sense of place

The sub-regional area has been subject to various changes in recent times, with ongoing developments planned and approved for the area. Local government plans and strategies are focused on developing the region to cater to forecast population growth, with these plans including upgrades to infrastructure, development of residential precincts, upgrades to open spaces and introduction of major transport infrastructure. The project will contribute to these plans by enhancing the reliability and longevity of the wastewater network.

The volume of changes to the area has created a sense of anxiety for nearby communities. The rapidly changing character of the area has created loss of sense of identity and connection to place as assessed in Section 6.3.15.

This altered sense of place is more likely to be felt in areas such as Wentworth Point and Meadowbank Park, where there are existing developments which have the potential to be exacerbated by project activities.

During SIA engagement, Stakeholders based in Wentworth Point identified their concerns.

> "Continuously under construction, noise, traffic, road closures. End of their tethers [Wentworth Point residents]."

> "Project will allow for additional growth – already concern – not sufficient infrastructure at the moment."

> "Wentworth point – extremely high-density apartment living and new apartment developments"

Stakeholder based in Melrose Park also identified concerns related to high levels of construction in the area, identifying upgrades to schools, and residential developments in the area.

> "Highschool being built a block up at the same time – a lot of construction in the area."

> "Light rail bridge – units and apartments to start in next 5 years, a lot very close to the school, school development on 3 sides and we're developing. Light rail, transport NSW, building companies, at least this one is not right next to us. "

Therefore, it is evident that existing and ongoing changes to the local area has had a noticeable impact on residents and businesses, particularly in Wentworth Point and Melrose Park. Project activities may have a cumulative impact on the ongoing loss of sense of place by introducing temporary changes to the area, including constriction compounds and associated loss of access to assets valued by the community. This may lead to a sense of stress and hopelessness among community members, who feel as though they have limited control over the changing character of the area.

This cumulative effect can be mitigated in part by providing an update of upcoming activities on the project website, which is to remain accessible and regularly updated. This should be developed during detailed design in addition to measures outlined in the CSEP.

6.5.5 Health

The construction of concurrent projects is the area may lead to worsened health conditions for local residents. As identified in the social baseline (Section 4), Oatlands, Rydalmere, Melrose Park and Dundas recorded elevated rates of long-term health conditions, with a high prevalence of asthma, mental health and diabetes.

There is potential for projects such as Sydney Metro West and the Camellia Waste facility to contribute to worsened conditions due to project activities, such as the generation of dust. This is likely to exacerbate the potential for health concerns generated by the project.

6.5.6 Wellbeing

As noted above, there are concerns already felt in the community around multiple development projects. Concern can come from a variety of sources including fear of change, a sense of powerlessness, a feeling of not being heard and/or not having an ability to use their voice. The multiplicity of development projects can give community members a sense of overwhelm and development and consultation fatigue. On the other hand, it can also give people a sense of confusion and concern with the feeling of not knowing what is going on in their local area from which they draw their sense of peace, identity and safety.

The change in the area has been ongoing for some time and while the project would not precipitate this effect, it could become part of the cumulative burden that people feel. There a two key means by which the project can seek to not exacerbate impacts to wellbeing at a time of change in the area. These are:

1. Developing community engagement protocols and strategies with this vulnerability in mind. This could change how standard practices are undertaken in order to allow people multiple avenues for taking in information and having time to take in the information in their own way.

2. Developing a detailed project website that incorporates details about the project, including contact details, program, active work sites. This would allow people who may be feeling powerless to be empowered with access to timely and relevant information, including what is happening where and when, what will be closed, when it is predicted to be open again, where alternates might be found with links to helpful sources, and a clear means of contacting people in the event of a need to ask questions or log complaints. In view of point one, having multiple means of doing this also helps people to communicate in their own way. For example, some people may prefer to speak directly to someone whereas other prefer secondary means, via an email or messaging platform.

Throughout the project, Council will have the greatest visibility across projects in the LGA. Residents may also be approaching their council members to ask questions. As such, a regular briefing with Council is recommended so Sydney Water can stay ahead of key pinch points and emerging issues, and brief Council in return so Council are equipped with information to answer questions of residents in their wards.

6.5.7 Other cumulative issues

Separately to those categories noted above, as part of this SIA other issues have been identified which, along with other development projects, have the potential to cumulatively affect the area and its residents.

i Water quality

As outlined in Section 4.2.1, the Parramatta River is highly important as a recreational asset transport network and landscape feature for the community of Greater Sydney. The community engagement also indicates that the community is aware of and concerned about existing contamination of sediments in the river, and the potential for associated health risks.

Local developments near the Parramatta River, Duck River and other creeks and tributaries of the river within the local area include:

- existing land uses along the riverside
- the Duck River Nature Trail in Silverwater
- Parramatta Light Rail Stage 1 and Stage 2.

Historical land uses in the region include use by Aboriginal people as a source of food and other agricultural and aquacultural practices, as well as ceremonies and other cultural practices. European history has introduced broad land uses to the Parramatta River and surrounds, including tourism activities in the early 1900s, followed by heavy industrialisation (PRCG, 2025). Contemporary uses of the land include industrial business operations, recreation including walking and cycling, and residential development. Existing impacts to water quality include:

- increased health risks associated with heavy rainfall events and the surrounding urban environment
- physical disturbances of sediments due to existing activities along the river, including recreation and transport use

- stormwater.

Local councils along the river participate in the Parramatta River Catchment Group due to a shared investment in the health of the river system. The PRCG's objectives include creating greater liveability by increasing access to activities such as swimming, picnicking, walking, and cycling.

The recent urban development in Parramatta has led to existing issues of sediment, erosion and contamination in the Parramatta River. Any upstream development may have a cumulative effect on water quality at the project site, particularly alterations with respect to urban stormwater.

Throughout engagement stakeholders identified impacts to water quality as an area of concern in relation to cumulative impacts:

> "Duck River is a really polluted river – we know it's a problem area, needs investment and a coordinated approach because of how polluted it is. It's going to take ages and be far into the future – Parramatta Council are aware of it, but it's a big project because there is so much industrial zone there."

> "Sediment from construction sites is a really big problem for the river – need to make sure all sediment and erosion controls are in place during construction."

The Aquatic Ecology Assessment found that no other projects or uses are expected to contribute to cumulative impacts at relating to aquatic ecology values. The Aquatic Ecology Assessment suggested management plans, including a Flora and Fauna Management Plan and a CEMP be developed along with additional mitigation measures which were suggested in the assessment (Sydney Water, 2025).

The operation of the project will contribute to positive outcomes in regard to the water quality of the Parramatta River over time. It is expected that discharge from the release structure will improve water quality, as assessed in Sections 6.3.7 and 6.4.3. This will have an overall positive cumulative affect with groups involved in improvement of the Parramatta River, including local government and community groups. The PRCG indicated their support for the project, commenting that the project putting cleaner water into the areas is a benefit, with the project supporting the goals of the group of making the river swimmable and providing water security. Projects with potential biodiversity impacts are outlined in Appendix B, however the project is unlikely to contribute to direct cumulative effects identified in these projects from a social perspective, other than potentially through overarching increased urban density and development in the region.

Sydney Water would restore impacted areas to pre-existing condition as much as practical and would replace removed trees with the same species (if possible), or with an alternative species agreed to with relevant Council/landowners. Tree selection will consider potential impacts to Sydney Water assets. Where trees cannot be replanted at the same location, Sydney Water would work with stakeholders to agree to an alternative location, which could include the WRRF (if appropriate).

ii Aboriginal cultural heritage

The ACHAR (Kelleher Nightingale Consulting, 2025) identifies that for Aboriginal heritage management and intergenerational equity can be considered primarily in terms of the cumulative impacts to Aboriginal objects, sites and/or places in a region. If few Aboriginal objects and places remain in a region (e.g. due to development impacts), there are fewer opportunities for future generations of Aboriginal people and the broader community to enjoy the cultural benefits.

iii The project's indirect impacts to connection to Country and sense of place

During engagement for the SIA, multiple Aboriginal stakeholders identified the project is occurring within a framework of collective impacts that have occurred since colonisation of the area:

> Everything about water, including how it is experienced, is significant to first nations people – smell, sight, sound, touch

> Everyone belongs to their place, "we value people, places and every tree"

Stakeholders identified that the area has been built up for a long time, and with the loss of knowledge experienced by Aboriginal communities:

> "it is hard to know what was here"

Interviewees also expressed a sense of hopelessness associated with the approvals process for major projects, highlighting their participation in the planning process for other projects, and the feeling that that their feedback on impacts to Country and cultural heritage isn't being given due consideration in decision-making for these projects.

Outcomes from EIS engagement showed similar sentiment from Aboriginal groups. Comments were focused on the existing cumulative impacts in the area which have resulted in a loss of connection to Country. It was identified that areas of the proposed construction footprint hold strong cultural significance, including the Parramatta River, with the location of the river release holding central significance in Dharug dreaming. Duck Creek was also identified as holding deep spiritual value. Stakeholders expressed unresolved trauma around the use of water during the colonial era. The cultural value of water was expressed as a living thing and central to daily life of modern and tradition Aboriginal people and should be considered in the place and design of the future WRRF, ancillary buildings and barometric loop.

There are a number of large infrastructure developments scheduled for the region which may overlap with the project and contribute to cumulative impacts on Aboriginal cultural heritage. The Parramatta Light Rail Stage 1 and Stage 2 may contribute to cumulative impacts through disturbance of archaeological sites, of which there were five sites uncovered which may be partially impacted by the Parramatta Light Rail project.

Another major project which may contribute to cumulative impacts is the Sydney Metro West. Parts of the metro project which are in proximity to the project include the Silverwater services facility construction site and the Sydney Olympic metro construction site. At these sites, there were not identified Aboriginal sites. There was one area of archaeological potential at the Parramatta metro station construction site, however this is not in proximity the project construction site and is therefore unlikely to contribute to cumulative impacts to sites of Aboriginal cultural heritage (Sydney Metro West, 2020).

From an archaeological perspective, the ACHAR assessed that the project area does not contain any identified Aboriginal archaeological sites or areas of potential. As such, the project is unlikely to contribute to cumulative effects on Aboriginal sites or items of significance.

However, high levels of redevelopment in the region have resulted in the reduction of potential archaeological resources (Sydney Metro West, 2020)and have lowered Aboriginal connection to Country by impacting sense of place. Development in the region makes an ongoing contribution to loss of cultural heritage. Sydney Water aims to reflect and celebrate local Aboriginal cultural heritage values in the design of the WRRF facility in line with the recommendations and objectives in the Place and Design Framework (GHD, 2025).

7 Enhancement, mitigation and management

This section outlines the mitigation and management strategies designed to address identified social impacts, distinct from those identified in other technical studies supporting the EIS. It also outlines the project's monitoring framework for each impact and management measure to enable adaptive management.

7.1 Community and Stakeholder Engagement Plan

Sydney Water has developed a Community and Stakeholder Engagement Plan (CSEP) to guide consultation stakeholders throughout the project. This includes a project webpage, a stakeholder register, and other platforms to provide access to information as the EIS progresses.

Following the SIA, the following inclusions or focuses in this plan are recommended, in addition to ongoing implementation of Sydney Water's Complaints Management Policy:

- facilitate a greater understanding of the Aboriginal cultural heritage and identity in the project area and the broader local area via both Aboriginal and public outreach
- continue consultation with surrounding landowners and facility managers during the design, construction, and dilapidation periods to address amenity concerns, with a 'closed loop' approach that informs stakeholders of actions taken in response to their feedback
- targeted engagement with service providers
- a dedicated construction communication and stakeholder engagement plan will also be developed by the project for the construction period. This will include:
    - a 24-hour community hotline as a grievance management mechanism during construction
    - dedicated relationship manager/s for adjacent landowners
    - engagement with the broader Aboriginal community such as key-knowledge holders and RAPs. Activities may include project briefings to provide updates on project activities and upcoming activities, Aboriginal employment and opportunities to be directly involved in the project
    - notifications to the local community (including service providers and business owners) and signage indicating the timing and frequency of any road occupations or closures, over-sized over-mass vehicle movements and other key traffic movements in the local and regional area
    - delivery of an online web-notification platform or project webpage with updates on the works
- during detailed design, it is recommended that the project identify further detail around potential future adaptations and upgrades to the project scope, and communicate these to the community.

Community responses provided through project engagement provide a key touchpoint for ongoing monitoring of, and identification of efficacy for management frameworks. To ensure engagement has been effective, it is recommended that an independent survey of stakeholders be conducted every two years through the project construction and dilapidation period to confirm efficacy of engagement measures and project impact mitigations.

7.2 Summary of mitigation and management strategies by impact

This section provides a summary of the identified social impacts along with the corresponding perceived stakeholder risk rankings and mitigated technical risk rankings. A range of proposed social impact mitigation and management strategies have been proposed. A summary is provided in Table 7.1.

Table 7.1 Summary of mitigation and management strategies by impact

ID	Matter (Impact on people)	Perceived impact (Unmitigated) / Perceived benefit (unenhanced)	Proposed mitigation and management, and enhancement measures specific to the SIA	Residual impact / benefit significance (Mitigated /Enhanced)
Detailed design				
Co01	Project facilitating delivery of strategic planning objectives for the GPOP area and the broader Central City	High - positive	Development and effective implementation of the project CSEP which: • builds greater awareness of the net-positive effects of servicing future population growth, and the alignment of project outcomes with adopted strategies for the growth and development of the Central City • demonstrates the alignment of project outcomes with adopted strategies for the growth and development of the Central City and existing capacity and demand predictions • provides initiatives to contribute to maintaining social cohesion in the local area, which is in a period of transition.	High - positive
Construction				
S01	Visual amenity impacts during construction	High- negative	The NVIA, VIA & AQIA outlines a suite of mitigation measures such as: • equipment selection and restrictions on sound power levels of the equipment chosen • the siting of equipment and shielding for static plant and equipment (such as generators) to mitigate visual and noise impacts • equipment maintenance • community engagement and works notifications • complaints handling procedures • engagement with impacted residents and businesses will also be undertaken. These will be developed through detailed design and prior to construction, and are standard for major construction projects, and effective.	Medium - negative
HW01	Amenity impacts related to noise caused by construction of the WRRF, release structure and pipelines release structure	High- negative		Medium - negative
HW02	Amenity impacts related to air quality and dust caused by construction of the WRRF, release structure and pipelines	Medium - negative		Low- negative

ID	Matter (Impact on people)	Perceived impact (Unmitigated) / Perceived benefit (unenhanced)	Proposed mitigation and management, and enhancement measures specific to the SIA	Residual impact / benefit significance (Mitigated /Enhanced)
S02	Potential impacts to important waterways	High- negative	Development and effective implementation of the project CSEP is suggested to include: • engagement with local community and key stakeholders as the project progresses, including the PRCG, and local councils, regular community newsletters should also be letterbox dropped within the project area, and available online during project construction. The above measures are recommended to coincide with development and delivery of project Environmental Management Plans which include standard construction safeguards such as sediment containment, site-specific management plans, and targeted monitoring of contaminants per applicable policies. The CSEP will support dissemination of information about elements of these plans, where any ongoing community concerns be identified through project engagement under the Consultation Management Plan.	Medium - negative
Cu01	Potential impact to places of Aboriginal cultural value affecting connection to place	Medium- negative	• Inclusion of local Aboriginal people in consultation and delivery. • Opportunities for knowledge sharing about water and biodiversity through grassroots groups with local Aboriginal People.	Medium - negative
Cu02	Temporary interruption of access to public spaces	High- negative	To mitigate impacts on public space access, it is recommended that Sydney Water continues to collaborate with Councils about program. Sydney Water will continue to compile and maintain information relating to closure or access restrictions to public spaces during construction to avoid local residents feeling frustrated regarding lack of information. Throughout detailed design, where feasible, work will be scheduled in and around school holidays to minimise impacts on sporting programs.	Medium - negative
HW03	Impact of the project on use of the Parramatta River for recreational purposes, including swimming and fishing	Medium- negative	• Develop EWMS specific to the river release pipeline in consultation with relevant stakeholders, e.g. NSW Maritime, NSW Department of Primary Industries (DPI) Fisheries & City of Ryde Council. • Establish engagement strategies that support collaboration across the Project and ensure all user groups have easy access to information • Ongoing engagement with local community and key stakeholders as the project progresses.	Low - negative

ID	Matter (Impact on people)	Perceived impact (Unmitigated) / Perceived benefit (unenhanced)	Proposed mitigation and management, and enhancement measures specific to the SIA	Residual impact / benefit significance (Mitigated /Enhanced)
A01	Temporary interruption of private vehicle access, including disruption of property access due to construction	High- negative	Mitigation measures for service disruption and access changes for social infrastructure rely on development and effective implementation of a CSEP, including: • further engagement with key landholders during the detailed design phase. • further engagement with community members available in multiple language options to identify high-risk receivers and affirm appropriate management measures. • measures to proactively address planned and unplanned changes or interruptions include early notification, liaison with key and vulnerable stakeholders and planning for unplanned emergency response scenarios. Plan construction activities to avoid or mitigate impact on a case-by-case basis, depending on individual stakeholders within the area of impact of each portion of the project area. Options include provision of alternate access, planning works outside of peak times, and application of standard construction safety management protocols to avoid service strikes. Care will also be taken to identify any other relevant service providers prior to commencement of works.	Medium - negative
HW04	Potential road safety risks related to construction	Medium- negative	• Consultation with impacted stakeholders, especially emergency service providers, to ensure relevant stakeholders are aware of changed road conditions.	Low - negative
A02	Potential disruption to active and public transport due to construction activities	High- negative	The following mitigations are proposed to address projected impacts to public and active transport: • Development and effective implementation of the project CSEP including measures to proactively address planned and unplanned access interruptions. These may include signage, notifications and liaison with TfNSW and NSW Maritime and local staff/operators. • Collaborate with TfNSW and local councils to avoid or mitigate impacts from construction activities. • Collaborate with City of Parramatta Council, Parramatta Light Rail, relevant bus operators and other developers across the local area to ensure that cumulative negative impacts associated with concurrent ongoing and planned developments are identified and effectively mitigated. • Deliver alternate access arrangements that align with universal design standards, and ensure cyclist safety when necessary and feasible.	Medium - negative

ID	Matter (Impact on people)	Perceived impact (Unmitigated) / Perceived benefit (unenhanced)	Proposed mitigation and management, and enhancement measures specific to the SIA	Residual impact / benefit significance (Mitigated /Enhanced)
A03	Temporary interruption of access to services as a result of construction activities	Medium-negative	Mitigation measures for service disruption and access changes for social infrastructure rely on development and effective implementation of a CSEP, including: • further engagement with key landholders during the detailed design phase • further engagement with community members available in multiple language options to identify high-risk receivers and affirm appropriate management measures • measures to proactively address planned and unplanned service outages or interruptions include planning for early notification, liaison with key and vulnerable stakeholders and planning for unplanned emergency response scenarios. Plan construction activities to avoid or mitigate impact on a case-by-case basis, depending on individual stakeholders within the area of impact of each portion of the project area. Options include provision of alternate access, planning works outside of peak times, and application of standard construction safety management protocols to avoid service strikes. Care will also be taken to identify any other relevant service providers prior to commencement of works.	Low - negative
L01	Temporary disruption to local business as a result of construction activities	Medium - Negative	Effective implementation of a CSEP, including: • further engagement with key businesses and landholders around project planning • plan construction activities to avoid or mitigate impact, including minimising disruptions to the 2B Grand Avenue property to occur over one show season.	Low - negative
L02	Generation of employment and training opportunities for people in Sydney	Low – positive	Proposed benefit enhancements include: • application of the Sydney Water Diversity, Equity and Inclusion Plan 2023-2026 to enhance employment diversity and support employment and training opportunities for young people, older people and culturally and linguistically diverse people • provide employment and training opportunities for Aboriginal people, in alignment with Sydney Water's Aboriginal Procurement Participation Plan (2021) • use Sydney Water's existing employee competency framework for required skills to support operations to ensure available training is linked to job types.	Low - positive
L03	Business opportunities due to procurement of goods and services	Low – positive	Proposed benefit enhancements include: • strategically target opportunities to First Nations businesses and service providers in supply and servicing of the project, in alignment with the Sydney Water Aboriginal Procurement Participation Plan • preference use of local contractors and suppliers, where feasible.	Low - positive

ID	Matter (Impact on people)	Perceived impact (Unmitigated) / Perceived benefit (unenhanced)	Proposed mitigation and management, and enhancement measures specific to the SIA	Residual impact / benefit significance (Mitigated /Enhanced)
S03	Potential for impact to places important to local and historical sense of identity and connection to place	Medium - negative	It is suggested that in addition to aforementioned measures to mitigate impacts, the project: • align planning for site rehabilitation with expected outcomes ascertained through project community engagement, and Council's plans and objectives, to support delivery of strategic visions where feasible.	Low - negative
Operation				
HW05	Concerns associated with potential changes to visual amenity, noise and odour during operation of the WRRF	Low - negative	It is suggested that the project: • apply existing Sydney Water complaints and reporting frameworks for operational equipment, measures to ensure two-way communication between community members and Sydney Water through a complaints management mechanism aligned with existing CSEP measures • link the EIS published on the Major Projects Planning Portal to the Sydney Water project website.	Low - negative
A04	Enhancing the reliability and longevity of the wastewater network	High – positive	• A proposed enhancement is to include engagement on project benefits to be carried out in accordance with Sydney Water policy and the Community Engagement Strategy.	High - positive
S04	Long-term benefits for the health of the Parramatta River	Medium – positive	Environmental management measures such as implementation of a water quality monitoring and management program (to be developed by Sydney Water in consultation with the Environment Protection Authority (EPA)) are recommended in the AEIA and WQIA to safeguard against residual risks.	High - positive

8 Conclusion

This SIA identifies and evaluates the potential social impacts and benefits of the project. The SIA was completed in compliance with applicable legislation and guidelines, including the SIA Guideline (DPIE, 2023a) and the SEARS specific to the project.

