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SYDENHAM TO BANKSTOWN

ENVIRONMENTAL IMPACT STATEMENT

> Technical Paper 5 - Social impact assessment

NSW GOVERNMENT

Transport for NSW

Sydney Metro City & Southwest

Sydenham to Bankstown upgrade

Environmental Impact Statement

Technical Paper 5 - Social Impact Assessment

August 2017

Table of contents

Table index

Figure index

Appendices

Executive summary

Approach

The social impact assessment (SIA) was prepared in accordance with and guidance from:

- New South Wales (NSW) Department of Planning and Environment's Secretary's environmental assessment requirements for the Environmental Impact Statement (EIS)
- social impact assessment principles endorsed by the International Association for Impact Assessments (Vanclay, 2003 and Vanclay F, et al, 2015)
- *Environmental Impact Assessment Practice Note - Socio-economic assessment* (Roads and Maritime Services, 2013)
- where applicable, principles from the Department of Planning and Environment's *Social Impact Assessment Draft Guidelines for State Significant mining, petroleum production and extractive industry development*, 2016.

Steps undertaken to develop the SIA were:

- reviewing the project description
- determining the study area
- describing the existing social environment
- undertaking stakeholder consultation
- describing, predicting and assessing the social impacts and benefits
- developing impact mitigation measures.

Study area

The socio-economic influences of the project activities were anticipated to extend beyond the project area boundary. To capture the socio-economic impacts appropriately, the study area included:

- the project area
- the local government areas (LGAs) and suburbs intersected by the project and some adjacent to the project area (refer to table below).

Social study area including LGAs, suburbs and corresponding stations in the project

Current LGA	Former LGA	Station	Suburbs along the project area	Adjacent suburbs
Inner West	Marrickville	Marrickville	Marrickville	St Peters, Tempe, Sydenham
		Dulwich Hill	Dulwich Hill	-
Canterbury - Bankstown	Canterbury	Hurlstone Park	Hurlstone Park	-
		Canterbury	Canterbury	-
		Campsie	Campsie	-
		Belmore	Belmore	-
		Lakemba	Lakemba	-

Current LGA	Former LGA	Station	Suburbs along the project area	Adjacent suburbs
		Wiley Park	Wiley Park	-
		Punchbowl	Punchbowl	-
	Bankstown	Bankstown	Bankstown	Yagoona, Birrong

Overview of the existing social environment

The key socio-economic characteristics of the study area are as follows:

- The area is highly urbanised and densely populated, with a combined population of 542,514 people for both the Inner West and Canterbury-Bankstown LGAs, and population densities of 53.3 persons per hectare and 32.14 persons per hectare respectively.
- The communities are socio-economically and culturally diverse, with almost half of the population of the Canterbury-Bankstown LGA (45.9 per cent) and 30.7 per cent of the Inner West LGA, speaking a language other than English at home,
- There are relatively higher levels of socio-economic disadvantage and a higher proportion of the population requiring assistance in the Canterbury-Bankstown LGA compared to the Inner West LGA. These disadvantages include the following indicators when compared to the NSW state average: lower income levels, lower educational attainment, lower English language skills, unemployment, dwellings without motor vehicles, and higher need for assistance with self-care, communication or mobility services due to illness, age or disability
- There are higher levels of use of public transport (train and bus) to travel to work compared to Greater Sydney.
- The community character includes older, inner and near city suburbs with heritage and cultural items, including sites of Aboriginal significance, parks, historical sites, open space, and sport and recreational facilities. The Inner West LGA also contains large industrial and commercial areas.
- The local communities have expressed a desire to retain the cultural character of their communities, and to have healthy and safe communities, with connections to employment areas, social infrastructure and facilities, connectivity through public transport, and active transport options.

Potential socio-economic benefits

In summary, the key potential socio-economic benefits from the construction and operation of the project would include:

- The project would provide employment and local business opportunities and skills development for communities in the study area, as a result of project related employment and procurement particularly during construction, and business precinct development during operation.
- During operation, the project would provide improved community access and connectivity for all, including vulnerable groups. This would occur through:
  - the provision of faster and frequent public transport and accessible station design
  - improved amenity around new stations with efficient design and integrated, retrofitted heritage items (where possible)
  - better pedestrian, cycle access and bicycle parking, including provisioning for an active transport corridor, which would also provide opportunities for active transport

and active lifestyles, and the potential for improved air quality by reducing the need for private vehicle use
  - provide equal access opportunities for those with accessibility issues or restrictions with appropriate access and signage facilities.
- Station improvements are expected to improve community access and connectivity between stations and surrounding areas and across the rail corridor. Improvements may encourage more pedestrian/cyclist activity and potential for community interactions. This, combined with better station design and lighting in and outside stations, would improve the safety perceptions in the station environments.
- Station improvements would include improved amenity and safety in and around station entrances, also enhancing community spaces connecting with stations, such as at Warren Reserve at Punchbowl.

Potential socio-economic impacts

In summary, the key potential socio-economic impacts from the construction and operation of the project would include:

- During construction, temporary use of the following facilities may reduce access to recreational areas and community space for the surrounding communities:
  - an area within McNeilly Park, Marrickville, during construction of the underground detention basin
  - the former bowls club at Close Street, Canterbury – the majority of this facility is proposed as a construction work site
  - temporary works through Hughes Park to construct the traction power supply line
  - permanent acquisition of an area within Warren Reserve, Punchbowl.
- During construction, residents close to the project area would potentially experience reduced amenity due to increased noise levels, increased dust, decreased visual and landscape value of the area, and changes to the heritage character at many of the stations. Amenity impacts related to visual and air quality changes are anticipated to have less impact on the daily lifestyle of the surrounding residents, while increased noise level have the potential to cause sleep disturbance.
- During construction, there could be a potential reduction in local employment and businesses due to acquisition of commercial properties, ceasing of existing commercial leases in some areas along the corridor, changes in access, and amenity issues at businesses within the local business precincts.
- Amenity impacts during construction may result in impacts on community health and safety due to:
  - sleep disturbance, stress, and health risks resulting from prolonged exposure to increased noise levels, dust, and lighting impacts in residential areas
  - actual and perceived safety risks due to construction traffic, increased traffic, and safety around construction compounds
  - reduced opportunity for active transport due to closure of footpaths and bicycle parking.

- During construction, traffic congestion, travel delays, diversions, access and parking restrictions, and alternative public transport arrangements may discourage some people from making some trips or access certain areas, cause increased stress levels in some people, and limit access to some areas. This could also affect people's ability to carry out their usual networking and social activities, impacting on community cohesion. These impacts would be particularly experienced by vulnerable groups (e.g. the elderly, people with disabilities and those from culturally and linguistically diverse backgrounds)
- During operation, while the project provides opportunities to enhance the amenity and character of stations and surrounding areas, new station structures and surrounding development may conflict with existing community values and character for some members of the community.

Project as a catalyst for future growth

It is acknowledged that implementation of the project would provide opportunities for transformation and renewal over the next 20 years, around the 10 stations which form part of the project. These areas are also currently being investigated as part of the NSW Department of Planning and Environment's urban renewal and strategic planning process.

Urban renewal and transit oriented developments facilitate growth and development. This would result in population growth, changes to demographic characteristics of the communities along the corridor, changes in community character and values, changes in the demand for community infrastructure facilities and changes to the economic characteristics within the corridor.

It is noted that such growth and development may be considered as a benefit by some in the local communities and may be perceived as unfavourable by others in the local communities.

Impact mitigation and management measures

Potential socio-economic impacts would be minimised by implementing the mitigation measures identified by the EIS that are relevant to the following issues:

- traffic, transport and access
- noise and vibration
- heritage (both Aboriginal and non-Aboriginal)
- land use and property impacts
- business impacts
- landscape and visual impacts
- sustainability and climate change.

In addition, the SIA recommends development of a robust stakeholder consultation strategy during detailed design and construction phase, including with councils, impacted residents, rail customers, user groups of roads/pedestrian and cycle ways, and users/managers of impacted community infrastructure facilities, to understand potential impacts on communities and develop ways to manage impacts. Targeted consultation with vulnerable community members is also recommended as part of the consultation strategy, including the elderly, people with disabilities, and those from culturally and linguistically diverse backgrounds.

1. Introduction

1.1 Overview

1.1.1 Project background

The New South Wales (NSW) Government is implementing *Sydney's Rail Future* (Transport for NSW, 2012a), a plan to transform and modernise Sydney's rail network so that it can grow with the city's population and meet the needs of rail customers into the future.

Sydney Metro is a new standalone rail network identified in *Sydney's Rail Future*, providing 66 kilometres of metro rail line and 31 metro stations. The NSW Government is currently delivering the first two stages of Sydney Metro, shown in Figure 1-1, which consist of Sydney Metro Northwest (between Rouse Hill and Chatswood) and Sydney Metro City & Southwest (between Chatswood and Bankstown).

Sydney Metro Northwest is currently under construction. Sydney Metro Northwest services will start in the first half of 2019, with a metro train running every four minutes in the peak period. Services will operate between a new station at Cudgegong Road (beyond Rouse Hill) and Chatswood Station. Sydney Metro City & Southwest will extend the Sydney Metro system beyond Chatswood to Bankstown, delivering about 30 kilometres of additional metro rail, a new crossing beneath Sydney Harbour, new railway stations in the lower North Shore and Sydney central business district (CBD), and the upgrade of existing stations from Marrickville to Bankstown. City & Southwest trains would run between Sydenham and Bankstown stations in each direction, at least every four minutes in peak periods, averaging around 15 trains per hour.

Sydney Metro City & Southwest comprises two core components (shown in Figure 1-1):

- the Chatswood to Sydenham project
- the Sydenham to Bankstown upgrade ('the project' and the subject of this document).

1.1.2 The project for which approval is sought

Transport for NSW is seeking approval to construct and operate the Sydenham to Bankstown upgrade component of Sydney Metro City & Southwest (the project).

The project involves upgrading 10 existing stations west of Sydenham (Marrickville to Bankstown inclusive), and a 13 kilometre long section of the Sydney Trains T3 Bankstown Line, between west of Sydenham Station and west of Bankstown Station, to improve accessibility for customers and meet the standards required for metro operations. The project would enable Sydney Metro to operate beyond Sydenham, to Bankstown.

A key element of the project is upgrading stations along the corridor from Marrickville to Bankstown, to allow better access for more people by providing new concourses, level platforms, and lifts at stations. These upgrades aim to provide a better, more convenient, and safer experience for public transport customers, by delivering:

- stations that are accessible to people with a disability or limited mobility, the elderly, people with prams, and people travelling with luggage
- upgraded station buildings and facilities for all transport modes that meet the needs of a growing population
- interchanges that support an integrated transport network and allow seamless transfers between different modes for all customers.

The project is subject to assessment and approval by the NSW Minister for Planning under Part 5.1 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act).

1.2 The project

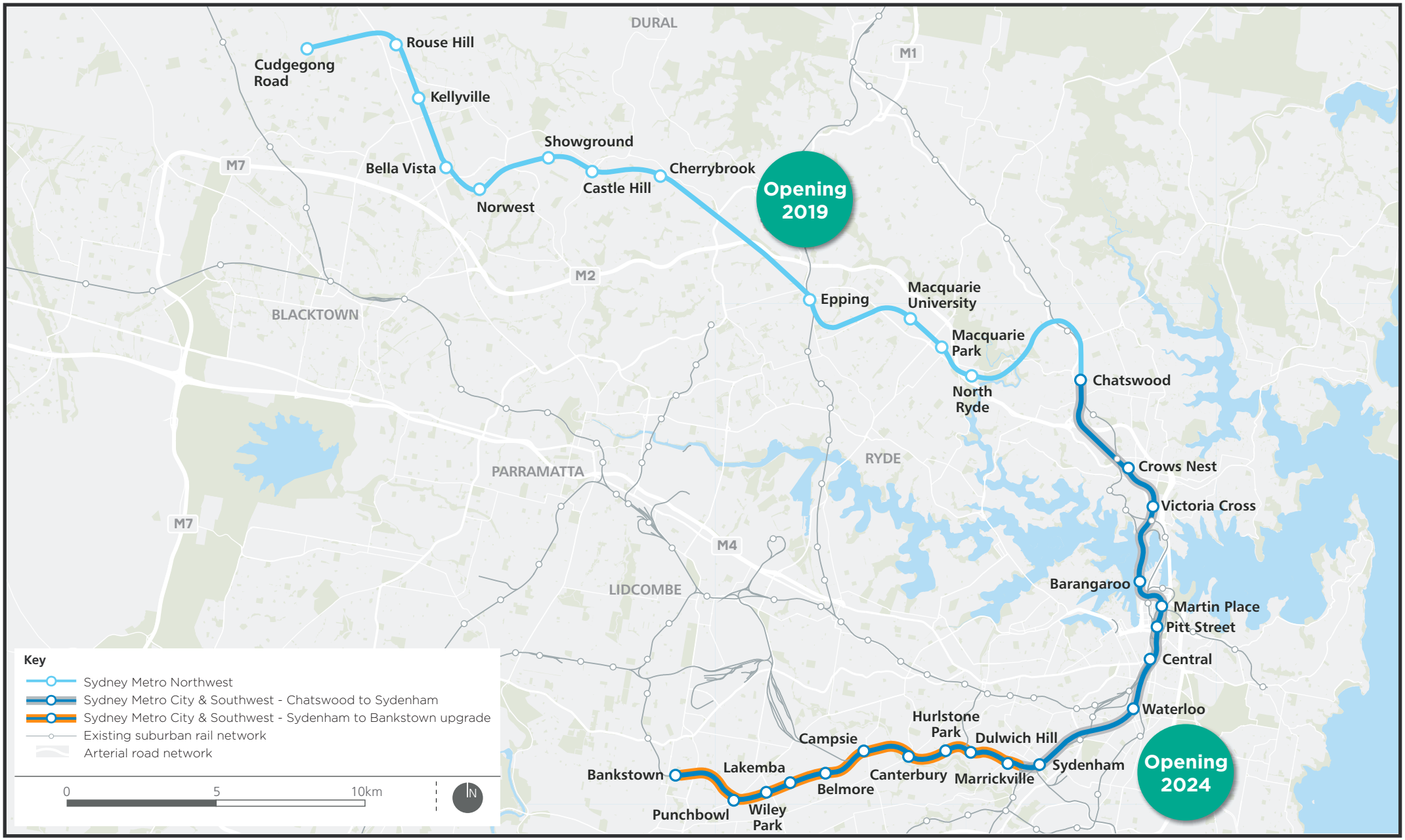
1.2.1 Location

The location of the project is shown in Figure 1-2.

The key elements of the project are located mainly within the existing rail corridor, from about 800 metres west of Sydenham Station in Marrickville, to about one kilometre west of Bankstown Station in Bankstown. The project is located in the Inner West and Canterbury-Bankstown local government areas.

The term 'project area' is used throughout this document to refer to the area where the physical works for the project would be undertaken. This area encompasses the existing rail corridor (as described above), the 10 existing stations within the corridor, and areas surrounding the rail corridor as shown in Figure 1-2.

The study area for this Social Impact Assessment (SIA) is described in section 2.2.2.



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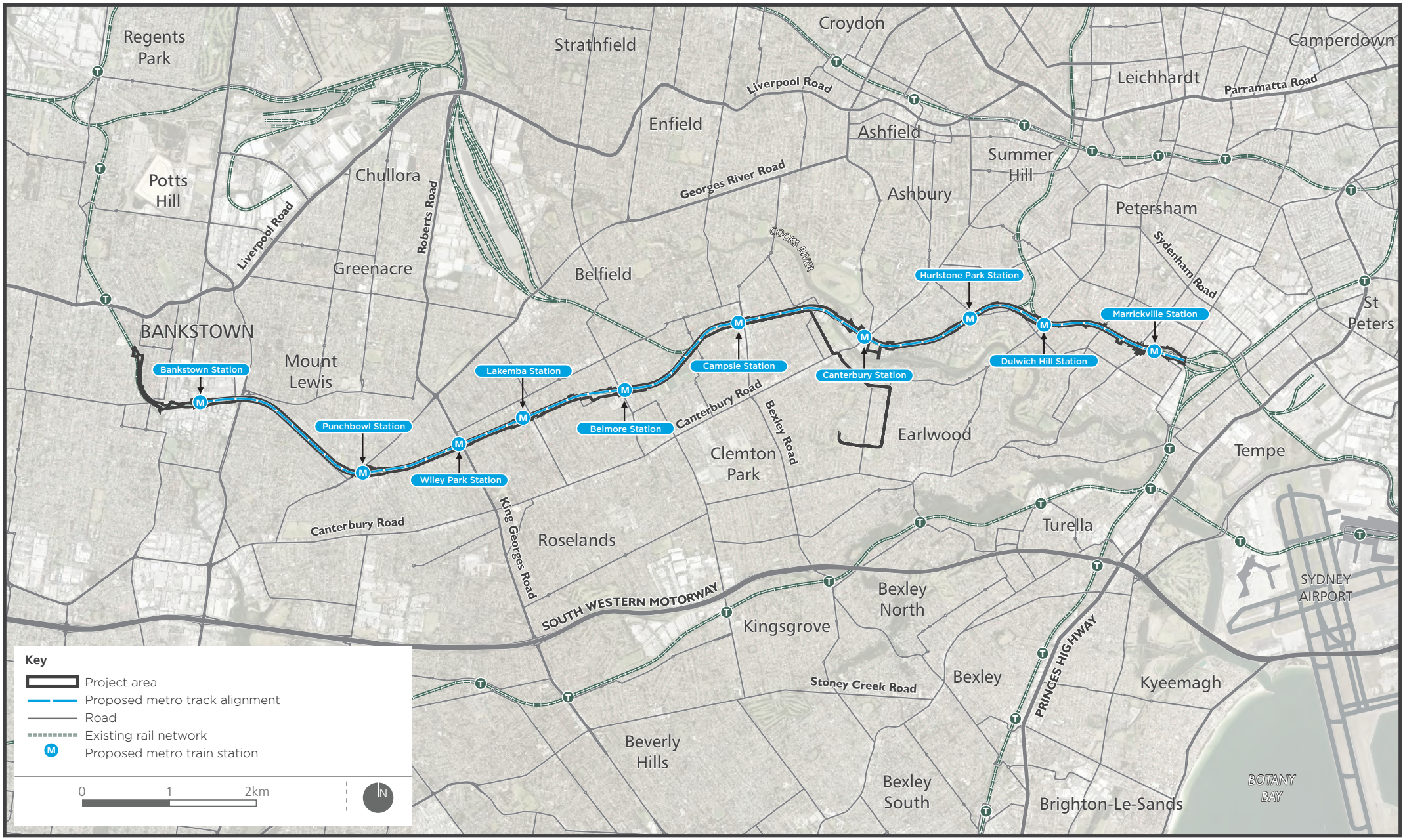
The Sydney Metro network

FIGURE 1.1



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Overview of the project

FIGURE 1.2

1.2.2 Key features

The key features of the project are summarised below and are shown in Figure 1-2.

Works to upgrade access at stations

The project includes upgrading the 10 stations from Marrickville to Bankstown as required, to meet legislative requirements for accessible public transport, including the requirements of the *Disability Discrimination Act 1992* and the *Disability Standard for Accessible Public Transport 2002*. The proposed works include:

- works to platforms to address accessibility issues, including levelling and straightening platforms
- new station concourse and station entrance locations, including:
  - new stairs and ramps
  - new or relocated lifts
- provision of additional station facilities as required, including signage and canopies.

Works would also be undertaken in the areas around the stations to better integrate with other modes of transport, improve travel paths, and meet statutory accessibility requirements. This would include provision of pedestrian, cyclist, and other transport interchange facilities; as well as works to the public domain, including landscaping.

Works to convert stations and the rail line to Sydney Metro standards

Station works

In addition to the station upgrades to improve accessibility, works to meet the standards required for metro services would be carried out, including:

- installation of platform screen doors
- provision of operational facilities, such as station services buildings.

Track and rail system facility works

Upgrading the track and rail systems to enable operation of metro services would include:

- track works where required along the rail corridor, including upgrading tracks and adjusting alignments, , between west of Sydenham Station and west of Bankstown Station
- new turn back facilities and track crossovers
- installing Sydney Metro rail systems and adjusting existing Sydney Trains rail systems
- overhead wiring adjustments.

Other works

Other works proposed to support Sydney Metro operations include:

- upgrading existing bridges and underpasses across the rail corridor
- installation of security measures, including fencing
- installation of noise barriers where required
- modifications to corridor access gates and tracks
- augmenting the existing power supply, including new traction substations and provision of new feeder cables

- utility and rail system protection and relocation works
- drainage works to reduce flooding and manage stormwater.

Active transport corridor and surrounding development

The project would also provide for:

- parts of an active transport corridor where located within the station areas or surplus rail corridor land, to facilitate walking and cycling connections to each station and between Marrickville and Bankstown
- enabling works to support future development at Campsie Station (future development would be subject to a separate approvals process).

Temporary works during construction

During construction, the project would involve:

- provision of temporary facilities to support construction, including construction compounds and work sites
- implementation of alternative transport arrangements for rail customers during possession periods and/or station closures, guided by the Temporary Transport Strategy.

1.2.3 Timing

Construction

Construction of the project would commence once all necessary approvals are obtained (anticipated to be in 2018), and would take about five years to complete.

The T3 Bankstown Line would remain operational for the majority of the construction period. However, to ensure the station and infrastructure upgrade works are completed as efficiently and safely as possible, and to accommodate works that cannot be undertaken when trains are operating, it would be necessary to undertake some work during rail possession periods, when trains are not operating. It is anticipated that these rail possession periods would comprise the routine weekend maintenance possessions, together with some longer possession periods during periods of reduced patronage such as school holidays.

A final, longer possession of about three to six months would also be required. This would involve full closure of the line to enable conversion to metro operations. This would include works such as the installation of new signalling, communication systems, and platform screen doors.

During each possession period, alternative transport arrangements would be implemented to ensure that customers can continue to reach their destinations.

Operation

Sydney Metro City & Southwest would be fully operational by 2024, with the opportunity of operation commencing in two phases. Initially, Sydney Metro Northwest services would be extended by the City & Southwest project, and would operate from Chatswood Station to Sydenham Station. Some months later, metro operations would extend from Sydenham Station to Bankstown Station, with both phases planned to be completed before the end of 2024. The opportunity for phased opening of the project would enable metro trains to operate from Cudgegong Road Station to Sydenham Station prior to the final conversion of the T3 Bankstown Line to metro operations.

Once the project is operational, Sydney Trains services would no longer operate along the T3 Bankstown Line between Sydenham and Bankstown stations. Customers would be able to interchange with Sydney Trains services at Sydenham and Bankstown stations. Sydney Trains services to and from Bankstown to Liverpool and Lidcombe stations would not be affected.

1.3 Purpose and scope of this report

This report has been prepared to support the Environmental Impact Statement (EIS) for the project. The EIS has been prepared to accompany the application for approval of the project, and addresses the environmental assessment requirements of the Secretary of the Department of Planning and Environment ('the Secretary's environmental assessment requirements').

This report document the process, findings and outcomes of the SIA for design, construction and operation phases. This report:

- identifies the social area of influence including local government areas (LGA), suburbs, communities and community infrastructure likely to be affected by the project (referred to as the 'study area' - refer section 2.2.2)
- describes the existing social environment of the study area with particular reference to the project location and construction and operational activities, to establish a social baseline by which potential social impacts could be predicted
- identifies and predicts the potential benefits and impacts on communities and community infrastructure in the study area
- develops mitigation measures to avoid or minimise potential adverse impacts and maximise benefits to the stakeholders and communities.

1.4 Secretary's environmental assessment requirements

The Secretary's environmental assessment requirements relating to socio-economic, land use and property, and where these requirements are addressed in this report, are outlined in Table 1-1.

Table 1-1 Secretary's environmental assessment requirements – socio-economic, land use and property

Key issue and desired performance outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Where addressed?
Socio-economic, Land Use and Property The project minimises adverse social and economic impacts and capitalises on opportunities potentially available to affected communities. The project minimises impacts to property and business and achieves appropriate integration with adjoining land uses, including maintenance of appropriate access to properties and community facilities, and minimisation of displacement of existing land use activities, dwellings and infrastructure.	1. The Proponent must assess social and economic impacts of the project. This must be done in consultation with relevant communities and businesses. 2. The Proponent must assess impacts from construction and operation on potentially affected properties, businesses, recreational users and land and water users including property acquisitions/adjustments, access, amenity and relevant statutory rights.	Social Impact Assessment (EIS Volume 2&3, Technical Paper 5) Land use and property (EIS Volume 1, Chapter 16)

2. Assessment methodology

2.1 Approach to the SIA

The SIA process was guided by social impact assessment principles and methods endorsed by the International Association for Impact Assessments (Vanclay, 2003 and Vanclay F, et al, 2015) and by the *Environmental Impact Assessment Practice Note - Socio-economic assessmen*t (Roads and Maritime Services, 2013). Where applicable, principles from the Department of Planning and Environment (2016) *Social Impact Assessment – Draft Guidelines for State Significant mining, petroleum production and extractive industry development* were applied.

2.2 Steps in undertaking the SIA

The following steps were undertaken to develop the SIA, refer to sections 2.2.1 to 2.2.6:

- reviewing the project description
- determining the study area
- describing the existing social environment
- undertaking stakeholder consultations
- describing, predicting and assessing the social impacts and benefits
- developing impact mitigation measures.

2.2.1 Reviewing the project description

A thorough review of the project description was undertaken to determine the scope and extent of the social impacts. The review included understanding the project design and activities to be undertaken during pre-construction, construction and operation.

2.2.2 Determining the study area

The socio-economic influences of the project are anticipated to go beyond the project area boundary. To capture the socio-economic impacts appropriately, the study area (as shown in Figure 2-1) includes:

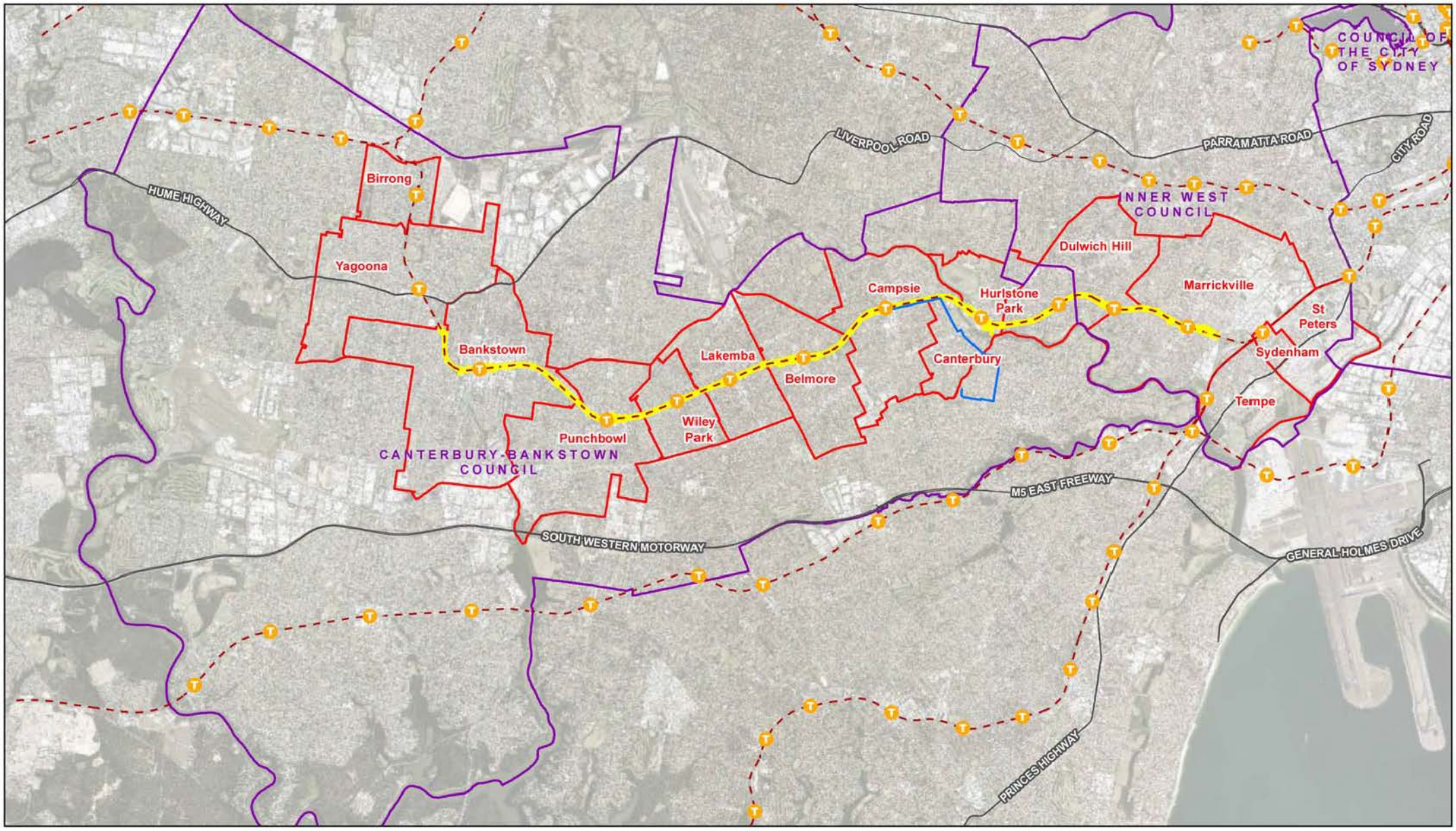
- The project area for the EIS (Figure 1-2).
- The suburbs intersected by the project area, including:
  - Marrickville
  - Dulwich Hill
  - Hurlstone Park
  - Canterbury
  - Campsie
  - Belmore
  - Lakemba
  - Wiley Park
  - Punchbowl
  - Bankstown.