Through primary and secondary research, this SIA has sought to identify social impacts and benefits associated with the construction and operation of the project. The project will have various social impacts and benefits, accruing particularly in the local area but also in the sub-regional and regional areas.

The social locality was defined to reflect the geographic distribution of different types of social impacts and benefits. The local area includes communities which directly surround the project and are most likely to experience direct social impacts.

The communities of the local area (Rosehill, Camellia, Rydalmere, Dundas, Silverwater, Newington, Sydney Olympic Park, Wentworth Point, Melrose Park, Meadowbank, Rhodes, Oatlands and Parramatta) will most likely experience direct social impacts associated with the project due to the social and recreational importance and existing values placed on amenity and access. Such social impacts include those related to the local environment, connection to place, amenity (i.e. dust, noise, odour and visual amenity), traffic and road safety, impacts to social infrastructure and culture impacts.

The sub-regional area (Parramatta City, Ryde City, Canada Bay City) and regional urban areas (Parramatta LGA, Cumberland LGA, The Hills Shire LGA, Blacktown LGA, Ryde LGA and Canada Bay LGA) may experience more indirect benefits associated with livelihood.

Identified social impacts and benefits were assessed according to their relative level of significance.

The most significant social benefits of the project relate to:

- project facilities delivery of strategic planning objectives for the GPOP area and the broader Central city – High enhanced benefit
- long-term benefits for the health of the Parramatta River - High enhanced benefit
- enhancing the reliability and longevity of the wastewater network- High enhanced benefit
- long-term benefits for the health of the Parramatta River - High enhanced benefit.

Key negative social impacts with High or Medium residual significance following mitigation include:

- visual amenity impacts during construction
- amenity impacts related to noise caused by construction of the WRRF, release structure and pipelines – Medium mitigated impact
- potential impacts to important waterways - Medium mitigated impact
- temporary interruption of access to public spaces – Medium mitigated impact
- potential impacts to way of life as a result of temporary changes to local transport networks - Medium mitigated impact.

To address these challenges, the project has committed to a range of mitigation and management measures presented in Chapters 6 and 7. Sydney Water's adaptive management approach ensures flexibility to respond to community feedback, refine strategies, and continuously improve to achieve intended social outcomes. Ongoing community and stakeholder engagement, clear communication and collaboration with stakeholders are central to this process and commitment.

The SIA provides a framework to guide the project's management of social impacts, risks and opportunities, ensuring the project can support community wellbeing while securing more sustainable outcomes for water and wastewater in the Sydney area.

A summary of impacts and benefits and their associated level of significance is provided in Table 8.1.

Table 8.1 Impact and benefit summary

ID	Category	Matter (Impact on people)	Duration	Affected parties	Extent	Residual impact or benefit significance (Mitigated or Enhanced)
Detailed design						
Co01	Community	Project facilitates delivery of strategic planning objectives for the GPOP area and the broader central city	Project planning, Operations	Residents of the Central City region Public authorities and government stakeholders	Local area Sub regional area Regional area Central City region	High - positive
Construction						
S01	Surroundings	Visual amenity impacts during construction	Local community, including residents, businesses and people travelling to, or through the project area. Sub-regional community, including public open space users	Construction	Near neighbours Local area	Medium - negative
HW01	Health and wellbeing	Amenity impacts related to noise caused by construction of the WRRF, release structure and pipelines	Construction	Stakeholders in and adjoining the project area	Local area	Medium - negative
HW02	Health and wellbeing	Amenity impacts related to air quality and dust caused by construction of the WRRF, release structure and pipelines	Stakeholders in and adjoining the project area, particularly those with existing health conditions	Construction	Near neighbours Local area	Low - negative
S02	Surroundings	Potential impacts to important waterways	Construction, operation,	Local and State government Recreational users Visitors Tourists Community groups	Local area Sub regional area Regional area Area of Reference (Sydney UCL)	Medium - negative

ID	Category	Matter (Impact on people)	Duration	Affected parties	Extent	Residual impact or benefit significance (Mitigated or Enhanced)
Cu01	Culture	Potential impact to places of Aboriginal cultural value affecting connection to place	Construction, Operation	Traditional custodians Local Aboriginal community Landholders	Local area Regional area	Low- negative
Cu02	Culture	Temporary interruption of access to public spaces	Construction	Regional community Local government	Regional area	Medium - negative
HW03	Health and wellbeing	Impact of the project on use of the Parramatta River for recreational purposes, including swimming and fishing	Construction, Operation	Sydney community	Area of reference Community groups Governance bodies, including local government	Low - negative
A01	Access	Temporary interruption of private vehicle access, including disruption of property access due to construction	Construction	Local area community	Local area	Low- - negative
HW04	Health and Wellbeing	Potential road safety risks related to construction	Construction	Local area community	Local area	Low - negative
A02	Access	Potential disruption to active and public transport due to construction activities	Construction	Local area community Public transport users Landholders, including TfNSW	Local area Sub-regional area	Low - negative
A03	Access	Temporary interruption of access to services as a result of construction activities	Construction	Landowners and communities along pipelines Camellia / Rosehill landowners and community Service providers	Local area	Low- negative
L01	Livelihoods	Temporary disruption to local businesses as a result of construction activities	Construction	Businesses, landowners, customers and ancillary businesses	Local area	Low- negative

ID	Category	Matter (Impact on people)	Duration	Affected parties	Extent	Residual impact or benefit significance (Mitigated or Enhanced)
L02	Livelihoods	Generation of employment and training opportunities for people in Sydney	Construction	Regional workforce	Regional area	Low- negative
L03	Livelihoods	Business opportunities due to project and employee procurement of goods and services	Construction	Regional businesses	Regional area	Low - positive
S03	Surroundings	Potential for impact to places important to local and historical sense of identity and connection to place	Construction	Local and regional communities	Local area Regional area	Low - positive
Operation						
HW05	Health and wellbeing	Concerns associated with potential changes to visual amenity, noise and odour during operation of the WRRF	Operation	Nearby neighbours, and local community	Local area	Low - negative
A04	Access	Enhancing the reliability and longevity of the wastewater network	Operation	Sydney community	Area of Reference (Sydney UCL)	High - positive
S04	Surroundings	Long-term benefits for the health of the Parramatta River	Operation,	Local community	Local area	High - positive

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Appendix A
Curriculum vitae

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Appendix B
Proximal projects

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B.1 Proximal projects with the potential for cumulative impacts

The below identifies a list of proximal projects for Camellia, Rosehill, Silverwater, Sydney Olympic Park, Wentworth Point, Meadowbank and Parramatta, which have been identified as potentially sharing cumulative impacts. Outside of this part of the local area, the risks of cumulative impacts are lower, either due to a lack of recent projects on the Planning Portal (Newington, Dundas, Rhodes, Melrose Park) or because the projects identified are of a different type, a smaller scale and/or are away from likely project impact areas (Rydalmere, Oatlands, Parramatta).

Table B.1 Major projects in Camellia, Rosehill, Silverwater, Sydney Olympic Park, Wentworth Point, Meadowbank and Parramatta

SSI-10035	Parramatta Light Rail Stage 2 Also applies to: Wentworth Point, Rydalmere and Sydney Olympic Park	City Of Parramatta Council and Ryde City Council	Assessment	5-year timeframe (start Q3 2025) 750-1,000 FTE workers	-	• Changes to access arrangements and connectivity. • Changes to residential and community amenity as a result of noise, vibration, dust, traffic and visual changes. • Impacts on community infrastructure, including recreation and open space facilities. • Employment generation and training opportunities. Operation: • Improved public transport facilities, with benefits to access and connectivity. • Changes to residential and community amenity. • Impacts on community infrastructure, including recreation facilities/open space, as a result of the project's permanent land requirements. • Economic and employment benefits.

Reference	Project	Location	Status	Known workforce requirements		Impacts
				Construction	Operation	
SSD-4964	Camellia Waste Facility	37 Grand Avenue, Camellia	Determination	9-month timeframe Peak 40 workers		• Changes to residential and community amenity as a result of noise, vibration, dust, traffic and visual changes. • Increased resource recovery capabilities in the Sydney region. • Reduction of waste to landfill sites. • Economic and employment benefits.
SSD-65654458	Bitumen Plant Redevelopment	12A Grand Avenue, Rosehill	Prepare EIS	-	-	• Improvement to existing infrastructure. • Potential impact to traffic and access during construction. • Economic and employment benefits.
Rosehill						
SSD-53338465	Grand Avenue Data Centre Expansion, Rosehill	8 Grand Avenue, Rosehill	Response to submissions	18-month timeframe 250 FTE workers	36 FTE workers	• Potential temporary impacts to amenity for nearby businesses/industries caused by impacts to air quality, noise and vibration, traffic, and visual amenity during construction. • Potential positive impact to the wider economy with the provision of data storage services supporting the digital network. • Potential impact to human health caused by the storage of hazardous materials on site (e.g. lithium-ion batteries).
SSD-55522478	6 Grand Avenue Multi-Level Warehouse Rosehill	6 Grand Avenue, Rosehill	Response to submissions	18-month timeframe 247 FTE workers	458 FTE workers	• Changes to residential and community amenity as a result of noise, vibration, dust, traffic and visual changes. • Changes to access arrangements and connectivity. • Economic and employment benefits.
SSD-32555788	James Hardie Research & Development Facility	10 Colquhoun Street, Rosehill	Prepare EIS	36-month timeframe 300 direct and indirect jobs	30 FTE workers	• The delivery of a key piece of research infrastructure within the Camellia Peninsula. • The creation of job opportunities.

Reference	Project	Location	Status	Known workforce requirements		Impacts
				Construction	Operation	
SSD-9302	Viva Energy Clyde Western Area Remediation Project	9 Devon Street, Rosehill	Operational	2-year timeframe Peak 80 FTE workers	-	-
Mod-1	Modification 1 Amendment to Final Landform Plan	9 Devon Street, Rosehill	-	-	-	-
SSD-10459	Central Sydney Industrial Estate and Downer Sustainable Road Resource Centre	9 Devon Street, Rosehill	Operational	Peak 85 FTE workers	-	-
Mod-1	MOD 1 - CSIE Lot Drainage	9 Devon Street, Rosehill	-	-	-	-
Mod-2	CSIE Modification 2 - Lot drainage and subdivision	9 Devon Street, Rosehill	-	-	-	-
DA102-04-00	CSR Concrete Tile Manufacturing Plant	10 Grand Avenue, Rosehill	Operational	-	-	-
DA249-09-01	Clyde Hydrodesulphurisation Plant	9 Devon Street, Rosehill	Operational	-	-	-
MP07_0067	Clyde Refinery - Hydrodesulphurisation Unit	Gate 5 Durham, Rosehill	Operational	-	-	-
MP06_0013	Clyde Refinery - Cracking Unit Upgrade	Durham Street, Rosehill	Operational	-	-	-
DA140-6-2004-I	Shell Mogas Improvement	Rosehill	Operational	-	-	-
DA491-11-2003-I	Rosehill Industrial Estate Stage 3	Rosehill	Operational	-	-	-
DA40-2-2004-I	Rosehill Industrial Estate Stage 4	Rosehill	Operational	-	-	-

Reference	Project	Location	Status	Known workforce requirements		Impacts
				Construction	Operation	
DA138-6-2004-I	Rosehill Industrial Estate - Stage 5	Rosehill	Operational	-	-	-
SSD-77870968	Rosehill Resource Recovery Facility	12A Grand Avenue, Rosehill	Prepare EIS	8 Month construction 40 FTE workers	18-20 FET	• Development in line with existing character of surrounding land uses. • Potential impact to traffic and access during construction. • Economic and employment benefits.
Rhodes						
SSD-67424709	Mixed-use development including in-fill affordable housing - 9 Blaxland Road, Rhodes	Rhodes	Approved	-	-	• Non-Aboriginal heritage (visual)
SSD-67636458	Mixed-use development with affordable housing – 23-29 Marquet Street, Rhodes	Rhodes	Prepare EIS	-	-	• Contamination
SSD-71999463	Mixed-use development with affordable housing - Marquet and Mary Street, Rhodes	Rhodes	Approved	-	-	-
SSD-67419241	Mixed-use development with in-fill affordable housing - Leeds Street, Rhodes	Rhodes	Approved	-	-	-
SSD-67508739	Residential development with affordable housing – Llewellyn Street, Rhodes	Rhodes	Prepare EIS	-	-	• Visual • Contamination

				Construction	Operation	
Wentworth Point						
SSD-11802230	Sydney Olympic Park new high school	City of Parramatta	Approved	735	80	• New school for up to 850 students. • Low positive impact on the local community, increasing access to secondary education in an area of identified need. • Reducing the need for some students and parents to commute longer distances to access education.
SSD-11802230-Mod-1	Sydney Olympic Park new high school – Mod 1	City of Parramatta	Approved	-	-	• Modification approved 30 January 2024. • Construction of the development is currently underway, and it is expected that the new high school will be open for Year 7 in 2025.
SSD-72816207	9 Burroway Road, Wentworth Point - Mixed Use Development	Wentworth Point	Approved	-	-	• Potential impacts to biodiversity.
Sydney Olympic Park						
SSI-10038	Sydney Metro West – Stage 3	Burwood, City of Canada Bay, City of Parramatta, City of Sydney, Cumberland, Inner West, Strathfield	Approved	5–10 years 10,000 direct, 70,000 indirect	-	• Construction impacts on amenity. • Changes to community character and sense of place, particularly in low density residential suburbs. • Transport infrastructure modifications affect access for public and pedestrian transport users, as well as increased traffic and loss of parking. • Health effects due to construction noise and vibration. • Health effects on owners affected by property acquisition. • Perceived and actual safety risks due to changes to the landscape and influx of construction workers. • Personal and property rights affected by the property acquisition process. • Concerns and aspirations associated with longer term urban renewal impacts.

Reference	Project	Location	Status	Known workforce requirements		Impacts
				Construction	Operation	
						• Better transport connections and improved accessibility.
SSD-77820496	Sydney Metro West – Sydney Olympic Park Over Station Development	5 Figtree Drive, Sydney Olympic Park	Response to submissions	-	-	• amenity impacts during construction. • increase number of homes is proximity to public transport options. • increased housing stock in the local area.
SSD-67636458	Sydney Olympic Park Sites 2A and 2B - Serviced apartment tower and commercial	23-29 Marquet Street, Rhodes	Prepare EIS	-	-	• Contamination.
Melrose Park						
SSD-71558962	Mixed Use Development with In-fill Affordable Housing - Melrose Park South – East	Melrose Park	Response to submissions	-	-	• Non-Aboriginal heritage (visual). • Biodiversity. • Contamination.
SSD-10459-Mod-3 SSD-10459-Mod-4	Downer Rosehill Sustainable Resource Centre Mod 3 and Downer Rosehill Sustainable Resource Centre Mod 4	Rosehill	Assessment	-	-	• Air quality. • Traffic and transport.
Parramatta						
SSD-64916225	WSU Indigenous Centre of Excellence	Parramatta	Response to submissions	-	-	• Biodiversity (planted native veg only). • Non-Aboriginal heritage (temporary, indirect).

Appendix C
Social baseline

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C.1 Community profiles

C.1.1 Central City

The Central City is a geographic area specified in the Central City District Plan (Greater Sydney Commission, 2018), which includes the sub-regional areas of Parramatta LGA (City of Parramatta Council) and Cumberland LGA (Cumberland City Council). These LGAs are united by their mix of land uses, their location in the centre of Sydney and opportunities to create a "30 minute city" within this precinct. The renewal of Greater Parramatta and Olympic Park as an employment hub is central to the success of the region, alongside sustainability outcomes for green infrastructure, improvements to liveability and connectivity, and infrastructure improvements that facilitate planned growth. The Aboriginal cultural heritage assessment (ACHAR) identifies that the GPOP area is associated with the Wangal (alternatively Won-gal) clan on the southern side of Parramatta River and the Wallumedegal (alternatively Wallamattagal) clan on the northern side of Parramatta River.

C.1.2 City of Parramatta

The City of Parramatta (Parramatta LGA) is located in the centre of Sydney, about 25 km from the Sydney Central Business District. The suburb of Parramatta sits at the point of where the Parramatta River mixes salt and fresh water. The LGA spans 84 km^2 and 35 suburbs, some of which are shared with other councils, such as Melrose Park.

Parramatta has a culturally and linguistically diverse mix of residents. Retaining and sharing cultural values is highly important to the community, as demonstrated through the Community Strategic Plan (2018) and events such as Lunar New Year celebrations, Parramasala (a Southeast Asian arts festival), and Parramatta Lanes (one of Syndey's largest cultural festivals).

Parramatta CBD serves as an economic hub for the region, providing employment, education and economic opportunity. The Parramatta CBD is known as Sydney's second city.

A key landmark of the region is the Parramatta River. The Parramatta River's environmental health, role as a source of recreation for swimming and boating, indigenous and non-indigenous history, the transport options and economic opportunities the river provides, including overall enhanced amenity, are highly important to the community. The river's tributaries, including Duck River and Duck Creek also form an important part of character of nearby suburbs and play a significant role in the overall river health.

A key focus of the Sydney Water GPOP Masterplan (2023), which was informed by stakeholders and communities around the Parramatta River, is to make the river swimmable again by 2025. Several sites have already been opened up and new ones are being planned, including at McIlwaine Park in Rhodes, Putney Park and Bedlam Bay.

C.1.3 Rydalmere, Oatlands and Dundas

Rydalmere is on the northern side of Parramatta, opposite Camellia. It has good access to public transport, through Rydalmere and Dundas railway stations. Oatlands does not have a train station but does have bus routes into Parramatta. Rydalmere has a ferry wharf on the Parramatta River, access to connecting paths including the Ponds walk and a Pedestrian Bridge over the Parramatta River, as well as access to the Putney Cycleway and various bus routes. Victoria Road (east west) connects Parramatta to the Anzac Bridge, and local shops are located on both sides of the road.

The Parramatta Employment Lands Strategy (City of Parramatta, 2020a) identifies the 104 ha Rydalmere industrial precinct as an opportunity to support "a high tech and knowledge precinct so that businesses in this sector may benefit from being close, and having ties to the neighbouring university." This industrial precinct is located 3 km from the Parramatta CBD and fronts the Parramatta River and Victoria Road. It is characterised by business users ranging in size and industry sector.

Council's Employment Lands Strategy (ELS) identifies Rydalmere as a Key Employment Precinct which is undergoing change with restructuring of key industries, and is of a significant scale and size to support urban renewal and increased employment densities.

Rydalmere also has a mix of housing types, including single dwellings and apartments, and excellent access to open space with 12 parks, as well as views of the Parramatta River. Various elements of built heritage are present as local landmarks, including churches and the Female Orphan School. One of the Western Sydney University Campuses is located at the corner of James Ruse Drive and Victoria Road. Social infrastructure in the area includes three schools and social clubs including sporting, scouts, rotary and a branch of the Australian Labour Party. An initial review of the area shows one medical centre each in Rydalmere and Dundas.

The naming of Vineyard Creek, which runs (north south) through Dundas and Rydalmere, harks back to the area's history as a vineyard, as does the nearby Subiaco Creek. These creeks connect to the Parramatta River and provide green corridors through the suburbs. The Ponds Walk runs along Subiaco Creek and the Ponds Creek.

Alongside housing, Rydalmere and Dundas both house a mixture of commercial development types.

Dundas is where the brine pipeline, which runs from the pumping station in Camellia through Rydalmere, will connect to the Northen Suburbs Ocean Outfall Sewer. Dundas has excellent access to open space, including Sturt Park, which is home to local sporting facilities, and Dundas Park.

To the north of Rydalmere and Dundas, Oatlands is majority residential, with a number of open spaces, including nature reserves, a golf course, and the Oatlands Estate. Oatlands in bordered by James Ruse Drive and the Cumberland highway, providing connectivity. Oatlands is also in close proximity to Charles Sturt University's Parramatta Campus and Western Sydney University's Parramatta North campus.

C.1.4 Parramatta

Within the Parramatta LGA, the Parramatta SAL is densely populated locality with a population of 30,211 at the 2021, which was a growth of 17.1% from 2016 (ABS, 2021a). The locality has infrastructure such as high-rise residential buildings to cater for the high population, with 85.6% of residents living in a flat or apartment at the 2021 census. The locality also had a high proportion of renters (70.2%).

This area is attractive due to its connectivity and infrastructure. With Parramatta train station, the Parramatta Ferry, and the developing Parramatta light rail and Sydney metro, the locality has a range of public transport options connecting it to suburbs across Sydney urban area. There are also a number of residential developments in the Parramatta locality catering to population growth across the LGA, reflected in the high proportion of unoccupied dwellings in the locality (12.8%). There are multiple social services in the area and surrounds, including Western Sydney University, Parramatta business district, restaurants, retail, and medical facilities. There are also opens spaces and sport and recreation facilities.

C.1.5 Camellia, Rosehill and Silverwater

Camellia and the portion of Rosehill east of James Ruse Drive are historically industrial precincts which have formed a key employment hub for western Sydney. However, due to the area's central location and proximity to the Parramatta River, it has been identified as a focal point for future redevelopment as a high-density residential area under the Camellia Rosehill Place Strategy (2022). As the area has been contaminated by previous land uses, environmental remediation to manage contamination and make the area suitable for redevelopment is underway.

Camellia and Rosehill are located 17 km west of the Sydney central business district. The area is bounded by the Parramatta River to the north, Clay Cliff Creek to the west, Duck River to the east, and Duck Creek and the M2 to the south. Grand Avenue (east west) separates Camellia and Rosehill. James Ruse Drive (north south) dissects the suburbs.

The precinct is characterised by a strong industrial history and a large variety of industrial land uses, most notably the Viva Energy fuel storage and distribution terminal (operated by Shell as a refinery until 2012) which currently comprises approximately 50% of the precinct and distributes around 50% of the state's fuel. Other industrial land uses include warehousing and freight distribution, resource recovery and manufacturing.

The other key land use within the precinct is private recreation, namely Rosehill Gardens Racecourse and (historically) the Parramatta Speedway/Granville Showground, which has now been repurposed as marshalling yards for Parramatta Light Rail and Sydney Metro West train line. The racecourse provides a natural buffer between residential areas west of James Ruse Drive and industrial land uses to the east. Sydney Water's heritage listed Sewage Pumping Station 67 is also a local landmark.

The Camellia Rosehill Place Strategy proposes the creation of an additional 10,000 homes across the area, as well as new open spaces and better transport connections.

The Parramatta Light Rail will connect Camellia with Westmead and Parramatta upon its expected completion in 2024, with proposed future expansion to Melrose Park, Wentworth Point and Sydney Olympic Park.

The CSEP has identified there is an active community around Duck River and associated Duck Creek, with a focus on the removal of rubbish and environmental restoration of these waterways.

Silverwater is located on the opposite side of Duck River from the project site. Silverwater has a similar industrial context to Camellia, and is bound by the Parramatta River, Duck River, the M4 Motorway and Silverwater Road. It is home to the Silverwater Correctional Complex and is bisected by Silverwater Road (north south). The area is currently predominantly used for industrial and commercial purposes.

C.1.6 Wentworth Point, Newington and Sydney Olympic Park

Wentworth Point has undergone a significant transformation from an industrial suburb to a residential precinct and is slated for further change under the Hill Road Master Plan (City of Parramatta, 2021). Wentworth Point adjoins Homebush Bay, the Parramatta River, and Sydney Olympic Parklands.

There is an abundance of open space provided through the Blaxland Riverside Park, Newington Armory, and Wentworth Common with significant cycle networks and walking paths clustered around the community, along the riverside and throughout Sydney Olympic Park.

The Wentworth Point community has access to public transport options in the form of ferries, local buses, as well as the Rhodes and Sydney Olympic Park train stations. Parramatta Light Rail's planned second stage will also connect Wentworth Point to Sydney Olympic Park to the south and Melrose Park, Ermington, Rydalmere, Camellia and the Parramatta CBD to the west.

The GPOP Plan (2016) identifies that Sydney Olympic Park is a tourism hub with more than 10 million visitors each year. As part of its Olympic legacy, the area is home to world class sporting and leisure facilities and continues to host sporting events, concerts and the Sydney Royal Easter Show. The remediation of past domestic, commercial and industrial waste sites was the largest project of its kind in Australia and is one of the most significant environmental legacies of the Olympic Games. The Olympic Peninsula's parkland setting and river views have attracted aligned development. Newington was redeveloped as an athlete's village to service the Olympics, and in addition to the Newington Marketplace shopping precinct, also includes commercial buildings providing office and warehouse space.

C.1.7 Melrose Park

Melrose Park is located on the banks of the Parramatta River and falls within both the Parramatta and the Ryde LGA. Melrose Park had a population of 2,059 during the 2021 census (ABS, 2021a). Melrose Park has limited public transport options, with bus routes connecting to Melrose Park and West Ryde train stations. A light rail stop is planned for Melrose Park as part of the Parramatta Light Rail Stage 2 project.

Melrose Park has a range of recreation facilities and parks, including netball facilities and other sporting fields. There are a range of education facilities within the suburbs, including Melrose Park Public School.

C.1.8 City of Ryde

The City of Ryde (Ryde LGA) makes up part of the projects' sub-regional area. The Ryde LGA includes the Meadowbank and Melrose Park SALs and is connected to the Canada Bay LGA via the Ryde Bridge. The Ryde and Canada Bay LGAs are also connected via rail, with the Meadowbank Bridge (also known as the John Whitton Bridge and the Parramatta Railway Bridge) which connects the Meadowbank and Rhodes train stations. The Meadowbank Bridge is heritage listed and multi-purpose, including a pedestrian walkway and cycle path which were added to the bridge in 2000 (Transport NSW, 2024).

The City of Ryde is home to the developing Macquarie Park Innovation District, which is considered to be a leading hub for employment and residential amenities (City of Ryde, 2024). The growth of Ryde will be supported through existing infrastructure and services, including Macquarie University, the Ryde and Macquarie hospitals, schools, and a number of public transport options, which connect Ryde to Parramatta and the city.

Ryde growth is further proven by the 11% population growth recorded in the 5 years leading to 2021 (ABS, 2021a). Projections by the Department of Planning, Housing and Infrastructure (2023) estimate that Ryde's population will increase by 35% from 2021 to 2041 (up to 180,341 residents).

Ryde has a high proportion of residents that speak a language other than English at home (41.4%, compared to 22.4% in NSW), with the highest spoken languages being Chinese, Indo-Aryan and Korean languages, indicating cultural diversity. Ryde had a high labour force participation rate of 63.8% compared to the state (58.7%) (ABS, 2021a).

C.1.9 Meadowbank

Meadowbank is located within the Ryde LGA adjacent to Melrose Park. Meadowbank had a population of 5,089 people in 2021. Meadowbank is connected to Rhodes via the Meadowbank bridge, which can be crossed by train, walking or cycling. Meadowbank train station connected directly to Rhodes and offers direct trains into the city and the Northern Suburbs.

Meadowbank has a range of recreation facilities and parks, including tennis courts and other sporting fields. There are a range of education facilities within the suburb, including the Meadowbank TAFE campus.

C.1.10 City of Canada Bay

Canada Bay LGA is along the southern bank of the Parramatta River. It has multiple public transport options, including Concord West and North Strathfield train stations. The Cabarita Wharf allows ferries to and from Circular Quay and Barangaroo. The LGA is bordered by the Western Motorway (M4), Parramatta Road and Homebush Bay Drive.

Canada Bay is mostly residential, with a number of open spaces which can be used for sport and recreation. Health services in the area range from Concord Hospital, dentists, and an aged care facility. There are a selection of restaurants and cafes in the area. There are also community spaces such as a library and various community halls. The area experienced growth of 1.3% in the five years leading up to the 2021 census (ABS, 2021a), and is expected to welcome an additional 11,400 residents by 2041 (DPE, 2023). In 2021, the area had relatively higher individual and household incomes ($1,107 and $2,371 respectively) compared to NSW ($813 and $1,829 respectively).

C.1.11 Rhodes

Rhodes is to the east of Wentworth Point, Newington and Sydney Olympic Park. Wentworth Point and Rhodes are connected via the Bennelong Bridge, which crosses Homebush Bay (also known as The Flats). The bridge is multipurposed, including bus only lanes, and a shared cyclist and pedestrian path (Transport NSW, 2024). Rhodes is a mixture of residential and commercial property, with a range of services in the suburb, including restaurants, gym, retail and public parks. Rhodes has its own train station, which connects to Ryde LGA suburbs via the Meadowbank Bridge.

C.2 Key social characteristics

Social trends in the project's social locality have been identified and analysed across key social themes, including population, housing, labour force, business and industry, and access and connectivity. The baseline characterisation principally draws on ABS Census and NSW government data, as well as feedback generated through stakeholder engagement. Key social trends are discussed within the local area, the sub-regional and regional area and have been contextualised with reference to broader trends across Sydney. Detailed baseline data is provided in Appendix D.

C.2.1 Population

According to the 2021 ABS Census, the total population of the local area was 97,724 people (Table D.1). Sydney Olympic Park experienced the greatest population growth (179%) between 2016 and 2021, growing from 1,736 people to 4,848 people. This was followed by Wentworth Point, which experienced population growth of 81.6% between 2016 and 2021. These suburbs have grown because of recent high-density redevelopment. Comparatively, the population of the sub-regional area grew by only 10.4% between 2016 and 2021. Conversely, Silverwater SAL experienced a population decline of 13.6% between 2016 and 2021, from 4,166 people to 3,600 people. The sub region is undergoing extensive redevelopment, in alignment with the applicable strategic plans.

Figure C.1 presents population trends across the Parramatta, Canada Bay and Ryde LGAs (the sub-regional area), the broader region, and NSW from 2010 to 2022. Over the 10-year period between 2012 and 2022 both the sub-regional area and the total regional area experienced greater growth compared to NSW. However, in 2020/2021, no population growth was recorded for the sub-regional area. This correlates with the urban rural shift which occurred during the COVID 19 pandemic (González-Leonardo, Rowe, & Fresolone-Caparrós, 2022). Alternatively, the broader region experienced small growth, while NSW recorded no growth. In 2021/2022, population growth in the sub-regional begun to recover, albeit at a considerably lower rate than experienced in previous years.

In 2021, Sydney Olympic Park (179%) and Wentworth Point (81.6%) experienced significant population growth over the 5 years leading up to 2021. Meanwhile, Silverwater (-13.6%), Rhodes (-3.8%) and Newington (-2.7%), experienced population decline. These trends indicate overall alignment with current State and Local development strategies, such as the Hill Road Master Plan and the Camellia Rosehill Place Strategy.

Source: Estimated resident population, regional population 2021, ABS.

Figure C.1 Estimated resident population, 2021

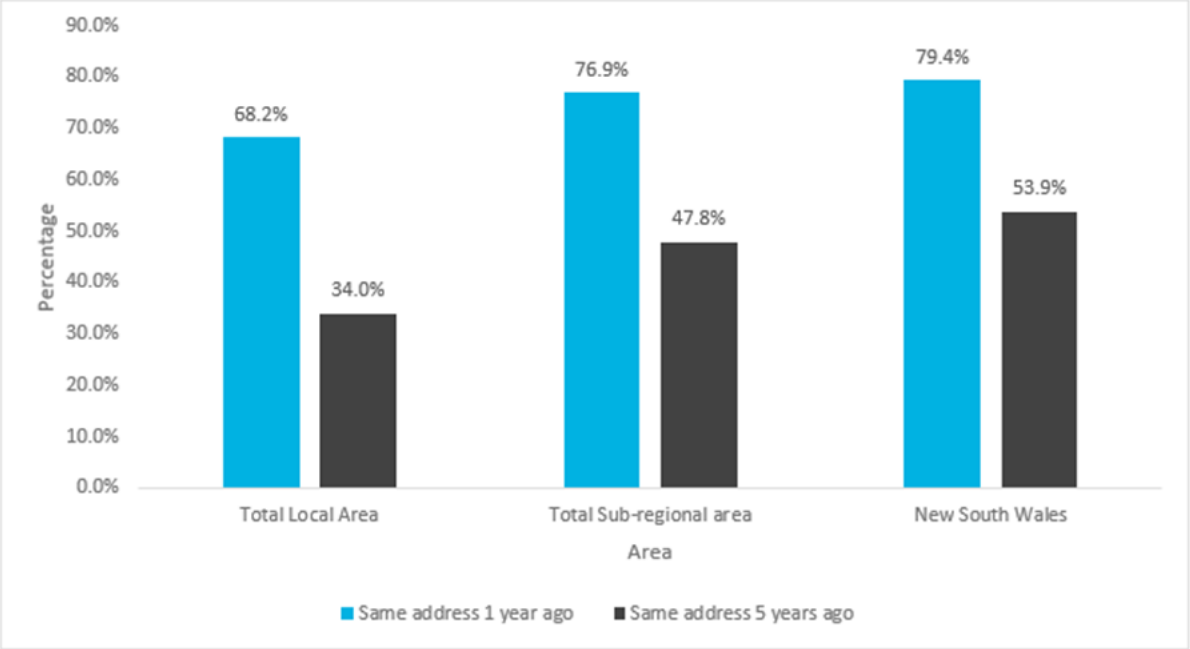
The NSW DPHI provides population projections to year 2041 at the LGA level. By 2041, the population of the sub-regional area is expected to increase by 176,663 people to 654,688 residents, representing a relatively high increase of 37.0% in the 20 years from 2021 to 2041 (DPHI, 2024). In comparison, the regional area is expected to grow by 32.8% from 715,108 people to 949,716 people. Out of the regional area, Cumberland LGA is expected to have the lowest rate of population growth at 21.9% (DPHI, 2024). This, combined with local strategic directions, means there will likely be strong continued growth and high rates of population change resulting from natural changes by the time the project is delivered.

i Population mobility

Population mobility is an indicator of migration within a population. Population mobility may be measured through length of residency at the same address, one year and five years prior to data collection. A high proportion of the population residing at the same address five years ago indicates relative stability in a community.

> Residential mobility is driven by a range of factors including housing and location choice, tenure, labour market related decisions as well as household composition. Renters are three times more likely to move as owners, while a person who is unemployed has a 20% change of moving compared to an employed person (James, Rowley, Davies, Viforj, & Singh, 2021).

In the local area, there was a substantially lower proportion of people living at the same address five years ago compared to across the sub-regional area (34.0% compared to 47.8%). This indicates relatively high levels of population mobility. The local area also recorded a relatively low proportion of people living at the same address one year ago.



Source: General community profile, ABS 2021

Figure C.2 Population mobility, 2021

C.2.2 Health

Key health indicators are presented in Table D.2. In terms of the proportions of persons with a long-term health condition, Oatlands, Rydalmere, Melrose Park and Dundas (23.4%, 23.0%, 23.0% and 21.1%, respectively) recorded elevated rates compared to the local area as a whole (15.4%) and the sub-regional area (20.1%) but was lower than NSW as a whole (27.0%). Elevated rates in Oatlands, Rydalmere, Melrose Park and Dundas are likely due to the overall higher number of persons aged over 65 years (18.4%, 13.1%, 13% and 12.8%, respectively) compared to the local area (8.2%). The top three long term health conditions in the local area were asthma (4.5%), mental health conditions (4.5%), and diabetes (3.4%).

In terms of public hospital admissions related to respiratory system disease, the sub-regional area did have a higher rate for respiratory system diseases, particularly for asthma but had lower levels of chronic obstructive pulmonary disease (COPD) compared to NSW. Understanding the baseline health conditions enables the project to contextualise potential concerns associated with health and amenity, such as dust.

Table C.1 Health characteristics related to respiratory system diseases (modelled estimates)

	Sub-regional area*		NSW	
	Number	Age-Standardised Rate per 100	Number	Age-Standardised Rate per 100
Prevalence of selected chronic diseases and conditions, 2017/18				
Asthma	33,822	7.5	827,910	10.6
COPD	7,040	1.7	175,425	2.2
Admissions by principal diagnosis, public hospitals 2020/21				
Respiratory system diseases	4,011	1062.3	86,652	1,170.4
Asthma	439	68.8	7,223	99.0
COPD	397	133.9	14,595	194.7

Source: PHIDU, 2023

*Calculated based on sum of Parramatta LGA, Canada Bay and Ryda LGAs

C.2.3 Housing

Of suburbs in the local area, Sydney Olympic Park recorded a relatively high proportion of unoccupied dwellings (21.6%) compared to the local area (11.9%), the sub-regional area (9.6%), and NSW (9.4%). This likely reflects the recent uplift of new residential developments within Sydney Olympic Park.

In terms of dwelling type, housing stock in Sydney Olympic Park and Wentworth Point are almost entirely flats or apartments (99.8% and 98.8%, respectively). In total, dwellings in the local area were primarily flats or apartments, with 73.6% in the local area, compared to 33.6% in Sydney, and 21.7% in NSW. The prevalence of flats and apartments in the local area relates to high population density. Areas with higher proportions of apartment/flats experienced population density over 10,000 people per square kilometre in 2016 (including Wentworth Point, Rhodes, Meadowbank and areas of Sydney Olympic Park) (NSW Government, 2016). Population density may be higher across the social locality area due to population growth since 2016. High population density enhances economic productivity, encourages sustainable travel and supports a more productive workforce (NSW Government, 2016).

Sydney Olympic Park and Wentworth Point also recorded a relatively high proportion of rented dwellings (67.7% and 59.3%, respectively) compared to the sub-regional area (43.1%) and NSW (34.6%). Median weekly rent for units in the local area ranges from $850 per week in Rhodes to $520 in Rosehill. Sydney Olympic Park ($750p/w) and Wentworth Point ($737p/w) had the second and third highest weekly rents in the local area (REA group, 2025). These rental prices are relatively in line with Sydney, where median weekly rent for units is approximately $710p/w (CoreLogic, 2025).

In 2021, 53.7% of dwellings in the local area were rented, compared to 37.3% in Sydney and 32.6% in NSW. In the local area, Sydney Olympic Park had the highest proportion of rented dwellings (67.7%) followed closely by Rosehill (67.6%). The suburbs in the local area with the lowest proportion of rented dwellings were Melrose Park (25.9%) and Newington (31.5%).

Across renters and buyers, there were approximately 5,650 people interested in units in Wentworth Point in the past month, with a supply of 412 units available (REA group, 2025). Low supply in relation to demand is a trend throughout the local area, representing high interest in units throughout the social locality. A Market Report for Newington (Your Investment Property, 2024) identified that the population of Newington grew by 9.2% between 2011 and 2016, and continues to grow, predominantly with young professional families. A likely key attraction for these families is the residential amenity of the area, with five parks covering nearly 6.2% of total area, along with cafes and shops and relatively new housing stock.

A similar assessment performed for Rosehill found it has five parks covering nearly 20.2% of total area and is also primarily populated by couples with children. However, Rosehill has more rental stock with a mix of single dwellings and apartments, and a mix of new and old housing stock, which likely contributes to the difference in value.

City of Parramatta's CSP identified the need for dwelling growth to match the growth of the population. It estimated that by 2036, Wentworth Point's planning forecast will total 8,980 dwellings, the most out of any precinct within Parramatta LGA (City of Parramatta, 2020). This sentiment remained true for Ryde and Canada Bay. City of Ryde's CSP identified that an average of 110 new dwellings would be required monthly for the next 13 years to support projected growth, with 17,000 new dwellings needed by 2031 (City of Ryde, 2018). Canada Bay's CSP emphasised that a mix of housing will be needed to maintain character of areas, rather than high density developments (City of Canada Bay, 2022). In general, suburbs South of the Parramatta River demonstrated a higher proportion of apartments and reduced mix of dwelling types than Dundas and Rydalmere. Wentworth Point, Meadowbank, Rhodes, Parramatta and Sydney Olympic Park, in particular, showed a significantly higher proportion of flats or apartments and a high proportion of rented dwellings compared to the sub-regional area.