- Suburbs adjacent to those directly intersected by the project area, that may potentially be impacted by the project's construction activities such as haulage routes and during rail possession periods when the temporary transport management plan would be implemented to provide alternative transport options where required. These suburbs include:
  - St Peters
  - Sydenham
  - Tempe
  - Yagoona
  - Birrong.
- St Peters, Tempe, Sydenham, Yagoona and Birrong have been included in the SIA study area due to their proximity to the project area and the potential for train users from these suburbs being impacted during possession periods. Residents of these suburbs may be indirectly impacted by the project (e.g. by changes to access during construction) as they are likely to use Sydenham or Bankstown stations.
- LGAs intersected by the project including Inner West Council and Canterbury-Bankstown Council.
- Local government amalgamations were implemented across NSW in May 2016. Prior to this, the study area was located within the three former LGAs of Marrickville, Canterbury and Bankstown. Both Canterbury and Bankstown LGAs were combined to form the Canterbury-Bankstown LGA. Marrickville LGA was combined with the former Leichhardt and Ashfield LGAs to form the Inner West LGA.

Table 2-1 lists former and current LGAs, stations and suburbs relevant to the study area.

Table 2-1 Social study area including LGAs, suburbs and corresponding stations

Current LGA	Former LGA	Station	Suburbs along the project area	Adjacent suburbs
Inner West	Marrickville	Marrickville	Marrickville	St Peters, Tempe, Sydenham
		Dulwich Hill	Dulwich Hill	-
Canterbury-Bankstown	Canterbury	Hurlstone Park	Hurlstone Park	-
		Canterbury	Canterbury	-
		Campsie	Campsie	-
		Belmore	Belmore	-
		Lakemba	Lakemba	-
		Wiley Park	Wiley Park	-
		Punchbowl	Punchbowl	-
	Bankstown	Bankstown	Bankstown	Yagoona, Birrong



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Grid: GDA 1994 MGA Zone 56

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LEGEND

- Project area
- LGAs
- Suburbs
- Train stations
- Railway
- Canterbury feeder

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Job Number 21-25273
Revision A
Date 07 Jul 2017

Social Impact Assessment Study Area

Figure 2.1

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Data source: General topo - NSW LPI DTDB 2012, Aerial imagery - sixmaps 2017. Created by:jrprice

Service Layer Credits: © Land and Property Information

2.2.3 Describing the existing social environment

A description of the existing social characteristics of the communities in the study area was documented to understand community functions and interactions with the project. The social environment is described with reference to:

- the demographic profile of the study area, including population, age profile, cultural diversity, income and employment and levels of disadvantage and need for assistance
- community values, including factors such as local amenity, character, lifestyle, recreation, cohesion, access and connectivity and health and safety
- community infrastructure, including both the physical infrastructure (such as community facilities) and the non-physical infrastructure (such as services, programs and networks) which help individuals and communities to meet their social needs and enhance community wellbeing.

Community infrastructure facilities include education facilities, community facilities (such as town halls, youth centres, libraries, age care, child care), open spaces, sports and recreational facilities, places of worship, public health/medical facilities and emergency services (fire and rescue, police and ambulance).

This SIA identifies key community infrastructure roughly within 500 metres from the project area, which could be impacted by the construction or operation of the project. These impacts could include changes to how they are used by the community, or how they are accessed. Where appropriate, regional community infrastructure roughly within one kilometre of the project area have also been identified as these are likely to be accessed by communities from a broader catchment.

It is noted that community infrastructure facilities have been identified using online searches and are limited to those identified on Google maps. Family day care centres are not included as those properties are primarily identified as private residences.

Information required to describe the existing environment was sourced from:

- Australian Bureau of Statistics (ABS) Census 2011 (ABS 2011 Census)
- web sources such as Profile id and council websites
- relevant Council community plans, strategies and studies
- GIS, Google maps and images
- initial consultations with councils (see section 2.2.4)
- observations made during site visits.

Specific reference to desktop information sources can be found in section 7.

2.2.4 Stakeholder consultation that has informed the SIA

Stakeholder inputs for the SIA were gathered from the outcomes of the wider Sydney Metro City & Southwest stakeholder engagement process, and SIA-specific consultations. Specific activities have included:

- early stakeholder consultation between June 2014 and June 2015
- project scope consultation following the announcement of Sydney Metro City & Southwest in June and July 2015 and design development for Sydney Metro City & Southwest

- consultation during preparation of the design and EIS, between June 2016 and August 2017, including feedback from the following sources:
  - Place Managers, who maintain close and ongoing contact with local communities and stakeholders
  - online forums active during the second half of 2015 to collect feedback from the local community on the planning process and how they would like to see the project delivered and impacts managed
  - community information telephone line (1800 171 386) and community email address (sydneymetro@transport.nsw.gov.au),
  - Transport for NSW Community Information Centre at 388 George Street, Sydney
  - meetings with Inner West Council, Canterbury-Bankstown Council, and emergency services.

A summary of consultation undertaken for Sydney Metro City & Southwest (including this project) is provided in Chapter 4 of the EIS.

2.2.5 Impact identification and assessment

Social impacts were identified and described based on the initial scoping of potential social issues, stakeholder consultations, and review of other technical studies and chapters prepared for the EIS, including:

- Technical Paper 1 – Traffic, transport and access assessment
- Technical Paper 2 – Noise and vibration assessment
- Technical Paper 6 – Business impact assessment
- Technical Paper 7 – Landscape and visual assessment
- Chapter 16 – Land use and property.

Social impacts have been identified separately for construction and operation. Social impact categories discussed in section 4 are outlined in Table 2-2.

Table 2-2 Social impact categories

Social impact category	Relevance to the assessment
Employment and procurement opportunities	Benefits generated by the project in the form of employment opportunities and business development to supply goods and services to the project and its workforce.
Property impacts	Property impacts relate to the potential impacts of property acquisition on properties, owners and users of the properties.
Population and demographic impacts	Population and demographic impacts are associated with the potential changes to the demographic character of an area due to the relocation of residents due to property acquisition or the influx of a project related workforce.
Community values	Community values refer to tangible and intangible characteristics and aspects of a community such as amenity and character, lifestyle, access, connectivity, community cohesion and community health and safety. A project may impact on these aspects of a community through changes in noise and air quality levels, visual amenity, traffic and access, barriers to movement across the community, use and enjoyment of community spaces and relocation of the local population due to property acquisition.

Social impact category	Relevance to the assessment
Community infrastructure	Impacts on community infrastructure refer to impacts associated with the community's ability to access, use and enjoy community infrastructure facilities and services including open and recreational spaces. Impacts on community infrastructure may be triggered because of relocation due to property acquisition, changes to local amenity (noise levels, air quality, visual aspects, etc.) and changes to access and connectivity.

Once the impacts were identified and described, they were assessed against a range of criteria relating to the nature, type, duration, and level of impact. These criteria are detailed in Table 2-3.

Table 2-3 Social impact assessment criteria

Criteria	Definition
Nature	Positive - Impacts that result in net benefits for the community. Negative - Impacts that result in detriments for the community or specific stakeholder groups. Neutral - A change that does not result in a positive or negative impact but allows continuation of the usual function.
Type of impact	Direct - Impacts resulting directly from socio-economic changes caused by the project. Indirect - Impacts which occur firstly in the biophysical environment caused by the project.
Duration and project phase	Temporary - less than one year. Short-term - one year or more and less than five years. Medium-term - five years or more and less than 10 years. Long-term - 10 years or more. Pre-construction – before construction of project starts. Construction – when project is being constructed. Operation – when project is in use.
Level of impact	Negligible – Marginal change from the baseline conditions so no discernible effect is expected and a function recovery occurs within several months. Minor – A small but measurable change from the baseline conditions. Changes are expected to be temporary and/or only affect a small number of people. Functional recovery is expected within five years. Medium – Noticeable and relatively substantial change from the baseline conditions. Changes may be longer term or temporary and affect a large number of people. A functional recovery is expected within five years. Major – A change fundamentally altering the baseline conditions in the community and affecting a large number of people, and/or a moderate number of people over the long-term. A functional recovery is expected to take more than 10 years, if at all.

2.2.6 Developing impact mitigation measures

Mitigation measures recommended to avoid or minimise the social impacts are identified in section 5. Other technical studies from the EIS are referenced to acknowledge the findings of these studies, relevant to mitigating social impacts. Potential socio-economic impacts would be minimised by implementing the mitigation measures identified by the EIS that are relevant to the following issues:

- traffic, transport and access
- noise and vibration
- heritage (both Aboriginal and non-Aboriginal)
- land use and property impacts

- business impacts
- landscape and visual impacts
- sustainability and climate change.

In addition to these, measures are recommended in Section 5 specifically to address social impacts identified as an outcome of this assessment.

3. Existing environment

3.1 Introduction

This section provides an overview of the demographic and community characteristics in the study area (refer to Figure 2-1). It also provides a summary of the community infrastructure facilities located within 500 metres of the project area, which have the potential to be directly or indirectly affected by the project. The study area stretches across 15 suburbs (section 2.2.2), located within the Inner West and Canterbury-Bankstown LGAs.

As the project and study area for this SIA fall within the former Marrickville LGA and not the former Leichhardt and Ashfield LGAs, relevant demographic information for the former Marrickville LGA has been referred to in this report, where appropriate. Where data was not available for the new Inner West and Canterbury-Bankstown LGAs, data was sourced for the former LGAs based on the ABS 2011 Census.

In some instances both Inner West and Canterbury-Bankstown Councils have adopted strategies and policies from the former LGAs. These include the community strategic plans for the former Canterbury, Bankstown and Marrickville LGAs, Inner West Council has also recently released a Statement of Vision and Priorities, which provides high level guidance to Council until the development of a single Community Strategic Plan for the inner west. These plans have been referenced to inform the community identity and values sections.

3.2 Social context of LGAs within the study area

3.2.1 Demographic overview

Overall, the study area is highly urbanised and densely populated. In 2011, the combined population of both Inner West and Canterbury Bankstown LGAs was 542,514 people. Around 35 per cent lived in the Inner West LGA and 65 per cent lived in the Canterbury-Bankstown LGA. The former Marrickville LGA had a total population of 84,270 in 2011, which represents 16 per cent of the combined residential population for both the Inner West and Canterbury-Bankstown LGAs, and 45 per cent of the Inner West LGA population.

The Inner West LGA had a population density of 53.3 persons per hectare while the Canterbury-Bankstown LGA was 32.14 persons per hectare. For comparison, the former Marrickville LGA had a population density of 50.9 persons per hectare.

The total number of people who worked in the Inner West and Canterbury-Bankstown LGAs was 131,302. Around 60 per cent of workers worked in the Canterbury-Bankstown LGA and 40 per cent worked in the Inner West LGA. The total number of people who worked in the former Marrickville LGA was 23,258, which represents 18 per cent of workers for both the Inner West and Canterbury-Bankstown LGAs, and 45 per cent of Inner West workers.

The study area is characterised by socio-economically and culturally diverse communities. Almost half of the population of the Canterbury-Bankstown LGA (45.9 per cent) spoke a language other than English at home, compared to almost a third of the Inner West LGA population (30.7 per cent). A number of suburbs in the Canterbury-Bankstown LGA have communities where the majority of residents spoke a language other than English. These include Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl and Bankstown (suburbs within the study area). Over 70 per cent of residents in each suburb spoke a language other than English.

There were also higher levels of disadvantage in the Canterbury-Bankstown LGA compared to the Inner West LGA. This based on indicators including lower income levels, lower educational

attainment, lower English language skills, unemployment, households without motor vehicles, and higher need for assistance with self-care, communication or mobility services due to illness, age or disability when compared with the state average.

Table 3-1 provides a summary of key demographic characteristics for the former Marrickville LGA and the current Inner West and Canterbury-Bankstown LGAs, in comparison to the Greater Sydney averages.

3.2.2 Access and connectivity

The study area is serviced by major transport facilities. Travel to work by residents generally reflects the study area's high level of access to public transport with connections to key employment centres including Sydney CBD, Sydney Olympic Park and Parramatta.

The T3 Bankstown Line traverses the study area in an east-west direction connecting suburbs as far west as Liverpool and Lidcombe to the Sydney CBD. The T3 Bankstown Line merges with the T2 Airport, Inner West and South Line and the T4 Eastern Suburbs & Illawarra Line. These lines continue through to the Sydney CBD. In 2011, 17.5 per cent of workers living in Canterbury Bankstown LGA and 20.4 per cent in the Inner West LGA travelled to work by train (one mode only), compared to the Greater Sydney average of 13.8 per cent. Within the former Marrickville LGA, train use was 26.2 per cent in 2011.

The majority of bus routes serve the project area in a north-south direction perpendicular to the T3 Bankstown Line. Cross-regional and local services are concentrated at the key transport interchanges of Bankstown and Campsie stations connecting these areas to other parts of Sydney. Parallel to the rail corridor, a number of bus services connect suburbs within the project area. In 2011, 12.8 per cent of workers living in the Inner West LGA and 2.2 per cent in the Canterbury-Bankstown LGA travelled to work by bus only, compared to 5.8 per cent in Greater Sydney. Travel by bus within the Inner West LGA may be higher due to its proximity and frequency of services to Sydney CBD. Within the former Marrickville LGA, bus usage was 9.5 per cent in 2011.

Other transport infrastructure serving the study area includes the Inner West Light Rail between Dulwich Hill and Central. It has frequent services over extended hours and plays an important role in connecting suburban areas with the Sydney CBD.

Key arterial roads in the vicinity of the project area, which serve Sydney CBD, Port Botany and the wider Sydney metropolitan area, include the M5 East Freeway and M5 South Western Motorway (three kilometres to the south of the project area) and the M1 Southern Cross Drive. The M5 East Freeway connects to the Sydney International Airport, Port Botany and the Cross City Tunnel. Parts of the study area are located under the Sydney International Airport flight path including the suburbs of St Peters, Sydenham, Tempe and Marrickville. The eastern part of the study area is also located close to the New M5 (Beverly Hills to St Peters) which is part of WestConnex and is under construction. The New M5 includes a new St Peters Interchange at the site of old Alexandria landfill facility, which will provide future connections to Alexandria, Mascot, the future Sydney Gateway and the M4-M5 Link.

Within the study area, there is a disjointed cycle network including short, unmarked on-road cycle routes. Dedicated cycle routes include the Cooks River cycleway, which connects Campsie, Canterbury and Tempe and the Salt Pan Creek cycle route, which connects Bankstown to Georges Hall. Beyond the study area, the Greenway Cycleway connects Dulwich Hill to Lewisham. In 2011, 3.1 per cent of residents within the Inner West LGA and 0.3 per cent in the Canterbury-Bankstown LGA cycled to work, compared to 0.8 per cent in Greater Sydney. Within the former Marrickville LGA, 3.3 per cent of residents cycled to work.

Overall north-south connectivity within the study area is largely limited by the T3 Bankstown Line, which affects pedestrian connectivity. Some stations act as a pedestrian thoroughfare over the rail line, including Bankstown and Lakemba stations. The Department of Planning and Environment (2015) has identified Bankstown as a major strategic centre. The Bankstown town centre contains Bankstown Station, which is bisected by the rail line. A number of busy roads, such as King Georges Road and Canterbury Road, also provide crossings over the rail line. In 2011, 5.1 per cent of Inner West LGA residents and 2.1 per cent of the Canterbury-Bankstown LGA residents walked to work, compared to 4.1 per cent in Greater Sydney. Within the former Marrickville LGA, 5.5 per cent of residents walked to work.

Table 3-1 below provides a summary of key demographic characteristics for the former Marrickville LGA and the current Inner West and Canterbury-Bankstown LGAs, in comparison to the Greater Sydney averages.

Table 3-1 Demographic summary of LGAs within the study area

Indicator	Former Marrickville LGA	Inner West LGA	Canterbury-Bankstown LGA	Greater Sydney
Population	84,270	187,566	354,948	4,920,970
Workers employed in the area	23,258	52,165	79,137	395,337
Density	50.9 persons per hectare	53.3 persons per hectare	32.14 persons per hectare	3.98 persons per hectare
Age profile				
Under 18 year olds	16.7%	17.4%	25%	22.9%
18 to 69 year olds	75.9%	74.6%	65.2%	68.1%
Over 70 year olds	7.4%	7.9%	9.8%	9%
Cultural diversity				
Overseas born	34%	34.8%	42.1%	34.2%
Speaks a language other than English	30.7%	29.2%	45.9%	32.4%
Indigenous population	1.5%	1.1%	0.7%	1.2%
Household and dwelling				
Average size	2.3 persons per dwelling	2.32 persons per dwelling	2.93 persons per dwelling	2.69 persons per dwelling
Dwelling type	Separate dwelling 33.5% Medium density 27.5% High density 37.4%	Separate dwelling 34.0% Medium density 41.4% High density 23.2%	Separate house 60.3% Medium density 27.3% High density 11.1%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Income and employment				
Median weekly household income	$1,605	n/a	$1,029 - $1,091[2]	$1,447
Unemployment	5.3%	5.2%	7.8%	5.7%
Education				
Did not have a qualification	34.1%	31.5%	49.8%	40.5%

Indicator	Former Marrickville LGA	Inner West LGA	Canterbury-Bankstown LGA	Greater Sydney
Levels of disadvantage				
SEIFA score[3]	1,021.6 indicating lower level of disadvantage	1,037.7 indicating lower level of disadvantage	939 - 946 indicating higher level of disadvantage[4]	N/A
Journey to work				
Train	26.2%	20.4%	17.5%	13.8%
Bus	9.5%	12.8%	2.2%	5.8%
Car (driver or passenger)	39.2%	40.6%	63.1%	58.3%
Cycling	3.3%	3.1%	0.3%	0.8%
Walked only	5.5%	5.1%	2.1%	4.1%
Did not own a motor vehicle	19.7%	18.0%	12.6%	11.8%

Notes:

1. The median weekly household income indicator was not available for the Canterbury-Bankstown LGA. The range for the median weekly household income has been sourced for the former Canterbury and Bankstown LGAs based on 2011 Census data.
2. The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.
3. The SEIFA score was not available for the Canterbury-Bankstown LGA. The range for the SEIFA score has been sourced for the former Canterbury and Bankstown LGAs based on 2011 Census data.

3.2.3 Profile of the Inner West LGA

Location and overview

The Inner West LGA is located less than 10 kilometres from Sydney CBD and covers an area of 3,519 hectares. Part of the social study area is located in the southern part of the LGA including the suburbs of St Peters, Sydenham, Tempe, Marrickville and Dulwich Hill (refer to Figure 2-1).

Stations within this section of the project area are located in Sydenham, Marrickville and Dulwich Hill. The T3 Bankstown Line bisects these suburbs, while parts of the line are adjacent to Tempe and St Peters.

Other major transport infrastructure within the LGA include the Princes Highway, Parramatta Road and Inner West Light Rail from Dulwich Hill to Central. The southern part of the LGA is located close to the M1 Southern Cross Drive and M5 East Freeway. It is also close to Sydney Airport with parts of the LGA located under the flight path including St Peters, Sydenham, Tempe and Marrickville.

As discussed in section 3.2.2, the eastern part of the LGA is also located close to the New M5 (Beverly Hills to St Peters) which is part of WestConnex, currently under construction. The New M5 includes a new St Peters Interchange at the site of old Alexandria landfill facility, which will provide future connections to Alexandria, Mascot, the future Sydney Gateway and the M4-M5 Link.

Notable community infrastructure in the southern part of the LGA near the project include a TAFE NSW campus, school campuses, including Newington College and Trinity Grammar School, the MetroRehab Hospital, recreation facilities including Annette Kellerman Aquatic Centre and Marrickville Golf Club, as well as various open spaces and parklands such as Camperdown Park, Marrickville Park, and Tempe Recreational Reserve.

Demographic profile

As discussed in section 3.1, the Inner West LGA amalgamated the former Marrickville, Leichhardt and Ashfield LGAs in May 2016. Of the three former LGAs, the study area only falls within the former Marrickville LGA. To provide a more accurate analysis of the potential residential population that may be impacted by the project, this section discusses the community profile for the former Marrickville LGA.

Compared to the Greater Sydney region, the former Marrickville LGA community was characterised by:

- a more densely populated area (50.9 persons per hectare compared to 3.98 persons per hectare), where high density dwellings were also the most common dwelling type (37.4 per cent compared to 20.7 per cent), followed by separate dwellings (33.5 per cent compared to 58.9 per cent)
- a higher level of renting (43 per cent compared to 30.4 per cent)
- a lower proportion of children under 18 years old (16.7 per cent compared to 22.9 per cent) and slightly lower proportion of people over 70 years old (7.4 per cent compared to 9 percent)
- slightly smaller than average household sizes (2.3 persons per dwelling compared to 2.69 persons per dwelling), which may be due to a higher proportion of lone person households (27.3 per cent compared to 21.5 per cent)
- a lower level of disadvantage, with a higher median weekly household income ($1,605 compared to $1,447) and higher proportion of people with a qualification (65.9 per cent compared to 59.5 per cent)
- significantly higher levels of public transport use, including train (26.2 per cent compared to 13.8 per cent) and bus (9.5 per cent compared to 5.8 per cent)
- a higher level of active transport use, including cycling (3.3 per cent compared to 0.8 per cent) and walking (5.5 per cent compared to 4.1 per cent)
- significantly lower levels of car use (39.2 per cent compared to 58.3 per cent) and higher proportion of households without a motor vehicle (19.7 per cent compared to 11.8 per cent), which are reflective of more densely populated communities with higher density living.

Table 7-1 in Appendix B provides a more detailed community profile for the former Marrickville LGA, the Inner West LGA, and Greater Sydney region.

Community values

Community values refer to tangible and intangible characteristics and aspects of a community such as amenity and character, lifestyle, access, connectivity, community cohesion and community health and safety. A project may impact on these aspects of a community through changes in noise and air quality levels, visual amenity, traffic and access, barriers to movement across the community, use and enjoyment of community spaces and relocation of local population due to property acquisition.

As discussed above, the study area for the project only falls within the former Marrickville LGA. To provide a more relevant reflection of the community values for the potential residential population that may be impacted by the project, this section has been informed by the former Marrickville Council's (2013) community strategic plan, *Our Place Our Vision, Inner West Council's Statement of Vision and Priorities* (2017), as well as consultation undertaken for this project with the Inner West Council by the project team.

Local amenity and character

The former Marrickville LGA is characterised by densely populated, older, inner-city suburbs with heritage and cultural items, including sites of Aboriginal significance. The LGA also contains substantial industrial and commercial areas. Since the 1970s, the area has gentrified, shifting from a predominantly industrial area to attracting a substantial student population as well as people working in creative industries, including artists and cultural workers. Light industry still remains along the Princes Highway.

The Cooks River provides natural amenity for the LGA. It borders a number of open spaces and sport and recreation facilities, including Marrickville Golf Club and Mahoney Reserve Sports Field.

Stakeholder consultation has indicated that illegal graffiti on station buildings and community assets is an amenity issue. The community desires accessible and clean streets, lanes and public spaces. They also wish to minimise aircraft and other significant noise impacts on homes, businesses and public spaces. It is also noted that former Marrickville Council's *Recreation User Needs Research Report 2011* found that the LGA had an undersupply of open space. The *Bankstown to Sydenham Corridor Strategy: Open Space and Recreation Strategy Draft* (2015) by the NSW Government Architect's Office identifies several opportunities for increasing open space provision along the corridor including near Marrickville.

Access, connectivity and community cohesion

The community within the former Marrickville LGA values connected and accessible infrastructure that supports walking, cycling and public transport use. The community aspires to reduce car dependency through improved accessibility, including accessible railway stations, bus stops and well connected footpaths, cycleways and associated facilities.

Consultation for *Our Place Our Vision* notes that access to public transport needs to be improved. Connected and accessible infrastructure can support increased opportunities for participation in the community and contribute to community cohesion.

Addressing car parking issues in key locations, including residential and business districts, was identified as a priority in the *Inner West Council Statement of Vision and Priorities* (2017).

The community is concerned that the majority of train stations within the LGA are still inaccessible to many community members, affecting their ability to participate in the community. For example, lifts at stations are required for elderly residents as well as families with prams or young children. The community is also concerned about the reliability and frequency of train and bus services as well as the availability of routes linking destinations within the inner west of Sydney.

The condition of roads, footpaths and parks are also key community concerns. A community survey in 2010 revealed that footpath and cycle path maintenance was the highest priority, followed by road maintenance, reinforcing that the community values walking and cycling. This is also supported by the *Inner West Council Statement of Vision and Priorities* (2017) which identifies that the provision and maintenance of local transport infrastructure (e.g. roads, footpaths) is a key priority. Stakeholder consultation has revealed that lack of available cycle storage at stations is a concern.

Community health and safety

Stakeholder consultation has indicated that there are existing safety issues in the LGA. Some areas near the rail line are dark and not well lit at night. Community members (particularly women walking through this area perceive it to be unsafe. There are also concerns about antisocial behaviour including illegal graffiti on station buildings and community assets, which

reduce the perceived safety of the area. The community desires better street lighting, and reduced occurrences of illegal graffiti and bill posters in order to improve health and safety. Providing well maintained, safe, welcoming public spaces is a priority identified by Inner West Council in the *Inner West Council Statement of Vision and Priorities* (2017).

The community aspires to be active and healthy through improved walking, cycling and other transport infrastructure. It values the community's diversity and wants increased opportunities for community participation through safe and accessible infrastructure. There should be safe places for people to meet and interact. The community wishes to reduce accidental injuries and opportunistic crime in public places by auditing and upgrading town centres.

3.2.4 Profile of the Canterbury-Bankstown LGA

Location and overview

The Canterbury-Bankstown LGA is located between eight and 23 kilometres from Sydney CBD and covers an area of 11,042 hectares. Part of the study area is located within the suburbs of Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl, Bankstown, Yagoona and Birrong (refer to Figure 2-1).

Stations within this section of the project area are located at Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl and Bankstown. The T3 Bankstown Line bisects these suburbs. Beyond the project, the T3 Line continues to Yagoona and Birrong. While Yagoona and Birrong may not be directly impacted by the project, residents within these suburbs are likely to be regular users of Bankstown Station, a key transport interchange with cross-regional and local bus services. The Department of Planning and Environment (2015) has also identified the Bankstown Precinct as a major strategic centre.

Other major transport infrastructure within the LGA include the Hume Highway, King Georges Road, the M5 East Freeway, M5 South Western Motorway, Bankstown Airport and the T3 Bankstown Line and T3 Airport, Inner West & South Line. Canterbury Road has been identified as a Potential Enterprise Corridor by the former City of Canterbury Council (2014). The LGA is also close to Sydney Airport and the M4 Western Motorway.

Notable community infrastructure in the LGA near the project include Canterbury Park Racecourse, Canterbury Aquatic and Fitness Centre, Canterbury Olympic Ice Rink, Canterbury Hospital, Belmore Sports Ground, Bankstown Arts Centre and Georges River National Park.

Demographic profile

Compared to the Greater Sydney region, the Canterbury-Bankstown LGA community was characterised by:

- a more densely populated area (32.14 persons per hectare compared to 3.98 persons per hectare)
- higher proportions of people born overseas (42.1 per cent compared to 34.2 per cent) and people who spoke a language other than English (45.9 per cent compared to 32.4 per cent) indicating a culturally diverse community
- a slightly higher proportion of children under 18 years old (25 per cent compared to 22.9 per cent)
- slightly larger than average household sizes (2.93 persons per dwelling compared to 2.69 persons per dwelling)
- higher levels of disadvantage and need for assistance (5.8 per cent compared to 4.4 per cent)

- a lower median weekly household income ($1,029 - $1,091[1] compared to $1,447) and higher unemployment rate (7.8 per cent compared to 5.7 per cent)
- lower proportions of educational attainment with 49.8 per cent of people without a qualification (compared to 40.5 per cent) and 49.5 per cent who completed Year 12 or equivalent (compared to 55 per cent)
- higher levels of train use (17.5 per cent compared to 13.8 per cent) but lower bus use (2.2 per cent compared to 5.8 per cent)
- slightly higher car use (63.1 per cent compared to 58.3 per cent) and lower levels of cycling (0.3 per cent compared to 0.8 per cent) and walking (2.1 per cent compared to 4.1 per cent) – this may be reflective of higher proportions of people living in separate houses (60.3 per cent compared to 58.9 per cent), followed by medium density (27.3 per cent compared to 19.7 per cent).

Table 7-2 in Appendix B provides a more detailed community profile for the Canterbury-Bankstown LGA, and Greater Sydney region.

Community values

Community values refer to tangible and intangible characteristics and aspects of a community such as amenity and character, lifestyle, access, connectivity, community cohesion and community health and safety. A project may impact on these aspects of a community through changes in noise and air quality levels, visual amenity, traffic and access, barriers to movement across the community, use and enjoyment of community spaces and relocation of local population due to property acquisition.

Understanding of the Canterbury-Bankstown LGA community values has been informed by the Canterbury-Bankstown Council's community plan, and consultation undertaken for this project by the project team.