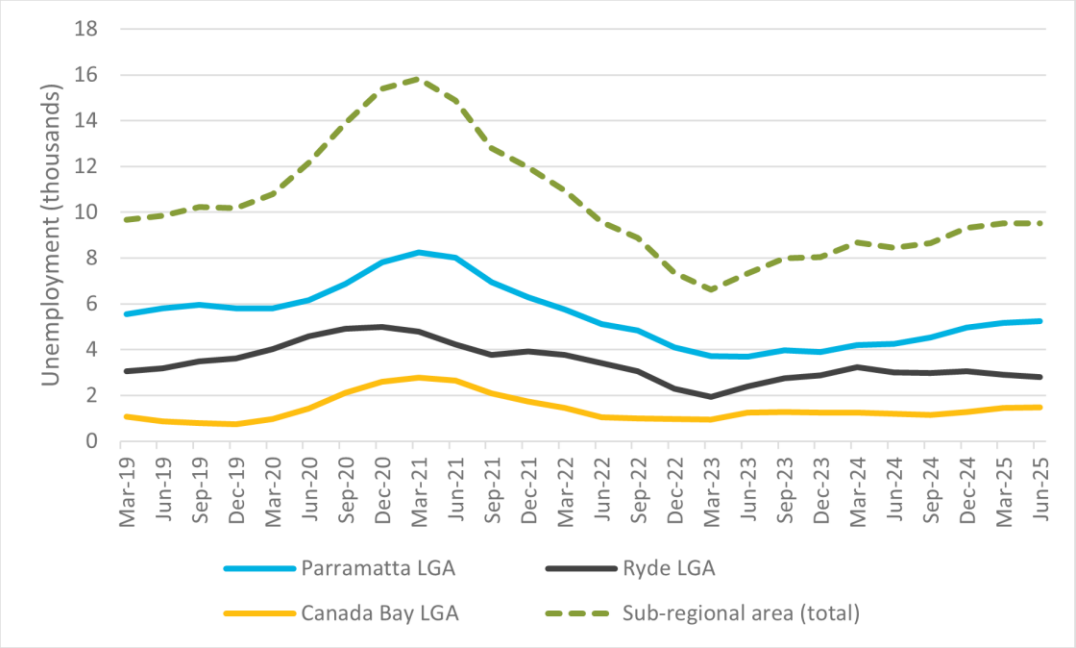
C.2.4 Labour force

Labour force indicators examine the regional area alongside Sydney Urban Centre Locality (UCL) and NSW to obtain a broader understanding of labour force dynamics. The regional area had a labour force participation rate of 57.8%, which was slightly lower than Sydney UCL (60.3%) and similar to NSW (58.7%). The regional area also had a higher unemployment rate (6.1%) than Sydney UCL (5.2%) and NSW (4.9%). Unemployment has improved in the sub-regional area since March 2023, after heightening in 2020. In the sub-regional area, Parramatta LGA has the highest number of unemployed residents, with a rate of 2.7% in 2024 (economy.id, 2024), falling significantly from 5.7% as recorded at the 2021 Census. The number of unemployed workers, combined with labour force participation rates, may mean that there is a proportion of this unskilled workforce available to be employed by the project; however, it is acknowledged that growing and continued demand for workers in the construction sector may compromise this availability.

With regards to availability of skilled workers, primary industries of occupation in the regional area include:

- health care and social assistance
- professional, scientific, and technical services
- retail trade
- education and training
- manufacturing
- transport, postal and warehousing.

Within the local area, the top three industries of employment were professional, scientific and technical services (15.7%), healthcare and social assistance (12.1%), and financial and insurance services (9.3%).



Source: Small Area Labour Markets (2025)

Figure C.3 Quarterly unemployment, 2019 to 2025

C.2.5 Local business and industry

Across the sub-regional area there were approximately 57,063 recorded businesses, with the majority of businesses in the Parramatta LGA (30,050) (ABS, 2022). The construction industry had the largest number of total registered businesses, comprising 16.9% of all total registered businesses, compared to 17.3% in New South Wales.

The industries relevant to the project included the construction industry which was the top industry of registered businesses in Silverwater – Newington SA2, West Ryde- Meadowbank SA2 and Ermington- Rydalmere SA2. Construction was also prevalent in the Rosehill – Harris Park SA2 and Wentworth Point – Sydney Olympic Park SA2, being the second and third top industry, respectively (ABS, 2022). This data is detailed in Table D.5.

Businesses with less than 20 employees can be considered 'small businesses'. In the investigation area, the majority of businesses were small businesses, with 97.7% in Wentworth Point – Sydney Olympic Park SA2, 97.8% in Rosehill – Harris Park, and 94.4% in Silverwater – Newington SA2. Small businesses often face barriers in accessing supply chains for large development projects, such as resource construction projects, due to factors such as contracting requirements and compressed timeframes that limit the opportunity for new entrants in the supply chain (Briggs, et al., 2022).

The City of Parramatta CSP also identified that the community desires working options close to home with lessened commute times which could be achieved by "new and larger companies basing their operations in Parramatta" as well as "supporting small businesses" (City of Parramatta, 2022).

The top registered business types were rental, hiring and real estate services, transport, postal and warehousing, professional, scientific and technical services, wholesale trade and construction. This indicates a possible disconnect between people who live in the local area, and people who are employed in the area.

C.2.6 Access and connectivity

The City of Parramatta's CSP reported the community's desire for a stronger public transport network, supported by walking and cycling paths (City of Parramatta, 2025). Further needs identified by the community include inclusivity and accessibility of neighbourhoods as well as ongoing transport infrastructure and parking improvements. Similar priorities were outlined in the City of Ryde CSP (2018), with reducing car use and increasing public transport, pedestrian and cyclist access identified as a key priority .The City of Canada Bay CSP (2022) targets increased percentage of trips constructed by walking, cycling or public transport, as well as maintaining cycleways and roads to meet growing population demands.

i Public transport

Communities in the local area have access to a range of public transport options, in the form of ferries, local buses, metro and train stations. Wentworth Point and Newington's closest train station is the Sydney Olympic Park station. Silverwater's closest train station is Auburn, which is connected by bus routes and stops along and near Silverwater Road. Meadowbank and Rhodes have train stations which are connected by the heritage listed Meadowbank Bridge across the Parramatta River. Northern Line (T9) trains run from Gordon to Central then Strathfield and on to the Central Coast and Newcastle. Melrose Park is connected to Meadowbank and Parramatta by bus routes. Parramatta is a main train station within Sydney's transport system, with trains connecting directly to the city as well as the Blue Mountains.

The Camellia train station is closed, replaced by a new station under the Parramatta Light Rail project, which opened to passengers in December 2024. The Rosehill Gardens light rail stop connects to Carlingford and Westmead via Parramatta. Additionally, Clyde and Granville stations are within an approximately 5 km drive of the area and are accessible by bus. There are 6 bus stops within a 10-minute walk of Camellia and Rosehill.

Ferrys operate along the Parramatta River, with several wharfs located in the social locality, including in Parramatta, Rydalmere, Sydney Olympic Park and Meadowbank. Ferries travel via the Parramatta River to the Sydney Harbour, where there are wharfs at Barangaroo, Milsons Point, Circular Quay.

The Sydney Metro West project will also bring greater vehicle connectivity to Sydney. In the social locality, metro stations are planned for Parramatta and Sydney Olympic Park, increasing railway capacity between the two areas and improving connectivity between the social locality and the Sydney CBD. As part of the Sydney Metro West Project, these stations are expected to be open to passengers in 2032.

ii Walking and cycling

Suburbs within the area have access to high quality public open space including the Blaxland Riverside Park, Newington Armory, and Wentworth Common. Cycle networks and walking paths are clustered around the local communities, with bike trails along the riverside and throughout Sydney Olympic Park. Throughout Canada Bay, there are a number of existing and planned bike paths connecting to train stations and residential areas, reducing the need for private vehicle use. Train stations with connecting bike paths include Rhodes, Concord West, North Strathfield, and Sydney Olympic Park. Additionally, bike paths were constructed along the Parramatta Light Rail between Carlingford and Parramatta. There are also bike paths throughout the City of Ryde.

City of Parramatta emphasises the importance of walkability in the Parramatta Ways Walking Strategy (2017). Recognised as a key aspect of making a city liveable, City of Parramatta aspires to improve walkability between shops, schools, open space, transport and community facilities.

iii Private vehicle travel

While the local area is characterised by several public transport options, private vehicle transport can be restrained by local geography. For example, Wentworth Point is one way in and out through Hill Road, and as Sydney Olympic Park regularly holds large scale events, this can affect local traffic movements at certain times.

In 2021, 30.2% of residents in the local area only travelled by car, with the highest proportion in Silverwater (45.1%), and the lowest in Rhodes (22.9%). A lower proportion of residents travelled only by car when compared to Sydney (35.3%) and NSW (46.3%). This translates to a higher proportion of residents who use public transport in the local area (7.1%), compared to Sydney (6.0%) and NSW (3.8%).

iv Journey to work

Distance to work data (ABS, 2021) shows that 46.3% of people who work in the sub-regional area travel between 10 km to 30 km to their place of work. This is equal to approximately 123,466 people. A further 43,606 people travel over 30 km to the sub-regional area for work (or 16.4%). Of those who work in the sub-regional area, approximately 60% live in the regional area. Other areas where people commute from include Hornsby, Penrith and the Inner West LGAs.

Among those travelling to the sub-regional area for work, the most popular mode of travel was by car, with 33.1% of workers commuting by car as either driver or passenger. This fell significantly from 2016, where 63% of workers in the sub-regional area travelled to work via car. Due to COVID-19 heavily restricting travel in 2021, journey to work data may not be representative of usual travel patterns, seen in the large proportions of those who worked from home rather than travelling to the sub-regional area in 2021 (45.9%) compared to 2016 (3.5%).

In addition, numbers of people travelling via modes of public transport fell in 2021 to approximately 5.5% persons travelling via train from 20.1% in 2016.

C.2.7 Community infrastructure

Community infrastructure refers to community facilities, services, and networks that help individuals, families, groups, and communities meet their social needs, maximise their potential for development and enhance community wellbeing. Deficient social infrastructure can have adverse impacts on a town or region's ability to attract inward migration and to retain a permanent population to contribute to community development and economic growth.

As a highly populated urban area, the social locality offers diverse and accessible social infrastructure and community facilities. Table C.2 outlines the social infrastructure and community facilities available in the nearby communities as of June 2025.

Table C.2 Community infrastructure

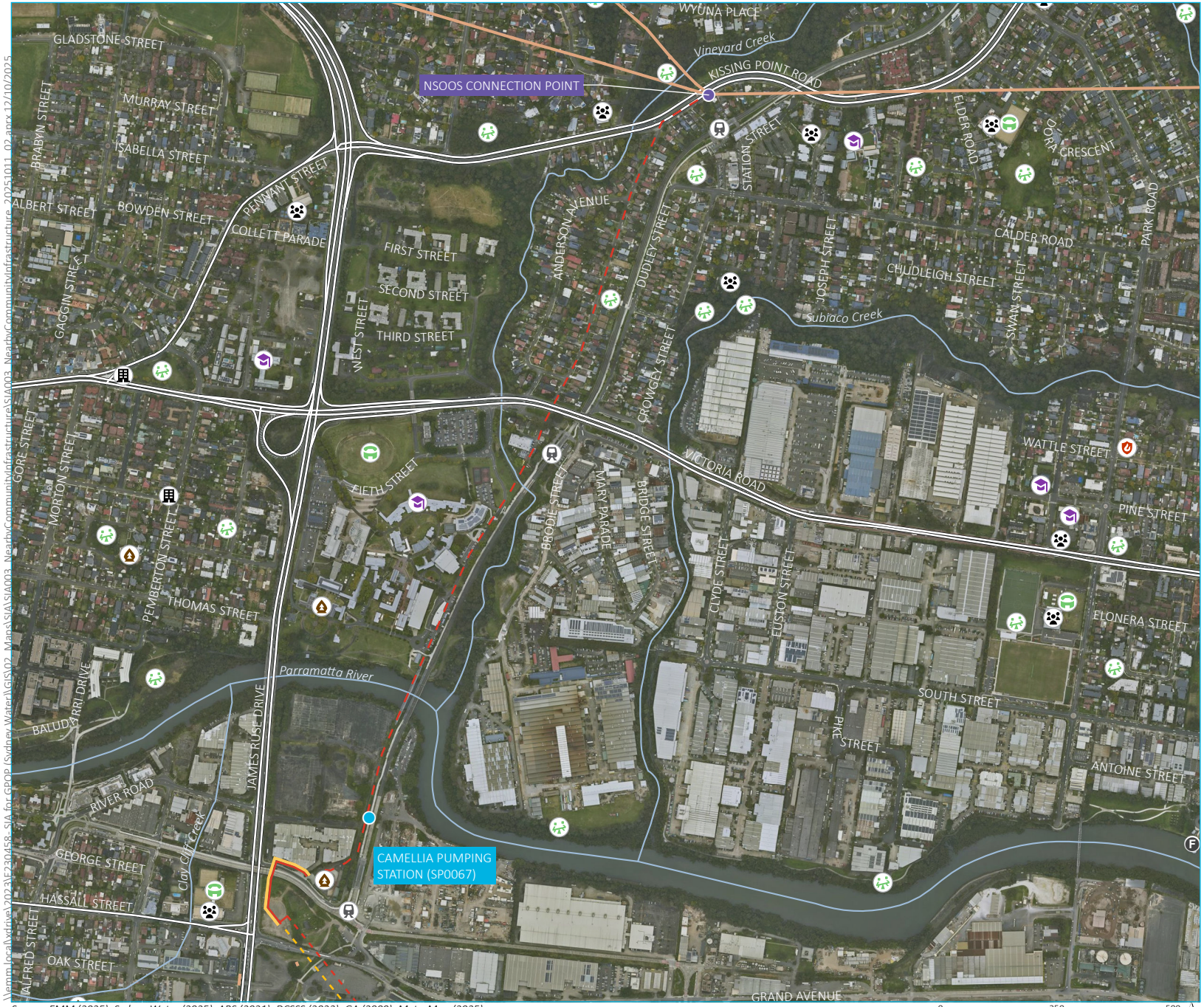
Infrastructure/facility	Local area	Sub-regional area
Childcare centre	55	100+
Primary school	16	75
Secondary school	9	21
Tertiary institution	3	11
Arts and cultural community facilities	1	4
Community services including post offices, etc.[1]	14	100+
Hospital	0	6
GP/medical centre	20	100+
Ambulance Station	1	5
Police Station	3	9

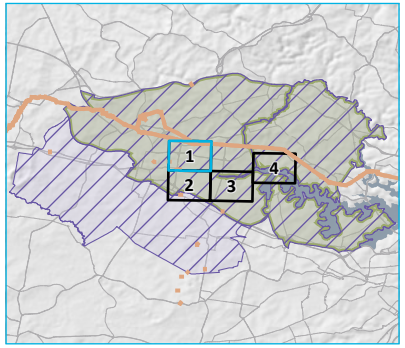
Infrastructure/facility	Local area	Sub-regional area
Fire Station	2	6
Retirement village/Aged care	6	100+
Centrelink office	1	3
Mental health services	15	~50
Indigenous health services	0	0
Correctional facility	4	4
Public open space	100+	100+
– Parks		
– Sports fields		
Public transport (incl. wharfs)	10	20
Places of worship	19	100+

Source: google.com – map search and Point of Interest Data (Data NSW, 2025).

Notes: 1. Community services include aged care and senior services, children's services, youth services, disability and accessibility services, housing and homelessness services, women's services and family services, Aboriginal services, employment services, and domestic violence services

2. Research was conducted via Google search in June 2025, and is thus representative of information available at the time





KEY

- Camellia pumping station (SP0067)
- NSOOS connection point
- Regional government area
- Sub-regional government area
- Northern suburbs ocean outfall sewer (NSOOS)

Tranfer pipeline

- Open trench
- Trenchless

Brine pipeline

- Open Trench
- Trenchless
- Relining

Point of interest

- Art Gallery
- Community facility
- Education Facility
- Fire Station
- Historic Site
- Park
- Railway Station
- Sports arena
- Urban Place
- Wharf

Existing environment

- Major road
- Named watercourse

Nearby community infrastructure

Map 1 of 4

GPOP (Sydney Water)
Social Impact Assessment
Figure C.4

creating opportunities

Source: EMM (2025); Sydney Water (2025); ABS (2021); DCSSS (2023); GA (2009); MetroMap (2025)

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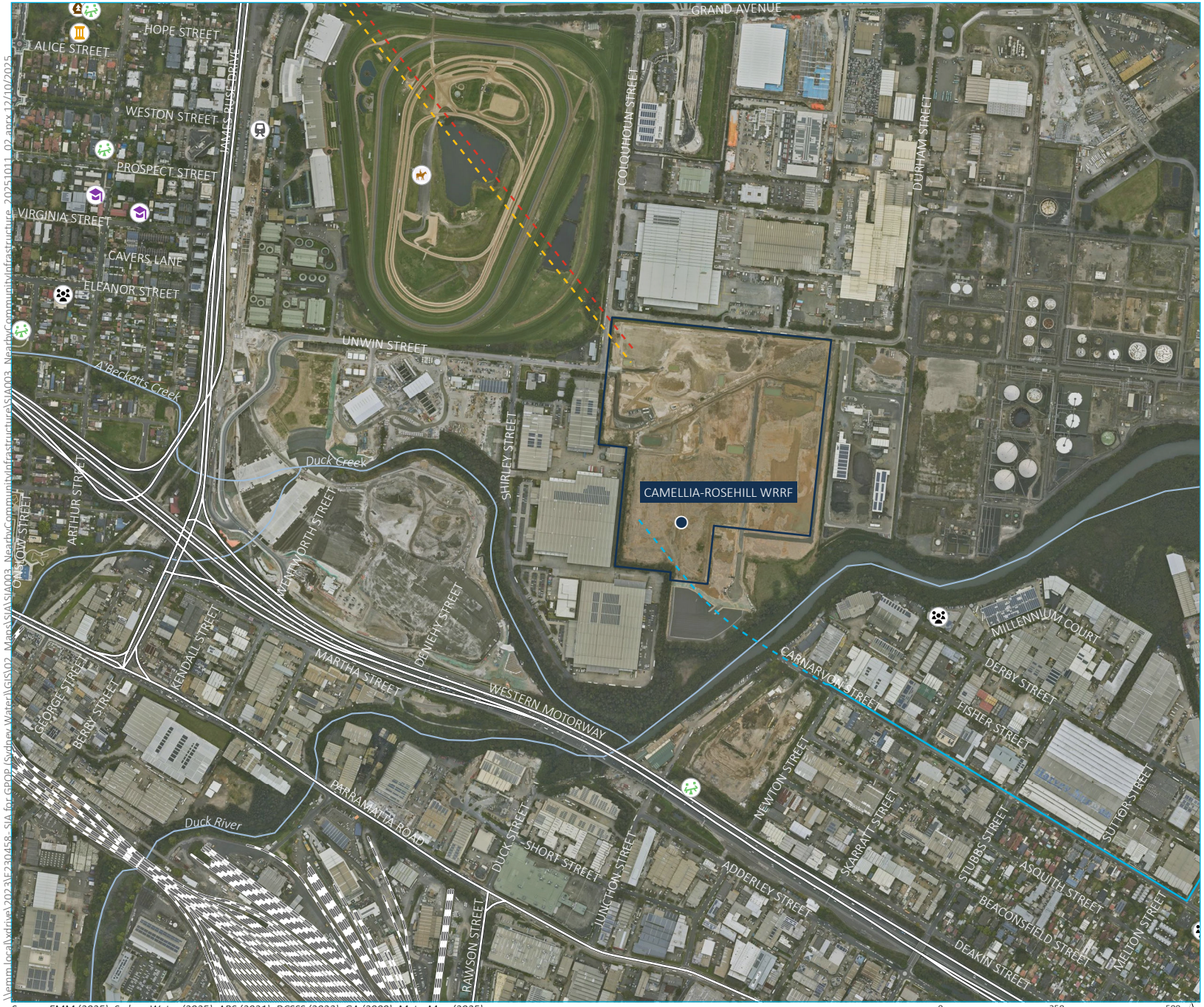

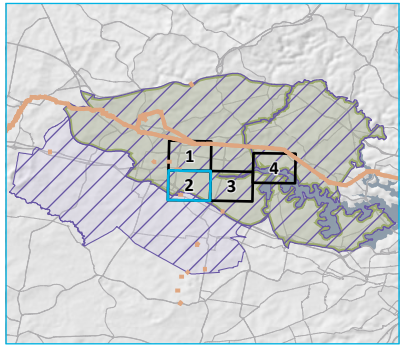

KEY

- Camellia-Rosehill WRRF
- Regional government area
- Sub-regional government area
- WRRF lot
- Northern suburbs ocean outfall sewer (NSOOS)

Tranfer pipeline
- Trenchless

Brine pipeline
- Trenchless

River release pipeline
- Open trench
- Trenchless

Point of interest
- Community facility
- Education Facility
- Historic Site
- Museum
- Park
- Racecourse
- Railway Station

Existing environment
- Rail line
- Major road
- Named watercourse

Source: EMM (2025); Sydney Water (2025); ABS (2021); DCSSS (2023); GA (2009); MetroMap (2025)

0 250 500 m

GDA2020 MGA Zone 56

N

Nearby community infrastructure

Map 2 of 4

GPOP (Sydney Water)
Social Impact Assessment
Figure C.4

EMM
creating opportunities

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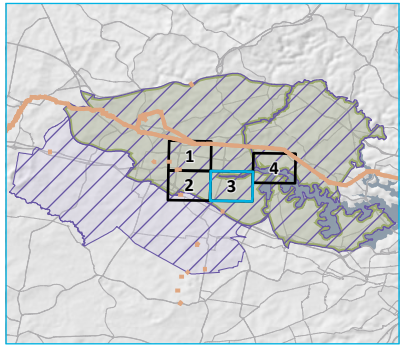

KEY

- Regional government area
- Sub-regional government area
- Northern suburbs ocean outfall sewer (NSOOS)

River release pipeline

- Open trench
- Trenchless

Point of interest

- Community facility
- Gaol
- Historic Site
- Lookout
- Park
- Sports arena

Existing environment

- Major road
- Named watercourse
- NPWS reserve

Source: EMM (2025); Sydney Water (2025); ABS (2021); DCSSS (2023); GA (2009); MetroMap (2025)

0 250 500 m

GDA2020 MGA Zone 56

N

Nearby community infrastructure

Map 3 of 4

GPOP (Sydney Water)
Social Impact Assessment
Figure C.4

EMM
creating opportunities

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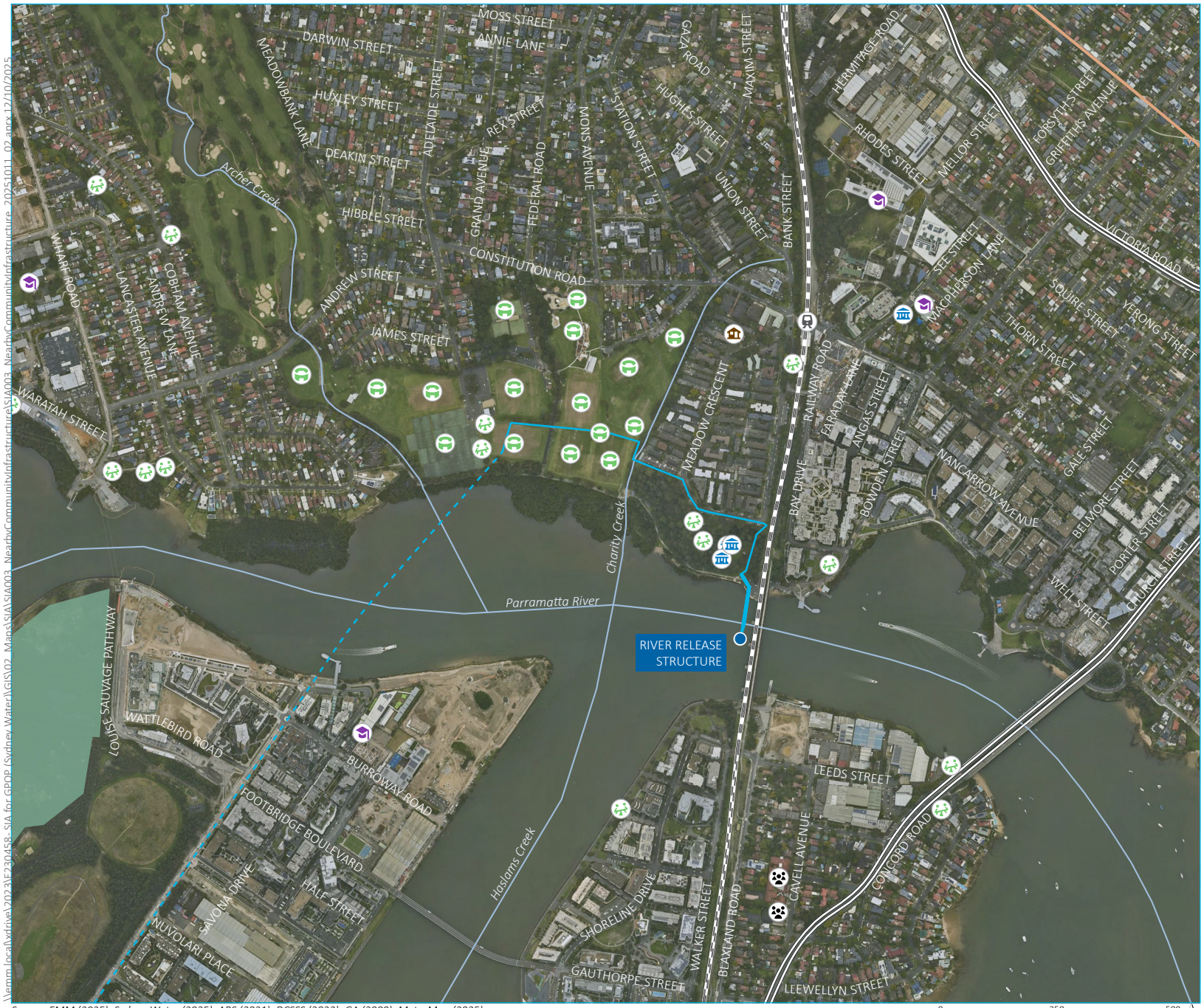

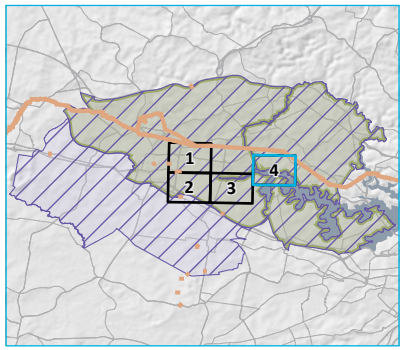

KEY

- River release structure
- Regional government area
- Sub-regional government area
- Northern suburbs ocean outfall sewer (NSOOS)

River release pipeline

- Open trench
- Trenchless

Point of interest

- Community facility
- Education Facility
- Monument
- Park
- Railway Station
- Retirement Village
- Sports arena

Existing environment

- Rail line
- Major road
- Named watercourse
- NPWS reserve

Source: EMM (2025); Sydney Water (2025); ABS (2021); DCSSS (2023); GA (2009); MetroMap (2025)

0 250 500 m

GDA2020 MGA Zone 56

N

Nearby community infrastructure

Map 4 of 4

GPOP (Sydney Water)
Social Impact Assessment
Figure C.4

EMM
creating opportunities

i Health and emergency services

There are a number of health and emergency services available in or close to the social locality, including:

- Concord Hospital
- Westmead Hospital
- Cumberland Hospital
- Macquarie University Hospital
- Blacktown Hospital (outside of sub-regional area)
- Norwest Private Hospital (outside of sub-regional area)
- Ryde Hospital
- Parramatta Police Station
- Five Dock Police Station
- Ryde Police Station
- Fire and Rescue Parramatta
- Fire and Rescue Rydalmere
- Fire and Rescue Silverwater.

ii Recreation

Recreation assets are highly valued facilities available to the community, with a range of recreational offerings in the social locality. These include:

- existing and future walking/bike paths along the Parramatta River:
    - bike path spanning from Westmead to Rydalmere, with access points at various parks across the Parramatta River
    - the planned Duck River Nature Trail
    - Rydalmere Bike Path
    - Parramatta Bike Hub
- several reserves/public parks:
    - Rhodes Point
    - Charity Point
    - Helene Park

- Memorial Park
- Melrose Park
- Meadowbank Park
- Powells Creek Reserve
- Brays Bay Reserve
- Rhodes foreshore park
- McIlwaine Park (including dog park)
- Cathy Freeman Park
- Blaxland Riverside Park
- George Kendall Riverside Park
- Eric Primrose Reserve
- Pierre De Courbertin Park
- Buruwang Park
- Deakin Park
- Hume Park
- Pierre De Coubertin Park & Dog Park
- Sydney Olympic Park off-leash area (dog park)
- Lower Phoenix Park Fenced Off-leash dog park
- Mill Park (including dog park)
- Meadowbank dog beach

• aquatic and leisure centres:
  - Parramatta Aquatic Centre
  - Ryde Aquatic Leisure Centre
  - Sydney Olympic Park Aquatic Centre
  - Ryde Aquatic Leisure Centre
  - Macquarie University Sport and Aquatic Centre
  - Drummoyne Swimming Centre

- private, community group and sports club facilities:
    - Ultimate Family Entertainment Centre
    - URBNSURF Sydney
    - LA Talent Performing Arts & Dance School
    - Stardust Circus (temporary occupants of the Grand Avenue North parking area for Rosehill Gardens Racecourse)
- Voyager Tennis
    - Epping Scouts
    - Melrose Park FC
    - ERNA Netball
    - Yaralla Sea Scout Group
    - Meadowbank Park Bushfire Group
    - Camellia Indoor Sports Centre
    - Concord Ryde Sailing Club
    - Rowing NSW
    - Monster BMX
    - Sydney International Archery Park.

Childcare services in the local area that are in proximity to the project include:

- Explore and Develop Parramatta Early Learning Centre
- Fun2Learn Early Learning Centre
- Mini Masterminds Wentworth Point.

Health services within a reasonable travel time to the local area include:

- Westmead Hospital
- Ryde Hospital
- Auburn Hospital
- Myhealth Meadowbank
- Myhealth Wentworth Point
- Harbourside Medical Centre Wentworth Point

- Newington Medical
- Myhealth Newington
- Myhealth Rosehill
- Chemist Outlet Silverwater
- Waterfront Pharmacy Pierside
- Priceline Pharmacy Wentworth Point.
- Places of worship in the local area:
    - Sydney Korean Catholic Church
    - Baps Shri Swaminarayan Mandir
    - Nan Thien Vihara Ibba Buddhist Centre
    - St Johns Anglican Cathedral
    - Parramatta Mosque
    - All Saints Anglican Church
    - St Patricks Roman Catholic Cathedral
    - Mormon Church Parramatta.

C.2.8 Community characteristics which may affect service availability

Understanding service availability and level of community satisfaction can assist to identify gaps in service provision, areas of higher demand, and opportunities for community investment. It also provides insight into what the key challenges, values and opportunities are within the community.

In terms of challenges and vulnerabilities for the local area the data indicates that, except Oatlands (7.2%) and Rydalmere (5.4%), there were lower proportions of people who have a need for assistance in the local area compared to the sub-regional area (4.3%).

The local area (11.1%) had a lower proportion of households earning less than $650 per week, compared to the sub-regional area (12.5%) and NSW (15.3%). This indicates a lower degree of economic vulnerability in these communities. However, Rydalmere recorded 16% of the population earning less than $650 per week. This may be linked to a higher proportion of elderly people and people requiring assistance within this area. Combined, data indicates people living in Rydalmere may experience a higher level of vulnerability than other suburbs in the local area.

Rydalmere is likely to experience a higher degree of vulnerability than other suburbs, due to the percentage of elderly residents, lower income (% of people earning under $650 per week), prevalence of long-term health concerns and need for assistance.

Silverwater, Newington, Wentworth Point, Meadowbank, and Rhodes recorded extremely low to no social housing compared to the sub-regional area (8.5%), alongside high rates of development. This could indicate a housing affordability challenge, and corresponds with City of Parramatta's Community Strategic Plan (CSP), which identified a need for "a more diverse range of affordable housing options, so that families of all income levels are catered for" and that "strengthened social services and programs [are required to] support the homeless and disengaged youth in the community" (City of Parramatta, 2022).

Other key challenges identified include:

- managing the growth of the area, particularly in relation to improved infrastructure demand
- better transport connections between neighbourhoods and the CBD
- valuing cultural heritage.

A challenge for the project will be addressing factors which inhibit dissemination of information within the community. Many households in the local and sub regional area do not speak English at home, as outlined in Appendix D.6.

A further challenge for community engagement is the relatively high level of population mobility which may indicate communities are not well connected and cohesive, meaning that project information is less likely to spread organically through communication between local residents. This can be addressed within project and SIA communication and engagement methodologies.

C.2.9 Community values

The City of Parramatta CSP was developed in 2018 and amended in 2022, and involved consultation with 9,000 residents, workers and visitors to the city. Feedback provides an insight into what is valued by the community including the following:

- "Growth to be managed with the economy and other infrastructure improved to keep up with demand. You want Parramatta's rich heritage to be the cornerstone of future development."
- "To get where you need to go easily and efficiently, with a strong public transport network supported by walking and cycling paths."
- "A city that promotes inclusivity, accessibility and is designed to meet the needs of people with varying abilities."
- "To be able to work close to home, and not spend lots of time commuting across Sydney. You want to see new and larger companies basing their operations in Parramatta, and support for small business."
- "To build on Parramatta's unique cultural identity, celebrating our rich history, sense of community and diversity. You believe that diversity – of cultures, ages, and income levels – is our City's greatest strength, and fundamental to our identity."
- "Strengthened social services and programs to support the homeless and disengaged youth in the community."
- "To continue to enjoy Parramatta's green and open spaces, and the Parramatta River. You also want to see action on our changing climate, and for Parramatta to be an eco-efficient City, where our buildings use less energy and water, and we recycle more and waste less."

Volunteering rates can provide an indication of social cohesion and resilience within a community (AIHW, 2021). Areas in the social locality which had higher volunteering rates than NSW (13.0%) included Oatlands (15.6%), Melrose Park (13.9%), Dundas (14.7%) and Newington (13.2%). Relatively high volunteerism in these suburbs demonstrates cohesion within the social locality and values associated with helping others. Overall, the sub-regional area (11.8%) had a lower rate of volunteerism than the rest of NSW, with higher rates in the above suburbs potentially reflecting more affluent and established suburbs than found in other parts of the regional area.

Appendix D
Detailed baseline data

EMM
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D.1 Population indicators

Table D.1 Population indicators

	Rosehill SAL	Rydalmere SAL	Dundas SAL	Silverwater SAL	Newington SAL	Sydney Olympic Park SAL	Wentworth Point SAL	Melrose Park SAL	Meadowbank SAL	Rhodes SAL	Parramatta SAL	Oatlands SAL	Total local area	Sub-regional area (Parramatta LGA + Ryde LGA + Canada Bay LGA)	Sydney UCL	Regional area	NSW
Population 2021 (#)	4,047	7,274	4,959	3,600	5,648	4,848	12,703	2,059	5,089	11,453	30,211	5,833	97,724	475,029	4,698,656	710,468	8,072,163
Population 2016 (#)	3,806	6,642	4,740	4,166	5,802	1,736	6,994	1,574	4,408	11,906	25,798	5,660	83,232	430,466	4,321,535	757,358	7,480,228
Population change over 5 years to 2021 (%)	6.3%	9.5%	4.6%	-13.6%	-2.7%	179.3%	81.6%	30.8%	15.4%	-3.8%	17.1%	3.1%	17.4%	10.4%	8.7%	-6.2%	7.9%
Population mobility *Same address 1 year ago (%)*	71.4%	80.9%	83.7%	48.3%	84.4%	48.8%	67.1%	70.5%	68.4%	59.7%	65.1%	86.7%	68.4%	76.9%	79.4%	77.3%	79.4%
Different address 1 year ago (%)	22.4%	14.2%	13.5%	11.4%	13.9%	44.7%	28.7%	26.2%	28.4%	36.2%	28.8%	10.1%	25.6%	18.7%	15.6%	17.3%	14.8%
Population mobility *Same address 5 years ago (%)*	33.4%	56.2%	56.0%	28.7%	58.4%	9.9%	18.4%	57.3%	29.4%	25.2%	25.0%	63.8%	33.1%	47.8%	53.0%	49.2%	53.9%
Different address 5 years ago (%)	60.0%	38.4%	40.9%	29.3%	39.8%	83.7%	77.2%	39.2%	66.9%	70.0%	68.4%	31.2%	60.3%	47.4%	41.6%	45.0%	39.9%

Source: ABS, 2021; 2016

D.2 Age and socio-cultural indicators

Table D.2 Age and socio-cultural indicators

	Oatlands SAL	Dundas SAL	Rydalmere SAL	Parramatta SAL	Rosehill SAL	Silverwater SAL	Newington SAL	Sydney Olympic Park SAL	Wentworth Point SAL	Melrose Park SAL	Meadowbank SAL	Rhodes SAL	Total local area	Sub-regional area (Parramatta LGA + Ryde LGA+ Canada Bay LGA)	Sydney UCL	Regional area	NSW
Identify as Aboriginal and/or Torres Strait Islander (#)	40	45	62	156	35	312	22	30	66	9	11	34	822	3,193	67,668	4,709	278,043
Identify as Aboriginal and/or Torres Strait Islander (%)	0.7%	0.9%	0.9%	0.5%	0.9%	8.7%	0.4%	0.6%	0.5%	0.4%	0.2%	0.3%	0.8%	0.7%	1.4%	0.7%	3.4%
Males (%)	48.7%	49.8%	49.6%	51.8%	53.3%	64.4%	49.4%	50.4%	48.5%	49.7%	49.2%	48.3%	50.7%	49.4%	49.5%	50.1%	49.4%
Females (%)	51.4%	50.3%	50.4%	48.1%	46.8%	35.6%	50.6%	49.6%	51.5%	50.2%	50.8%	51.7%	49.4%	50.6%	50.5%	49.9%	50.6%

	Oatlands SAL	Dundas SAL	Rydalmere SAL	Parramatta SAL	Rosehill SAL	Silverwater SAL	Newington SAL	Sydney Olympic Park SAL	Wentworth Point SAL	Melrose Park SAL	Meadowbank SAL	Rhodes SAL	Total local area	Sub-regional area (Parramatta LGA + Ryde LGA+ Canada Bay LGA)	Sydney UCL	Regional area	NSW
Median age 2021 (#)	42	37	37	32	32	35	38	31	32	37	34	32	-	37	36	36	39
Median age 2016 (#)	40	35	37	31	31	33	35	31	32	40	32	29	-	36	35	35	38
Aged 14 years or younger (children) (%)	18.6%	18.6%	19.1%	16.3%	19.2%	13.1%	22.3%	12.7%	14.2%	19.4%	11.9%	12.2%	16.0%	17.2%	18.4%	18.1%	18.2%
Aged 15 to 24 years (youth) (%)	13.6%	12.7%	12.1%	11.1%	9.3%	11.1%	10.6%	9.3%	7.5%	12.6%	8.4%	10.0%	10.5%	11.1%	12.3%	11.8%	11.8%
Aged 25 to 64 years (adults) (%)	45.1%	47.1%	47.9%	49.4%	50.4%	56.3%	50.5%	52.0%	51.8%	48.3%	54.4%	50.9%	50.1%	47.7%	54.8%	56.7%	45.1%
Aged 65 years or older (elderly) (%)	18.4%	12.8%	13.1%	6.6%	6.1%	5.8%	11.0%	3.4%	5.1%	13.0%	8.4%	6.4%	8.2%	14.0%	14.5%	13.4%	17.6%
Number of families (#)	1,581	1,318	1,932	7,621	994	598	1,625	1,387	3,712	581	1,442	3,314	26,105	129,164	1,234,155	185,852	2,135,964
Has a need for assistance (%)	7.2%	3.8%	5.4%	2.8%	2.9%	1.7%	2.5%	1.5%	1.4%	3.1%	2.3%	1.7%	2.9%	4.3%	5.0%	4.9%	5.8%
Has a long-term health condition (%)	23.4%	21.1%	23.0%	13.4%	14.6%	11.1%	17.8%	12.3%	13.5%	20.3%	17.5%	11.3%	15.4%	20.1%	22.6%	19.5%	27.0%
Engaged in voluntary work (%)	15.6%	14.7%	11.7%	7.8%	7.4%	5.2%	13.2%	7.4%	7.7%	13.9%	9.8%	8.0%	9.3%	11.8%	11.5%	10.3%	13.0%
Median weekly household income ($)	2,292	1,962	1,871	2,092	1,763	1,875	2,465	1,975	2,035	2,182	1,993	2,183	-	-	2,122	2,075	1,829
Completed Year 12 or equivalent (%)	77.3%	75.7%	75.4%	87.9%	83.2%	77.5%	87.3%	90.0%	89.2%	81.6%	88.3%	91.6%	86.0%	80.9%	73.6%	71.9%	63.3%
Households earning less than $650 per week (%)	13.0%	12.5%	16.0%	10.5%	11.4%	11.2%	7.9%	11.2%	9.7%	11.4%	12.5%	10.6%	11.1%	12.5%	12.9%	13.7%	15.3%
Lone person households (%)	16.7%	19.0%	22.7%	26.1%	29.7%	23.2%	16.4%%	32.7%	31.8%	21.1%	37.0%	25.7%	26.5%	24.0%	23.0%	22.7%	25.0%

	Oatlands SAL	Dundas SAL	Rydalmere SAL	Parramatta SAL	Rosehill SAL	Silverwater SAL	Newington SAL	Sydney Olympic Park SAL	Wentworth Point SAL	Melrose Park SAL	Meadowbank SAL	Rhodes SAL	Total local area	Sub-regional area (Parramatta LGA + Ryde LGA+ Canada Bay LGA)	Sydney UCL	Regional area	NSW
Speaks a language other than English at home (%)	38.2%	39.3%	37.3%	59.9%	59.5%	30.3%	43.3%	54.3%	51.8%	34.7%	49.0%	61.2%	51.5%	43.0%	34.0%	45.9%	22.4%
Top three languages spoken at home other than English	Chinese languages (31.5%) Arabic (20.3%) Korean (14.2%)	Chinese languages (41.7%) Korean (16.6%) Indo-Aryan languages (7.2%)	Chinese languages (31.4%) Korean (16.5%) Indo-Aryan language: (8.5%)	Indo-Aryan languages (41.1%) Chinese languages (16.6%) Tamil (8.1%)	Indo-Aryan languages (48.7%) Chinese languages (12.3%) Arabic (10.3%)	Korean (32.1%) Chinese languages (14.9%) Arabic (13.6%)	Chinese languages (35.1%) Korean (26.3%) Indo-Aryan languages (8.7%)	Chinese languages (35.8%) Korean (18.4%) Indo-Aryan languages (9.8%)	Chinese languages (44.4%) Korean (15%) Indo-Aryan languages (7.4%)	Chinese languages (38.5%) Korean (18.9%) Arabic (5.3%)	Chinese languages (32.2%) Korean (16.7%) Indo-Aryan languages 15.1%)	Chinese languages (50.2%) Korean (14.4%) Indo-Aryan languages (10.6%)	Chinese languages (29.9%) Indo-Aryan languages (22.8%) Korean (10.8%)	Chinese languages (34.8%) Indo-Aryan languages (17.9%) Korean (9.3%)	Mandarin (5.5%) Arabic (4.6%) Cantonese (3.0%)	Mandarin (10.4%) Arabic (6.3%) Cantonese (5.4%)	Chinese languages (19.5%) Indo-Aryan languages (17.6%) Arabic (11%)