Since the amalgamations are recent, it should be noted that the Canterbury-Bankstown Council has adopted a number of the former councils' policies as their current policies. These include the former Canterbury Council's *Community Strategic Plan 2014-2023* (2014) and the former Bankstown City Council's *Bankstown Community Plan 2023* (2013). Where updated information for the newly formed LGA is available, we have sourced this information.

Local amenity and character

The character of the former Canterbury LGA is predominantly residential with industrial areas on its perimeter. It is densely populated and culturally diverse. Major retail precincts frequented by people include Belmore, Campsie, Lakemba and Punchbowl while smaller centres include Canterbury, Hurlstone Park and Wiley Park. Canterbury is a major industrial precinct.

Parks, historical sites, open space, and sport and recreational facilities contribute to the amenity of the LGA. These include Belmore Oval, Canterbury Racecourse, Canterbury Ice Rink, Canterbury Aquatic and Fitness Centre and open space corridors surrounding the Cooks River, Wolli Creek and Salt Pan Creek. A designated cycle path and walking track is located along the Cooks River.

The community within the former Canterbury LGA values attractive streetscapes and balanced development. Streetscapes should be clean and tidy with less graffiti and rubbish. Streets should have well maintained gardens and trees. Development within the LGA should maintain a

[1] This indicator was not available for the Canterbury-Bankstown LGA. The range for the median weekly household income has been sourced for the former Canterbury and Bankstown LGAs based on 2011 Census data.

balance of historic and modern streetscapes. The natural environment could be enhanced by reducing road congestion while improving both air quality and noise amenity.

The community also values vibrant town centres with a variety of uses including shopping, entertainment and dining. Local shopping areas should have an attractive village character. Community spaces should appreciate local heritage, arts, music and culture.

Similarly, the character of the former Bankstown LGA is largely residential. It has a commercial core centred on Bankstown Station surrounded by suburbs with heritage buildings and natural assets, which provide a village character and amenity. The community seeks to retain the character, built heritage and village atmosphere of the area.

The community in the former Bankstown LGA values the environmentally sensitive and attractive urban design of local centres and community assets. Clean and safe parks, public centres and facilities are important to the amenity and liveability of the area.

Access, connectivity and community cohesion

The community within the former Canterbury LGA values access to services. Public transport and road networks provide access and connectivity throughout the area. Despite this, the community further envisions a pedestrian and bicycle friendly area with reliable public transport, adequate parking for all vehicle types, better integration with the existing road network and less congestion.

Sufficient and reliable train and bus services, well-maintained footpaths and bike paths connected across the LGA through town centres, streets and parks would contribute to this vision. Parking, bus shelters and seats should be available near shops and public transport.

Similarly, the community within the former Bankstown LGA desires a well connected transport network. Services and infrastructure should serve the community's needs while being sustainable, efficient and affordable. The annual Community Satisfaction Survey found that walking and cycling paths are increasingly valued by the community. However, infrastructure is not accessible to the whole community.

Both former LGA communities are culturally diverse. Residents embrace the diversity and sense of community, and seek a well connected community support by transport access and connectivity.

Community health and safety

Health and safety are priorities within both former LGA communities. Within the former Canterbury LGA, healthy lifestyles should be supported by a variety of transport options, a healthy natural environment and safe communities. Transport options would provide access to a range of community facilities and services while active transport options would offer fitness and sport opportunities. Fostering access to facilities and services such as healthcare, education and open space can support healthy lifestyles. Less traffic congestion would also improve road safety.

Providing different transport options could reduce car dependency and support a healthy natural environment. Low crime, a strong police presence and adequate street lighting would improve community perceptions of safety.

Within the former Bankstown LGA, consultation has indicated that the community currently perceives some areas as unsafe at night particularly around stations. Providing clean and safe community areas including open space and parks would improve perceptions of safety. Healthy green corridors would also support community health and safety.

3.3 Suburbs in the study area

3.3.1 St Peters

The suburb of St Peters is located to the east of the project area within the Inner West LGA (refer to Figure 2-1). While St Peters may not be directly impacted by the project, residents are likely to be regular users of Sydenham Station, a major junction station between the T3 Bankstown Line, T2 Airport, Inner West & South Line, and the T4 Eastern Suburbs & Illawarra Line. St Peters contains established residential and industrial areas, bounded by the rail line in the north and west.

Demographic profile

Compared to the Greater Sydney region, the St Peters community was characterised by:

- significantly lower proportions of children (14 per cent compared to 22.9 per cent) and people over 70 years (5.2 per cent compared to 9 per cent)
- lower levels of cultural diversity with 20.3 per cent of residents speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- smaller than average household sizes with 2.2 persons per dwelling (compared to 2.69 persons per dwelling) which may be due to a higher proportion of lone person households (26.1 per cent compared to 21.5 per cent). There was also a lower proportion of couples with children (32 per cent compared to 40.5 per cent)
- a significantly higher median weekly household income at $1,786 (compared to $1,447) and lower unemployment rate at 4.1 per cent (compared to 5.7 per cent)
- a higher educational attainment with 67.1 per cent of residents with a qualification (compared to 59.5 per cent)
- significantly higher levels of train use (32.6 per cent compared to 13.8 per cent), cycling (4.6 per cent compared to 0.8 per cent) and walking (6.6 per cent compared to 4.1 per cent)
- similar levels of bus use (6.1 per cent compared to 5.8 per cent)
- a significantly lower proportion of people travelling to work by car (41.5 per cent compared to 58.3 per cent) and car ownership (80.3 per cent compared to 88.2 per cent).

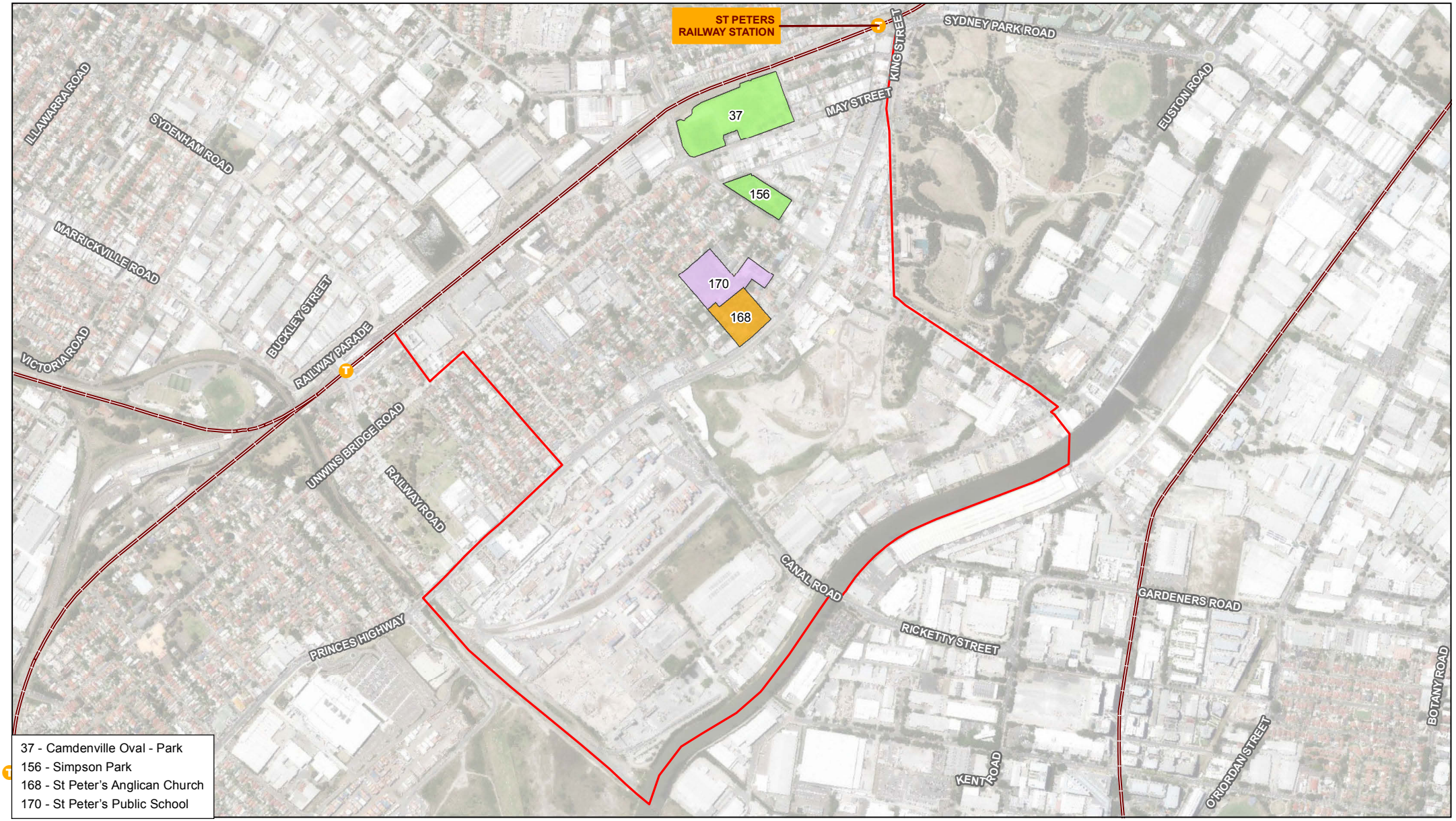
Table 7-3 in Appendix B provides a more detailed community profile for the suburb.

Community infrastructure close to the project area

Community infrastructure in close proximity to the project area that may be impacted by the project are listed in Table 3-2 and shown in Figure 3-1.

Table 3-2 Community infrastructure in St Peters

Community infrastructure	Address	Comment
Education		
St Peter's Public School	Church Street	Public school catering for years K-6. Loading areas present off Church Street and St Peters Street with direct connection to James Bannerman Reserve. About 1 kilometre from Sydenham Station.
Place of worship		
St Peter's Anglican Church	Princess Highway/Silver Lane	Located about 1 kilometre from Sydenham Station.
Open space, sport and recreation		
Camdenville Oval / Park	65 May Street	Public park and oval catering for all ages; inclusive of sporting facilities and hosts sporting games. About 1 kilometre from Sydenham Station.
Simpson Park	69 Campbell Road	Public green space with playground equipment, picnic areas and barbeque facilities, as well as recreational areas such as cricket nets and a basketball court. About 1 kilometre from Sydenham Station.



Paper Size A4

0 50 100 200 300

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

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LEGEND

- Suburb boundary
- Train stations
- Railway
- Education
- Open Space, Sport and Recreation
- Place of Worship

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

St Peters
Community Infrastructure

Job Number 21-25273
Revision A
Date 18 Aug 2017

Figure 3.1

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3.3.2 Tempe

The project area is adjacent to the north-eastern corner of Tempe within the Inner West LGA (refer to Figure 2-1). While residents of Tempe may not be directly impacted by the project, residents are likely to be regular users of Sydenham Station, which although not in the project area, is a major junction station between the T3 Bankstown Line, T2 Airport, Inner West & South Line and T4 Eastern Suburbs & Illawarra Line. Tempe contains established residential and industrial areas, with some commercial uses and light industry along Princes Highway.

Demographic profile

Compared to the Greater Sydney region, the Tempe community was characterised by:

- slightly lower proportions of children (20.2 per cent compared to 22.9 per cent) and people over 70 years (7.4 per cent compared to 9 per cent)
- a higher level of cultural diversity, with higher proportions of Indigenous people (2 per cent compared to 1.2 per cent) and residents born overseas (41.9 per cent compared to 34.2 per cent in Greater Sydney)
- similar average household sizes with 2.6 persons per dwelling (compared to 2.69 persons per dwelling)
- a higher median weekly household income at $1,615 (compared to $1,447) and lower unemployment rate at 4.7 per cent (compared to 5.7 per cent)
- similar educational attainments with 58.1 per cent of residents with a qualification (compared to 59.5 per cent)
- higher level of train use (23.6 per cent compared to 13.8 per cent) and cycling (2.6 per cent compared to 0.8 per cent)
- lower levels of walking (5.9 per cent compared to 4.1 per cent) and slightly lower bus use (4.4 per cent compared to 5.8 per cent)
- a lower proportion of people travelling to work by car (45.6 per cent compared to 58.3 per cent) and car ownership (83.6 per cent compared to 88.2 per cent).

Table 7-4 in Appendix B provides a more detailed community profile for the suburb.

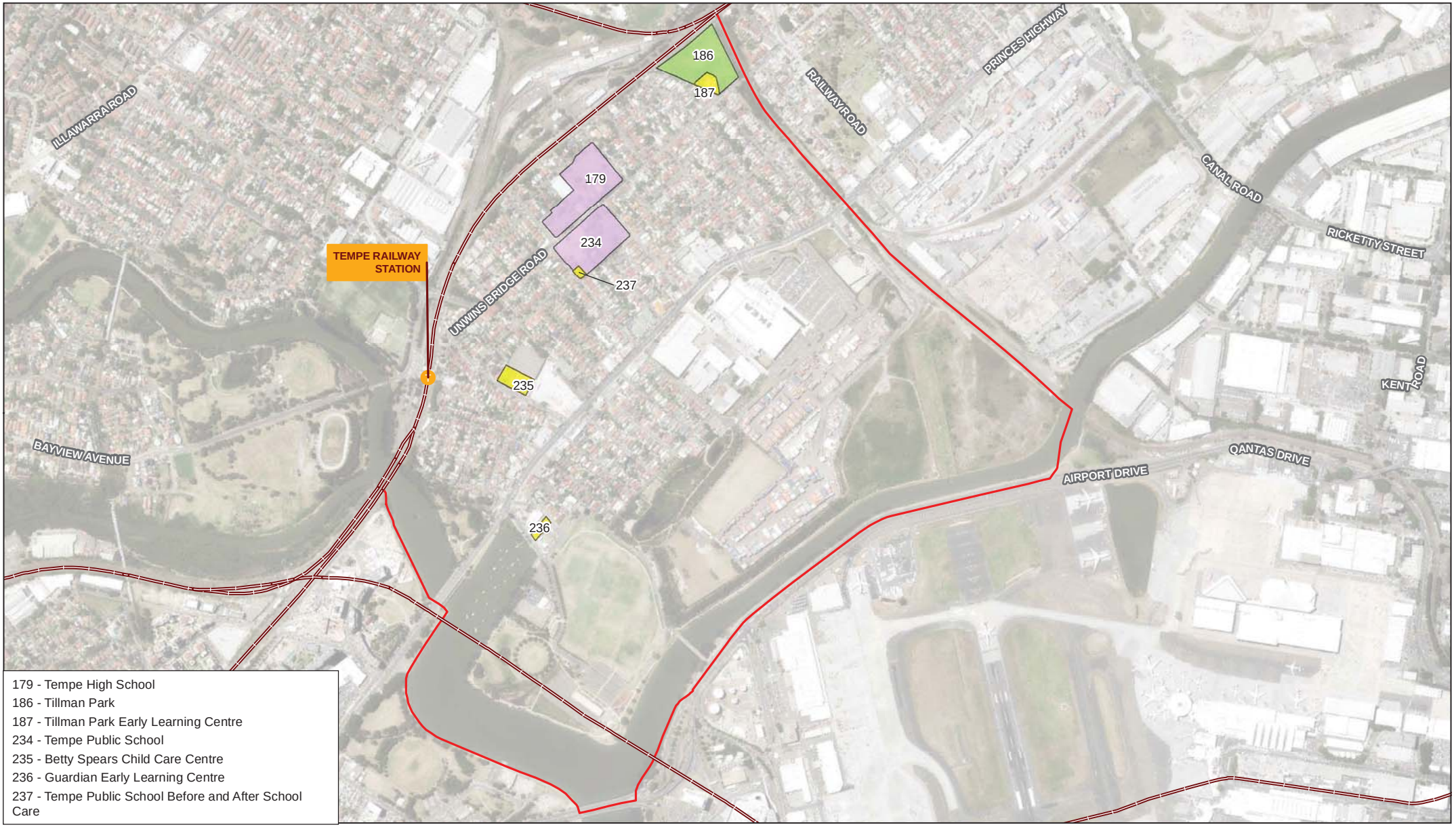
Community infrastructure close to the project area

Tempe Station is located within Tempe to the south of the area but is not part of this project. The land surrounding the rail line between Marrickville and Sydenham stations includes industrial and residential uses.

Tillman Park, which contains the Tillman Park Early Learning Centre, is adjacent to the rail line near Sydenham Station. Other community infrastructure in close proximity to the project that may be impacted are listed in Table 3-3 and shown in Figure 3-2.

Table 3-3 Community infrastructure in Tempe

Community infrastructure	Address	Comment
Open space, sport and recreation		
Tillman Park	79 Unwins Bridge Road	Public open space adjacent to rail line on two sides. About 200 metres from rail line.
Child care		
Tillman Park Early Learning Centre	79 Unwins Bridge Road	Long day care centre. Access off Unwins Bridge Road only, surrounded by open space and residential land. About 200 metres from rail line.
Betty Spears Child Care Centre	1A Gannon Street	Not for profit, long day care centre for children aged 6 weeks - 6 years between the hours of 7:30am and 6:00pm Monday to Friday.
Guardian Early Learning Centre	18 Holbeach Avenue	Early childhood learning for ages 6 weeks – 5 years. Open 7am - 6pm Monday – Friday.
Education		
Tempe High School	Unwins Bridge Road	Public co-educational school catering for years 7-12. Access from Collins Street and Unwins Bridge Road. About 450 metres from rail line.
Tempe Public School and Before and After School Care	Unwins Bridge Road	Public co-educational primary school catering for years kindergarten – 6. Access from Unwins Bridge Road. About 450 metres from rail line. Before and After School Care service is available between 7am-9.30am and 3pm-6pm in a room next to the car park.



179 - Tempe High School
186 - Tillman Park
187 - Tillman Park Early Learning Centre
234 - Tempe Public School
235 - Betty Spears Child Care Centre
236 - Guardian Early Learning Centre
237 - Tempe Public School Before and After School Care

Paper Size A4

0 50 100 200 300

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND

- Suburb boundary
- Train stations
- Railway
- Child Care
- Education
- Open Space, Sport and Recreation

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Tempe
Community Infrastructure

Figure 3.2

Job Number	21-25273
Revision	A
Date	17 Aug 2017

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3.3.3 Sydenham

Sydenham is located in the east of the study area between Tempe and St Peters, within the Inner West LGA (refer to Figure 2-1). Sydenham Station located within Sydenham suburb, is a major junction station between the T3 Bankstown Line, T2 Airport, Inner West & South Line and T4 Eastern Suburbs & Illawarra Line. The rail lines merge at Sydenham Station to continue through to Sydney CBD. The suburb has established residential and industrial areas and Sydenham Station is one of the busiest stations in the Inner West LGA.

Demographic profile

Compared to the Greater Sydney region, the Sydenham community was characterised by:

- significantly lower proportions of children (12.3 per cent compared to 22.9 per cent) and lower proportion of people over 70 years (6.5 per cent compared to 9 per cent)
- higher levels of cultural diversity, with higher proportions of Indigenous people (2 per cent compared to 1.2 per cent), residents born overseas (47.7 per cent compared to 34.2 per cent in Greater Sydney) and residents speaking a language other than English (40.5 per cent compared to 32.4 per cent in Greater Sydney)
- smaller than average household sizes with 2.4 persons per dwelling (compared to 2.69 persons per dwelling) due to a higher proportion of lone person households (27 per cent compared to 21.5 per cent).
- a significantly lower proportion of couples with children (30.6 per cent compared to 48.9 per cent)
- a similar median weekly household income at $1,423 (compared to $1,447) and unemployment rate at 6 per cent (compared to 5.7 per cent)
- similar educational attainment with 58.8 per cent of residents with a qualification (compared to 59.5 per cent)
- higher levels of disadvantage based on a SEIFA score of 982
- significantly higher levels of train use (38.9 per cent compared to 13.8 per cent), cycling (2.1 per cent compared to 0.8 per cent) and walking (5.9 per cent compared to 4.1 per cent). However there was lower bus use (3.2 per cent compared to 5.8 per cent)
- a lower proportion of people travelling to work by car (43.8 per cent compared to 58.3 per cent) and car ownership (79.8 per cent compared to 88.2 per cent).

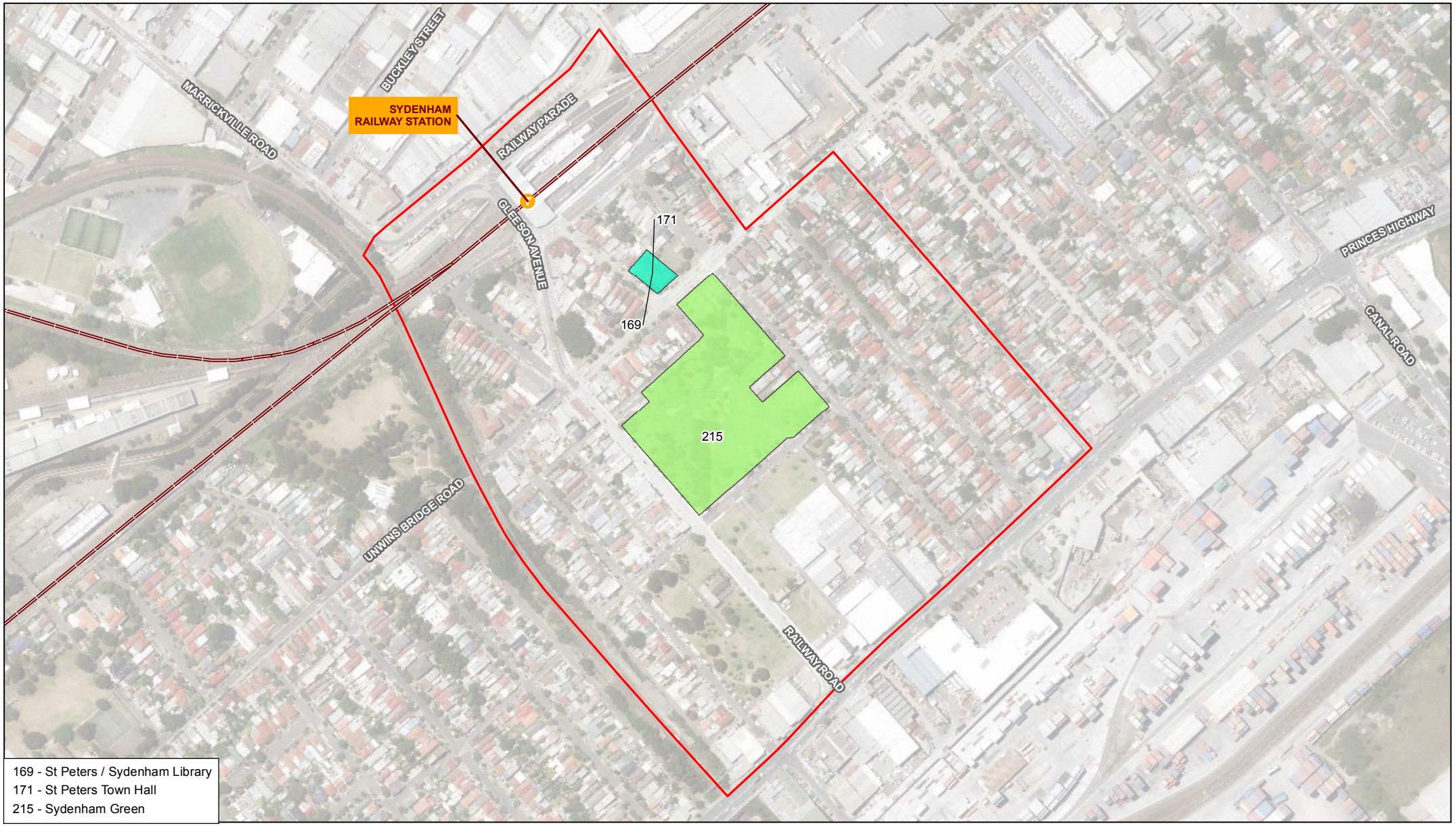
Table 7-5 in Appendix B provides a more detailed community profile for the suburb.

Community infrastructure close to the project area

Community infrastructure in close proximity to the study area that may be impacted by the project are listed in Table 3-4 and Figure 3-3.

Table 3-4 Community infrastructure in Sydenham

Community infrastructure	Address	Comment
Open space, sport and recreation		
Sydenham Green	Between Unwins Bridge Road and the Princes Highway	Public open space with an off-leash dog area and cycle ways. About 200 metres from rail line.
Community facility		
St Peters/Sydenham Library	39 Unwins Bridge Road	The public library is part of the Council Town Hall with direct access to Unwins Bridge Road only and no designated parking for the public. About 100 metres from Sydenham Station.
St Peters Town Hall	39 Unwins Bridge Road	Heritage function centre connected to Council library with direct access to Unwins Bridge Road only and no designated parking for the public. About 100 metres from Sydenham Station.



Paper Size A4

0 50 100

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND

- Suburb boundary
- Train stations
- Railway
- Community Facility
- Open Space, Sport and Recreation

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Job Number 21-25273
Revision A
Date 18 Aug 2017

Sydenham Community Infrastructure

Figure 3.3

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3.3.4 Marrickville

Marrickville is a large suburb within the Inner West LGA. It is located between Dulwich Hill to the west and Tempe, Sydenham and St Peters to the east (refer to Figure 2-1). It is an established residential area, with some industrial and commercial areas and borders the Cooks River to the south. Marrickville Station is located in the centre of the suburb with the rail line bisecting the suburb.

Demographic profile

Compared to the Greater Sydney region, the Marrickville community was characterised by:

- lower proportions of children (17.3 per cent compared to 22.9 per cent)
- a higher level of cultural diversity, with 47.2 per cent of residents born overseas (compared to 34.2 per cent in Greater Sydney) and 43.3 per cent speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- slightly smaller than average household sizes with 2.5 persons per dwelling (compared to 2.69 persons per dwelling) due to a higher proportion of lone person households (27 per cent compared to 21.5 per cent)
- a lower proportion of couples with children (40.6 per cent compared to 48.9 per cent)
- a higher level of renting (43.5 per cent compared to 30.4 per cent)
- a similar median weekly household income at $1,406 (compared to $1,447) and slightly higher unemployment rate at 6.3 per cent (compared to 5.7 per cent)
- similar educational attainment with 59.6 per cent of residents with a qualification (compared to 59.5 per cent)
- higher levels of disadvantage based on a SEIFA score of 972
- significantly higher levels of train use (28 per cent compared to 13.8 per cent), bus use (9.6 per cent compared to 5.8 per cent), cycling (3 per cent compared to 0.8 per cent) and walking (5 per cent compared to 4.1 per cent)
- lower travel to work by car (48 per cent compared to 58.3 per cent) and car ownership (71.9 per cent compared to 88.2 per cent).

Table 7-6 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

The land use surrounding the project is mostly residential with some industrial and vacant land. The rail line bisects the suburb and limits the north-south connectivity. Victoria Road crosses under the rail line while Illawarra Road, Livingstone Street and Albermarle Street cross over the rail line. Illawarra Road which crosses at Marrickville Station is a main shopping street and transport route for cars and buses.

There are a number of heritage listed items within the vicinity, including the local heritage listed Railway Substation and a stone house. Technical Paper 3 - Non-Aboriginal heritage assessment provides more detail on heritage listed items.

McNeilly Park is near Marrickville Station adjacent to the rail line, which may be impacted by the project. Fraser Park, which contains the KIKOFF Soccer Centre, is adjacent to the rail line to the north. Other community infrastructure within the suburb, located in close proximity to the study area that may be impacted by the project are listed in the Table 3-5 and shown on Figure 3-4.

Table 3-5 Community infrastructure in Marrickville

Community infrastructure	Address	Comment
Open space, sport and recreation		
McNeilly Park	Warburton Street	Situated about 150 metres west of the station. Park with a playground and small basketball court. The Marrickville Guide Hall is also located in the park, adjacent to Warburton Street.
Richardson Lookout	Holt Crescent	Public park recently designated as a Peace and Reconciliation Park. About 820 metres from Marrickville Station.
Warren Park	Thornley Street	Public park and picnic area. About 900 metres from Marrickville Station.
Ness Park	Hollands Avenue	Public park and playground. Within 100 metres of the rail line.
Marrickville Park	Livingstone Road	Public park includes sporting areas, toilet facilities and playground. About 950 metres from the rail line.
Henson Park	227 Sydenham Road	Public park and multipurpose sports ground. About 950 metres from Marrickville Station.
Fraser Park	100 Marrickville Road	Public park including a synthetic football field and 1000-seat grandstand. Located adjacent to two rail lines.
KIKOFF Fraser Park Soccer centre	100 Marrickville Road	Soccer fields and clubhouse located between two rail lines with underbridge access off Marrickville Road. Off-street parking available.
Mackey Park	Richardsons Crescent	Playing fields with a local sports club house used by the Marrickville Football Club and Marrickville Cricket Club. Bordering Cooks River with a designated cycle path surrounding the grounds. Accessed by Richardson Crescent with limited parking.
Marrickville Golf Club	Wharf Street	Nearly 4000 metres long and situated along Cooks River connecting to Mahoney Reserve Sports Fields with access from Beauchamp Road. About 750 metres from the rail line.
Water play park	Illawarra Road	Playground for children during summer months, with water fountains and sprinklers. Located at Steel Park in Marrickville South, adjacent to the Cooks River on Illawarra Road. About 1 kilometre from the rail line.
Mahoney Reserve Sports Field	3/5 Wharf Street	Sporting field bordering Marrickville Golf Course and Cooks River. Field includes club house, with no designated parking. Located next to Illawarra Road at the overpass that crosses the river. About 1 kilometre from the rail line.
Steel Park	Illawarra Road	Community Recreation Centre, sports ground, toilets, playground, BBQ and covered picnic area, as well as a cycle path.
Braddock Playground	127 Meeks Road	Public park area. About 570 metres from Marrickville Station.
Child care		
Plumtree – Pathways Early Childhood Development	Yabsley Avenue	Not-for-profit childcare catering for years 0 - 8 with a developmental delay or disability. Includes sport fields and open area. Accessed from Yabsley Avenue with no designated parking. About 700 metres from Marrickville Station.