Source: ABS, 2021

D.3 Housing indicators

Table D.3 Housing indicators

	Rosehill SAL	Rydalmere SAL	Dundas SAL	Silverwater SAL	Newington SAL	Sydney Olympic Park SAL	Wentworth Point SAL	Melrose Park SAL	Meadowbank SAL	Rhodes SAL	Parramatta SAL	Oatlands SAL	Total local area	Sub-regional area (Parramatta LGA + Ryde LGA+ Canada Bay LGA)	Sydney UCL	Regional area	NSW
Number of private dwellings (#)	1,796	2,703	1,729	886	2,032	2,880	6,742	808	2,787	5,657	13,470	1,973	43,463	194,243	1,778,627	272,386	3,199,988
Unoccupied dwellings (%)	14.8%	6.7%	5.8%	10.8%	5.5%	21.6%	13.0%	7.8%	12.4%	11.5%	12.8%	6.2%	11.9%	9.6%	8.1%	90.8%	9.4%
Separate house (%)	17.2%	53.1%	52.2%	30.5%	38.9%	0.0%	0.0%	64.4%	2.3%	3.2%	7.7%	61.0%	16.1%	39.1%	52.5%	42.8%	65.6%
Flat or apartment (%)	73.3%	13.8%	6.2%	48.0%	43.9%	99.8%	98.8%	30.6%	96.8%	95.1%	85.6%	5.5%	74.0%	47.5%	33.6%	43.1%	21.7%
Owned outright or with a mortgage (%)	29%	56.1%	63.3%	48.2%	66.6%	30.2%	39.3%	70.1%	39.8%	38.2%	27.5%	71.4%	40.4%	54.2%	59.8%	53.8%	58.0%
Rented (%)	67.6%	41.9%	34.5%	48.7%	31.5%	67.7%	59.3%	25.9%	59.4%	59.2%	70.2%	25.1%	57.4%	43.1%	37.3%	43.1%	32.6%
Median rent ($)	390	430	428	450	560	520	500	490	430	560	440	530	-	460	475	455	420
Social housing (%)	3.9%	31.6%	12.8%	0.0%	0.0%	1.4%	0.3%	7.3%	0.9%	0.6%	4.6%	21.7%	4.6%	8.5%	11.9%	10.8%	12.8%

Source: ABS, 2021

D.4 Labour force indicators

Table D.4 Labour force indicators

	Total local area	Cumberland LGA	Parramatta LGA	Ryde LGA	Canada Bay LGA	Total Regional Area	Sydney UCL	NSW
Participates in labour force (#)	34,364	93,846	130,510	69,053	48,280	341,689	2,310,052	3,874,012
Labour force participation rate (%)	66.0%	49.8%	62.1%	63.8%	64.3%	58.7%	60.3%	58.7%
Unemployed persons (#)	1,919	7,816	7,470	3,495	1,965	20,746	119,104	189,852
Unemployment rate (%)	5.6%	8.3%	5.7%	5.1%	4.1%	6.1%	5.2%	4.9%
Youth unemployment rate (%)	10.1%	13.9%	10.4%	10.1%	7.9%	11.2%	10.3%	9.8%
Top industries of employment								
Top	Professional, scientific and technical services (13.5%)	Health care and social assistance (14.6%)	Health care and social assistance (14.2%)	Professional, scientific, and technical services (14.1%)	Professional, scientific and technical services (13.4%)	Health care and social assistance (13.8%)	Health care and social assistance (13.2%)	Health care and social assistance (14.4%)
Second	Health care and social assistance (11.8%)	Retail trade (9.9%)	Professional, scientific and technical services (12.9%)	Health care and social assistance (13.0%)	Health care and social assistance (12.5%)	Professional, scientific and technical services (11.9%)	Professional, scientific and technical services (11.5%)	Retail trade (9.0%)
Third	Financial and insurance services (9.3%)	Professional, scientific and technical services (8.0%)	Retail trade (8.5%)	Education and training (9.0%)	Financial and insurance services (9.7%)	Retail trade (8.8%)	Retail trade (8.7%)	Professional, scientific and technical services (8.9%)

Source: ABS, 2021

D.5 Local business and industry

Table D.5 Top industries of registered businesses

	Wentworth Point – Sydney Olympic Park SA2	Rosehill – Harris Park SA2	Silverwater – Newington SA2	West Ryde – Meadowbank SA2	Ermington – Rydalmere SA2	Rhodes SA2
Top	Rental, hiring and real estate services (365 businesses or 22.8%)	Transport, postal and warehousing (347 businesses or 26.5%)	Construction (330 businesses or 16.2%)	Construction (379 businesses or 18.6%)	Construction (630 businesses or 23.0%)	Rental, hiring and real estate services (360 businesses or 19.5%)
Second	Professional, scientific and technical services (361 businesses or 22.6%)	Construction (159 businesses or 12.1%)	Wholesale trade (258 businesses or 12.7%)	Professional, scientific and technical services (313 businesses or 15.3%)	Professional, scientific and technical services (315 businesses or 11.5%)	Professional, scientific and technical services (280 businesses or 15.2%)
Third	Construction (313 businesses or 19.5%)	Professional, scientific and technical services (151 businesses or 11.5%)	Rental, hiring and real estate services (249 businesses or 12.2%)	Rental, hiring and real estate services (242 businesses or 11.9%)	Rental, hiring and real estate services (281 businesses or 10.3%)	Construction (234 businesses or 12.6%)

Source: ABS Data by region, 2023

D.6 Percentage of the population who speak language other than English at home

Table D.6 Percentage of the population who speak a language other than English at home

Rosehill SAL	Rydalmere SAL	Dundas SAL	Silverwater SAL	Newington SAL	Sydney Olympic Park SAL	Wentworth Point SAL	Melrose Park SAL	Meadowbank SAL	Rhodes SAL	Parramatta SAL	Oatlands SAL	Total local area	Sub-regional area	Sydney UCL	Regional area
59.5%	37.3%	39.3%	30.3%	43.3%	54.3%	51.8%	34.7%	49.0%	61.2%	59.9%	38.2%	1.5%	45.2%	34.0%	43.5%

Source: ABS, 2021

D.7 Journey to work

Table D.7 Journey to work from regional area

Place of residence (regional area)	Place of work (in the Sub-regional area)		
	Canada Bay LGA	Parramatta LGA	Ryde LGA
Parramatta LGA	7.7%	23.6%	11.2%
Cumberland LGA	4.7%	8.1%	3.3%
Ryde LGA	5.6%	3.2%	21.1%
Canada Bay LGA	28.9%	2.0%	2.6%

Table D.8 Distance to place of work in the sub-regional area

Distance to place of work	Place of work (in the Sub-regional area)			
	Canada Bay LGA	Parramatta LGA	Ryde LGA	Total
Nil distance	11.5%	5.5%	5.0%	6.1%
Over 0 km to less than 2.5 km	11.2%	7.1%	7.5%	7.7%
2.5 km to less than 10 km	26.9%	22.4%	24.0%	23.5%
10 km to less than 30 km	37.3%	48.4%	46.1%	46.3%
30 km to less than 50 km	8.4%	11.2%	8.7%	10.0%
50 km to less than 250 km	3.0%	4.2%	5.4%	4.4%
250 km and over	1.7%	1.1%	3.3%	1.9%
Not applicable	0.0%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%

Table D.9 Method of travel to work in the sub-regional area

	Canada Bay LGA	Parramatta LGA	Ryde LGA	Total
2021				
Train	4.21%	4.26%	3.96%	4.15%
Bus	1.66%	1.23%	1.38%	1.33%
Ferry	0.03%	0.02%	0.02%	0.02%
Tram/light rail	0.03%	0.01%	0.03%	0.02%
Taxi/ride-share service	0.16%	0.13%	0.07%	0.11%
Car, as driver	32.86%	33.08%	26.92%	31.01%
Car, as passenger	2.51%	2.26%	1.77%	2.13%
Truck	0.27%	0.28%	0.17%	0.24%
Motorbike/scooter	0.34%	0.26%	0.29%	0.28%
Bicycle	0.4%	0.27%	0.21%	0.26%
Other Mode	0.46%	0.41%	0.34%	0.39%
Walked only	2.59%	1.72%	1.7%	1.82%
Worked at home	40.81%	43.13%	52.3%	45.9%
Did not go to work	13.3%	12.5%	10.51%	11.94%
Not stated	0.39%	0.44%	0.34%	0.4%
Not applicable	0.0%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%
2016				
Train	14.7%	15.7%	13.8%	15.0%
Bus	3.2%	5.0%	6.0%	5.1%
Ferry	0.1%	0.0%	0.0%	0.0%
Tram/light rail	0.0%	0.0%	0.0%	0.0%
Taxi/ride-share service	0.2%	0.2%	0.3%	0.2%
Car, as driver	57.7%	59.3%	59.9%	59.3%
Car, as passenger	3.6%	4.0%	3.3%	3.7%
Truck	0.4%	0.6%	0.3%	0.5%
Motorbike/scooter	0.6%	0.4%	0.8%	0.6%
Bicycle	0.5%	0.4%	0.6%	0.5%
Other Mode	3.8%	2.8%	3.0%	3.0%
Walked only	0.5%	0.4%	0.4%	0.4%
Worked at home	5.9%	2.8%	3.8%	3.5%

Method of travel to work	Place of work (in the Sub-regional area)			
	Canada Bay LGA	Parramatta LGA	Ryde LGA	Total
Did not go to work	7.9%	7.6%	6.9%	7.4%
Not stated	0.9%	0.9%	0.7%	0.8%
Not applicable	0.0%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%

Table D.10 Method of travel to work in the local area (SALs)

Place of residence (local area)	Method of travel to work														
	Train	Bus	Ferry	Tram/light rail	Taxi/ride-share service	Car, as driver	Car, as passenger	Truck	Motorbike/scooter	Bicycle	Walked only	Other Mode	Worked at home	Did not go to work	Not stated
2021															
Rosehill	3.6%	1.5%	0.0%	0.0%	0.2%	17.7%	1.7%	0.2%	0.3%	0.2%	1.6%	0.2%	16.1%	5.6%	0.3%
Camellia	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Rydalmere	0.9%	0.8%	0.0%	0.0%	0.0%	16.8%	1.2%	0.1%	0.2%	0.1%	0.5%	0.2%	17.2%	7.4%	0.2%
Dundas	1.2%	0.7%	0.0%	0.0%	0.1%	16.8%	1.3%	0.2%	0.2%	0.1%	0.3%	0.2%	16.9%	6.9%	0.1%
Silverwater	0.6%	0.3%	0.0%	0.0%	0.1%	12.4%	0.9%	0.3%	0.1%	0.2%	0.9%	0.2%	9.4%	3.6%	0.3%
Newington	1.2%	0.5%	0.0%	0.0%	0.1%	14.3%	1.0%	0.1%	0.2%	0.3%	0.9%	0.1%	24.3%	6.6%	0.2%
Sydney Olympic Park	3.6%	0.5%	0.2%	0.0%	0.1%	15.3%	1.4%	0.1%	0.2%	0.4%	1.0%	0.4%	27.3%	6.7%	0.2%
Wentworth Point	3.1%	0.6%	0.2%	0.0%	0.1%	15.0%	1.0%	0.1%	0.1%	0.1%	1.1%	0.2%	30.0%	7.0%	0.3%
Melrose Park	1.9%	0.4%	0.0%	0.0%	0.0%	18.2%	1.2%	0.3%	0.2%	0.4%	0.8%	0.1%	20.5%	7.7%	0.0%
Meadowbank	6.0%	0.5%	0.1%	0.0%	0.1%	14.6%	0.9%	0.1%	0.1%	0.1%	1.0%	0.2%	32.1%	5.6%	0.3%
Rhodes	5.6%	0.6%	0.0%	0.0%	0.1%	12.4%	0.9%	0.1%	0.2%	0.2%	1.4%	0.2%	29.6%	6.0%	0.3%
Oatlands	0.5%	0.2%	0.0%	0.0%	0.0%	16.4%	1.1%	0.2%	0.1%	0.1%	0.5%	0.3%	18.8%	6.3%	0.1%
Parramatta	5.2%	1.6%	0.0%	0.0%	0.1%	10.4%	1.0%	0.1%	0.2%	0.2%	2.0%	0.2%	26.2%	5.6%	0.3%
Total	3.6%	0.9%	0.0%	0.0%	0.1%	13.6%	1.1%	0.1%	0.2%	0.2%	1.3%	0.2%	24.6%	6.2%	0.2%
2016															
Rosehill	8.8%	2.5%	0.0%	0.0%	0.2%	25.8%	2.7%	0.3%	0.4%	-	3.0%	0.3%	0.7%	3.3%	0.5%
Camellia	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.0%	0.0%	0.0%
Rydalmere	2.5%	2.5%	0.3%	0.0%	0.0%	30.0%	1.9%	0.3%	0.3%	-	0.7%	0.2%	1.8%	3.4%	0.4%
Dundas	2.8%	1.7%	0.1%	0.0%	0.0%	29.5%	2.4%	0.3%	0.2%	-	0.5%	0.2%	1.2%	4.2%	0.4%
Silverwater	1.4%	0.4%	0.0%	0.0%	0.0%	16.6%	1.4%	0.4%	0.2%	-	1.1%	0.2%	0.5%	1.5%	0.4%
Newington	2.7%	1.7%	0.1%	0.1%	0.0%	30.9%	1.8%	0.3%	0.1%	-	1.6%	0.6%	2.6%	3.5%	0.3%
Sydney Olympic Park	11.5%	1.8%	0.3%	0.0%	0.0%	21.6%	2.1%	0.0%	0.0%	-	4.3%	0.4%	2.0%	3.1%	0.2%

Place of residence (local area)	Method of travel to work														
	Train	Bus	Ferry	Tram/light rail	Taxi/ride-share service	Car, as driver	Car, as passenger	Truck	Motorbike/scooter	Bicycle	Walked only	Other Mode	Worked at home	Did not go to work	Not stated
Wentworth Point	5.0%	1.3%	1.5%	0.0%	0.1%	37.8%	2.1%	0.1%	0.3%	-	1.1%	0.3%	1.5%	4.1%	0.4%
Melrose Park	4.5%	1.2%	0.3%	0.0%	0.0%	29.0%	1.2%	0.5%	0.2%	-	0.8%	0.0%	2.2%	3.3%	0.2%
Meadowbank	24.7%	0.6%	0.5%	0.0%	0.2%	24.1%	1.7%	0.2%	0.4%	-	1.4%	0.3%	2.0%	4.2%	0.3%
Rhodes	20.5%	0.7%	0.0%	0.0%	0.1%	17.6%	1.3%	0.1%	0.2%	-	2.6%	0.3%	1.7%	3.0%	0.3%
Oatlands	1.8%	1.5%	0.0%	0.0%	0.0%	31.1%	2.2%	0.3%	0.2%	-	0.6%	0.1%	3.0%	3.3%	0.4%
Parramatta	15.3%	3.6%	0.0%	0.0%	0.1%	16.3%	1.5%	0.1%	0.1%	-	5.0%	0.2%	1.0%	3.0%	0.4%
Total	10.9%	2.1%	0.2%	0.0%	0.1%	23.3%	1.7%	0.2%	0.2%	-	2.6%	0.2%	1.5%	3.3%	0.4%

Note: The 2016 Census does not include light rail, ride share or bicycle as an option, s such these indicators cannot be compared

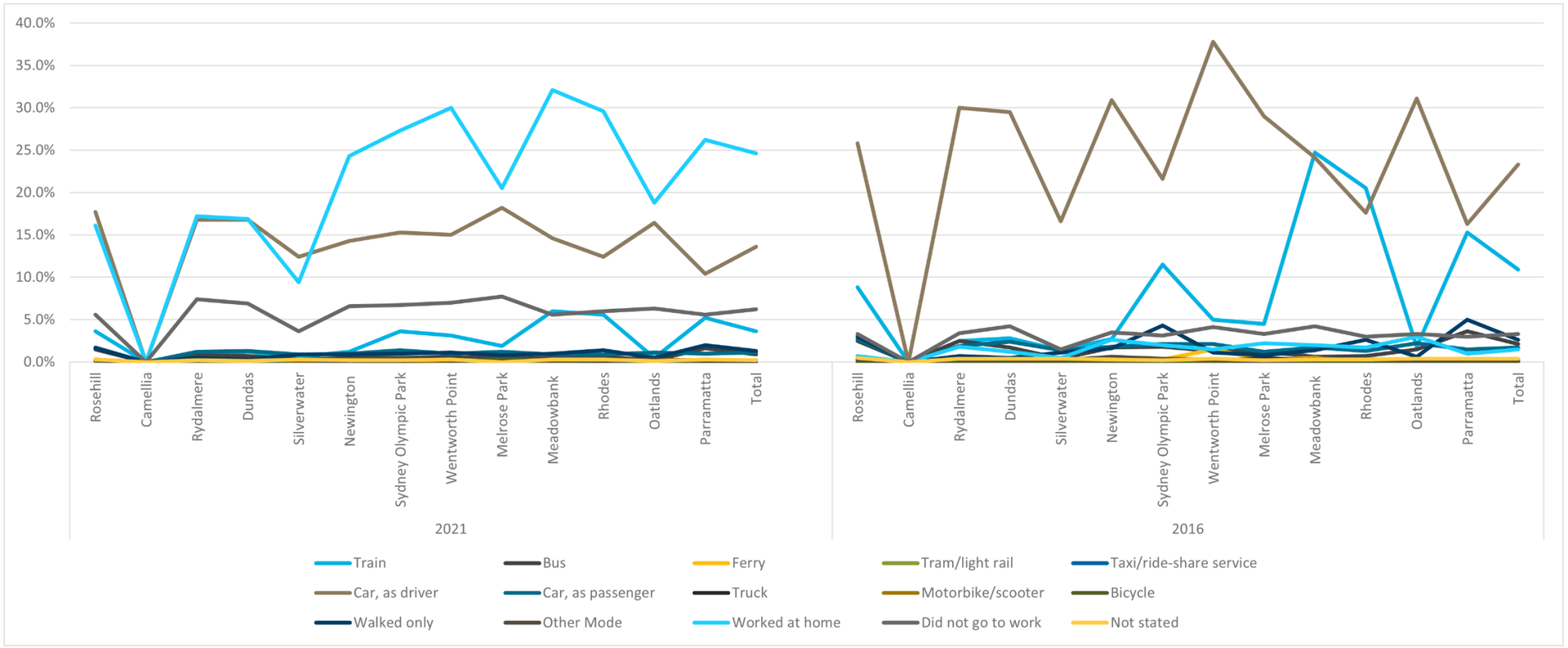

Figure D.1 Comparison of journey to work data between 2016 and 2021

D.8 Points of interest data

Table D.11 Point of interest data

Area	POI type	POI Name
Camellia	Railway Station	Camellia Railway Station
Camellia	Historic Site	Sewage Pumping Station 67
Dundas (NSW)	Park	Anna Maria King Park
Dundas (NSW)	Park	Williams Reserve
Dundas (NSW)	Post Office	Dundas Post Office
Dundas (NSW)	Primary School	Dundas Public School
Dundas (NSW)	Railway Station	Dundas Railway Station
Dundas (NSW)	Club	Dundas Sports And Recreation Club
Dundas (NSW)	Sports Field	Sports Fields
Dundas (NSW)	Park	Fred Robertson Park
Dundas (NSW)	Park	Marri Badoo Reserve
Dundas (NSW)	High School	St Patrick's Marist College
Dundas (NSW)	Park	Jenkins Reserve
Meadowbank (NSW)	Headland	Charity Point
Meadowbank (NSW)	Park	Helene Park
Meadowbank (NSW)	Monument	Meadowbank Ww1 Memorial
Meadowbank (NSW)	Monument	Armenian Genocide Memorial
Meadowbank (NSW)	Monument	Ww2 Memorial Walkway
Meadowbank (NSW)	Park	Memorial Park
Meadowbank (NSW)	Picnic Area	Picnic Area
Meadowbank (NSW)	Post Office	Meadowbank Post Office
Meadowbank (NSW)	Sports Field	Sports Fields
Meadowbank (NSW)	Park	Meadowbank Park
Meadowbank (NSW)	Parking Area	Parking Areas
Meadowbank (NSW)	Sports Field	Lh Waud Field
Meadowbank (NSW)	Park	Woolway Reserve
Meadowbank (NSW)	Retirement Village	Meadow Village
Meadowbank (NSW)	Railway Station	Meadowbank Railway Station
Meadowbank (NSW)	Monument	Meadowbank Manufacturing Works Memorial Fountain
Meadowbank (NSW)	Primary School	Italian Bilingual School
Meadowbank (NSW)	TAFE College	Meadowbank Tafe College
Rosehill (NSW)	Fuel Driven Power Station	Earthpower Biomass Plant Power Station
Rosehill (NSW)	Club	Rosehill Bowling And Recreation Club
Rydalmere	Sports Field	Eric Primrose Reserve
Rydalmere	Park	Reid Park
Rydalmere	Park	Broadoaks Park
Rydalmere	Wharf	Rydalmere Wharf
Rydalmere	Park	Schaeffer Park
Rydalmere	Park	Bretby Park
Rydalmere	Suburb	Rydalmere
Rydalmere	Park	Hannibal Macarthur Park
Rydalmere	Preschool	Rydalmere Public School Preschool
Rydalmere	Primary School	Rydalmere Public School
Rydalmere	Park	Rydalmere Park
Rydalmere	Club	Rydalmere Central Bowling Club
Rydalmere	Historic Site	Female Orphan School
Rydalmere	Art Gallery	Margaret Whitlam Galleries
Rydalmere	Sports Field	Sports Fields
Rydalmere	Park	John Carver Reserve
Rydalmere	Park	Anderson Park
Rydalmere	Primary School	St Mary's Primary School
Rydalmere	University	University Of Western Sydney Parramatta Sth Campus
Rydalmere	Primary School	St Marys Primary School
Rydalmere	Railway Station	Rydalmere Railway Station
Rydalmere	Fire Station	Rydalmere Fire Station
Rydalmere	Community Facility	1st Rydalmere Scout Hall
Rydalmere	Sports Court	
Rydalmere	Park	Upjohn Park
Rydalmere	Park	Winjoy Reserve
Silverwater (Parramatta - NSW)	Park	Deakin Park
Silverwater (Parramatta - NSW)	Park	Beaconsfield St Reserve
Silverwater (Parramatta - NSW)	Park	Hume Park

Melrose Park (NSW)	Park	Korpie Reserve
Melrose Park (NSW)	Park	Koonadan Reserve
Melrose Park (NSW)	Park	Melrose Park
Melrose Park (NSW)	Parking Area	Parking Areas
Melrose Park (NSW)	Suburb	Melrose Park
Melrose Park (NSW)	Park	Archer Park
Melrose Park (NSW)	Sports Field	Sports Fields
Melrose Park (NSW)	Primary School	Melrose Park Public School
Melrose Park (NSW)	Park	Sindel Reserve
Melrose Park (NSW)	Park	Jennifer Park
Melrose Park (NSW)	Parking Area	Parking Areas
Melrose Park (NSW)	Park	Bartlett Park
Newington (NSW)	Park	Blankers Koen Park
Newington (NSW)	Primary School	Newington Public School
Newington (NSW)	Park	Buruwang Park
Newington (NSW)	Park	Pierre De Coubertin Park
Newington (NSW)	Park	Cumberland Park
Newington (NSW)	Sports Court	Sports Courts
Newington (NSW)	Community Facility	Newington Community Centre
Oatlands (NSW)	Park	New Settlers Park
Oatlands (NSW)	Park	Robert Green Forest
Oatlands (NSW)	Primary School	Oatlands Public School
Oatlands (NSW)	Post Office	Oatlands Post Office
Oatlands (NSW)	Suburb	Oatlands
Oatlands (NSW)	Monument	Burnside War Memorial Home
Oatlands (NSW)	Golf Course	Oatlands Golf Course
Oatlands (NSW)	Museum	Burnside Heritage Centre
Oatlands (NSW)	Park	George Gollan Reserve
Oatlands (NSW)	Nursing Home	Arcare Oatlands
Oatlands (NSW)	Club	Oatlands Golf Club
Oatlands (NSW)	Retirement Village	Oatlands Gardens Retirement Village
Oatlands (NSW)	Education Facility	Sydney Bible Baptist College
Oatlands (NSW)	Urban Place	May Villa
Oatlands (NSW)	High School	One school Global NSW
Parramatta	Ambulance Station	Parramatta Ambulance Station
Silverwater (Parramatta -NSW)	Park	Newton North Reserve
Silverwater (Parramatta - NSW)	Suburb	Silverwater
Silverwater (Parramatta - NSW)	Park	Newington Reserve
Silverwater (Parramatta - NSW)	Park	Giffard Reserve
Silverwater (Parramatta - NSW)	Gaol	Metropolitan Remand And Reception Centre
Silverwater (Parramatta - NSW)	Gaol	Dawn De Loas Correctional Centre
Silverwater (Parramatta - NSW)	Gaol	Silverwater Correctional Complex
Silverwater (Parramatta - NSW)	Historic Site	Newington House
Silverwater (Parramatta - NSW)	Gaol	Silverwater Women's Correctional Centre
Silverwater (Parramatta - NSW)	Club	Waterview Dooleys Of Silverwater
Silverwater (Parramatta - NSW)	Park	Silverwater Park
Sydney Olympic Park	Sports Centre	Sydney Olympic Park Hockey Centre
Sydney Olympic Park	Sports Court	Sports Courts
Sydney Olympic Park	Parking Area	Southern Car Park
Sydney Olympic Park	Sports Centre	Sydney Olympic Park Tennis Centre
Sydney Olympic Park	Sports Centre	State Sports Centre
Sydney Olympic Park	High School	Seda College NSW Olympic Park
Sydney Olympic Park	Sports Centre	Learning Life Centre
Sydney Olympic Park	Sports Field	Various Sporting Fields And Facilities
Sydney Olympic Park	Sports Field	Tom Wills Ovals
Sydney Olympic Park	Parking Area	Parking Areas
Sydney Olympic Park	Manmade Waterbody	Lake Belvedere
Sydney Olympic Park	Swimming Pool Facility	Sydney Olympic Park Aquatic Centre
Sydney Olympic Park	Mountain Like	Bicentennial Marker
Sydney Olympic Park	Sports Centre	Sydney Olympic Park Athletics Centre
Sydney Olympic Park	Park	Fig Tree Grove
Sydney Olympic Park	Monument	Bicentennial Fountains
Sydney Olympic Park	Urban Place	Sydney Olympic Park
Sydney Olympic Park	Observation Tower	Treillage Tower
Sydney Olympic Park	Park	Powells Creek Reserve
Sydney Olympic Park	Park	Maiden Gardens
Sydney Olympic Park	Sports Centre	ANZ Stadium
Sydney Olympic Park	Tourist Information Centre	Sydney Olympic Park Visitor Centre
Sydney Olympic Park	Railway Station	Olympic Park Railway Station
Sydney Olympic Park	Park	Cathy Freeman Park

Parramatta	University	University Of Western Sydney Parramatta Nth Campus
Rhodes	Shopping Centre	Rhodes Shopping Centre
Rhodes	Park	Lewis Berger Park
Rhodes	Post Office	Rhodes Post Office
Rhodes	Park	Lewis Berger Park
Rhodes	Park	Brays Bay Reserve
Rhodes	Park	Union Square
Rhodes	Park	Homebush Bay Corso
Rhodes	Park	Churchill Tucker Reserve
Rhodes	Railway Station	Rhodes Railway Station
Rhodes	Park	Mcilwaine Park
Rhodes	Fire Station	Rhodes Fire Station
Rhodes	Park	Foreshore Park
Rhodes	Suburb	Rhodes
Rhodes	Community Home	Concord Community Hostel
Rhodes	Headland	Uhrs Point
Rhodes	Park	King George V Memorial Park
Rhodes	Park	Homebush Bay Corso
Rhodes	Park	Uhrs Point Reserve
Rhodes	Headland	Rhodes Point
Rosehill (NSW)	Roadside Emergency Telephone	Roadside Emergency Telephones
Rosehill (NSW)	Park	John Irving Park
Rosehill (NSW)	Community Facility	Parramatta District Community Garden Project
Rosehill (NSW)	Suburb	Rosehill
Rosehill (NSW)	Place Of Worship	Shri Swaminarayan Hindu Mandir Baps
Rosehill (NSW)	Preschool	Rosehill Public School Preschool
Rosehill (NSW)	Primary School	Rosehill Public School
Rosehill (NSW)	Racecourse	Rosehill Racecourse
Rosehill (NSW)	Historic Site	Camden
Rosehill (NSW)	Historic Site	Comfort Lodge
Rosehill (NSW)	Community Home	Fairlea Aged Care at Rosehill
Rosehill (NSW)	Park	Biplane Park
Rosehill (NSW)	Railway Station	Rosehill Railway Station
Rosehill (NSW)	Historic Site	Elizabeth Farmhouse
Rosehill (NSW)	Museum	Elizabeth Farm
Sydney Olympic Park	Park	Station Square
Sydney Olympic Park	Community Facility	The Dome
Sydney Olympic Park	Historic Site	Olympic Cauldron At Sydney Olympic Park
Sydney Olympic Park	Natural Waterbody	Bennelong Pond
Sydney Olympic Park	Bay / Inlet / Basin	Homebush Bay
Sydney Olympic Park	Community Facility	NSW Rural Fire Service Headquarters
Sydney Olympic Park	Tourist Attraction	Qudos Bank Arena
Sydney Olympic Park	Ses Facility	Metro Ses Headquarters
Sydney Olympic Park	Sports Centre	Monster Skatepark
Sydney Olympic Park	Sports Field	Charles Moses Stadium
Sydney Olympic Park	Park	Bicentennial Park
Sydney Olympic Park	Rubbish Depot	Auburn Resource Recovery Centre
Sydney Olympic Park	Showground	Sydney Showground Stadium
Sydney Olympic Park	Natural Waterbody	Billabong
Sydney Olympic Park	Sports Field	Haslams Field
Sydney Olympic Park	Sports Court	Schmidt Arena
Sydney Olympic Park	Wharf	Haslams Pier
Sydney Olympic Park	Historic Site	The Brickpit
Sydney Olympic Park	Mountain Like	Haslams Creek Marker
Sydney Olympic Park	Park	Wentworth Common
Sydney Olympic Park	Mountain Like	Bay Marker
Sydney Olympic Park	BMX Track	Monster BMX
Sydney Olympic Park	Target Range	Sydney International Archery Park
Sydney Olympic Park	Park	Millennium Parklands
Sydney Olympic Park	Park	Newington Armoury Area
Sydney Olympic Park	Historic Site	Newington Armament Depot and Nature Reserve
Sydney Olympic Park	Park	Blaxland Riverside Park
Sydney Olympic Park	Park	Wilson Park
Sydney Olympic Park	Park	Blaxland Riverside Park
Sydney Olympic Park	Lookout	Lookout
Sydney Olympic Park	Mountain Like	River Marker
Sydney Olympic Park	Historic Site	Newington Armory
Sydney Olympic Park	Picnic Area	Picnic Area
Sydney Olympic Park	Mountain Like	Silverwater Marker
Wentworth Point	Suburb	Wentworth Point

Rosehill (NSW)	Park	Elizabeth Farm Reserve
Rosehill (NSW)	Historic Site	Public Reserve Associated with Elizabeth Farm

Wentworth Point	Primary School	Wentworth Point Public School
Wentworth Point	Headland	Wentworth Point

Appendix E
Stakeholder list

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E.1 SIA stakeholder list

A list of stakeholders identified in relation to stakeholder groups who may experience social impacts or benefits related to the project is provided in Table E.1.

Table E.1 Stakeholder list

Stakeholder group	Stakeholder
Landholders	Nearby properties that may be impacted by the work at the pumping station and/or construction and operation of the new plant or pipelines. <u>Camellia/ Rosehill:</u> • VIVA Energy • Australian Turf Club • TfNSW (metro and light rail) • Sydney Water - Camellia pumping station • Goodman • Downer Group • childcare centres and education facilities • other local businesses and residents. <u>Wentworth Point:</u> • local businesses and residents • Landcom • TfNSW • Residents on, or relying on, roads likely to be impacted by road closures and construction traffic • Residents on, or along, pipeline construction routes. <u>Sydney Olympic Park</u> • Sydney Olympic Park Authority (SOPA) • URBNSURF Sydney <u>Meadowbank</u> • Ryde City Council • TfNSW (Meadowbank Bridge) • Residents on, or along, pipeline construction routes.
Local communities	• Residents or businesses with views of the project area • Recreational users of local parks, the Parramatta River and Meadowbank Bridge (e.g. Meadowbank Park, Memorial Park and Newington Armoury) and waterways (Parramatta River and Duck Creek) • Individuals seeking nearby employment opportunities • People looking to purchase or rent housing in the local area • Businesses looking to establish in the local area.
Local Government (Cit of Parramatta, City of Ryde)	• Mayors • Councillors • General Manager and Managers
State and Federal Government elected representatives	• State Ministers • State and Federal MPs.

Stakeholder group	Stakeholder
Government agencies	• DPHI • NSW Department of Climate Change, Energy, Environment and Water (DCCEEW) • NSW Health • NSW EPA • TfNSW • NSW Department of Primary Industries – Fisheries
Traditional Owners and Aboriginal communities	• Aboriginal people, including Wangal (alternatively Won-gal) clan and the Wallumedegal (alternatively Wallamattagal) clan • Metropolitan Local Aboriginal Land Council • Deerubbin Local Aboriginal Land Council
Social infrastructure providers and community services	• Healthcare service providers, including hospitals (Westmead, Ryde and Auburn), as well as local medical service providers and pharmacies • NSW Ambulance: Auburn, Parramatta, Northmead • NSW Police Force: Cumberland PAC, Auburn PAC and Marine Area Command • Fire and Rescue NSW: Parramatta, Rhodes, Rydalmere and Silverwater • Higher education facilities – TAFE NSW - Meadowbank – Western Sydney University Parramatta Campus • Local schools, including – St Michael's Catholic Primary School – Meadowbank Public School – Wentworth Point Public School – Wentworth Point High School (completion 2025) – Melrose Park Public School.
Infrastructure and utility service providers	• TfNSW (Sydney Metro West and Parramatta Light Rail) • Endeavour Energy • Jemena • National Broadband Network (NBN) • Telecommunications providers i.e. Telstra • Transgrid
Regional businesses	• Businesses with the capacity to service construction and operational project needs, including but not limited to catering, construction supplies and hire, professional services and labour hire • Businesses near the WRRF and along the pipeline alignment, with the potential to be affected by project impacts including amenity or transport. • Real estate agencies • Developers • The Media.
Regional and sub-regional communities	• Individuals seeking employment opportunities • Businesses seeking procurement opportunities • People looking to purchase or rent housing • Businesses looking to establish in the area • Recreational users of waterways. • 1st Yaralla Sea Scout Group • Epping Scouts
Local economic and industry groups	• Parramatta Chamber of Commerce

Stakeholder group	Stakeholder
PRW advocates, Peak bodies, authorities and organisations and environmental groups	• Parramatta River Catchment Group (PRCG) • Parramatta River and Waterways Network (PRAWN) • Sydney Harbour Trust • Murama • Friends of Mason Park Wetlands • Bushcare Groups (Hunters Hill, City of Canada Bay and City of Ryde) – City of Ryde - Meadowbank Park Bushcare Group – Parramatta - Baludarri Bushcare Group – City of Canada Bay - Bushcare group working in Lovedale Place • Parramatta River Riverkeeper Network
Other community groups	• Sporting clubs and facilities – Camellia Indoor Sports Centre – Sydney BMX Club – Monster BMX and Mountain X – Ryan Dragon Boat Club – DSA Dragon Boat Club – Meadowbank Skate Park – Concord Ryde Sailing Club – Rowing NSW – Voyager tennis – Melrose Park FC – ERNA Netball • Local heritage interest groups: – Parramatta Historical Society – Ryde District Historical Society • Parra Parents • Ryde District Mums • Wentworth Point Residents Action Group - WPRAG

Appendix F
SIA engagement outcomes

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F.1 SIA engagement outcomes

Provided below is a detailed list of community comments provided during SIA engagement, which have been summarised in Chapter 5 of this report.

F.1.1 Near neighbour views

A summary of views relevant to the SIA expressed by residents living within the area potentially directly impacted by the project in Newington is provided in Table F.1.

Table F.1 Near neighbour views - Newington

Key themes	Comments and/or direct quotes reflecting matters raised
Local area values	• Next to urban restored bushland • Nicely planned suburb with high ethnic diversity
Community character	• right near Silverwater/Olympic Park, Lidcombe • leisure/ social / sports primarily outside of the suburb • Relatively unconnected • Common point of connection is school. Second is shopping centre – "place a lot of people come and go" • "Very unusual suburb – in that Council owns none of the land" • Dog park is a priority • Dog park is of high value – largely utilised by locals in Newington and Wentworth, brings the community together
Local infrastructure	• People not working from home – "many travelling through patchy and poorly coordinated public transport" • Largely reliant on buses and walking • Utilisation of the bus is regularly accessed • Preference for bus stop to be maintained as has a high usage especially for school children
Parking	• "Issue here is street parking and large events at Olympic Park. – 40 times a year – concerts, football etc. chaos in residential streets" • Wentworth point – extremely high-density apartment living and new apartment developments and flow-on consequences for traffic conditions on Hill Road - Keeping it underground on Hill Road is a good thing
Benefit	• "Getting wastewater from this precinct out of the Northern Suburbs Ocean Outfall Sewer (NSOOS) is a really positive development" • "Really essential for the scale of housing development that's likely to happen at Rosehill and Camellia In the next ten years"
Health	• Daytime working is preferred as have illness that requires rest
Noise	• Noise and dust are concerns as currently impacted by local apartment construction activities • Pollution and noise are concerns • Preference for high noise and dust levels to be avoided during peak hours when children are going to and from school • Noise management is important as people work from home
Traffic	• Traffic is already an issue, concern with an increase in truck traffic • Hill Road is problematic with traffic
Roads	• Access in and out of the area is important especially for school children (along with safety)

Key themes	Comments and/or direct quotes reflecting matters raised
Odours	• Odours from new Duck River treatment plant – "already a lot of periodic concern about odour in Newington because of odour from sewers and waste treatment facility on Hill Road" • Strong coffee smell occasionally from coffee roasting factory in Silverwater • Sewerage odour is a common problem locally
Opportunities	• Community consultative group – wants to be involved – short term things will be road – park – smells • North head, sludge from treatment plants – things that will improve those impacts – it's worth putting up with those inconveniences. Woth having community advocates for that

F.1.2 Local government views

A summary of views relevant to the SIA expressed by Ryde City Council representatives is provided in Table F.2.

Table F.2 Local government views – Ryde City Council

Key themes	Comments and/or direct quotes reflecting matters raised
Meadowbank Park	• Meadowbank Park is the city of Ryde's largest piece of open space – significant role in the active and passive recreation benefits that Council can provide its community – sporting fields, facilities, place-based playgrounds, stake park, dog off leash area – highly valued • Hosts significant events including NYE fireworks and Australia day activates – bring community together mix with each other • Being a regional park – catchment area of 10 km – most people willing to travel • Includes shared pedestrian/cycling path/important connection up and down the river • Significant amount of carparking • Bus route along Constitution Road north of the park • Relocating users to other areas – would be challenging because those areas would become overused/ utilised beyond their capacity • Beyond investing funds in other facilities to improve their capacity – which isn't realistic, it's difficult to see way of mitigating that short-term impact
Infrastructure	• Parking is always a challenge – during periods of peak demand – always difficult or at capacity. Major competitions on – parking can be a bit problematic • In term of public transport, buses and trains reliable • General traffic can be challenging around peak hour/peak times. - Heavy traffic into and out of the space • Infrastructure in urban area – significant disruption, but it's about how that can be mitigated
Concerns – park closure	• The fact that a significant area of the park won't be available for use for a significant period of time – the short-term negative impact on the community • Challenging for Council to manage the different stakeholders and accommodate their needs at other facilities throughout the LGA • Broad discussions with Sydney Water about longer term benefits through the upgrade of the project, so it would be good to flesh that out more and show to the community that while there will be short term pain – there will be long term benefits
Environmental impacts	• Impact on the environment – river foreshore area • Meadowbank Park is also an old landfill site – people are aware of that • In memorial park, a lot of tree canopy and vegetation that's highly valued by the community
Noise	• Short-term construction noise and general impacts to the area may be problematic

Key themes	Comments and/or direct quotes reflecting matters raised
Opportunities	• make sure vegetation is protected, partner with Council and look at opportunities to enhance environmental outcomes and planting throughout the project • Trying to look at provision of enhancements to the space so in future there is some benefit that comes to community • Whenever there's clear communication about the impact and clear signage in terms of alternate pedestrian routes. I think that helps people • playing fields are heavily utilised, and condition suffers from it – improvement to playing surfaces • Improvement to vegetation – tree planting or general veg improvements would be well received
Cumulative impacts	• Light rail coming down Wolf Road couple of hundred metres to the left of the park. Council's doing a major project in Constitution Road to the east of the railways station. impact people moving around • Within the park, council has significant works scheduled later this year on netball courts, converting to natural turf fields and new amenities building
Benefits	• Council would see it as beneficial to work for Sydney Water to identify good benefits to come out of the project to have light at end of the tunnel for the community

F.1.3 Aboriginal stakeholder views

A summary of views relevant to the SIA expressed by Aboriginal stakeholders is provided in Table F.3.