Community infrastructure	Address	Comment
SDN Marrickville Children's Education and Care Centre	251 Illawarra Road	Children's education and long day care centre. Accessed from Illawarra Road with no designated parking. About 200 metres from Marrickville Station.
May Murray Child Care Centre	35 Premier Street	Children's early education and long day care centre situated in a residential street. No designated parking, drop off zone only on street. About 650 metres from Marrickville Station.
BC Kids Kollege	26-28 Renwick Street	Early childhood learning for ages 18 months to 5 years. Before and after school care for ages 5 to 12 years. About 400 metres from Marrickville Station.
Education		
Marrickville High School	46 Northcote Street	Co-educational secondary school catering for kindergarten to year twelve. Enclosed by Northcote Street, Sydenham Road, Centennial Street and Yabsley Avenue. Limited parking available. Includes sporting fields, multiuse sports courts, cricket pitch. About 800 metres from Marrickville Station.
Marrickville West Primary School	Corner Beauchamp Street and Livingstone Road	Public school catering for kindergarten to year six. Access from Beauchamp Street and Livingstone Road. Limited Parking available. About 280 metres from the rail line.
Ferncourt Public School	74 Premier Street	Public school catering for kindergarten to year six. Access from Premier Street, School ovals are located on McGowan Avenue. Limited Parking available. About 750 metres from Marrickville Station.
Casimir Catholic College	200 Livingstone Road	Co-educational college catering for years 7-12. Connected to St Brigid Catholic Church. Accessed from Marrickville Road and Livingstone Road. About 200 metres from the rail line.
St Brigid's Primary School	392A Marrickville Road	Public school catering for kindergarten to year six. Located on the corner of Livingstone Road and Marrickville Road. About 400 metres from the rail line.
Crusaders Kindergarten	53 Malakoff Street	Preschool for ages 3 - 6 years, Monday to Friday, located on a residential street next to open space/park land which includes children's play equipment. About 680 metres from Marrickville Station.
St Maroun's College	208 Wardell Road	Maronite Catholic Co-Educational school catering for preschool to year twelve. Limited street frontage, surrounded by houses. About one kilometre from the rail line.
Aged care		
The Maronite Sisters of the Holy Family Village	28 Marrickville Avenue	Offers 24 hour respite care and residential care. Located adjacent to the rail line with direct access from Marrickville Avenue. Backs onto St Maroun's College. About 750 metres from Marrickville Station and 400 metres from Dulwich Hill Station.
Willandra Aged Care	19-21 George Street	Assisted Living Facility located on George Street with additional access from Woodbury Street. 24 hour facility. About 650 metres from the rail line.

Community infrastructure	Address	Comment
Community facility		
PCYC Marrickville	531 Illawarra Road	Youth organisation. State-of-the-art complex comprising three multi-purpose indoor sports courts, eight community meeting and activity rooms and the Steel Park Café. Surrounded by Cooks River parkland. Regularly hosts community events and BBQs etc. About 880 metres from the rail line.
Marrickville Youth Resource Centre	Corner Yablsey Avenue and Northcote Street	Youth organisation located in Jarvie Park, opposite Marrickville High School. Services for young people aged 12 to 24 years including; recreation afternoons, school holiday programs, computer room, music studio, youth block counselling and GP services and short-term projects. About 800 metres from Marrickville Station.
Herb Greedy Hall	79 Petersham Road	Function centre about 450 metres from Marrickville Station.
Marrickville Town Hall	303 Marrickville Road	Heritage function centre owned by Council. About 500 metres from Marrickville Station.
Marrickville Library	Marrickville Road	Library offering various regular craft classes, fitness clubs, cancer support groups and STAR volunteer information sessions. About 500 metres from Marrickville Station.
Place of worship		
St. Brigid Catholic Church	392 Marrickville Road	Catholic church located on the corner of Marrickville Road and Livingstone Road with open garden areas. About 300 metres from the rail line.
Marrickville Road Church	336 Marrickville Road	Christian church located on Marrickville Road. Open Sunday only for three different periods. About 400 metres from Marrickville Station.
Church of Christ Marrickville	389 Illawarra Road	Place of worship fronting Illawarra Road. About 150 metres from Marrickville Station.
Uniting Church in Australia	1 Grove Street	Place of worship fronting Grove Street. About 250 metres from Marrickville Station.
Marrickville Uniting Church	388 Illawarra Road	Community worship on Sundays from 10am to 11am. About 350 metres from Marrickville Station.
St Nicholas Greek Orthodox Church	203-207 Livingstone Road	Greek Orthodox church located on Livingstone Road. About 510 metres from the Marrickville Station.
Emergency and justice		
Marrickville Fire Station	309 Marrickville Road	Emergency service with direct access from Marrickville Road situated next to the town hall. About 500 metres from Marrickville Station.
Marrickville Police Station	89-101 Despointes Street	Emergency service with access from Malakoff Street and Despointes Street. Designated car park and landscaped open areas. About 520 metres from Marrickville Station.
Health		
Marrickville Medical Centre	5/296 Marrickville Road	General practice and allied health services including audiologist, dietitian, psychologist, exercise physiologist and full pathology services. About 400 metres from Marrickville Station.
Community Health Centres	155-157 Livingstone Road	Health centre operated by Sydney Local Health District. About 500 metres from the rail line.

Paper Size A4

0 50100 200 300 400 500 600

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND

- Suburb boundary
- Train stations
- Railway
- Canterbury feeder
- Aged Care
- Child Care
- Community Facility
- Education
- Emergency
- Health
- Open Space, Sport and Recreation
- Place of Worship

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Marrickville
Community Infrastructure

Job Number 21-25273
Revision A
Date 17 Aug 2017

Figure 3.4

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3.3.5 Dulwich Hill

Dulwich Hill is located between Hurlstone Park and Marrickville within the Inner West LGA (refer to Figure 2-1). It contains an established residential area, with commercial uses located along New Canterbury Road, Marrickville Road and Wardell Road. It borders the Cooks River to the south.

Demographic profile

Compared to the Greater Sydney region, the Dulwich Hill community was characterised by:

- lower proportions of children (19.6 per cent compared to 22.9 per cent) and people over 70 years (7.1 per cent compared to 9 per cent)
- a similar level of cultural diversity, with 34.6 per cent speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- smaller than average household sizes with 2.3 persons per dwelling (compared to 2.69 persons per dwelling) due to a significantly higher proportion of lone person households (30.5 per cent compared to 21.5 per cent)
- a lower proportion of couples with children (41 per cent compared to 48.9 per cent)
- a higher level of renting (41.7 per cent compared to 30.4 per cent). The most common dwelling type was flat, unit or apartment (48.8 per cent compared to 20.7 per cent)
- a slightly higher median weekly household income at $1,540 (compared to $1,447) and slightly lower unemployment rate at 5.2 per cent (compared to 5.7 per cent)
- higher educational attainment with 65.7 per cent of residents with a qualification (compared to 59.5 per cent)
- significantly higher levels of train use (25.4 per cent compared to 13.8 per cent), bus use (10.6 per cent compared to 5.8 per cent) and cycling (2.5 per cent compared to 0.8 per cent)
- lower levels of walking (2.5 per cent compared to 4.1 per cent), travel to work by car (53 per cent compared to 58.3 per cent) and car ownership (82.1 per cent compared to 88.2 per cent).

Table 7-7 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

Dulwich Hill Station is located in the southern part of the suburb with the majority of the suburb to the north of the rail line. It is located within the South Dulwich Hill Heritage Conservation Area. Adjacent to the rail line to the south is also the local heritage listed Gladstone Hall. Technical Paper 3 provides more detail on the Heritage Conservation Area and heritage listed items.

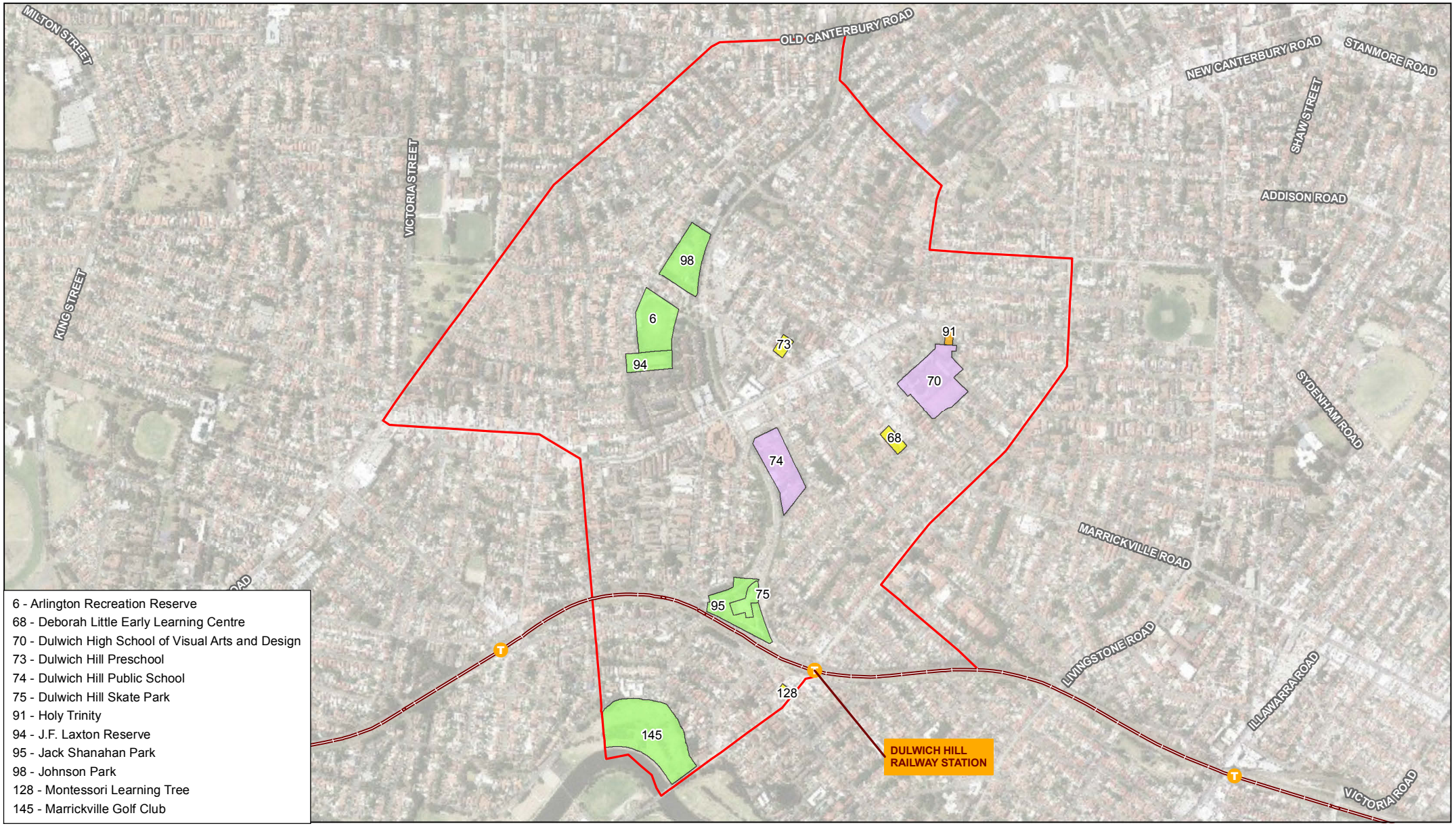
Land use surrounding the project is mostly residential. Dulwich Hill Skate Park is located adjacent to the rail line to the north. The rail line limits north-south connectivity. There are only three rail crossings within the suburb. Wardell Road creates an overpass at Dulwich Hill Station. Terrace Road provides an underpass and Garnet Street provides another overpass.

Directly to the north of Dulwich Hill Station is the Dulwich Hill Light Rail Station, which is the first station for the Inner West Light Rail from Dulwich Hill to Central. The light rail line runs north-south through the centre of the suburb.

Community infrastructure located in close proximity to the study area that may be impacted by the project are listed in the Table 3-6 and shown on Figure 3-5.

Table 3-6 Community infrastructure in Dulwich Hill

Community infrastructure	Address	Comment
Child care		
Deborah Little Early Learning Centre	1 MacArthur Parade	Early learning centre catering for ages 6 weeks – 6 years. Accessed from MacArthur Parade only. No designated parking on site, and a small car park located adjacent to the centre. About 600 metres from Dulwich Hill Station.
Montessori Learning Tree	263 Wardell Road	Long day care centre. Less than 100 metres from Dulwich Hill Station.
Dulwich Hill Preschool	112 Constitution Road	Early learning centre and preschool catering for ages 0 – 6 years. About 850 metres from Dulwich Hill Station.
Education		
Dulwich Hill Public School	Kintore Street	Co-Educational school catering for kindergarten to year six. The light rail line borders the school on the western side between Dulwich Hill stop and Dulwich Grove stop. About 450 metres from Dulwich Hill Station.
Dulwich High School of Visual Arts and Design	1-9 Seaview Street	Co-Educational school catering for years 7 – 12. Adjacent to shopping precinct with a lot of parking options. Accessed by Seaview Street and Fairview Lane. About 750 metres from Dulwich Hill Station.
Place of worship		
Holy Trinity	11 Herbert Street	Anglican church located on corner of Seaview Street and Herbert Street. About 900 metres from Dulwich Hill Station.
Open space, sport and recreation		
Jack Shanahan Park	Hercules Street	Public open space with skate park. Located directly adjacent to the rail line and surrounded by light rail tracks. Only accessed by Terrace Road between two underpasses. Includes multi use sports court.
Dulwich Hill Skate Park	Hercules Street	Located within the Jack Shanahan Park directly adjacent to the rail line and light rail line.
Arlington Recreation Reserve	Union Lane	Playing field, netball courts and club house with stadium seating. Assessed by Union Lane and Williams Parade. About 650 metres from the rail line.
J.F. Laxton Reserve	Union Street	Located next to the Arlington Recreation Reserve and includes playground and picnic facilities. About 650 metres from the rail line.
Johnson Park	48 Constitution Road	Large parkland in the same proximity as the reserve; and includes playground and barbeque facilities. About 650 metres from the rail line.
Marrickville Golf Club	Wharf Street	18 hole golf course. About 630 metres from the rail line.



Paper Size A4

0 50 100 200 300 400

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND

- Suburb boundary
- Train stations
- Railway
- Child Care
- Education
- Open Space, Sport and Recreation
- Place of Worship

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Job Number 21-25273
Revision A
Date 17 Aug 2017

Dulwich Hill Community Infrastructure

Figure 3.5

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3.3.6 Hurlstone Park

Hurlstone Park is located within the Canterbury-Bankstown LGA between Dulwich Hill and Canterbury (refer to Figure 2-1). The suburb is largely a residential area and borders the Cooks River to the south. Hurlstone Park Station is located in the eastern part of the suburb.

Demographic profile

Compared to the Greater Sydney region, the Hurlstone Park community was characterised by:

- an older age profile (41 years compared to 36 years) with a higher proportion of people over 70 years (11.6 per cent compared to 9 per cent)
- higher levels of cultural diversity, with 43.8 per cent of residents born overseas (compared to 34.2 per cent in Greater Sydney) and 43 per cent speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- a similar average household size with 2.6 persons per dwelling (compared to 2.69 persons per dwelling) and slightly higher proportion of lone person households (23.8 per cent compared to 21.5 per cent)
- higher levels of home ownership (39.4 per cent compared to 29.1 per cent)
- a similar median weekly household income at $1,492 (compared to $1,447) and unemployment rate at 5.4 per cent (compared to 5.7 per cent)
- similar educational attainment with 41.3 per cent of residents without a qualification (compared to 40.5 per cent)
- a slightly higher need for assistance (5.1 per cent compared to 4.4 per cent), which may be due to the slightly higher proportion of elderly residents
- significantly higher levels of train use (26.9 per cent compared to 13.8 per cent) and slightly lower bus use (5 per cent compared to 5.8 per cent)
- lower levels of walking (2.5 per cent compared to 4.1 per cent) and similar level of travel to work by car (57.7 per cent compared to 58.3 per cent).

Table 7-8 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

Hurlstone Park Station is located within a residential area. The station buildings are local heritage listed items as well as the railway underbridge nearby. Technical Paper 3 provides more detail on heritage listed items.

Small industrial and commercial developments are located on Crinan Street directly north of the station. Most of the suburb is located to the north of the rail line. There are four crossings over the rail line connecting the small residential area in the south to the rest of the suburb. There are overpasses at Metford Street, Garnet Street and Crinan Street at the station, and an underpass at Ford Avenue.

Community infrastructure located in close proximity to the study area that may be impacted by the project are listed in Table 3-7 and shown on Figure 3-6.

Table 3-7 Community infrastructure in Hurlstone Park

Community infrastructure	Address	Comment
Education		
Edgeware School	Burnett St and Tennent Parade	School catering for Year 9 - 12 students. About 350 metres from Hurlstone Park Station.
Canterbury Boy's High school	Holden Street	Boy's secondary school catering for years 7-12. Located in residential area near Canterbury Race Course, with many outdoor areas. Accessed from Holden Street. About 950 metres from Hurlstone Park Station.
Open space, sport and recreation		
Ewen Park	Tennant Parade	Playground, soccer/cricket field, next to Cooks River Cycleway. Council is soon to construct community facility. About 450 metres from Hurlstone Park Station.
Euston Park	Euston Road	Small park with playground (identified for future playground upgrade). About 300 metres from Hurlstone Park Station.
Marrickville Golf Club	Wharf Street	Nearly 4000 metres long and situated along Cooks River connecting to Mahoney Reserve Sports Fields with access from Beauchamp Road. Extends into Hurlstone Park suburb.
Hurlstone Memorial Reserve	35-41 Crinan Street	Small park with playground. About 190 metres from Hurlstone Park station.
Boat Harbour	Hutton Street	The Boat Harbour is a man-made rectangular-shaped harbour on the Cooks River. About 430 metres from the station.
Warwick Reserve	Canberra Street and Church Street	Small park adjacent to the rail corridor.
Child care		
Hurlstone Park Children's Centre	14 Smith Street	Provides care and education programs for children aged 0 - 5 years. About 360 metres from Hurlstone Park Station and a 530 metre walk from the station.
Dulwich Hill Child Care Centre	66 Garnet Street	Provides care and education programs for children aged 0 - 6 years, with a long day care and preschool facilities. Located adjacent to the rail line.
Happy Clown Kindergarten	52 Duntroon Street	Includes kindergarten and preschool programs. About 300 metres from Hurlstone Park Station.
Place of worship		
Immanuel Community Church Sydney	67 Duntroon Street	Sunday and Wednesday weekly services. About 180 metres from Hurlstone Park Station.

47 - Canterbury Boys High School
71 - Dulwich Hill Child Care Centre
77 - Edgeware School
79 - Euston Park
80 - Ewen Park
92 - Hurlstone Park Children's Centre
93 - Immanuel Community Church Sydney
145 - Marrickville Golf Club
193 - Warwick Reserve
204 - Happy Clown Kindergarten
216 - Hurlstone Memorial Reserve
267 - Boat Harbour

Paper Size A4

0 50 100 200 300

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND

- Suburb boundary
- Train stations
- Railway
- Canterbury feeder
- Child Care
- Education
- Open Space, Sport and Recreation
- Place of Worship

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Job Number 21-25273
Revision A
Date 18 Aug 2017

Hurlstone Park Community Infrastructure

Figure 3.6

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3.3.7 Canterbury

Canterbury is located between Campsie and Hurlstone Park within the Canterbury-Bankstown LGA (refer to Figure 2-1). It is a predominantly residential suburb with both the Cooks River and rail line bisecting the suburb. Canterbury Station is located in the centre of the suburb.

The suburb contains a major industrial precinct with Canterbury Road identified as a Potential Enterprise Corridor, which runs perpendicular to the rail line. A number of regional sport and recreational facilities are located in the suburb including Canterbury Racecourse, Canterbury Ice Rink, and Canterbury Aquatic and Fitness Centre.

Demographic profile

Compared to the Greater Sydney region, the Canterbury community was characterised by:

- a similar age profile
- higher levels of cultural diversity, with over half of residents born overseas (compared to 34.2 per cent in Greater Sydney) and around three quarters speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- similar average household sizes with 2.8 persons per dwelling (compared to 2.69 persons per dwelling)
- a significantly higher level of renting (48.9 per cent compared to 30.4 per cent). The most common dwelling type was flat, unit or apartment (56.5 per cent compared to 20.7 per cent)
- a significantly lower median weekly household income at $945 (compared to $1,447) and higher unemployment rate at 9.7 per cent (compared to 5.7 per cent)
- lower educational attainment with around half of residents without a qualification (48.3 per cent compared to 40.5 per cent)
- higher levels of disadvantage based on a SEIFA score of 967
- significantly higher levels of train use (29.2 per cent compared to 13.8 per cent) and slightly lower bus use (4.8 per cent compared to 5.8 per cent)
- slightly higher levels of walking (4.6 per cent compared to 4.1 per cent)
- a higher proportion of households without a motor vehicle (22.3 per cent compared to 11.8 per cent) and similar level of travel to work by car (56.9 per cent compared to 58.3 per cent).

Table 7-9 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

Canterbury Station is located close to the Cooks River. There are a number of residential properties including apartments to the north of the rail line. Between the rail line and Cooks River are commercial and retail uses, a large industrial complex, as well as community facilities including the Canterbury Theatre Guild Hall (Close Street) and a dog park. The Canterbury Theatre Guild Hall currently occupies the former bowling club, which may be required for the project. To the east of the Guild Hall is also the Canterbury Old Sugar Mill, a local heritage listed item. To the north are a number of items including the Federation post office building and inter war hotel. Technical Paper 3 provides more detail on heritage listed items.

The rail line crosses over the Cooks River in the west of the suburb near Tasker Park. The Cooks River cycleway that follows the river also crosses under the rail corridor on Broughton

Street. There is also a cycleway connection across the Cooks River, which runs parallel to the rail bridge towards the Canterbury Ice Rink and Aquatic and Fitness Centre.

North-south connectivity is limited by both the rail line and Cooks River bisecting the suburb. There are two rail crossings with an overpass along Canterbury Road at the station and underpass at Wairoa Street, adjacent to the Canterbury Ice Rink and Aquatic and Fitness Centre. There is also a pedestrian pathway crossing the line at Church Street within 200 metres of Canterbury Station.

Other community infrastructure in close proximity to the study area that may be impacted by the project are listed in the Table 3-8 and shown on Figure 3-7.

Table 3-8 Community infrastructure in Canterbury

Community infrastructure	Address	Comment
Open space, sport and recreation		
Pat O'Connor Reserve	Napier Street	Public open space. Cup and Saucer Creek runs through park. Passive recreation with walking paths. About 550 metres from Canterbury Station.
Canterbury Park	King Street	Public open space. Used for a number of sports including an athletics field which services a district greater than Canterbury suburb, and which is also used by schools for athletics carnivals. About 500 metres from Canterbury Station.
Tasker Park	Phillips Avenue	Located along the Cooks River and the rail line to the south, with the aquatic centre, ice rink, play equipment and sporting field located on the park.
Little Tasker Park	Nowra Street	Passive park located along the Cooks River, and the rail line to the north.
Canterbury Aquatic Centre	Phillips Avenue	Aquatic fitness centre with private training and personal use options. Walkway / service way is located between the rail line and aquatic centre which also provides a link to a pedestrian bridge which crosses the Cooks River.
Canterbury Olympic Ice Rink	17A Phillips Avenue	Not for profit ice rink with private training and personal use options. Private parking available. Located adjacent to the rail line and the Cooks River. Tasker Park is to the south-east.
Canterbury Park Racecourse	Holden Street	Horse racing course and function centre. Weekend markets held at the site as well as occasional race days. Entrance located about 550 metres from rail line.
Close Street Reserve (Dog Park)	Close Street	Passive recreational area with walking track, seating and dog park.
Aerialize, Sydney Aerial Theatre	7-9 Close Street	Not-for-profit organisation and registered charity leading aerial and circus arts training centre and performance company. About 150 metres from Canterbury Station.
Education		
Canterbury Public School	Church Street	Public school catering for years kindergarten to year six. Located next to Canterbury Girls High School with many outdoor areas and close to Canterbury Road. About 500 metres from Canterbury Station.
Canterbury Girls High School	Church Street	Girls secondary school catering for years 7-12. Located next to Canterbury Public School with many outdoor areas and close to Canterbury Road. About 550 metres from Canterbury Station.

Community infrastructure	Address	Comment
Child care		
Canterbury Primary OSHCare Centre	25 Church Street	Out of school hours and vacation child care. About 550 metres from Canterbury Station.
Community facility		
Former Canterbury Bowling and Community Club	10 Close Street	The former bowling club and surrounding open space is leased by Council for community uses. This includes the Canterbury Theatre Guild and a play group (the Cooks River Creative Playgroup). It is located near the Cooks River, opposite the Close Street Reserve, within about 50 metres of the rail corridor.
Place of Worship		
St Paul's Anglican Church	33 Church Street	Sunday weekly services and Wednesday weekly Bible study group. About 590 metres from Canterbury Station.

Paper Size A4

0 50 100 200 300 400

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND

- Suburb boundary
- Train stations
- Railway
- Canterbury feeder
- Arts and Entertainment
- Child Care
- Community Facility
- Education
- Open Space, Sport and Recreation
- Place of Worship

Transport for NSW
Sydney Metro
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Social Impact Assessment

Job Number 21-25273
Revision A
Date 18 Aug 2017

Canterbury Community Infrastructure

Figure 3.7

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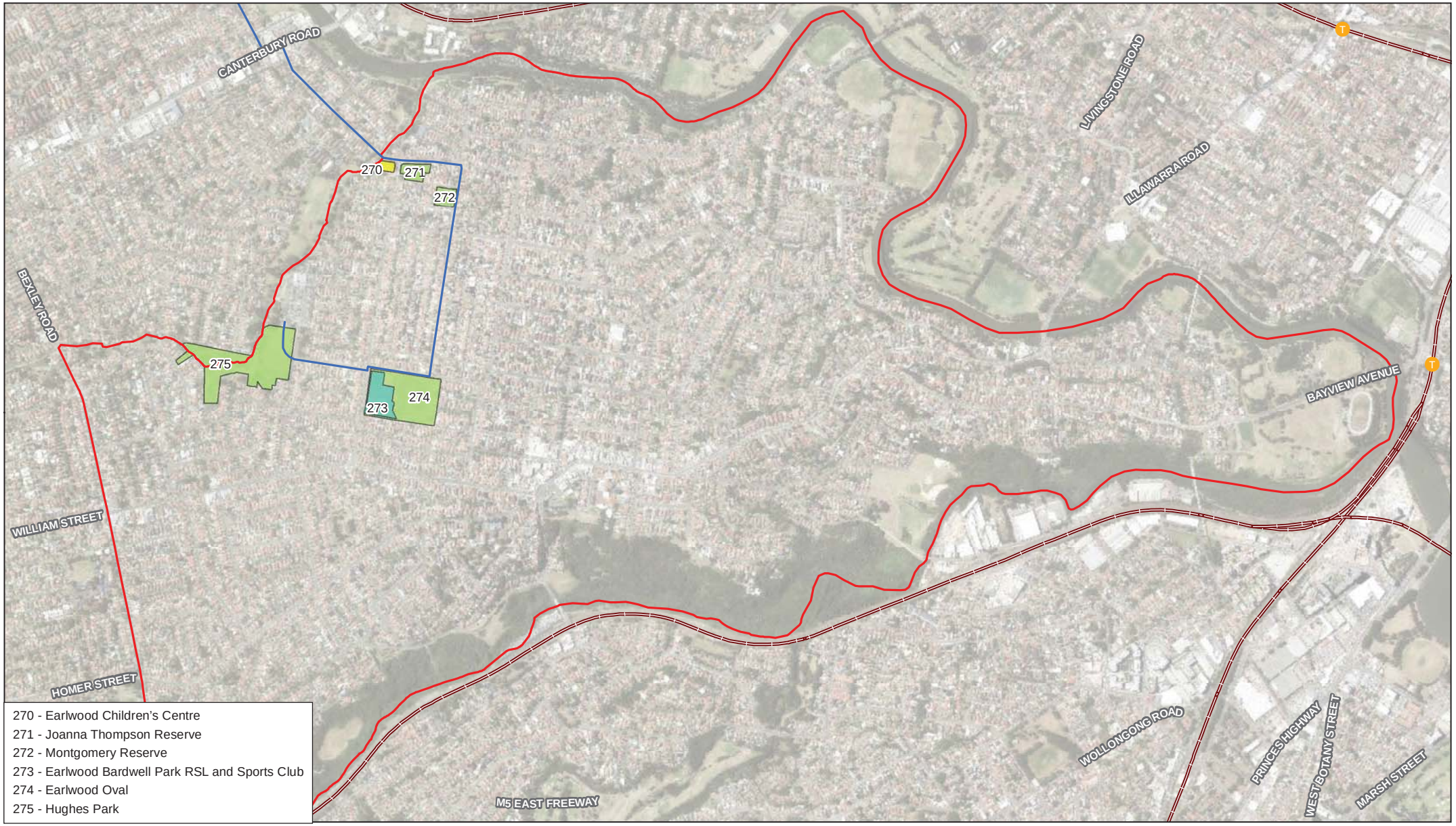
Traction feeder cable route

A traction feeder cable is proposed to be construction between the proposed new substation near Campsie Station, and Ausgrid's existing Canterbury Substation in Earlwood. The route passes mainly through the suburb of Earlwood. This has the potential to affect the community facilities listed in Table 3-9, which are located along and/or close to the route. The location of these facilities is shown in Figure 3-8

Table 3-9 Community facilities along the Earlwood Traction Power Supply

Community infrastructure	Address	Comment
Open space, sport and recreation		
Joanna Thompson Reserve	Corner of Woolcott and Ann streets	Public green space area.
Montgomery Reserve	Corner of Ann Street and Karool Avenue	Small park that includes playground facilities.
Earlwood Oval	18 Spark Street	Sporting oval with playground, toilet and grandstand facilities.
Hughes Park	Westerfield Street	Sports oval with a cricket pitch.
Child care		
Earlwood Children's Centre	Corner Fore and Woolcott streets	Long day care and early learning program for children aged up to 6 years.
Community facility		
Earlwood-Bardwell Park RSL and Sports Club	18 Hartill-Law Ave, Bardwell Park	Located next to Earlwood Oval. Offers entertainment, dining, and special events function centre.