Table F.3 Aboriginal stakeholder views

Key themes	Comments and/or direct quotes reflecting matters raised
Meadowbank Park	• "The park is a quiet oasis" – important that it provides access to the river and a connection to the environment • Any trees to be removed must remain on Country. People have always used the resources they removed. For example, "paperbarks are used as Tupperware, shelters for bandages and medicinal oils" • Ghost gums should stay in place • There are also potential opportunities for murals (e.g. toilet block) – "it's important to share stories as much as possible, because so much has been lost. It's nice to know what was here"
Parramatta River	• Everything about water, including how it is experienced, is significant to first nations people – smell, sight, sound, touch • Stakeholders asked questions about why the pipeline is crossing the river twice, from the perspective that the project should minimise impacts to the river where possible • Concerns about the depth of the crossing, and potential for disturbance of sediment • "We also value the river because it provides transport and connection. It actively connects Country and space"
Camellia, Rosehill and Duck River/ Creek	• One stakeholder grew up in the area. Her experience of it has always been industrial, but still used to play in canals and family worked locally
Connections to Country	• "There needs to be an acknowledgement of Country – whose land you're on, Country and Clan" • The approach to restoration is important in showing respect for the place • Everyone belongs to their place, "we value people, places and every tree"
Environmental impacts	• Mangroves are significant – need to be retained and protected • Impact on the environment – water quality and river foreshore area • It would be nice to know what was here back in the day – wayfaring points, directional information, clan meeting points, what they traded – for example, information, fish and other food • "It's likely there were fisherman could have been in the river, catching fish to sell to other mobs"

Key themes	Comments and/or direct quotes reflecting matters raised
Connections to place	• Stakeholders observed that many Aboriginal people are living in the region who aren't Traditional Owners of this area – they observed that they often have a more recent connection to place, through experiences such as growing up in or near the area, and while there are shared values, there is also a lot of contextual information about the history and importance of the area they aren't comfortable with speaking to
Opportunities	• Make sure vegetation is protected, partner with Council and look at opportunities to enhance environmental outcomes and planting throughout the project • The project can create opportunities for learning and dialogue around the experience and knowledge of Aboriginal people through design • Opportunity for an art project in Meadowbank Park utilising any timber from tree/s to be removed in place
Cumulative impacts	• Stakeholders identified that the area has been built up for a long time, and with the loss of knowledge experienced by Aboriginal communities, it is hard to know what was here
Benefits	• Improvements to water quality as a result of treated water being introduced – likely better quality

F.1.4 Community group views

A summary of views relevant to the SIA expressed by community groups is provided in Table F.4.

Table F.4 Community group views relevant to this SIA

Key themes	Comments and/or direct quotes reflecting matters raised
Community context	• Community facing role community groups in Parramatta River want to connect to river – capacity building, bush regen, creative projects. The Parramatta River should be a central focus • Main members are around Toongabbie Creek which flows through four LGAs and Ryde and Hunters Hills area • Parramatta River Catchment Group – 11 councils whose land flows into Parramatta River are financial members
Local area values	• Pathways – walking, cycleway, giving people cooler opportunities to exercise, be outside, be in nature and interact with the river • Wetlands – Murama – significance for Aboriginal stakeholders – provide a healing space • Open space, sports, fishing, kayaking, canoeing • Clean water so people can fish and enjoy the river
Water quality	• Water quality in this section is bad so can't have a swim site – Rhodes didn't pass the water quality guidelines so they updated the park, constructed rockpools, living seawalls, replanted endangered ecological communities • Duck river is a really polluted river – we know it's a problem area, needs investment and a coordinated approach because of how polluted it is • Sediment from construction site is a really big pollution problem for the river – need to make sure all sediment and erosion controls are in place during construction
Biodiversity	• Bar-tailed godwit – bird with the longest migration distance – really important • Friends of Mason Park Wetlands – part of the Parramatta River and Waterways Network – really active community group that do lots of work with the wetlands there. Habitat for migratory birds, everyone loves the wetlands, areas of saltmarsh that are ecologically endangered

Key themes	Comments and/or direct quotes reflecting matters raised
Project benefits	• The project is good – putting cleaner water into the area – this is a benefit. the project supports that we're trying to make the river swimmable because you're putting in clean water and providing water security – no problems with that aspect • "Strongly support – understand the reasoning behind it – can't have all our eggs in one basket when we're trying to service so many people" • Resilience to the water supply • Improved water quality of the river
Community perceptions	• Within the community in general – there is a perception – that Sydney Water is a polluter and not a fixer
Vulnerabilities	• Quite a lot of homeless camps further ups from Duck River – quite a lot of homeless camps but are further up – Sydney water may encounter them. Definitely homeless people living along the river in that area
Impacts on river flow	• The river has its natural state of flow – how will that be impacted by increasing the flow? –want to better understand how that will affect the ecological sensitivity

F.1.5 Heritage stakeholder views

A summary of views relevant to the SIA expressed by Parramatta heritage stakeholders is provided in Table F.5.

Table F.5 SIA engagement – Heritage stakeholder views relevant to this SIA

Key themes	Comments and/or direct quotes reflecting matters raised
Heritage impacts	• The concern we have is on the east of the light rail line, about 100m north of Camellia is one of the earliest graves in Australia – Elinor MaGee 1793, this site should be avoided • "Heritage sites are valuable because they can't be replaced – it's our history. It's a one off, it's unique, and you can't replace it" • No concerns – from our area of interest – other than the grave site
Character of area	• An industrial area – community has little to do with it, other than those industries. That area has nothing to do with Parramatta's colonial heritage • There was no development in colonial days in that area

F.1.6 Education provider views

A summary of views relevant to the SIA expressed by a local primary school and a childcare provider is provided in Table F.6.

Table F.6 SIA engagement – Education provider views

Key themes	Comments and/or direct quotes reflecting matters raised
Service capacity - childcare	• To reach capacity in 2031 • Service catchment area includes Parramatta – Rydalmere, Oatlands, Blacktown/Bass Hill, Austral, Kings Langly • 70% capacity at the moment • More flexible enrolment patterns compared to pre-covid due to changed work arrangements for families (working from home)
School enrolments	• 160 students, 23 staff • 750 students within next 5 years, based on apartments and construction, significant increase

Key themes	Comments and/or direct quotes reflecting matters raised
Transport infrastructure	• At advantage now with Light rail – public transport would previously be busses crossing James Ruse Drive • Most drive – 20% use public transport – Light rail hasn't increased but has made easier
Water quality	• Can't discharge at Wentworth Point due to shallow depth • Reverse osmosis – good water quality
Population increase	• Project will increase business around the area • Population increases – don't see us as an organisation benefitting
Contamination	• Concerned about existing contamination in Camellia and Rosehill – children are vulnerable to earthmoving impacts • Concerns about truck movements along Grand Avenue. – potentially with contaminated soil • Light rail signage along grand avenue asbestos signage – concerning for the families – steps to minimise spread. Hard to alleviate parent and staff concerns for children when they see warnings for asbestos
Traffic	• Truck – any foreseeable impact to traffic flow – Truck breakdowns on steep bridges • Potentially increased trucks could affect services – parents leaving can be slow and difficult – increase in traffic adds to that
Meadowbank Park	• School utilises Meadowbank Park for sporting activities • Walk down to Meadowbank Park for interschool park every week – weekly competitions on Fridays – netball, soccer, cricket, Newcomb ball and volleyball, whole place booked from one end of the park to the other – all year round • Moving forward – whilst we don't use it now, once we move into a new school, the other school will be demolished, no ovals, thinking of moving to other side – thinking about if we don't have the oval because it's not ready yet, - Meadowbank • Walk to Meadowbank Park • "Closure of parts of Meadowbank Park could be significant. More costly for kids in Meadowbank Park"
Concerns	• Once major construction starts happening – parents aren't concerned until they start to see
Water quality	• "Suppose it's the concerns about the water quality of the river – excursions, look at mangroves and things like that." – mangrove excursion once every two years
Noise	• "The noise – possibly – looking at where it is, just don't know" • "Main thing for parents – complaints – dust, noise, parking. If any of those things are impacted, some not very happy community members. We do hear drilling from up the road. Can be quite unnerving for them"
Traffic and parking	• Traffic movements – trucks where children are, there are "a lot of trucks that park on wharf road and aren't' necessarily part of the construction here. Trucks seem to like this street – not a lot of places for them to park" • Tight residential parking
Cumulative impacts	• "As school community as a whole, a lot of development going on. Now something else is happening, haven't got a school, now we haven't got more" • "Lots of projects and uncertainty, people are well informed, be nice when it's finished, but when is that" • "Light rail bridge – units and apartments to start in next 5 years, a lot very close to the school, school development on 3 sides and we're developing. Light rail, transport NSW, building companies, at least this one is not right next to us" • Highschool being built a block up at the same time – a lot of construction in the area. Around Meadowbank Park
Support	• "Support it – necessary infrastructure, but may have some short-term implications"

F.1.7 Business stakeholders

A summary of views relevant to the SIA expressed by local business stakeholders is provided in Table F.7.

Table F.7 SIA engagement – local business stakeholder views relevant to this SIA

Key themes	Comments and/or direct quotes reflecting matters raised
Traffic	• The community of Wentworth Point continue to advocate for infrastructure, including road improvements, public transport and service delivery • [the business] doesn't have a high percentage of overall truck movements in the area, but still rely heavily on truck access for businesses on Carnarvon Street to run • Street is highly industrial (Carnarvon Street) – some side streets have a bit of residential • In Silverwater and Camellia, some business stakeholders observed there's "No such thing as bad traffic", there is a continuous flow of traffic all the time, rather than the area being extremely busy at certain times. After hours is quieter – outside of 7:00 am to 5:00 pm (approx.). This was not the case for surrounding road networks (James Ruse Drive and the M4) • not sufficient infrastructure at the moment • Construction of the light rail will improve traffic and congestion concerns in more dense residential suburbs
Transition and ongoing and planned development	• Stakeholders highlighted development in the project area is ongoing • Congestion is perceived to be exacerbated by additional development and lack of service delivery • Stakeholders observed there is a growing concern in the community about the potential for perceived additional impacts in the context of existing development in Newington, Silverwater and Wentworth Point - particularly with respect to existing population growth, which has resulted in congestion, traffic, limited access to on-street parking and environmental impacts • "This area is very industrial, there's too much traffic – impacts distances people are able travel to access [our business]" **In Rosehill:** • Horses living at the Rosehill Gardens Racecourse don't only race at Rosehill, most days vehicles move in and out of site • Lot of services running in and out of facility – waste, supply, feed waste, events food, equipment, fire • "The Light rail is well used" • "When they're doing construction, roads are blocked"

Key themes	Comments and/or direct quotes reflecting matters raised
Impacts to business operation	**Silverwater:** • Expressed concerns that anything that disrupts truck movements on Carnarvon Street or within 1-2 blocks of the area would be difficult to support • If [Sydney Water] proceeds with their plan [for works on Carnarvon Street, as presented at the time of engagement], it would have significant impact on [the business] if the road is blocked. The only access is via Carnarvon Street Wentworth Point: • Stakeholders were also concerned that Wentworth Point already experiences high traffic volumes and congestion, and is susceptible to congestion Camellia and Rosehill: • Movements within racecourses are directly related to racehorse movements – no access during those times, including 5:00 am to 9:30 am daily • Industrial café near the project area, can serve 150-250 customers a day depending on the business of work. This has been supported by various construction programs in the area, as well as truck drivers, offices, TfNSW and racecourse • "Impact from project team and project itself, how does that affect our day-to-day operations?" **General** • If [the business] has to stop work for even a week companies will move onto another business [because they can't service the ongoing demand]. This would result in a loss of regular clients and potentially hundreds of thousands of dollars • Any stop work may impact employees' livelihoods – some staff may not come back – mix of skilled and unskilled employees • Quite a few businesses are all competing for the same income streams • For [the business] there are "probably no benefits from the project" as they are already connected to existing systems for water. In relation to wastewater, they don't have much discharge
Environmental impacts	• Environmental impact won't be that significant – because activities here are heavy machinery and large trucks – already similar impacts • The property is sitting on putrescible waste landfill – is actually sitting on top of that – still active – not sure if Sydney water has contacted the owner – TfNSW to seek their comments and views
Uncertainty	• We don't know pipe alignment, don't know whether pipes or underground infrastructure will affect [our property]. "There's a difference between presenting indicative pipelines vs certainty we don't really know where it will go"
Residential community character	**Stakeholders observed that in Wentworth Point:** • Exclusively apartment living, highly walkable • families looking at apartment living, access to schools • diverse in terms of age, cultural background and languages • key attraction is access to waterfront, green spaces • Certain level of activeness – shared aspirations for growth • Unity between a number of people who have banded together to push things to happen • Politically engaged – quite educated in terms of depth and thoroughness of comments
Cumulative impacts	• "The alignment of the pipeline and Light rail (stage 2) along Hill Road is nearly identical. How will constriction be managed so that both projects can be done in a seamless way to minimise impacts?" • The area is continuously under construction, noise, traffic, road closures. Some people are at the end of their tethers. Any ways to minimise construction impacts will be beneficial in this context. • Stakeholders observed that some existing real and perceived problems haven't been dealt with aby the government. This includes "how 250,000 people will fit into these areas – people are saying the area is overcrowded and don't feel they have commensurate infrastructure." • "Sydney Water work has just started now, and light rail is moving out of the area towards Olympic Park, shouldn't affect each other"

Key themes	Comments and/or direct quotes reflecting matters raised
Biodiversity impacts	• Community values nature - considerations for environment and ecology – handful of local residents are really passionate about them – minimise impacts on natural environment – waterway will be a big one • Nature awareness – how this will be received – water being put back into river – keen to see how they manage given the alertness
Contamination	• Assessments on soil around contamination – might become a concern for those closest or using Hill Road – risk of contaminants impacting them and their safety
Water	• Concerned about discharge into the river – what that means and how that is messaged. Stakeholders indicated they understand the need for the project, but communication about mitigation and management measures needs to be clear to prevent community
Noise	• Effect [of noise] on horses and patrons – "horses are sensitive to anything new – noise, vibration"
Visual	• Visual appeal for holding events – "people come to the races for an experience, if they're looking at construction, it's not a nice experience"
Major events in Camellia	• Rosehill carnival days, in Autumn and Spring for up to a month – "large crowds parking in fields and walk through tunnel to the track, very busy" • Rosehill Caravan and camping show, takes up most of the site – "thousands of people visiting the site"
Management measure suggestions	• Early engagement with councillors and council officers was recommended by stakeholders to support the project design and delivery process • It was recommended that Sydney Water should also engage with the Wentworth Point Resident Action Group and any Aboriginal people and local Aboriginal groups with an interest in the project
Project support	• "Support (the project), there's a need for it – growing population – all resources are finite and need boosting" • "Strongly in favour, wastewater programs are always good for the environment, community, country. For me it's also good, because when the waste program is done, there will still be people working there, who will also be my customers" • "No concerns – wouldn't be affected. When they start the work, it will be busier for me, and it's good for the environment" • Stakeholders indicated they were overall quite supportive of this as a major piece of infrastructure, highlighting that the project is a step in the right direction for infrastructure provision, and might catalyse further growth • "[With relation to wastewater] it's the future community we think about in this context. [The project] supports the growth of future Sydney" • Stakeholders also noted that the sustainability benefits of the project, when compared to current methods, may resonate with resident • "Business would benefit from this project because it turns wastewater into usable water – might have economic benefits for the club – probably worth investigating" • "The first thing [some] people say is no you can't do it. Getting the perception out there that things can happen, but you need to manage them the right way" • "What the Metro has done a lot of is environmental impact monitoring – noise and dust and communicated it well with us. It's setting up a working group with their key stakeholders" • "People understanding the benefits of the project is a really good thing – if people can see the benefits, it's really helpful"

F.1.8 Parramatta River recreational stakeholder views

A summary of views relevant to the SIA expressed by Parramatta River recreational stakeholders is provided in Table F.8.

Table F.8 SIA engagement – recreation stakeholder views relevant to this SIA

Key themes	Comments and/or direct quotes reflecting matters raised
Water quality	• Freshwater into a saltwater environment – mix of water and the effect it has? • Won't run activities if it's unsafe – app indicated unsafe water • Will there be less sewerage in river? – likely to lead to less days where it's highly polluted • Don't encourage kids to swim in the water – capsizing happens – and have to be in up to knees when launching and retrieving boats • Water quality seems a lot better than it used to be • "Water in the river is not very clear – hopefully something good may come out of this project" • "When we do have kids in the water – are we considered safe to have kids in the water?" • "Common to see rubbish, plastics and things floating on the surface"
Water flows	• Will it (water flows) affect Duck Creek – Duck River? Duck creek is right behind our site – but will tunnel underneath
Water level	• Volume and effect on water level of Parramatta River. – pontoon and gangway is set for current maximum tidal peaks. Any lifting of water level will be an issue. – affect ability to use river? • Tidal issue – "king tides do come up the river enough to affect the area – water coming down from upstream from heavy rain and localised flooding from outside and a lot of wastewater going into it" • Meadowbank Park – is prone to flooding – gets pretty marshy – down almost to the river level
Water activities	• Sailing, canoeing, youth members
Times/days	• Sailing club – two nights a week – term one and term four – Monday night – around 20 to 30 participants including children, parents and leaders • Concord/Ryde Sail Club sail days are a Saturday first weekend in September to last weekend of April • Saturday morning – number of learn to sail classes – four courses that start early in the morning, intermediates race around lunchtime – flag is at 12.30, once those are finished, launch main races for other classes at 2:00 pm, most people off the water by 5:00 pm • During school holidays learn to sail programs Mondays to Fridays • Epping Scouts: Generally on the weekends, as well as nighttime canoeing – 25 peoples, 20 kids 5 adults, generally 11-18
Area of activities	• Homebush Bay – run activities, paddling groups • Paddle Rhodes to Cockatoo Island – timing varies • Private school rowers – storage sheds closest at kissing point into Homebush Bay • Dragon boaters at Rhodes and Kissing Point – out each week • Sailing Club at Putney • Concord/Ryde Sail Club launces off the beach – boats are all dinghy's • Typically, only sail boats between the bridges would be Epping Scouts • Not a lot of room between the bridges – lots of Rivercats and powerboats, bad wind, if we launch from there to sail, keep going east – better wind and more access • Bike riders in Sydney Olympic Park and cycleway on the other side of Parramatta River • Using area right near ferry wharf. Other side of the bridge from where outfall will be planned

Key themes	Comments and/or direct quotes reflecting matters raised
Fish/wildlife	• Homebush Bay – fish jump out, swordfish 30 cm long, pink and brown jellyfish – "at certain times of the year you get lots of jellyfish" • Seal swimming between Meadowbank and Kissing Point, have seen dolphins • Our pontoon is regularly – lots of people fishing, ferry wharf, lots of fishing – people do take them home to eat
Biodiversity	• Introducing fresh water will change the ecology of the river – the habitats, wildlife and feeding patterns • "Huge amount of work done on whole river system on mangroves – to everyone around the river – importance of mangroves – important role in river ecosystem" • "Biggest thing that strikes me is the mangroves and the fact you get rubbish washing up along there –– everyone values the fact that it's as clean as it is, and any improvement is always seen as a positive"
Sediment	• "Bit that concerns me is introducing clean water in river, which should be coming down from the mountain. Because it's coming in right where we are, there is a potential to disturb sediment" • "Flow of water coming over contaminated sediment has the potential to disturb it, and natural flow of that water will be past your activities"
Parking	• Parking under bridge – we use it, ferry wharf – lot of users of the ferry wharf who use the area – whether they are using ferry, restaurants, other areas – parking is always at capacity on weekends • "Reduced parking spaces will be a problem" • Change to parking disturbance – as local users of the parking we would appreciate knowing that – ongoing basis • User of adjoining Meadowbank Park precinct and netball courts – extremely busy during summer months – parking is at capacity
Vulnerabilities	• Few affected by the water – skin conditions that flare up potentially affected by the water – "A number that get itchy as soon as they get anything on them" • "Regatta at Balmoral – None there itchy – something particular to Parramatta River" • Some asthma and people with breathing difficulties
Benefits	• Considering it will improve the water quality – more days on the water – strongly support it • Usually when they're doing these sorts of projects, they can offer community grants – interesting to see if they can do anything like that • Mangrove propagation and planting – cleanup Australia – we do all of that anyway – would rather not get paid for that sort of stuff • Relieved there will not be impacts on car parking fir Ryde Sailing Club – "We're just far enough to the edge of the area to enjoy benefits and not experience too much disruption" • "What's been alluded to so far –could potentially improve river water quality compared to current stormwater – not disturbing sediments, not disturbing mangroves etc." • "Main thing is potential improvement of water quality, as long as it doesn't backfire, and make water quality worse"
Opportunities	• "Consultation with local Indigenous representatives and maybe incorporate respectful design elements to give a nod to early heritage"

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