Paper Size A4

0 50 100 200 300 400 500

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND

- Suburb boundary
- Train stations
- Railway
- Canterbury feeder
- Child Care
- Community Facility
- Open Space, Sport and Recreation

Transport for NSW
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Social Impact Assessment

Job Number 21-25273
Revision A
Date 18 Aug 2017

Earlwood Community Infrastructure

Figure 3.8

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3.3.8 Campsie

Campsie is located between Canterbury and Belmore within the Canterbury-Bankstown LGA (refer to Figure 2-1). It borders the Cooks River in the north. It contains largely residential areas, with a long and busy commercial and retail strip along Beamish Street, which includes specialty stores, multipurpose office buildings and large function spaces. Industrial uses as well as Canterbury Hospital are located in the south along Canterbury Road. Campsie Station is located in the centre of the suburb on Beamish Street, with the rail line bisecting the suburb.

Demographic profile

Compared to the Greater Sydney region, the Campsie community was characterised by:

- a similar age profile
- higher levels of cultural diversity, with over half of residents born overseas (compared to 34.2 per cent in Greater Sydney) and around three quarters speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- similar average household sizes with 2.8 persons per dwelling (compared to 2.69 persons per dwelling)
- a significantly higher levels of renting (48.9 per cent compared to 30.4 per cent)
- the most common dwelling type was flat, unit or apartment (56.5 per cent compared to 20.7 per cent)
- a significantly lower median weekly household income at $945 (compared to $1,447) and higher unemployment rate at 9.7 per cent (compared to 5.7 per cent)
- lower educational attainment with around half of residents without a qualification (48.3 per cent compared to 40.5 per cent)
- higher levels of disadvantage based on a SEIFA score of 895
- significantly higher levels of train use (29.2 per cent compared to 13.8 per cent) and slightly lower bus use (4.8 per cent compared to 5.8 per cent)
- slightly higher levels of walking (4.6 per cent compared to 4.1 per cent)
- a higher proportion of households without a motor vehicle (22.3 per cent compared to 11.8 per cent) and similar level of travel to work by car (56.9 per cent compared to 58.3 per cent).

Table 7-10 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

Along the rail line between Campsie Station and neighbouring stations are residential properties, commercial uses, car parking areas and pockets of open space. Campsie Police Station is adjacent to the rail line to the north.

Campsie Station buildings and a number of buildings along Beamish Street are heritage listed. These include the war memorial clock tower and Federation houses. Technical Paper 3 provides more detail on heritage listed items.

The rail line limits north-south connectivity between the northern and southern parts of the suburb to two crossings at Beamish Street and an overpass on Loch Street, just before the rail lines split.

Community infrastructure in close proximity to the study area that may be impacted by the project are listed in the Table 3-10 and Figure 3-9.

Table 3-10 Community infrastructure in Campsie

Community infrastructure	Address	Comment
Health		
Campsie Day Surgery	56-58 Campsie Street	Public hospital located next to Campsie Police Station, adjacent to rail line.
Campsie Family Medical Centre	248 Beamish Street	General practice offering medical and specialist services open from 8:30 am every day, seven days a week. Located amongst commercial precinct with access to Beamish Street only. About 260 metres from Campsie Station.
Canterbury Hospital	575 Canterbury Road	Public hospital located on suburb boundary on corner of Canterbury Road and Tudor Street and facing Thorncraft Parade and McKenzie Street. Includes multiple car parks and outdoor area. About 450 metres from rail line.
Early Childhood Health Centres	139-143 Beamish Street	Early childhood health clinic operated by NSW Health providing a free service for all new parents. About 220 metres from Campsie Station.
Campsie Healthcare Medical Practice	157-159 Beamish Street	General practice. About 160 metres from Campsie Station.
Blessed Health Care	34 Anglo Road	General practice. About 250 metres from Campsie Station.
Campsie MedHealth Centre	261 Beamish Street	General practice. About 200 metres from Campsie Station.
Associated Medical Centre	10 Amy Street	General practice. About 220 metres from Campsie Station.
Campsie Medical and Dental Centre	17 Anglo Road	General practice and dental centre. About 80 metres from Campsie Station.
Child care		
St Mel's Primary OSHC Centre	14 Duke Street	Outside of School Hours Care (OSHC) services in the public, private and independent education sectors. Accessible from Duke street only. About 250 metres from Campsie Station.
Carrington Occasional Child Care Centre	2 Carrington Square	Occasional care for children aged from 6 weeks to 5 years. About 100 metres from rail line.
Education		
Harcourt Public School	1-9 First Avenue	Public co-educational school catering for kindergarten to year six. Includes landscaped outdoor areas and is connected to Wangee Park School. Accessed by First Avenue and Second Avenue. About 400 metres from rail line.
Campsie Public School	Evaline Street	Public co-educational school catering for kindergarten to year six. Located behind the commercial precinct and includes Campsie OSHC centre in same building. Part of the school runs to South Parade which is adjacent to the rail line.
Wangee Park School	12 Second Avenue	Public co-educational school catering for kindergarten to year twelve. Includes large outdoor spaces and multiple car parks. Accessed from First Avenue. About 400 metres from rail line.

Community infrastructure	Address	Comment
St Mel's Catholic Primary School	214/14 Duke Street	Catholic school catering for years kindergarten to year six. About 250 metres from Campsie Station.
Community facility		
Campsie RSL Club	25 Anglo Road	Offers entertainment, dining, and special events function centre. About 200 metres from Campsie Station.
Canterbury City Council Library Service (Campsie Library)	14-28 Amy Street	Library within 330 metres of Campsie Station.
Campsie Cultural Centre	1/289 Beamish Street	A not-for-profit organisation providing community services and activities to promote Chinese culture. About 280 metres from Campsie Station.
Orion Function Centre	155 Beamish Street	Function hall capable of hosting events of between 50 – 550 people. About 200 metres from Campsie Station.
Place of worship		
Salvation Army Church	30 Anglo Road	Christian church. Located in commercial area in close proximity to the rail line. Church services are held each Sunday at 10:30am and 6:00pm, with various activities throughout the week. About 500 metres from rail line.
St John's Anglican Church Campsie	26 Anglo Road	Anglican church. Service held every Sunday 10am to 11:30am with regular activities including a conversation group, extreme kids group and English lessons. About 180 metres from Campsie Station.
St Mel's Catholic Church	7 Evaline Street	Catholic church located in a residential street at the corner of Duke Street and Evaline Street. About 300 metres from Campsie Station.
St Phillips Uniting Church	36 Evaline Street	Place of worship fronting Evaline Street.
Emergency and justice		
Campsie Police Station	58 Campsie Street	Emergency service located adjacent to the rail corridor. Accessed by Campsie Street with private parking at rear.
Open space, sport and recreation		
Anzac Park and Square (mall)	Anglo Road	Main regional playground and important park servicing Campsie and surrounds. Park and mall are used as a community gathering and event space (e.g. Campsie Food Festival, Anzac Day). Located over Campsie Station and up to 400 meters each side.

4 - Anzac Park and Square (mall)
36 - Blessed Health Care
38 - Campsie Cultural Centre
39 - Campsie Day Surgery
40 - Campsie Family Medical Centre
41 - Campsie Healthcare Medical Practice
42 - Campsie MedHealth Centre
43 - Campsie Police Station
44 - Campsie Public School
45 - Campsie RSL Club
48 - Canterbury City Council Library Service
51 - Canterbury Hospital
59 - Carrington Occasional Child Care Centre
76 - Early Childhood Health Centres
86 - Harcourt Public School
152 - Salvation Army Church
161 - St John's Anglican Church Campsie
164 - St Mel's Catholic Church
165 - St Mel's Catholic Primary School
166 - St Mel's Primary OSHC Centre
190 - Wangee Park School
252 - Campsie Medical and Dental Centre
254 - Orion Function Centre
255 - Associated Medical Centre
269 - St Phillips Uniting Church

Paper Size A4
0 50100 200 300 400 500
Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND
- Suburb boundary
- Train stations
- Railway
- Canterbury feeder
- Community Facility
- Education
- Emergency
- Function Centre
- Health
- Open Space, Sport and Recreation
- Place of Worship

Transport for NSW
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Social Impact Assessment

Job Number 21-25273
Revision A
Date 17 Aug 2017

Campsie Community Infrastructure

Figure 3.9

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3.3.9 Belmore

Belmore is located between Campsie and Lakemba within the Canterbury-Bankstown LGA (refer to Figure 2-1). It is predominantly residential. Belmore Station (located on Burwood Road) and the rail line bisect the suburb. Commercial areas are located along Burwood Road.

Demographic profile

Compared to the Greater Sydney region, the Belmore community was characterised by:

- a similar age profile
- a higher level of cultural diversity, with over half of residents born overseas (compared to 34.2 per cent in Greater Sydney) and around seven in 10 residents speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- similar average household sizes with 2.81 persons per dwelling (compared to 2.69 persons per dwelling)
- a higher level of renting (40.7 per cent compared to 30.4 per cent)
- a significantly lower median weekly household income at $987 (compared to $1,447) and higher unemployment rate at 8.4 per cent (compared to 5.7 per cent)
- lower educational attainment with around half of residents without a qualification (50.5 per cent compared to 40.5 per cent)
- higher levels of disadvantage based on a SEIFA score of 903 and need for assistance (5.5 per cent compared to 4.4 per cent)
- significantly higher levels of train use (23.7 per cent compared to 13.8 per cent) but lower bus use (2.2 per cent compared to 5.8 per cent)
- similar levels of walking (3.7 per cent compared to 4.1 per cent)
- while there was a higher proportion of households without a motor vehicle (17.4 per cent compared to 11.8 per cent), most residents travelled to work by car (65.5 per cent compared to 58.3 per cent).

Table 7-11 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

The land use surrounding the project is mostly residential with some commercial uses and several community facilities. Belmore Station is located along a busy commercial road (Burwood Road) and includes two designated car park areas on either side of the station. The station buildings are locally heritage listed. Technical Paper 3 provides more detail on heritage listed items.

The rail line limits the north-south connectivity. There is an underpass located outside the sporting complex that provides direct access into the facility from Redman Parade on the opposite side of the track. Burwood Road creates an overpass at the station and Moreton Street on the suburb boundary creates the third crossing.

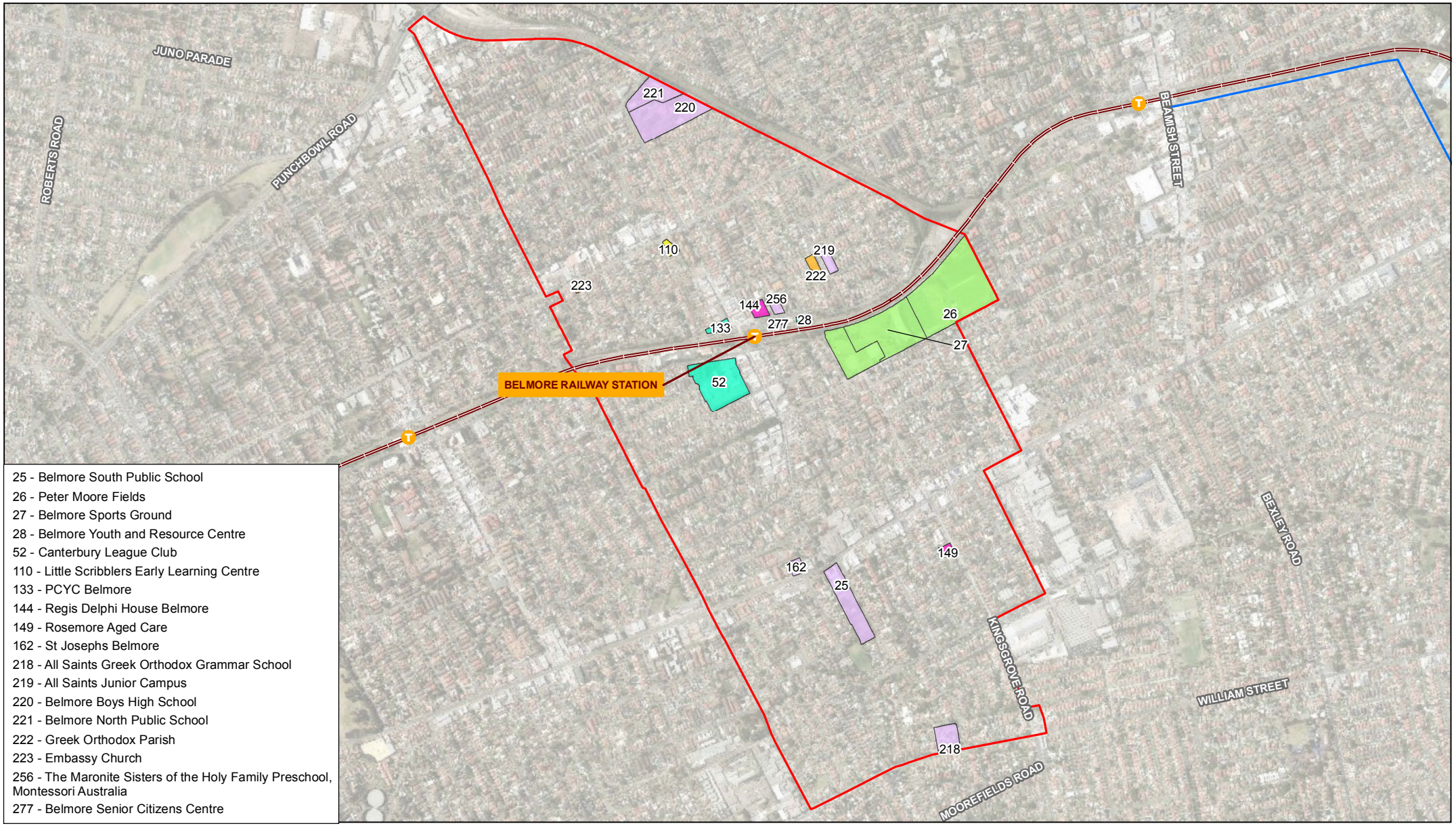
The local PCYC and Belmore Youth and Resource Centre are located directly north of the station. Sydney Olympic Football Club, Bulldog Rugby Leagues Club and Belmore Sportsground are all part of the large sporting field that is located directly south of the rail line.

Other community infrastructure in close proximity to the study area that may be impacted by the project are listed in the Table 3-11 and shown in Figure 3-10.

Table 3-11 Community infrastructure in Belmore

Community infrastructure	Address	Comment
Open space, sport and recreation		
Belmore Sports Ground	3 Edison Lane	Multi-purpose sport stadium. Playground, amenities building, shared path along rail line and path diversion under the rail line to the Bulldogs Stadium. Bulldogs stadium has club offices, youth space, training facilities and some Council staff offices. Passive spaces, off leash dog park, high quality sport fields used by the Sydney Olympic Football Club and the Canterbury-Bankstown Bulldogs for training (outside of stadium). Includes Terry Lamb Reserve. Located adjacent to rail line.
Peter Moore Fields	1C Leylands Parade	Public green space and dog off leash area. Sporting fields for recreation. Next to the Belmore Sportsgrounds. About 870 metres from Belmore Station.
Child care		
Little Scribblers Early Learning Centre	41 Cleary Avenue	Long day care for children aged from 6 weeks to preschool age. About 360 metres from Belmore Station.
The Maronite Sisters of the Holy Family Preschool - Montessori Australia	24/25 Redman Parade	Long day care and early learning program for children from 2 years to preschool age. About 150 metres from Belmore Station.
Community facility		
Canterbury League Club	26 Bridge Road	Offers entertainment, dining, and special events function centre. Located within 100 metres of Belmore train station amongst commercial precinct.
Belmore Youth and Resource Centre	40, 38 Redman Parade	Multi-purpose resource centre for young adults aged 12 – 24 years in the City of Canterbury. Located directly next to rail line.
PCYC Belmore	332-344 Burwood Road	Youth organisation providing a mix of activities for various ages including sports. Located adjacent to the rail line within 100 metres of Belmore Station.
Aged care		
Regis Delphi House Belmore	27 Redman Parade	Offers aged care, dementia services, palliative care, respite care and supported care. Located adjacent to car park and Lakemba train station. Limited parking available.
Belmore Senior Citizen's Centre	38 Redman Parade	Offers aged care, fully equipped facilities and entertainment. Located directly next to rail line. Located adjacent to car park and Belmore Station. Limited parking available.
Rosemore Aged Care	18 Kingsgrove Road	Offers aged care, respite care and supported care. Accessed from Kingsgrove Road only. 24 hour facility. About 1 kilometre from Belmore Station.
Education		
Belmore South Public School	718 Canterbury Road	Public co-educational school catering for kindergarten to year six. Located on corners of Nelson Avenue and Canterbury Road. About 850 metres from Belmore Station.
St Josephs Belmore	8 Wilson Avenue	Catholic co-educational school catering for kindergarten to year six. Located in close proximity to rail line. Accessed by Wilson Lane, Thompson Lane and Wilson Avenue. About 750 metres from Belmore Station.

Community infrastructure	Address	Comment
All Saints Greek Orthodox Grammar School	31 Forsyth Street	An independent, Greek Orthodox Christian, co-educational day school for kindergarten to year twelve.
All Saints Junior Campus	13-17 Cecilia Street	Primary school campus for an independent, Greek Orthodox Christian, co-educational day school for kindergarten to year six.
Belmore Boys High School	Burwood Road	Multicultural private school for boys for kindergarten to year twelve.
Belmore North Public School	193-201 Burwood Road	Public co-educational school providing education for kindergarten to year six.
Place of Worship		
Greek Orthodox Parish	Cecilia & Isabel streets	Greek Orthodox church providing services on Sunday.
Embassy Church	76 Lakemba Street	Pentecostal church providing Sunday services to the community.



25 - Belmore South Public School
26 - Peter Moore Fields
27 - Belmore Sports Ground
28 - Belmore Youth and Resource Centre
52 - Canterbury League Club
110 - Little Scribblers Early Learning Centre
133 - PCYC Belmore
144 - Regis Delphi House Belmore
149 - Rosemore Aged Care
162 - St Josephs Belmore
218 - All Saints Greek Orthodox Grammar School
219 - All Saints Junior Campus
220 - Belmore Boys High School
221 - Belmore North Public School
222 - Greek Orthodox Parish
223 - Embassy Church
256 - The Maronite Sisters of the Holy Family Preschool, Montessori Australia
277 - Belmore Senior Citizens Centre

Paper Size A4

0 50 100 200 300 400 500

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND

- Suburb boundary
- Train stations
- Railway
- Canterbury feeder
- Aged Care
- Child Care
- Community Facility
- Education
- Open Space, Sport and Recreation
- Place of Worship

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Job Number 21-25273
Revision A
Date 17 Aug 2017

Belmore Community Infrastructure

Figure 3.10

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3.3.10 Lakemba

Lakemba is located between Belmore and Wiley Park within the Canterbury-Bankstown LGA (refer to Figure 2-1). It is predominantly residential, with some industrial and commercial precincts. Haldon Street, which runs through the centre of the suburb perpendicular to the rail line, is a long commercial strip consisting of speciality stores, function centres and community facilities. Lakemba Station (located on The Boulevard) is in the centre of the suburb. Both the station and rail line bisect the suburb.

Demographic profile

Compared to the Greater Sydney region, the Lakemba community was characterised by:

- a younger age profile (30 years compared to 36 years) and higher proportion of children (28.1 per cent compared to 22.9 per cent)
- significantly higher levels of cultural diversity, with over half of residents born overseas (compared to 34.2 per cent in Greater Sydney) and around eight in 10 residents speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- larger than average household sizes with 3 persons per dwelling (compared to 2.69 persons per dwelling) and higher proportion of couples with children (57.5 per cent compared to 48.9 per cent)
- a significantly higher level of renting (52.5 per cent compared to 30.4 per cent). The most common dwelling type were flats, units and apartments (65.2 per cent compared to 20.7 per cent)
- a significantly lower median weekly household income at $849 (compared to $1,447) and higher unemployment rate at 11.8 per cent (compared to 5.7 per cent)
- lower educational attainment with almost half of residents without a qualification (45.4 per cent compared to 40.5 per cent)
- higher levels of disadvantage based on a SEIFA score of 861 and need for assistance (5.4 per cent compared to 4.4 per cent)
- significantly higher levels of train use (29 per cent compared to 13.8 per cent) but lower bus use (1.3 per cent compared to 5.8 per cent)
- similar levels of walking (3.7 per cent compared to 4.1 per cent)
- while there was a higher proportion of households without a motor vehicle (17.9 per cent compared to 11.8 per cent), most residents travelled to work by car (61 per cent compared to 58.3 per cent).

Table 7-12 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

Lakemba Station is located within a busy commercial precinct surrounded by residential properties. The station buildings are heritage listed. Technical Paper 3 provides more detail on heritage listed items surrounding the project.

The rail line limits north-south connectivity. There is a pedestrian footpath through the station connecting commercial areas on both sides of the rail line. Haldon Street creates an overpass near the station but is not connected to it. King Georges Road creates an overpass on the suburb boundary between Lakemba and Wiley Park. Moreton Street creates another overhead crossing at the other suburb boundary between Lakemba and Belmore.

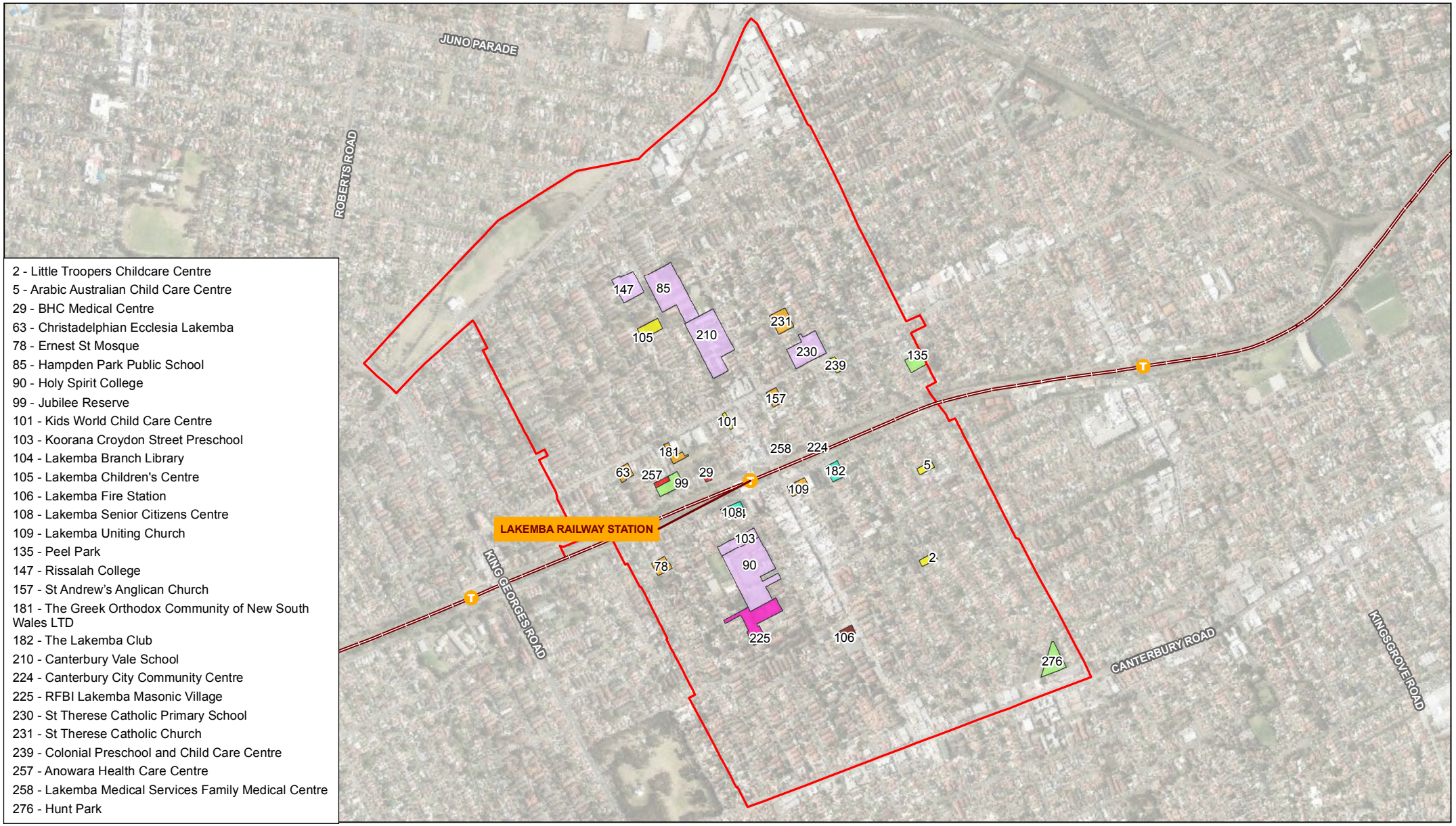
There are number of community facilities close to the station including Lakemba Senior Citizens Centre, Lakemba Branch Library, Canterbury City Community Centre and Lakemba Uniting Church. Further from the station, there are a number of residential properties backing onto the rail line.

Other community infrastructure in close proximity to the study area that may be impacted by the project are listed in the Table 3-12 and shown in Figure 3-11.

Table 3-12 Community infrastructure in Lakemba

Community infrastructure	Address	Comment
Open space		
Peel Park	Moreton Street	Sportsfield used for soccer. Accessed from Peel Street and Moreton Street. About 150 metres from rail line.
Jubilee Reserve	14 Bellevue Avenue	Playground, community garden and Saturday markets (currently monthly).Children's playgroups (Koorana) also use the park. Located adjacent to the rail line.
Hunt Park	Hunt Lane	Small area of green space located next to Peter Low Reserve. About 850 metres from the rail line.
Child care		
Kids World Child Care Centre	180 Lakemba Street	Long day care and early learning program for children aged from 2 to 6 years. About 180 metres from Lakemba Station.
Koorana Croydon Street Preschool	33 Croydon Street	Early learning program for children aged 3 years to preschool age. About 160 metres from Lakemba Station.
Lakemba Children's Centre	34-36 Hampden Road	Early education and day long childcare. Located opposite Hampden Park Public School. Open Monday to Friday 7am to 6pm. About 500 metres from Lakemba Station.
Arabic Australian Child Care Centre	48 Taylor Street	Arabic early education and long day child care. Operating hours 7am - 6pm from Monday – Friday. Located in a residential street, accessed from Taylor Street only. About 500 metres from Lakemba Station.
Little Troopers Childcare Centre	74 Dennis Street	Early childhood learning for ages 3 - 6.
Colonial Preschool and Child Care Centre	130 Lakemba Street	Early childhood learning for ages 3 - 6 offered for preschool and child care offered for ages 0 - 6.
Aged care		
RFBI Lakemba Masonic Village	72 Sproule Street	50 bed residential care hostel.
Health		
Anowara Health Care Centre	10/12 Bellevue Avenue	General practice and day surgery. About 230 metres from Lakemba Station.
Lakemba Medical Services Family Medical Centre	31 Railway Parade	General practice open five days a week. About 250 metres from Lakemba Station.
BHC Medical Centre	53 Railway Parade	General practice open seven days a week. About 100 metres from Lakemba Station.
Community facility		
The Lakemba Club	26 Quigg Street	Offers entertainment, dining and gambling facilities. Located on corner of Quigg Street and The Boulevarde amongst a large commercial space, adjacent to car park and rail line. Close proximity to Lakemba Station.
Lakemba Branch Library	62 The Boulevarde	Public Library located directly opposite Lakemba Station on the intersection of the Boulevard, Croydon Street and

Community infrastructure	Address	Comment
		Browning avenue. No designated parking areas. Various operating hours, closed Sundays.
Lakemba Senior Citizens Centre	Corner The Boulevarde and Croydon Street	Seniors community venue available for community groups and private bookings. Parking available on street only, operating between 5pm and 12:30am. Within 100 metres of Lakemba Station.
Canterbury City Community Centre	130 Railway Parade	Community hub for services including a men's shed, a community garden, and home care. About 230 metres from Lakemba Station.
Place of worship		
Lakemba Uniting Church	69 Haldon Street	Christian church with regular activities including an opportunity shop (open Thursday and Friday), lunch events, bible study, picnics and fellowship activities. Located adjacent to rail line.
The Greek Orthodox Community of New South Wales LTD	214 Lakemba Street	Greek Orthodox church. Closed Saturday and Sunday, open 9am to 5pm on weekdays. Located roughly 100 metres from rail line with direct access on Lakemba Street only.
Christadelphian Ecclesia Lakemba	232 Lakemba Street	Located roughly 100 metres from train line with direct access on Lakemba Street only.
Ernest St Mosque	22 Ernest Street	Islamic mosque located in residential street within 100 metres of rail line. Accessible from Ernest Street only.
St Andrew's Anglican Church	154 Lakemba Street	Anglican church. Sunday service and other multi-lingual services offered. About 250 metres from Lakemba Station.
St Therese Catholic Church	15 Garrong Road	Catholic church with a Sunday service. About 450 metres from Lakemba Station.
Education		
Rissalah College	64 Hampden Road	Arabic co-educational school catering for years kindergarten to year six. Accessed from Hampden Road only with minimal parking and a large sport oval in middle of school grounds. About 680 metres from Lakemba Station.
Hampden Park Public School	39/79 Hampden Road	Public co-educational school catering for years kindergarten to year six. Accessible by Hampden Road and Wangee Road. Includes sporting areas and covered outdoor spaces. Small carpark in school grounds. About 550 metres from Lakemba Station.
Holy Spirit College	39 Croydon Street	Catholic coeducational Secondary College catering for years 7-12. About 220 metres from Lakemba Station.
Canterbury Vale School	24 Wangee Road	The school caters for a maximum of 21 students from years 7 to 10, who have been identified by their previous educational setting as those who could best benefit from the intensive educational and social support that a specialist setting can deliver. Student enrolment takes place via a regional selection panel. About 420 metres from Lakemba Station.
St Therese's Catholic Primary School	2 Yerrick Road	Co-educational primary school for years kindergarten to year six.
Emergency and justice		
Lakemba Fire Station	208 Haldon Street	Emergency service located amongst the commercial precinct. Accessed by Haldon Street only with private parking at rear. About 550 metres from Lakemba Station.



2 - Little Troopers Childcare Centre
5 - Arabic Australian Child Care Centre
29 - BHC Medical Centre
63 - Christadelphian Ecclesia Lakemba
78 - Ernest St Mosque
85 - Hampden Park Public School
90 - Holy Spirit College
99 - Jubilee Reserve
101 - Kids World Child Care Centre
103 - Koorana Croydon Street Preschool
104 - Lakemba Branch Library
105 - Lakemba Children's Centre
106 - Lakemba Fire Station
108 - Lakemba Senior Citizens Centre
109 - Lakemba Uniting Church
135 - Peel Park
147 - Rissalah College
157 - St Andrew's Anglican Church
181 - The Greek Orthodox Community of New South Wales LTD
182 - The Lakemba Club
210 - Canterbury Vale School
224 - Canterbury City Community Centre
225 - RFBI Lakemba Masonic Village
230 - St Therese Catholic Primary School
231 - St Therese Catholic Church
239 - Colonial Preschool and Child Care Centre
257 - Anowara Health Care Centre
258 - Lakemba Medical Services Family Medical Centre
276 - Hunt Park

Paper Size A4
0 50 100 200 300 400
Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND
- Suburb boundary
- Train stations
- Railway
- Aged Care
- Child Care
- Community Facility
- Education
- Emergency
- Health
- Open Space, Sport and Recreation
- Place of Worship

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Job Number 21-25273
Revision A
Date 18 Aug 2017

Lakemba
Community Infrastructure

Figure 3.11

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3.3.11 Wiley Park

Wiley Park is located between Lakemba and Punchbowl within the Canterbury-Bankstown LGA (refer to Figure 2-1). It is largely a residential suburb, with Wiley Park Station located in the centre of the suburb. The station and rail line bisect the suburb. Kings Georges Road, a major road, also cuts through the suburb perpendicular to the rail line. In the south-east of the suburb is Wiley Park, a large passive park fronting Canterbury Road and King Georges Road.

Demographic profile

Compared to the Greater Sydney region, the Wiley Park community was characterised by:

- a younger age profile (30 years compared to 36 years) and lower proportion of people over 70 years (4.8 per cent compared to 9 per cent)
- significantly higher levels of cultural diversity, with over half of residents born overseas (compared to 34.2 per cent in Greater Sydney) and around seven in 10 residents speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- larger than average household sizes with 3 persons per dwelling (compared to 2.69 persons per dwelling)
- a significantly higher level of renting (50.5 per cent compared to 30.4 per cent). The most common dwelling type were flats, units and apartments (58.3 per cent compared to 20.7 per cent)
- a significantly lower median weekly household income at $876 (compared to $1,447) and higher unemployment rate at 11.4 per cent (compared to 5.7 per cent)
- lower educational attainment with almost half of residents without a qualification (45.9 per cent compared to 40.5 per cent)
- higher levels of disadvantage based on a SEIFA score of 859
- significantly higher levels of train use (27.4 per cent compared to 13.8 per cent) but lower bus use (0.9 per cent compared to 5.8 per cent) and walking (1.9 per cent compared to 4.1 per cent)
- while there was a higher proportion of households without a motor vehicle (16.7 per cent compared to 11.8 per cent), most residents travelled to work by car (65.4 per cent compared to 58.3 per cent).

Table 7-13 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

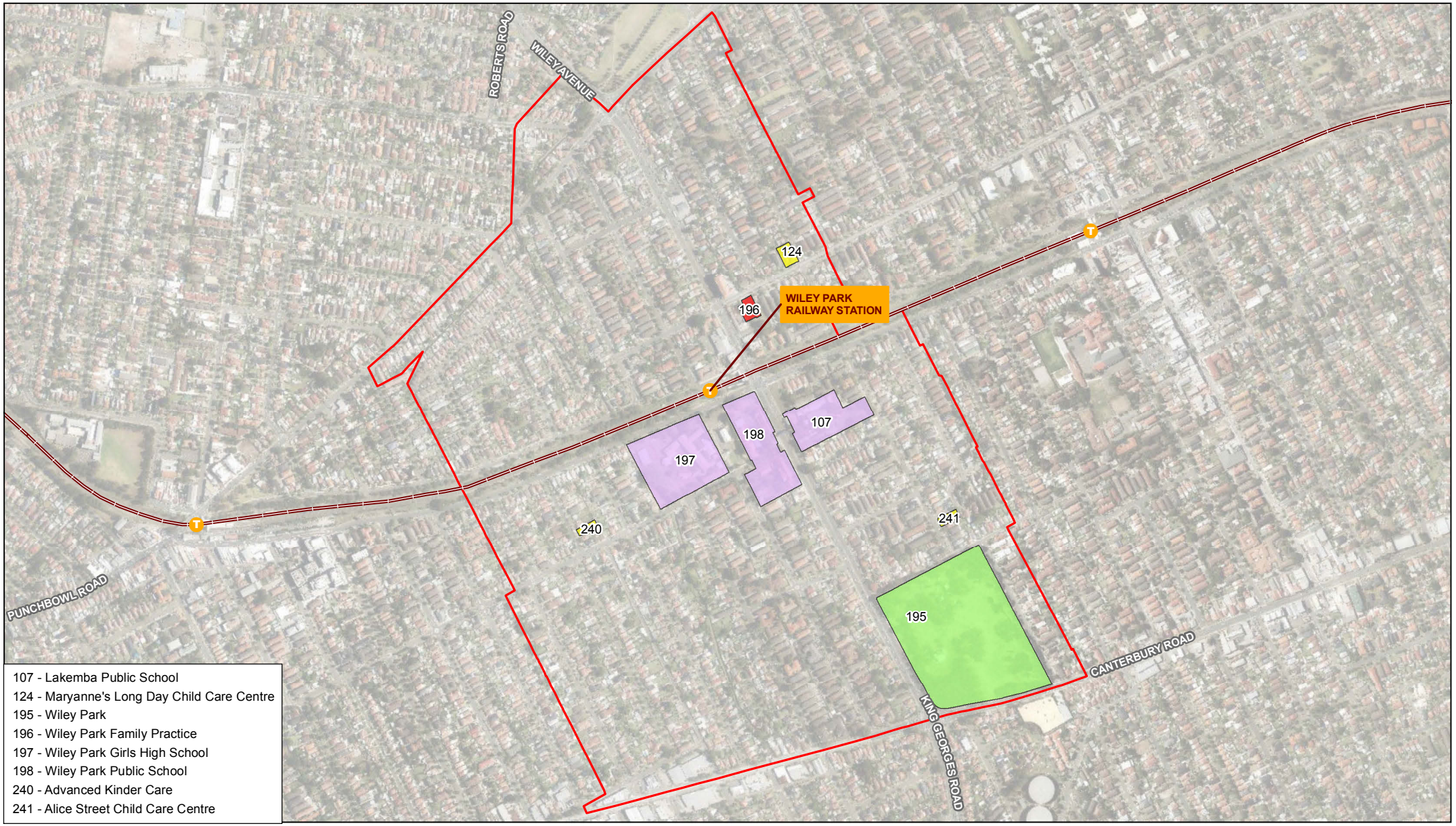
Wiley Park Station is located in a high density residential area with a small area of commercial businesses to the north along King Georges Road. The station buildings and nearby pumping station are heritage listed items. The Heritage impact assessment provides more detail on heritage listed items.

The north-south connectivity for the suburb is limited to only one overpass over the rail line at King Georges Road. The station is surrounded by a number of schools to the south - Wiley Park Girls High School, Wiley Park Public School and Lakemba Public School.

Other community infrastructure in close proximity to the study area that may be impacted by the project are listed in the Table 3-13 and shown on Figure 3-12.

Table 3-13 Community infrastructure in Wiley Park

Community infrastructure	Address	Comment
Health		
Wiley Park Family Practice	286 Lakemba Street	General practice within 100m walking distance of Wiley Park Station.
Education		
Lakemba Public School	Alice Street	Co-educational early education and primary catering for early stage (age 1 – 3) and kindergarten to year six. Outside School Hours and Vacation Care (OOSH) is run from this school. It fronts Alice Street but can also be accessed from King Georges Road.
Wiley Park Girls High School	The Boulevarde	Girls secondary school catering for years 7 - 12 located adjacent to Wiley Park Public School and across from Wiley Park Station. Access from The Boulevarde and Hillcrest Street where street parking is available.
Wiley Park Public School	101A Denman Avenue	Coeducational Primary College catering for kindergarten to year six fronting King Georges Road and adjacent to Wiley Park Girls High School. Access and street parking is available on Denman Avenue. It is a short walk from Wiley Park Station.
Open space, sport and recreation		
Wiley Park	Corner Canterbury Road and King Georges Road	Large passive recreation park fronting Canterbury Road and King Georges Road. Facilities include barbecues, picnic area, playground, public toilets, parking and the Wiley Park Bicentennial Amphitheatre, which hosts community events.
Child care		
Maryanne's Long Day Child Care Centre	285A Lakemba Street	Long day child care for children aged 0 to 6 years.
Advanced Kinder Care	14 Faux Street	Early childhood learning for ages 6 weeks – 6. Open 6am - 6pm Monday – Friday.
Alice Street Child Care Centre	60 Alice Street	Early childhood learning for ages 0 - 6.



Paper Size A4

0 50 100 200 300

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND

- Suburb boundary
- Train stations
- Railway
- Child Care
- Education
- Health
- Open Space, Sport and Recreation

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Job Number 21-25273
Revision A
Date 17 Aug 2017

Wiley Park Community Infrastructure

Figure 3.12

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3.3.12 Punchbowl

Punchbowl is located between Bankstown and Wiley Park within the Canterbury-Bankstown LGA (refer to Figure 2-1). It is predominantly residential with some industrial land uses and a small commercial area near Punchbowl Station. Punchbowl Station is located in the north of the suburb along Punchbowl Road, which provides the main crossing over the rail line towards Wiley Park.

Demographic profile

Compared to the Greater Sydney region, the Punchbowl community was characterised by:

- a younger age profile (31 years compared to 36 years) and higher proportion of children (28.6 per cent compared to 22.9 per cent)
- significantly higher levels of cultural diversity, with over half of residents born overseas (compared to 34.2 per cent in Greater Sydney) and around seven in 10 residents speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- larger than average household sizes with 3 persons per dwelling (compared to 2.69 persons per dwelling)
- a significantly lower median weekly household income at $920 (compared to $1,447) and higher unemployment rate at 10.4 per cent (compared to 5.7 per cent)
- lower educational attainment with over half of residents without a qualification (55.7 per cent compared to 40.5 per cent) and under half completing Year 12 (45.4 per cent compared to 55 per cent)
- higher levels of disadvantage based on a SEIFA score of 858 and need for assistance (6.6 per cent compared to 4.4 per cent)
- higher levels of train use (18 per cent compared to 13.8 per cent) but lower bus use (1.5 per cent compared to 5.8 per cent) and walking (2.1 per cent compared to 4.1 per cent)
- most residents travelled to work by car (73 per cent compared to 58.3 per cent).

Table 7-14 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

Punchbowl Station is located on Punchbowl Road amongst a residential area with small pockets of commercial and industrial facilities, parkland and parking areas. The station buildings and nearby war memorial, street trees and civic building are heritage listed items. Technical Paper 3 provides more detail on heritage listed items.

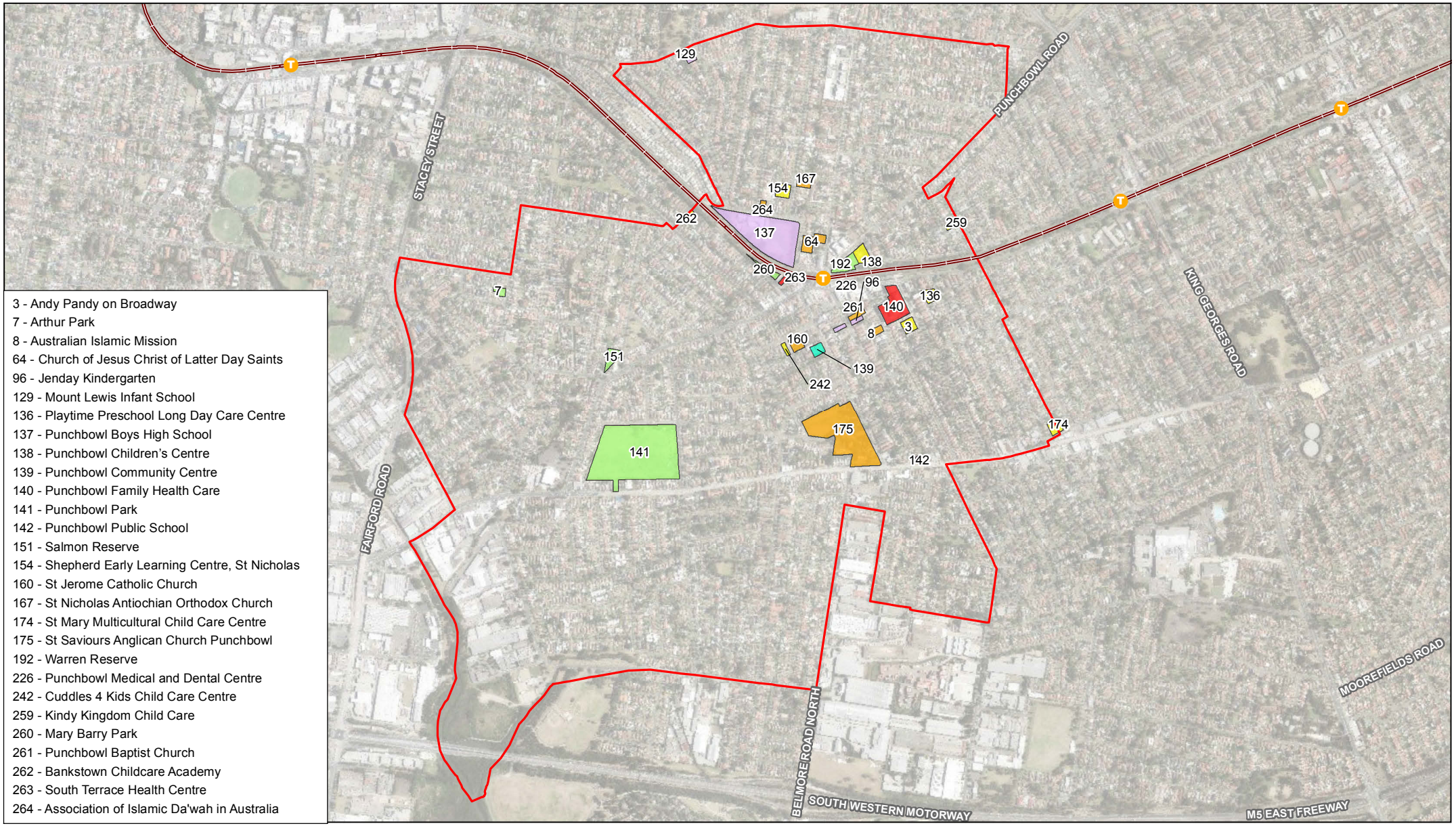
North-south connectivity is limited as there are no designated crossings, other than the overpass on Punchbowl Road at Punchbowl Station, to cross the rail line between Punchbowl and Wiley Park. A few community facilities are located near the station including Punchbowl Community Centre to the south and Punchbowl Boys High School adjacent to the north, which has sporting fields and basketball courts.

Other community infrastructure in close proximity to the study area that may be impacted by the project are listed in the Table 3-14 and shown on Figure 3-13.

Table 3-14 Community infrastructure in Punchbowl

Community infrastructure	Address	Comment
Child care		
St. Mary Multicultural Child Care Centre	5 The Mall	Early education and long day child care for 39 children aged 6 weeks - 6 years. Street parking is available on surrounding residential streets. About 670 metres from the rail line.
Punchbowl Children's Centre	42 Urunga Parade	Located close to Punchbowl Station (150 metres across from station via Warren Reserve). It provides 50 places per day. Street parking is available on Urunga Parade.
Shepherd Early Learning Centre – St Nicholas	6 Henry Street	Long day child care for children aged 6 weeks - 6 years. About 350 metres from Punchbowl station.
Jenday Kindergarten	23 Arthur Street	Before and after school care and vacation care for children aged 0 - 5 years. About 200 metres from Punchbowl Station.
Playtime Preschool Long Day Care Centre	21 Dudley Street	Long day child care for children aged 2 - 6 years. Within 100 metres of the rail line.
Andy Pandy on Broadway	17 The Broadway	Long day child care and early learning program for children aged 6 weeks - preschool age. About 200 metres from the rail line.
Cuddles 4 Kids Child Care Centre	10 Turner Street	Early childhood learning for ages 6 weeks – 5 years.
Bankstown Childcare Academy	70 South Terrace	Early education and long day child care for children aged 2 - 5 years. About 560 metres from the rail line
Kindy Kingdom Child Care	22 Rosemount Street	Long day care and early learning program for children aged 6 weeks - preschool age. About 510 metres from the rail line.
Education		
Punchbowl Boys High school	Kelly Street	Boys secondary school catering for years 7 - 12 adjacent to the rail line and a short walk from Punchbowl Station. Access is from Kelly Street where street parking is available.
Punchbowl Public School	1333 Canterbury Road	Co-educational early education and primary school catering for preschool and kindergarten to year six. It is adjacent to the Samoan Assembly of God Church. It fronts Rossmore Avenue and Canterbury Road. Street parking is available on Rossmore Avenue. About 620 metres from Punchbowl Station.
Mount Lewis Infant School	Noble Avenue	Co-educational infant school catering for Kindergarten children, located adjacent to Mount Lewis Park. Access and street parking available on Noble Avenue. About 510 metres from the rail line.
Community facility		
Punchbowl Community Centre	44 Rossmore Avenue	Facilities include a community hall, three meeting rooms, two consulting rooms, offices, a commercial kitchen and parking. It is within 180 metres of Punchbowl Station. The Early Childhood Centre at Roselands and former Seniors Citizens Centre were re-established in this centre. Access via Rossmore Avenue. About 150 metres from Punchbowl Station.

Community infrastructure	Address	Comment
Place of worship		
St Jerome Catholic Church	2 Turner Street	Church located across from Punchbowl Community Centre. Access from Rossmore Avenue and Turner Street. About 190 metres from Punchbowl Station.
Australian Islamic Mission	29 Matthews Street	Islamic place of worship. Access from Matthew Street. About 260 metres from Punchbowl Station.
Church of Jesus Christ of Latter-Day Saints	19 Kelly Street	Mormon church fronting Kelly Street and Quine Lane. About 150 metres from Punchbowl Station.
St. Saviour's Anglican Church Punchbowl	1363 Canterbury Road	Church fronting a main road, Canterbury Road, near Punchbowl Public School. About 680 metres from Punchbowl Station.
St Nicholas Antiochian Orthodox Church	11 Henry Street	Church providing Sunday services, Sunday school and Arabic school. About 370 metres from Punchbowl Station.
Association of Islamic Da'wah in Australia (AIDA)	53 Kelly Street	Mosque for the Indonesian Islamic community. Located on the corner of Catherine Street and Kelly Street. About 380 metres from Punchbowl Station.
Punchbowl Baptist Church	20 Arthur Street	Christian church fronting Arthur Street. About 160 meters from Punchbowl Station.
Open space		
Warren Reserve	Punchbowl Road and Urunga Parade	Local passive park with seating. It is used by pedestrians walking to/from Punchbowl Station. It provides access from the station to Urunga Parade and has a small amount of station parking.
Punchbowl Park	Rose Street	Public open space. Facilities include playground, rugby league and cricket fields, tennis courts, public toilets and parking. About 790 metres from Punchbowl Station.
Salmon Reserve	Wilga Street and Loder Lane	Local passive park with playground. Access and street parking available on Mulga Street and Wilga Street. About 690 metres from Punchbowl Station.
Arthur Park	Warwick Street	Local passive park with playground. Access and street parking available on James Street and Warwick Street. About 950 metres from the rail line
Mary Barry Park	19 South Terrace	Public open space with park benches and on street parking on South Terrace. About 210 metres from Punchbowl Station.
Health		
Punchbowl Family Health Care	26/1-9 Broadway	General practice. About 280 metres from Punchbowl Station.
Punchbowl Medical and Dental Centre	287 The Boulevarde	General practice. Located opposite the rail line, about 60 metres from Punchbowl Station.
South Terrace Health Centre	10/15 South Terrace	Health centre providing osteopathy, chiropractors and natural health remedy. About 170 metres from Punchbowl Station.



3 - Andy Pandy on Broadway
7 - Arthur Park
8 - Australian Islamic Mission
64 - Church of Jesus Christ of Latter Day Saints
96 - Jenday Kindergarten
129 - Mount Lewis Infant School
136 - Playtime Preschool Long Day Care Centre
137 - Punchbowl Boys High School
138 - Punchbowl Children's Centre
139 - Punchbowl Community Centre
140 - Punchbowl Family Health Care
141 - Punchbowl Park
142 - Punchbowl Public School
151 - Salmon Reserve
154 - Shepherd Early Learning Centre, St Nicholas
160 - St Jerome Catholic Church
167 - St Nicholas Antiochian Orthodox Church
174 - St Mary Multicultural Child Care Centre
175 - St Saviours Anglican Church Punchbowl
192 - Warren Reserve
226 - Punchbowl Medical and Dental Centre
242 - Cuddles 4 Kids Child Care Centre
259 - Kindy Kingdom Child Care
260 - Mary Barry Park
261 - Punchbowl Baptist Church
262 - Bankstown Childcare Academy
263 - South Terrace Health Centre
264 - Association of Islamic Da'wah in Australia

Paper Size A4

0 50100 200 300 400 500

Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND

- Suburb boundary
- Train stations
- Railway
- Child Care
- Community Facility
- Education
- Health
- Open Space, Sport and Recreation
- Place of Worship

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Job Number 21-25273
Revision A
Date 17 Aug 2017

Punchbowl Community Infrastructure

Figure 3.13

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3.3.13 Bankstown

Bankstown is a large suburb within Canterbury-Bankstown LGA (refer to Figure 2-1). The suburb is predominantly residential with a large commercial core centred on Bankstown Station and large industrial area in the south of the suburb.

Bankstown Station is the western most station in the project area. It is located in the northern part of the suburb, within the Bankstown town centre. It is a key transport interchange with cross-regional and local bus services. The Department of Planning and Environment (2017) has identified the Bankstown Precinct within the suburb as a major strategic centre. The suburb is also located close to major transport infrastructure including Bankstown Airport to the west and M5 South Western Motorway to the south. Salt Pan Creek just south of Bankstown town centre is an important open space corridor in the LGA, with associated sport and recreation facilities.

Demographic profile

Compared to the Greater Sydney region, the Bankstown community was characterised by:

- a younger age profile (31 years compared to 36 years) and slightly higher proportion of children (27.1 per cent compared to 22.9 per cent)
- significantly higher levels of cultural diversity, with over half of residents born overseas (compared to 34.2 per cent in Greater Sydney) and around nine in 10 residents speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- larger than average household sizes with 3 persons per dwelling (compared to 2.69 persons per dwelling)
- a higher level of renting (45.1 per cent compared to 30.4 per cent). Flats, units and apartments were the most common dwelling type (51.2 per cent compared to 20.7 per cent)
- a significantly lower median weekly household income at $950 (compared to $1,447) and higher unemployment rate at 10.9 per cent (compared to 5.7 per cent)
- lower educational attainment with around half of residents without a qualification (compared to 40.5 per cent)
- higher levels of disadvantage based on a SEIFA score of 864 and need for assistance (5.6 per cent compared to 4.4 per cent)
- higher levels of train use (19.4 per cent compared to 13.8 per cent) but lower bus use (2.3 per cent compared to 5.8 per cent) and walking (1.3 per cent compared to 4.1 per cent). Most residents travelled to work by car (70.1 per cent compared to 58.3 per cent).

Table 7-15 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

Bankstown Station is located within Bankstown town centre, a large commercial area. Each side of the station includes a bus layover or depot (with the largest being on the southern side) and various specialty stores as well as a community area including walkways, seating areas and gardens. Pedestrians use the station as a thoroughfare to access the bus stops or travel between shopping areas on both sides of the railway line.

There are a number of single level and multi-story car parks adjacent to the project, as well as numerous residential properties closer to Punchbowl Station within the Bankstown suburb boundary. The station buildings are heritage listed. Technical Paper 3 provides more detail on heritage listed items surrounding the project.

There are three crossings within Bankstown between Bankstown Station and Punchbowl. There is an overpass at Bankstown Station as well as an underpass between South Terrace and North Terrane and a five-lane overpass at Stacey Street.

Bankstown Arts Centre is located adjacent to the rail line to the south. Other community infrastructure in close proximity to the study area that may be impacted by the project are listed in Table 3-15 and shown on Figure 3-14.

Table 3-15 Community infrastructure in Bankstown

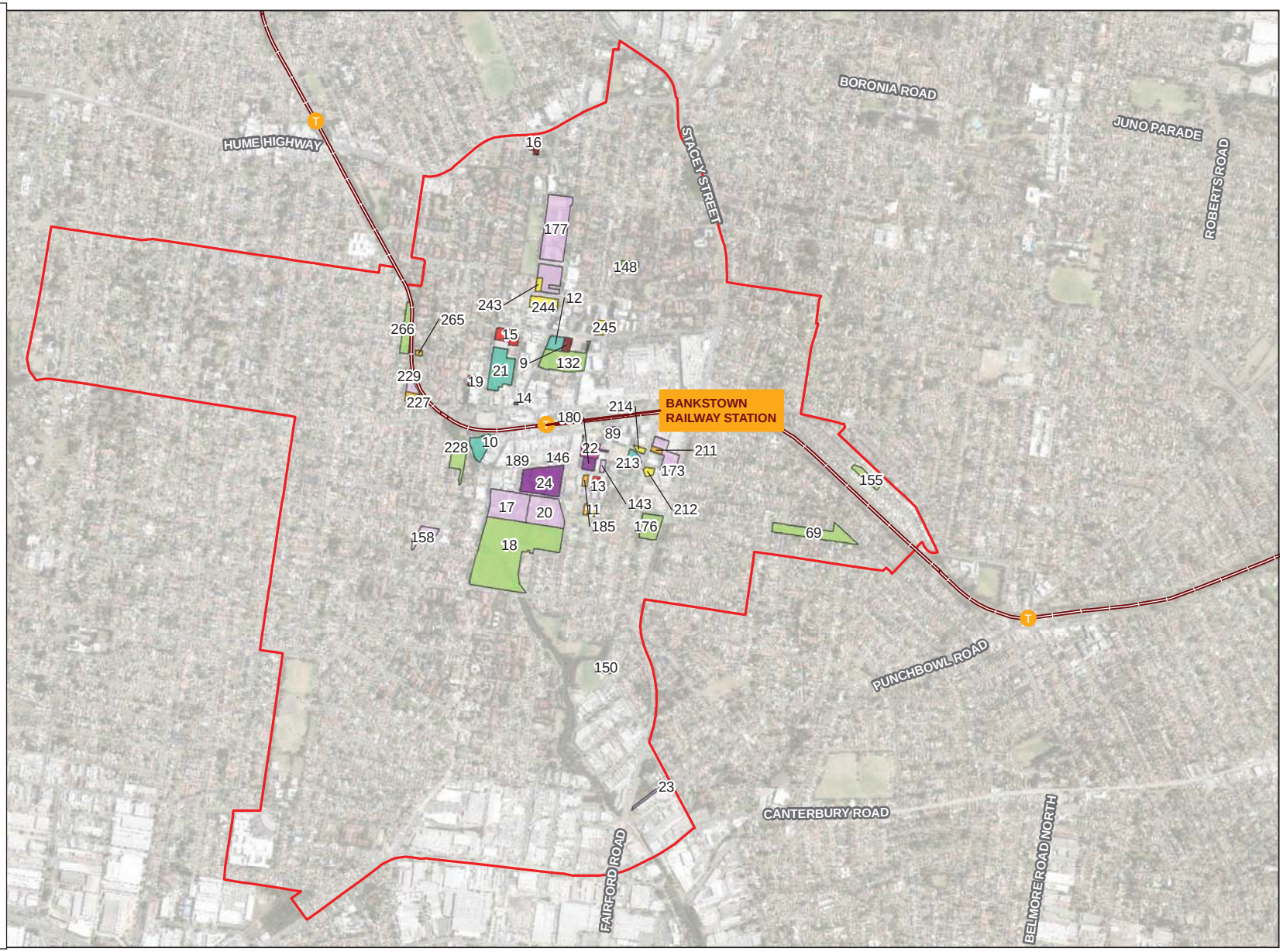
Community infrastructure	Address	Comment
Open space, sport and recreation		
Siding Park	Stansfield Avenue	Local passive park with playground and shelter. Street parking available on either side of park along Stansfield Avenue. About 80 metres from the rail line.
Paul Keating Park	The Mall	Major civic event site for the Bankstown town centre hosting a calendar of community events throughout the year e.g. Australia Day, Chinese New Year celebration, Christmas carols etc. Facilities include an amphitheatre, exeloos (wheelchair access), seating and sheltered playground equipment. Parking is available nearby. Adjacent uses include Bankstown City Library, Town Hall and Bryan Brown Theatre. About 270 metres from Bankstown Station.
Dorothy Park	Griffiths Avenue	Local passive park with a playground. Street parking and access available on Gardenia Avenue and Griffiths Avenue. About 150 metres from the rail line.
Stevens Reserve	Stanley Street	Local passive park which fronts onto Stacey Street and has street parking available on Stanley Street. Access from Stanley and Stacey Streets. About 570 metres from Bankstown Station.
Bankstown Memorial Park	Chapel Road	State/regional sports facility with capacity to host major sporting events. Facilities include two sports ovals, amenities, a passive park (City Gardens), playground, picnic shelters and car parking. About 480 metres from Bankstown station.
Ruse Park (Salt Pan Creek)	Hoskins Avenue	Large passive park with an exercise track, playground, cycleway, model railway, football field and sheltered seating. Street parking available on Hoskins Avenue. Access from Stacey Street and Hoskins Avenue. About 1 kilometre from Bankstown Station.
RM Campbell Reserve	Jacobs Street	Local passive park with playground. Street parking available on Jacobs Street. About 660 metres from Bankstown Station.
Park along Brancourt Avenue	55A Brancourt Avenue	Local passive park with a playground. Street parking and access available on Brancourt Avenue. About 670 metres from the rail line.
Bankstown Sports Bowls	8 Greenfield Parade	Bowls green and club
Community facility		
Bankstown City Library and Knowledge Centre	80 Rickard Road	Regional/city wide facility servicing an extended catchment beyond the Bankstown town centre. Facilities include meeting rooms, 300-seat theatre, exhibition space, wi-fi, public computers, technology training room, community information service and basement parking. About 350 metres from Bankstown Station.
Bankstown RSL Community Club	32 Kitchener Parade	The facility offers entertainment, dining, and a special events function centre. Car parking available on site. About 290 metres from Bankstown Station.

Community infrastructure	Address	Comment
Bankstown Art Centre	5 Olympic Parade	Regional/city wide cultural facility servicing an extended catchment beyond the Bankstown town centre. The Centre provides programs, events and workshops for artists and community groups, including seniors dance classes. About 290 metres from Bankstown Station.
Bankstown Senior Citizens' Centre	7 West Terrace	Seniors community venue available for community groups and private bookings. Highly used facility servicing local and specialised city wide services. High weekend activity for functions. Facilities include accessible toilets, stage, kitchen and 120 person seating capacity. Limited street parking is available. About 230 metres from Bankstown Station.
Emergency and justice		
Bankstown Court House	Corner Chapel Road and The Mall	Local court house. About 150 metres from Bankstown Station.
Bankstown Ambulance	80 Rickard Road	Ambulance station which fronts Rickard Road and Meredith Street. About 370 metres from Bankstown Station.
Bankstown Police Station	2 Meredith Street	Police station for Bankstown Local Area Command. Access from Marion Street and Meredith Street. About 320 metres from Bankstown Station.
Bankstown Fire Station	Hume Highway	Fire station fronting the Hume Highway. About 770 metres from the rail line.
Function centre		
The Bellevue Reception Centre	2-10 Restwell Street	Function centre catering for weddings and events. The centre fronts onto South Terrace and Bankstown Station. About 140 metres from Bankstown Station.
Himalaya Emporium Function Centre	1/258 South Terrace	Function centre catering for weddings and events. The centre fronts onto South Terrace and Bankstown Station. About 270 metres from Bankstown Station.
Bankstown Sports Club	8 Greenfield Parade	Offers entertainment, dining, special events function centre and secure parking. The Club also provides a courtesy bus. About 240 metres from Bankstown Station.
Bankstown Polish Club	11 East Terrace	Offers entertainment, dining, main hall and secure parking. About 390 metres from Bankstown Station.
Education		
Bankstown Girls High School	Mona Street	Girls secondary school catering for years 7 - 12 located adjacent to the Bankstown Memorial Park and across from Bankstown Public School. Access from Mona Street and Chapel Road. About 390 metres from Bankstown Station.
Bankstown Public School	Restwell Street	Co-educational primary school catering for kindergarten to year six located adjacent to Bankstown Memorial Park and across from Bankstown Girls High School. Access from Mona Street and Restwell Street. It is a short walk from Bankstown Station. About 360 metres from Bankstown station.
St Brendan's Primary School	18 Cambridge Avenue	Co-educational primary school catering for kindergarten to year six. Access from Cambridge Avenue and Northam Avenue. It is a short walk from Bankstown Station. About 460 metres from rail line.
Bankstown South Infants School	Stacey Street	Co-educational infant school catering for Kindergarten. Access from Stacey Street which is a main road. About 1.4 kilometres from the rail line, sitting between Bankstown and Punchbowl Stations.

Community infrastructure	Address	Comment
St. Euphemia College	202 Stacey Street	Co-educational school catering for kindergarten to year twelve. Access from East Terrace Stacey Street which is a main road. About 1.12 kilometres from the rail line.
TAFE NSW	500 Chapel Road	TAFE technical school campus providing vocational education and training to more than 8,000 students each year. The campus includes onsite childcare, child studies facility and simulated business offices. Access from Raw Avenue and Chapel Road. Car parking and sports ovals are also on the site. About 550 metres from Bankstown station.
University Preparation College	1/27 Greenfield Parade	Delivers VET courses to domestic students through the Smart & Skill Program. About 200 metres from Bankstown station.
Queen Anne English College	1/49 Raymond Terrace	Offers both English Language courses and Vocational Education and Training (VET) courses. About 290 metres from Bankstown station.
Al Amanah College	2 Winspear Avenue	Islamic, independent and coeducational primary school for kindergarten to year six (Bankstown Campus). About 550 metres from Bankstown station.
Place of worship		
Bankstown Baptist Church	28 Stanley Street	Baptist church fronting Leonard Street and Stanley Street. Street parking is available on these streets. About 380 metres from Bankstown Station.
The Salvation Army	42 Raymond Street	Christian church fronting Raymond Street where street parking is available. About 270 metres from Bankstown Station.
St. Euphemia Greek Orthodox Church of Bankstown	6-12 East Terrace	Greek Orthodox church located adjacent to the St. Euphemia College. Access and street parking available on East Terrace. About 430 metres from Bankstown Station.
St Nicholas Antiochian Orthodox Church	2 Weigand Avenue	Church providing Sunday services, Sunday school and Arabic school. About 590 metres from Bankstown Station.
Masjid Abu Bakr Bankstown Mosque	2A Winspear Avenue	Islamic mosque part of the Al Amana College open to the Islamic community Monday to Friday. About 550 metres from Bankstown Station.
Health		
Bankstown Community Health Centre	36-38 Raymond Street	Operated by the South West Local Health District providing family health services. About 300 metres from Bankstown Station.
Restwell Medical Centre	3/19 Restwell Street	Family practice dealing with a whole range of areas from antenatal to geriatric. About 160 metres from Bankstown Station.
Bankstown Family Medical Practice	54 Kitchener Parade	General practice. About 370 metres from Bankstown Station.
Child care		
Goodstart Early Learning Bankstown	22 East Terrace	Long day child care and early learning program for children aged 6 weeks to preschool age. About 460 metres from Bankstown Station.
Roly Poly Educational Child Care (Bankstown)	9 East Terrace	Long day child care for children aged 6 weeks to preschool age. About 410 metres from Bankstown Station.

Community infrastructure	Address	Comment
Coolamon Children's Centre	23 French Avenue	Early childhood learning for ages 0 – preschool age. Open Monday to Friday between 7:30am to 6:00pm. About 550 metres from Bankstown Station.
Montessori Academy Bankstown	462 Chapel Road	Preschool and long day child care service for children aged 0 – 6 years. About 470 metres from Bankstown Station.
KU Bankstown AMEP Child Care Centre	2 Jacobs Street	Early childhood learning for children aged 0 - 6 of migrant parents. About 420 metres from Bankstown Station.

9 - Bankstown Ambulance
10 - Bankstown Art Centre
11 - Bankstown Baptist Church
12 - Bankstown City Library and Knowledge Centre
13 - Bankstown Community Health Centre
14 - Bankstown Court House
15 - Bankstown Family Medical Practice
16 - Bankstown Fire Station
17 - Bankstown Girls High School
18 - Bankstown Memorial Park
19 - Bankstown Police Station
20 - Bankstown Public School
21 - Bankstown RSL Community Club
22 - Bankstown Senior Citizens' Centre
23 - Bankstown South Infants School
24 - Bankstown Sports Club
69 - Dorothy Park
89 - Himalaya Emporium Function Centre
132 - Paul Keating Park
143 - Queen Anne English College
146 - Restwell Medical Centre
148 - RM Campbell Reserve
150 - Ruse Park
155 - Siding Park
158 - St Brendan's Primary School
173 - St Euphemia College
176 - Stevens Reserve
177 - TAFE NSW
180 - The Bellevue Reception Centre
185 - The Salvation Army
189 - University Preparation College
211 - St Euphemia Greek Orthodox Church of Bankstown
212 - Goodstart Early Learning Bankstown
213 - Bankstown Polish Club
214 - Roly Poly Educational Child Care
227 - Masjid Abu Bakr Bankstown
228 - Bankstown Sports Bowls
229 - Al Amanah College
243 - Coolamon Children's Centre
244 - Montessori Academy
245 - KU Bankstown AMEP Child Care
265 - St Nicholas Antiochian Orthodox Church
266 - Park along Brancourt Avenue



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Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

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LEGEND
- Suburb boundary
- Train stations
- Railway
- Aged Care
- Child Care
- Community Facility
- Education
- Emergency
- Function Centre
- Health
- Open Space, Sport and Recreation
- Place of Worship

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Job Number 21-25273
Revision A
Date 18 Aug 2017

Bankstown Community Infrastructure

Figure 3.14

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3.3.14 Yagoona

Yagoona is located outside the project area, around two kilometres to the north of Bankstown and south of Birrong within the Canterbury-Bankstown LGA (refer to Figure 2-1). It is a predominantly residential suburb with commercial areas around Yagoona Station. Yagoona Station is located within the centre of the suburb but is not part of this project. From Bankstown Station, the T3 Bankstown Line continues through to Yagoona Station, bisecting the suburb in a north-south direction. Other major transport infrastructure includes the Hume Highway which bisects the suburb perpendicular to the rail line.

While Yagoona may not be directly impacted by the project, residents are likely to be regular users of Bankstown Station, as Bankstown is a major station and a strategic centre (Department of Planning and Environment 2015).

Demographic profile

Compared to the Greater Sydney region, the Yagoona community was characterised by:

- a slightly higher proportion of children (26.5 per cent compared to 22.9 per cent)
- higher levels of cultural diversity, with around half of residents born overseas (compared to 34.2 per cent in Greater Sydney) and around a third speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- larger than average household sizes with 3.1 persons per dwelling (compared to 2.69 persons per dwelling)
- a significantly lower median weekly household income at $980 (compared to $1,447) and higher unemployment rate at 8.4 per cent (compared to 5.7 per cent)
- lower educational attainment with over half of residents without a qualification (54.3 per cent compared to 40.5 per cent) and almost half completing Year 12 (45 per cent compared to 55 per cent)
- higher levels of disadvantage based on a SEIFA score of 896 and need for assistance (6.6 per cent compared to 4.4 per cent)
- similar levels of train use (14.1 per cent compared to 13.8 per cent) and lower bus use (2.1 per cent compared to 5.8 per cent) and walking (1.3 per cent compared to 4.1 per cent)
- most residents travelled to work by car (76.9 per cent compared to 58.3 per cent). This is often characteristic of communities with a higher proportion of separate dwellings (72 per cent compared to 58.9 per cent).

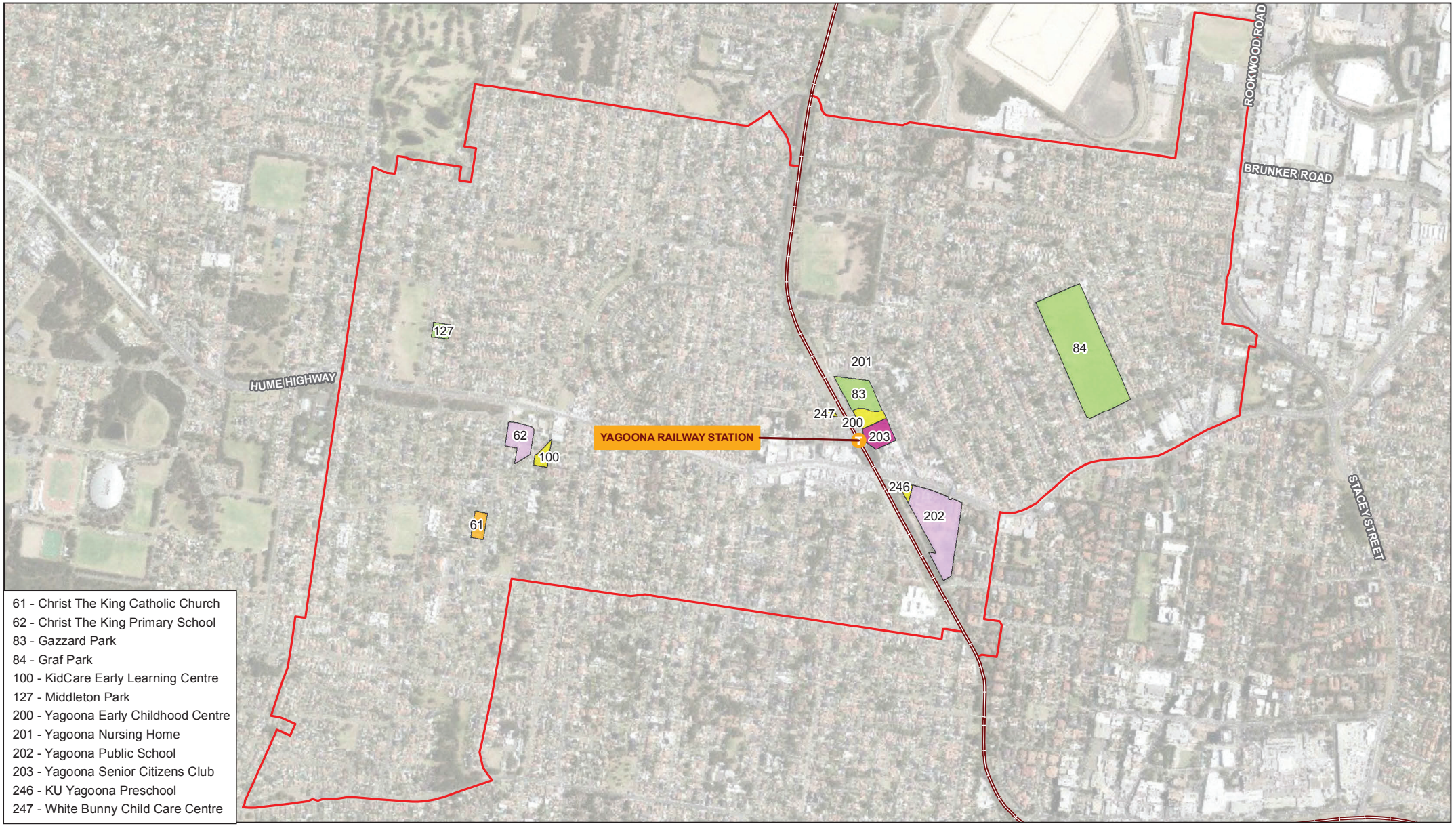
Table 7-16 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

The land surrounding the rail line towards Bankstown is predominantly residential. The community infrastructure closest to the project is the Yagoona Public School. While unlikely to be impacted by the project due to the separation by the Hume Highway, other community infrastructure close to the study area is shown in Table 3-16 and shown on Figure 3-15.

Table 3-16 Community infrastructure in Yagoona

Community infrastructure	Address	Comment
Open space, sport and recreation		
Gazzard Park	Corner of Cooper road and Ritchie Road	Public space with cricket nets. About 100 metres from Yagoona Station and located opposite the rail line.
Middleton Park	Brennan Street	Public space with sporting fields. About 1.12 kilometres from the rail line.
Graf Park	Avoca Street	Public fields used for soccer and cricket. About 690 metres from Yagoona Station.
Child care		
Yagoona Early Childhood Centre	Cooper Road	Early childhood learning for ages 0 - 6. About 140 metres from Yagoona Station.
KidCare Early Learning Centre	7 Cantrell Street	Child care centre that is privately owned; operating hours 7am to 6pm. About 1 kilometre from Yagoona Station.
KU Yagoona Preschool	425 Hume Highway	Early childhood learning for ages 3 - 6. About 170 metres from Yagoona Station.
White Bunny Child Care Centre	19 Church Road	Early childhood learning for ages 6 weeks – 5 years. About 45 metres from Yagoona Station.
Education		
Christ The King Primary School	1A Colechin Street	Catholic primary school that welcomes all cultures for years prep to 6. About 1.3 kilometres from Yagoona Station.
Yagoona Public School	425 Hume Highway	Public primary school offering years prep - 6 schooling. About 190 metres from Yagoona Station and located opposite the rail line.
Aged care		
Yagoona Nursing Home	253 Cooper Road	150 bed aged care facility provided by Milstern Health Care. About 290 metres from Yagoona Station.
Yagoona Senior Citizens Club	Cooper Road	Building for senior citizens meetings and activities. Located opposite the Yagoona Station, about 70 metres away.
Place of worship		
Christ The King Catholic Church	589 Colechin Street	Mass Saturday night, Sunday morning services and Monday to Saturday mass runs at 8am. Catholic facility. About 1 kilometre from Yagoona Station.



Paper Size A4

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Metres

Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56

N

LEGEND

- Suburb boundary
- Train stations
- Railway
- Aged Care
- Child Care
- Education
- Open Space, Sport and Recreation
- Place of Worship

Transport for NSW
Sydney Metro
Sydenham to Bankstown upgrade
Social Impact Assessment

Yagoona
Community Infrastructure

Job Number 21-25273
Revision A
Date 17 Aug 2017

Figure 3.15

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3.3.15 Birrong

Birrong is located outside the project area, around four kilometres to the north of Bankstown and Yagoona within the Canterbury-Bankstown LGA (refer to Figure 2-1). Birrong Station is located within the centre of the suburb but is not part of this project. From Bankstown Station, the T3 Bankstown Line continues to Birrong Station, bisecting the suburb in a north-south direction.

While Birrong may not be directly impacted by the project, residents are likely to be regular users of Bankstown Station, as Bankstown is a major station and a strategic centre (Department of Planning and Environment 2015).

Demographic profile

Compared to the Greater Sydney region, the Birrong community was characterised by:

- a slightly higher proportion of children (25.8 per cent compared to 22.9 per cent)
- higher levels of cultural diversity, with around half of residents born overseas (compared to 34.2 per cent in Greater Sydney) and over half speaking a language other than English (compared to 32.4 per cent in Greater Sydney)
- larger than average household sizes with 3.1 persons per dwelling (compared to 2.69 persons per dwelling)
- a higher level of home ownership (44.9 per cent compared to 29.1 per cent)
- a lower median weekly household income at $1,095 (compared to $1,447) and higher unemployment rate at 8.8 per cent (compared to 5.7 per cent)
- lower educational attainment with over half of residents without a qualification (54.2 per cent compared to 40.5 per cent) and almost half completing Year 12 (46.2 per cent compared to 55 per cent)
- higher levels of disadvantage based on a SEIFA score of 915 but similar level of need for assistance (4.8 per cent compared to 4.4 per cent)
- higher levels of train use (20.8 per cent compared to 13.8 per cent) but lower bus use (0.7 per cent compared to 5.8 per cent) and lower level of walking (1.7 per cent compared to 4.1 per cent)
- most residents travelled to work by car (71.1 per cent compared to 58.3 per cent) – this is often characteristic of communities with a higher proportion of separate dwellings (83.2 per cent compared to 58.9 per cent).

Table 7-17 in Appendix B provides a more detailed community profile for the suburb.

Land use and community infrastructure surrounding the project

The land use surrounding the rail line in Birrong is predominantly residential. As Birrong is located around four kilometres north of Bankstown Station and the project area, the community infrastructure has not been identified, as it is considered unlikely that these would be impacted by the project.

4. Potential benefits and impacts of the project

4.1 Overview

Construction and operation of the project has the potential to result in benefits and impacts for communities in the study area. This section considers the potential benefits and impacts, according to the following key categories:

- employment and economic impacts and benefits
- property impacts
- population and demographic impacts
- community values
- community infrastructure
- cumulative impacts.

4.2 Employment and economic impacts and benefits

4.2.1 Construction

This section discusses the potential social impacts of employment and procurement generated by the project.

The construction workforce would indicatively comprise of a variety of skills including labourers, tradespeople, machinery operators, engineers, surveyors and site supervisors. During non-possession periods, it is estimated that a workforce of 470 people would be required on average, with up to 705 people required during peak construction periods. During possession periods, it is estimated that a workforce of 715 people would be required on average, with up to 1,540 people required during peak construction periods. An indicative breakdown of workforce numbers by station location and construction area is provided in Table 4-1.

Table 4-1 Construction workforce by construction area

Location	Non-possession periods		Possession periods	
	Peak	Average	Peak	Average
Marrickville Station	60	40	130	65
Dulwich Hill Station	60	40	130	65
Hurlstone Park Station	60	40	140	65
Canterbury Station	75	50	160	75
Campsie Station	75	50	160	75
Belmore Station	60	40	130	60
Lakemba Station	60	40	130	60
Wiley Park Station	60	40	130	60
Punchbowl Station	60	40	130	60
Bankstown Station	135	90	300	130
TOTAL	**705**	**470**	**1,540**	**715**

A Workforce Development and Industry Participation Strategy has been developed for Sydney Metro. The strategy includes objectives to support local employment and business opportunities, provide skills development, and increase workplace health and safety, culture and diversity. Implementation of initiatives under this strategy would have the potential to generate socio-economic benefits including:

- Providing employment opportunities for local people through the Sydney Metro Job Shop. This is a job brokerage service which aims to provide jobs to local people and long-term unemployed applying for jobs.
- Providing apprentice and trainee programs through the Sydney Metro Apprentice Scheme. These programs and employment opportunities would also provide long-term economic benefits with a strong base of skilled workers for operation and maintenance of the project beyond construction.
- Collaboration with higher education institutions to provide programs responding to rapid transit and other infrastructure requirements.
- Increasing employment opportunities for Indigenous groups and women through the Sydney Metro Diversity and Inclusion Programs.
- Increasing opportunities for local procurement to supply goods and services to the project. To maximise the benefits of construction, an industry 'match-making' program has been established. The program, run by Industry Capability Network, helps link businesses and trades like electricians, plumbers, truck drivers, concreters, tilers, mechanics and surveyors with the managers of each major contract.
- Stimulating local economic activity as a result of the construction workforce spending a portion of their income on opportunity purchases local to the study area.

As identified in section 3.3, suburbs within the Canterbury-Bankstown LGA have higher rates of unemployment. The project has the potential to provide direct employment and training opportunities for residents in the study area.

The procurement requirements of the project would increase opportunities for local businesses, and small and medium enterprises to access the Sydney Metro supply chain. This would in turn generate additional employment opportunities through the supply chain.

As identified in the business impact assessment (Technical Paper 6), the project may have a negative impact on recruitment and retention of staff for businesses within local business precincts. Changes to rail services may cause employment areas to become less convenient and accessible implying that there may be potential minor temporary loss of employment at local businesses in the study area. The Technical Paper 6 implies that it is possible that these people may find other jobs at businesses outside the local business precinct, particularly at those businesses which may gain additional trade due to the project related impacts on the local business precinct.

Acquisition and relocation of businesses due to property acquisition or lease cessation can disrupt the character of business areas, affecting the viability of local economies and resulting in loss of local employment and business revenue. It is anticipated that a majority of the employees could continue employment with the commercial/industrial businesses even after relocation of the business. Economic impacts on individual businesses and within the context of the economy in the corridor, and compensation where warranted, is detailed in Technical Paper 6.

4.2.2 Operation

The project has the potential to generate long-term economic benefits by providing direct employment opportunities for local people including increased employment opportunities for Indigenous groups and women through implementation of the Sydney Metro Diversity and Inclusion Programs.

Overall, the project is expected to contribute to economic and employment growth across the corridor. It provides the opportunity for new business development within the station precincts and as part of the future vision for the surrounding precincts at each station and stimulation for existing businesses. In particular, enhanced access for customers and staff, enhanced business connectivity with Sydney CBD and northwest, and wider urban renewal development in the Sydenham to Bankstown corridor, would have a positive impact on businesses in the project area.

Sydney Metro Northwest, City & Southwest would provide an increase in transport amenity across Sydney, which would facilitate increased economic productivity and land use efficiency. Sydney is the most urbanised area within Australia, with the density of population and economic activity in its centres being major drivers of state and national productivity. Sydney Metro Northwest, City & Southwest, would facilitate:

- higher productivity by enabling businesses to become effectively closer together through reduced travel times between major economic centres, and between economic centres and potential employees
- opportunities for a higher intensity of land use around new and converted stations, including employment opportunities and potential for higher density residential areas which could offer more options for affordable housing with better access to services and employment, and support more liveable, vibrant communities.

4.2.3 Summary and assessment of potential employment and economic impacts

Table 4-2 provides a summary of the impact and assesses each impact by its nature, type, duration and level.

Table 4-2 Assessment of potential employment and economic impacts

Summary of impact	Nature of impact	Type of impact	Duration	Level
Increased employment opportunities and skills development for local community	Positive	Direct and indirect	Construction and operation – long-term	Minor - medium
Increased local business opportunities for the supply chain	Positive	Direct and indirect	Construction and operation – long-term	Minor - medium
Increased employment and economic development opportunities as a result of business precinct development	Positive	Indirect	Operation – long-term	Minor - medium
Potential loss in local employment and business due to acquisition of commercial properties and ceasing of existing commercial leases	Negative	Direct and indirect	Construction – short-term	Minor

Summary of impact	Nature of impact	Type of impact	Duration	Level
Potential loss in local employment and business within the local business precincts due to changes in rail services and amenity issues. This may cause employment areas to become less attractive and inconvenient to access.	Negative	Direct and indirect	Construction – short-term	Minor - medium

4.3 Property impacts

This section focuses on the potential social impacts of residential and public open space property acquisition. Impacts of property acquisition on community infrastructure facilities and services are discussed in section 4.6. The acquisition of commercial properties would result in land use and business related impacts. These are discussed in section 4.2 as well as the land use and property assessment (EIS Chapter 16) and the business impact assessment (Technical Paper 6).

4.3.1 Construction

Transport for NSW has made every effort to avoid the need to acquire private property. However, in some cases there has been no alternative but to purchase property to allow the project to be constructed.

Acquisition requirements will be further reviewed as part of design development and construction planning, and are likely to include a mix of private freehold, government freehold and leasehold interests. Temporary leasing and/or use of land may also be required to facilitate construction. Properties required are currently used for industrial, commercial and residential purposes.

Property acquisition requirements for the project are described in Chapter 8 of the EIS.

The project would require the full acquisition of three privately owned lots under one ownership which is used for residential purposes (near Marrickville Station). Social risks related to residential property acquisition and relocation can include:

- Access to equivalent/comparable housing may be difficult due to affordability (related to compensation) and availability in the surrounding area or a similar area. If compensation does not allow property owners to access similar housing in the local area it may result in relocation to other areas where affordable properties can be purchased or increased indebtedness to remain in the area.
- Relocation can have negative health impacts on affected households, particularly when externally instigated. Uncertainty around potential property acquisitions and proposed changes has the potential to cause stress and anxiety for some residents, potentially affecting the health and wellbeing of these people. Vulnerable members of the community, including the elderly, people with a disability or poor health, and those with low English language skills may be most at risk of stress and in need of targeted support when relocating.
- Relocation outside of the local area may result in alterations to where and how residents access community facilities, services and their social networks. This is particularly important for longer term residents, elderly people and people with a disability or poor health, who may have more established networks and therefore find it more difficult to adapt to new surroundings. Negative social impacts may include a feeling of isolation and increased travel cost and time to access facilities and networks from their previous area of residence until new social networks are established.

The potential relocation of vulnerable community members may be more susceptible to the social risks discussed above and require targeted consultation and support.

Transport for NSW is bound by NSW Government legislation to act according to specific procedures when acquiring property. This legislation encourages the acquisition of land by agreement rather than by compulsory acquisition wherever possible. Details on the property acquisition process are provided in section 5.3.

The project would also require the partial acquisition of publicly owned land (near Marrickville and Punchbowl stations). About 15 per cent of the grassed area at Warren Reserve, Punchbowl would be acquired for the project to accommodate the new station entrance and concourse. This would reduce the area of the reserve. Impacts on the community due to the loss of community space are discussed in section 4.5.

In addition, the project would require construction compounds and work sites to be located outside the rail corridor to facilitate construction of certain project elements. Construction of the 33kV power supply route, south of Canterbury Station from the Ausgrid electrical substation to the rail corridor would also be outside of the rail corridor, but limited to existing road reserves and local streets. Transport for NSW has made every effort to avoid the need to use properties outside of the existing rail corridor. Table 4-3 lists the properties that would be required during construction.

Table 4-3 Properties required outside of the rail corridor

Location	Existing use	Duration of use
McNeilly Park, Marrickville	Open space/park	Short-term
Former bowling club, Close Street, Canterbury	Community use	Short-term

About 35 per cent of McNeilly Park area in Marrickville would be temporarily required to construct the proposed underground detention basin in the north-western section of the park. The remaining part of the park, which includes the playground area and Girl Guides hall, would remain available for community use during construction of the basin.

The majority of the former bowling club and surrounding open space (located at Close Street Canterbury), is proposed for use as a work site and site office during construction.

At the end of the construction phase, the contractor(s) would remove all construction equipment from these work sites, and the areas would be rehabilitated, revegetated, and restored for public use. Transport for NSW is engaging with the relevant councils regarding the use of these properties and their rehabilitation. Impacts on the community due to the short-term loss of these community spaces are considered in section 4.5.

4.3.2 Operation

Property acquisition is expected to occur during detailed design and pre-construction phases. The McNeilly Park area used for a construction compound would be returned for public use (improvements to the facilities are discussed in section 4.6). Therefore property impacts are not expected during operation. Any employment and business implications of industrial and commercial property acquisition are discussed in section 4.2.

4.3.3 Summary and assessment of potential property impacts

Table 4-4 provides a summary of the impact and assesses each impact by its nature, type, duration and level.

Table 4-4 Assessment of potential property impacts

Summary of impact	Nature of impact	Type of impact	Duration	Level
One residential property would be acquired for the project.	Negative	Direct	Construction - long-term	Minor
Temporary occupation of part of McNeilly Park, Marrickville (open space) and former bowls club at Close Street, Canterbury.	Negative	Direct	Construction - short-term	Minor

4.4 Population and demographic impacts

4.4.1 Construction

Factors typically affecting population and demography generally relate to relocation of residents due to significant property acquisition and in some cases, an influx of a large number of construction workers.

As outlined above, there would be very limited residential property acquisition required for this project. Also, the construction workforce is expected to be mainly sourced from the local and/or Sydney region and would therefore be unlikely to result in an influx at a scale that would alter the population size or demography of the study area. Therefore, a negligible change to population and demography is expected.

4.4.2 Operation

As the project would employ a small workforce from within Greater Sydney, the potential influx of an operational workforce of differing demographics is considered to be negligible.

In the long term, the project would increase access of the Sydney population to jobs and housing choices and population and demographics may change over time. However the scale of any change is not predictable and is therefore not assessed.

Summary and assessment of potential demographic impacts

Table 4-5 provides a summary of the impact and assesses each impact by its nature, type, duration and level.

Table 4-5 Assessment of potential population and demographic impacts

Summary of impact	Nature of impact	Type of impact	Duration	Level
Project related workforce is relatively small and would be mainly sourced from the local or Sydney region, which is unlikely to create population influx into the study area.	Neutral	Direct	Construction and operation – long-term	Negligible

4.5 Community values

4.5.1 Local amenity and character

Construction

Overview

Ambient noise levels, visual aesthetics, traffic, and air quality can affect the amenity of an area, and the use and enjoyment of spaces. Local amenity and character within about 100 to

200 metres of the project area would be potentially affected by increased noise and dust from construction activities, changes in heritage values, visibility of construction activities, and light spill from night time works. These impacts are discussed in the following sections.

Amenity impacts on specific community infrastructure facilities are discussed in section 4.6. Amenity impacts on commercial businesses are discussed in the business impact assessment (Technical Paper 6). A review of the noise and vibration assessment (Technical Paper 2), landscape and visual impact assessment (Technical Paper 7), and air quality chapter (EIS, Chapter 23) have informed this assessment.

Noise and vibration

The noise and vibration assessment (Technical Paper 2) provides a detailed assessment of noise impacts on receivers along the project area. The assessment concludes that relatively high noise levels are predicted from the construction works for residential receivers directly adjacent to the project area, particularly those which have line of sight to the works, and where construction works are situated in close proximity to receivers. Worst-case construction noise levels are predicted to be more than 20 dB above the noise management level, particularly during noise-intensive activities at night. As a result, these noise levels are likely to exceed the sleep disturbance screening criterion. Locations with the predicted greatest level of exceedance above the criterion are Marrickville, Dulwich Hill, Hurlstone Park and Canterbury.

Such worst-case noise levels if sustained have the potential to:

- disturb people's concentration in performing daily tasks such as homework and may cause annoyance and irritation, which for prolonged exposure can affect interpersonal relationships
- disturb or interfere with normal activities at home such as conversations, reading, listening to the radio and watching television
- cause sleep disturbance during night-time and for shift workers during day-time
- force people to close their doors and windows which would restrict their enjoyment of outdoor spaces, and reduce fresh air and cooling breezes internally
- for prolonged exposure, potentially result in health effects, particularly for the more sensitive or underprivileged population.

Due to the linear nature of the project, staged construction program and with careful detailed design and construction planning, worst case noise levels and associated potential social impacts are expected to be discontinuous and temporary, albeit temporary may include consecutive periods of various noise sources and levels. Based on the findings of the noise and vibration assessment (Technical Paper 2), Chapter 12 of the EIS provides a range of mitigation measures applied successfully for similar projects in similarly developed environments elsewhere in Sydney to manage noise and vibration impacts during construction.

Visual impacts and character (heritage impacts)

The landscape and visual impact assessment (Technical Paper 7) concludes that since the project is within the context of an existing rail line and within a highly developed urbanised area, visual changes during construction are expected to have minimal impacts to the character of the study area.

Changes in the visual environment due to the presence of work sites, machinery and equipment, fencing, soil stockpiles, waste materials and structures, would generally be experienced where residential or other sensitive receivers have an unscreened view of the proposal site, and from viewpoints, limiting their enjoyment of views otherwise available to them.

Visual impacts would be experienced in the vicinity of stations, along the rail corridor and in areas where substations or service buildings are to be constructed.

The removal of trees and vegetation along streets or between the project area and residential areas, removal or relocation of heritage listed platform buildings, and construction at stations and direct views to sources of light/skyglow at night time, are all likely to change the visual aspects and character of areas. While all effort would be made to retain, retrofit and integrate heritage items into the new station design, it is still possible that such changes could be more pronounced for those members of the community who attach greater value to heritage items and are sensitive to such change. These would include groups such as older members of the community and archaeological and heritage groups. Changes to heritage character would be experienced at all stations in the project area. Heritage impacts are detailed in the Non-Aboriginal heritage impact assessment (Technical Paper 3) and the Aboriginal heritage assessment (Technical Paper 4).

The areas with the greatest potential for visual impacts on residents and the local community during construction are listed in Table 4-6. Areas identified are those that have a risk rating of 'moderate adverse' and above in landscape and visual impact assessment (Technical Paper 7).

Table 4-6 Areas predicted to experience most visual amenity changes

Suburb	Areas experiencing most visual impacts
Marrickville	Landscape – Marrickville Station precinct Day time amenity – View southeast from Illawarra Road and view northeast from Station Street
Dulwich Hill	Landscape – Dulwich Hill Station precinct Day time amenity – View west to Dulwich Hill Station from Wardell Road rail bridge
Hurlstone Park	Landscape – Hurlstone Park Station Day time amenity – View south-west to rail corridor from the Floss Street commuter car park, View south-west across Floss Street, View south-west from Duntroon Street rail bridge and Floss Street
Canterbury	Landscape – Canterbury Station precinct Day time amenity – View south-west from Broughton Street , View north-west from Broughton Street
Campsie	Landscape – Campsie Station precinct Day time amenity – View south-west from Beamish Street
Belmore	Landscape – Belmore Station precinct Day time amenity – View east from Burwood Road overbridge, View north-east from Tobruk Avenue, View south-west from Redman Parade
Lakemba	Landscape – Lakemba Station precinct Day time amenity – View north-east from Railway Parade, View southwest along The Boulevarde
Wiley Park	Landscape – Wiley Park precinct
Punchbowl	Landscape – Punchbowl Station precinct
Bankstown	Landscape – Bankstown Station precinct
All suburbs – Corridor works	Landscape - Rail corridor Marrickville to Dulwich Hill Day time amenity - View northwest in McNeilly Park, Marrickville, and View north from Close Street, Canterbury.

Air quality

Certain construction activities are likely to generate greater quantities of dust, which could settle on cars, clothes on the clothesline, furniture, benchtops and other surfaces inside homes and offices located in close proximity to the project area. Nearby residents may need to keep windows and doors closed to prevent dust and may need to spend additional time cleaning

indoor/outdoor surfaces. Given the project is to be developed within an existing rail corridor and largely involves retrofitting an existing rail system, there are limited earthworks to be conducted, which is one of the largest dust generating activities. Such impacts during construction would also be short-term. The air quality chapter (EIS Chapter 23) outlines a number of dust control and management measures that would be implemented to minimise dust impacts.

Traffic

As the project does not involve extensive earthwork activities, the heavy vehicle fleet required to support construction is relatively limited. The traffic, transport and access assessment report (Technical Paper 1) estimates the likely volumes of heavy and light vehicles required and the likely roads proposed to be used. A portion of the workers would be able to travel to/from site via the existing train service. However, given the restrictions on using the rail corridor and limitations on space at external compound sites, there may be an increase in competition for parking around the station precincts.

Various bridge upgrades, some involving major north-south roadways, would be undertaken as part of the project and would result in some road lane and full road closures at certain times. These would aim to be during off-peak periods to minimise traffic disruption and advance media advertisements and variable messaging signs would be used to forewarn the travelling public.

The traffic, transport and access impacts resulting from the project are likely to include:

- increased congestion as a result of additional construction vehicles and rail replacement buses operating during the implementation of the temporary transport management plan
- deterioration in road network performance as a result of lane/bridge crossings and rail replacement bus services during possession periods
- impacts on rail customers as a result of station closures and track possessions
- impacts on rail customers as a result of replacement buses operating during the track possessions
- impacts on other road users such as pedestrians, cyclists as a result of congestion and road and footpath closures, detours and diversions.

These issues would generally affect the amenity of train customers and road users, including pedestrians and cyclists in the affected areas. Potential impacts would include reduced air quality due to increased traffic and congestion, longer queuing at bus stops which would increase time required to complete the journey, and a deteriorated travel/commuter experience.

Summary

In summary, during construction residents and the community in close proximity to the project area would experience reduced amenity due to increased noise levels, increased dust, decreased visual and landscape value of the area and changes to the heritage character of the area. Amenity related to visual and air quality aspects is anticipated to have less impact on the daily lifestyle of the surrounding residents, while increased noise levels have the potential to impact on peoples day to day activities. Changes to the heritage items in the project area would impact on the heritage character of the area and the values associated with it by some members of the community. Potential amenity impacts from construction would be short-term and would be managed through the implementation of appropriate design, control and mitigation measures, and stakeholder engagement and feedback mechanisms that Transport for NSW has in place.

Also, it is possible that prolonged exposure to construction amenity issues can cause fatigue in communities resulting in irritation, stress and anxiety for some community members. This may be mainly due to the length of exposure to these impacts, than necessarily the magnitude of

each impact. Such impacts can be caused by a single or multiple factors associated with a project, or cumulative issues associated with other projects in the area. Potential cumulative issues have been addressed in each relevant technical report. The ready availability of a notification process for complaints, regular interfaces between adjacent projects to maximise opportunities to parallel works wherever possible, and a comprehensive consultation program should be able to identify populations potentially affected by fatigue, with mitigation developed on a case by case basis.

Operation

In line with community expectations for overall well-planned and attractive urban environments, the operation of the project has the potential to enhance the local amenity and provide a more consistent and modern character across all station precincts in the project area. The project would provide new metro stations and trains that would enhance the customer experience. New stations with efficient design and integrated, retrofitted heritage items (if necessary) would provide an improved environment and sense of pride in the area. Improved station precincts are expected to encourage more pedestrian activity and passive surveillance, which may discourage antisocial behaviour such as graffiti and vandalism.

As discussed in section 3.2, the communities in the study area value heritage conservation and maintaining the existing built form of the area. While the project provides opportunities to enhance the amenity and character of stations and surrounding areas, new station structures and surrounding development may conflict with existing community values and character for some members of the community.

4.5.2 Access, connectivity and community cohesion

Construction

Community cohesion can be understood as the bonds and interactions people have within a community, the extent of attachment to a geographic area or interest. Access, connectivity and a sense of belonging are important elements to maintain community cohesion. They are impacted by changes to physical access to places and areas, but also by changes to amenity of places and areas.

This section has been informed by the traffic, transport and access assessment (Technical Paper 1) and by the analysis of the access impacts on local businesses discussed in the business impact assessment (Technical Paper 6). Additionally, access and community cohesion can also be affected by changes in local amenity. Findings from section 4.5.1, noise and vibration assessment (Technical Paper 2), landscape and visual impact assessment (Technical Paper 7), and the air quality chapter (Chapter 23) have also informed the assessment.

Changes to traffic and transport conditions in the study area would arise from:

- addition of heavy vehicles (trucks, buses) and light vehicles (cars and utes) onto surrounding roadways
- regular and sustained periods of suspension of current rail services and provisions of alternate public transport for train users by a bus based replacement service
- increased competition for parking as a result of land currently used for parking being required for either construction work sites or permanent infrastructure, and due to construction worker vehicle parking
- closure, or partial closure of road bridges that cross the rail corridor for a range of improvements.

The issue that would disrupt the greatest number of people is the servicing of existing rail customers during station closures and track possessions. Based on 2014 patronage, this is about 85,000 movements per day across the project. As part of the Temporary Transport Strategy, a fleet of rail replacement buses are proposed to cater to rail customers to their destinations during these periods. The longest possession period would be during the final possession, once the construction works are substantially complete, to enable train testing, system integration and final commissioning works. This final possession would take at least three months and possibly as long as six months subject to industry consultation. Specific details of the arrangements at each station, bus timetables, destinations would form part of a temporary transport management plan, which would continue to be developed during detailed design and construction.

Changes to traffic and transport conditions during construction may have the following social impacts:

- Increased traffic, diversions and alternate public transport arrangements during possession periods is likely to cause increased congestion and delays particularly during peak hours for commuters and other road users. Additional travel time would potentially reduce people's leisure or family time and affect their ability to participate in community networking and leisure activities on certain days or at certain times.
- Increased traffic congestion and delays may cause a range of anxiety and stress responses and the potential to increase confrontations on the road and perhaps at home.
- Traffic congestion, travel delays, diversions, access and parking restrictions, and alternate public transport arrangements may result in queuing and delays, discouraging some people from using public transport or accessing certain areas or facilities. It is likely that some people may avoid accessing retail and commercial establishments near the stations and immediately adjacent to the project area, particularly at times when access would be restricted or prohibited. This may reduce their rate of participation in the community and social interaction. Reduced community participation and social interaction for prolonged periods may lead to feelings of isolation, particularly for vulnerable groups.
- Changed traffic conditions and alternate public transport arrangements would require the community to keep up with information on changes in traffic and transport conditions to re-configure and re-plan their journeys. Such changes can be stressful, particularly for vulnerable groups within the communities including the elderly, school children, people from linguistically and culturally diverse backgrounds, and people with a disability. As identified in sections 3.2 and 3.3, communities in the study area are characterised by socio-economically and culturally diverse groups.
- Several stations such as Bankstown currently bisect town centres and communities along the corridor. Communities currently use some of the stations as a thoroughfare including for accessing public transport services, travelling between shopping and employment areas, and accessing community facilities on either side of the rail line. Construction activities at particular locations are likely to act as barriers for pedestrian or cycle connectivity, particularly if the diversion is long. Closures of bridges would generally be limited to 48 hour periods, particularly over weekends.

In addition to changes in traffic and transport conditions, reduced amenity in some areas close to the project may reduce people's enjoyment of outdoor spaces such as parks or cafés with outdoor seating, potentially discouraging them from spending time pursuing social networking or recreational activities in those areas. Impacts on community open spaces are discussed in section 4.6.

All of the impacts mentioned above would be temporary or short-term and are more likely to affect vulnerable groups. These groups would benefit from targeted stakeholder engagement and communication strategies including communication about the project through various languages spoken by the local communities. Early identification of vulnerable community members would improve consultation and communication outcomes during construction.

Operation

During operation, community access and connectivity would improve through the provision of efficient public transport and accessible station design. Metro train services are expected to run throughout the day and late into the night, with services every four minutes during peak periods. Increased frequency, reliability and shorter journey times would reduce overall commute times for customers. This would enable customers to travel via the Metro train service to participate in community activities and other daily activities.

New trains would provide wheelchair spaces and separate priority seating to improve accessibility for customers, while stations would include multi-purpose areas for people with prams, luggage and bicycles. There would be level access between the platform and train for better accessibility and faster loading and unloading. These features would improve the accessibility and connectivity of customers across the corridor and to other parts of Sydney.

Various project design aspects such as upgrades to station entrances, platform reconfiguration to allow future possible access from the pedestrian walkway, cross-corridor connections across the rail line, connection through the stations and new pedestrian crossings at stations would also offer more opportunities for active transport and improved connectivity. This would also contribute to greater cohesion in the area. Equally, better connectivity and community cohesion will also be enabled through:

- improved station entrances
- new, upgraded or relocated parking, kerb side facilities within the station precinct, including accessible parking, kiss and ride and taxi facilities provided at each station,
- accessibility to other modes of public transport (bus, light rail)
- additional public space and retail space in and around stations, which will provide meeting spaces.

Consultation with Inner West Council identified that there is a limit on road capacity and a shortage of cycle parking at some stations reducing access for customers. The project would increase cycle parking at stations to enable better integration between public and active transport modes. This would support current community aspirations for the provision of cycling infrastructure and promoting healthy and active lifestyles.

The facilitation of a continuous active transport corridor between Marrickville and Bankstown would provide opportunities for long-term benefits for pedestrian and cyclists across the corridor. This would greatly increase access and opportunities for community participation and social interaction for these users.

Operation of the project would improve public transport access and connectivity to employment (section 4.2) and community infrastructure such as health services; educational, sport, recreation and leisure facilities and community support services across the wider Sydney region. This would support:

- opportunities for social interaction, by encouraging some people to take trips that they may have avoided due to unacceptable travel times and improved access to meeting places within the wider Sydney region

- increased physical activity through improved access to sport, recreation and leisure facilities
- enhanced community health outcomes through improved access to health, medical and community support facilities.

Improved public transport access would particularly benefit those groups that currently experience transport or mobility difficulties such as elderly people, youth, people with a disability, non-drivers or people without access to a private vehicle. Sydney Metro & Southwest (including this project) would increase connectivity between employment and residential areas between Sydenham and Bankstown, and potentially opportunities for improved housing choice within reasonable proximity to economic centres and transport. This may increase opportunities for ability of vulnerable groups to access employment centres. However, since the project does not address door-to-door travel options, its benefits would remain limited for some members of the community including those with mobility issues.

4.5.3 Community health and safety

Construction

Potential impacts on community health and safety may include sleep disturbance, stress and fatigue and other health risks resulting from noise, dust and lighting impacts in residential areas, actual and perceived safety risks due to construction traffic and traffic congestion, and safety around construction compounds.

Closures of footpaths, walkways, bike paths, bicycle parking at stations and the need for alternate transport during possession periods would reduce the ability of people to use active transport. This would have short-term impacts, particularly on those people who rely on active transport options for a healthy lifestyle.

The eastern part of the study area interfaces with the Chatswood to Sydenham project and is also located relatively close to the New M5 (Beverly Hills to St Peters) which includes a new St Peters Interchange. The potential cumulative construction impacts may generate additional negative impacts on community health and safety.

It is expected that these risks would be minimised and managed according to the relevant legislation and standards, and by regular interfacing with adjacent projects, to take advantage of rail/road closures and thereby reducing impacts and risks on the community.

Operation

Safety within public places is also important to communities within the study area. The metro stations and station precincts would be designed according to the principles of Crime Prevention through Environmental Design to maximise safety and security for customers, staff and in areas surrounding the station. Communities in the study area value a healthy lifestyle. Operation is expected to contribute to improved community health and wellbeing outcomes as a result of the following:

- Increasing use of public transport and the potential for active travel through enhanced opportunities to cycle or walk to and from stations, therefore benefitting customers. The facilitation of a continuous active transport corridor between Marrickville and Bankstown would also provide opportunities for long-term health and wellbeing benefits for pedestrian and cyclists across the corridor.
- Improving interchange facilities including new bicycle facilities, kiss and ride facilities, commuter car parking and bus interchange areas.

- Faster and more frequent public transport trips, contributing to reduced sedentary lifestyles and associated health risks.
- Improved customer safety through the provision of high security fencing, noise walls, clear views onto the platform from stairs, upgrades to existing bridges/underpasses over the rail line and platform screen doors at stations.
- Safety benefits including security cameras and emergency intercoms on trains, ability for customers to see inside the train from one end to the other, and video help points at platforms, connecting directly with train controllers.
- Lighting, visible closed circuit television surveillance, increased number of people in and around stations to access public transport, businesses in the area or walking/cycling through the area and appropriate staffing levels during operational hours, would contribute to active and passive surveillance and create safe stations and surrounding environments.
- Passive design elements that promote safety, such as clear sight lines within and around stations, use of natural daylight and wide paths to avoid blind spots. The provision of retail spaces and public spaces in and around stations would create meeting spaces and provide opportunities for social interaction, which would help to increase passive surveillance.

The project is expected to contribute to healthier and safer environments through increasing public and active transport opportunities (as described in Section 4.5.2) and potentially reducing private vehicle use. This would be in line with community expectations to reduce ecological footprints, improve local air quality and protect the environment. In most cases, pedestrian and bicycle access would increase passive surveillance in and around stations, with the exception of Wiley Park where the location of the bus stops, kiss and ride zone, motorcycle parking and bicycle storage building away from the commercial and station areas would reduce the opportunity for passive surveillance and the perceived safety of this interchange area.

4.5.4 Summary and assessment of potential impacts on community values

Table 4-5 provides a summary of the impact and assesses each impact by its nature, type, duration and level.

Table 4-7 Assessment of potential impacts on community values

Summary of impact	Nature of impact	Type of impact	Duration	Level
Local amenity and character				
Residents in close proximity to the project area would experience reduced amenity during construction due to increased noise levels, increased dust, increased traffic, decreased visual and landscape value of the area and changes to the heritage character of the area.	Negative	Direct	Construction - temporary to short-term	Minor to major
The project would provide improved amenity at new stations with efficient design and integrated, retrofitted heritage items (where possible).	Positive	Direct	Operation – long-term	Medium to high
While the project provides opportunities to enhance the amenity and character of stations and surrounding areas, new station structures may conflict with existing community values and character for some members of the community.	Negative	Indirect	Operation – long-term	Minor to medium

Summary of impact	Nature of impact	Type of impact	Duration	Level
Access, connectivity and community cohesion				
Traffic congestion, travel delays, diversions, access and parking restrictions, and alternate public transport arrangements may discourage some people from making some trips or access certain areas, cause increased stress levels in some people, limit access to some areas impacting on people's ability to carry out their usual networking and social activities as a result impacting on community cohesion. These impacts may be particularly experienced by vulnerable groups within the community.	Negative	Direct	Construction – temporary – short-term	Minor to medium
During operation, community access and connectivity are expected to improve for all including vulnerable groups through the provision of efficient public transport, better connections with other modes of transport and accessible station/platform design.	Positive	Direct	Operation – long-term	Major
Station upgrades are expected to improve community access and connectivity between stations and surrounding areas and across the rail line. Additional meeting spaces within and outside stations may encourage more pedestrian activity and the potential for social interactions.	Positive	Direct	Operation – long-term	Major
Community health and safety				
Potential impacts on community health and safety may include sleep disturbance, stress, health risks resulting from noise, dust and lighting impacts in residential areas, actual and perceived safety risks due to construction traffic, traffic congestion, safety around construction compounds and the reduced opportunity for active transport due to closure of footpaths and bicycle parking.	Negative	Direct	Construction – short-term	Minor to major
Enhanced passenger and community safety through better project design and improved opportunities for active lifestyles through upgrades to active transport infrastructure such as pedestrian access and connectivity, shared pathways and bicycle parking.	Positive	Direct	Operation – long-term	Major

4.6 Community infrastructure

4.6.1 Construction

Some community infrastructure facilities located near the project may experience impacts during construction, due to property acquisition/requirements, changes in amenity or changes to local access. This section is informed by findings in sections 4.5.1 and 4.5.2 and the findings of the noise and vibration impact assessment (Technical Paper 2), the landscape and visual impact assessment (Technical Paper 7), and the traffic, transport and access assessment (Technical Paper 1). Table 4-8 presents property and amenity impacts on specific community infrastructure facilities located in proximity to the project area.

Table 4-8 Impacts on community infrastructure

Community infrastructure facilities	Description of potential impact
Marrickville	
Fraser Park (includes the Fraser Park Football Club and the KIKOFF Soccer Centre - Fraser Park)	Fraser Park is an active recreation area located close to the eastern boundary of the project area. Amenity impacts (noise and visual) may affect the outdoor enjoyment of Fraser Park and its associated sporting facilities, however are not expected to restrict use or function of these facilities.
McNeilly Park	McNeilly Park is a well-used park with a playground, paths, small basketball court, open grassed areas, an off-leash dog exercise area, and a Girl Guides hall, located adjacent to the project area. The north-west section of park (where the off-leash area is located) would be directly affected during construction. An underground detention basin is proposed in this area. The worksite to construct the basin would affect about 35 per cent of the park. Construction of the basin would mean that the grassed areas in this location (and potentially sections of the existing path) would not be available for use for the duration of construction of the basin. The presence of the worksite (W2) also has the potential to affect the amenity of adjoining areas. The playground area of the park (which was recently updated) would not be directly impacted, and would be accessible by the public at all times. The area subject to works would be restored and returned to public use when works are complete.
Ness Park	Ness Park is a passive recreation area with a playground, located to the north of the project area. There may be potential for noise impacts to affect the outdoor enjoyment of Ness Park, however these are not expected to restrict use or function of the park.
Maronite Sisters of the Holy Family Village (aged care).	The facility is located to the north of the project area. Construction activities have the potential to result in temporary noise impacts on the facility. However, potential impacts would mainly occur from corridor works given the distance to Dulwich Hill Station (about 400 metres) and Marrickville Station (about 700 metres).
St Nicholas Greek Orthodox Church	The church is located to the north of the project area (around 90 metres) and adjacent to Ness Park. Construction activities have the potential to result in amenity (noise) impacts on the church.
Braddock Playground	Braddock Playground is passive recreation area with a playground, located to the north of the project area (rail corridor). There may be potential for noise impacts to affect the outdoor enjoyment of the playground, however it is not expected to restrict its use or function.
Dulwich Hill	
Jack Shanahan Park (includes various sporting facilities, including Dulwich Hill Skate Park)	Jack Shanahan Park, which includes a range of active and passive recreation facilities, adjoins the project area (rail corridor). Construction activities in the project area are likely to be audible by users, and amenity impacts (mainly noise and visual) have the potential to affect the outdoor enjoyment of this facility. However, these impacts would be restricted to the duration of any track works in the vicinity of the park. Given the distance to Dulwich Hill Station (about 40 metres) works at the station are less likely to impact users of the park.
Hurlstone Park	
Dulwich Hill Child Care Centre	Dulwich Hill Child Care Centre adjoins the project area (rail corridor). In this location, the rail corridor is in a cutting, which would limit the potential for visual impacts. While there would be the potential for noise impacts, particularly to outdoor play areas, given the distance to Hurlstone Park Station (about 200 metres), these impacts are expected to be limited to any track works required in the vicinity of the centre. The centre would be subject to consideration of additional noise mitigation measures during construction.

Community infrastructure facilities	Description of potential impact
Warwick Reserve	Warwick Reserve is a passive recreation area with a playground that adjoins the project area. The topography and existing vegetation in the reserve would limit the potential for visual impacts, however noise impacts have the potential to affect the outdoor enjoyment of this facility. It is expected that such impacts would be restricted to the duration of any track works required in the vicinity of the reserve.
Canterbury	
Former Canterbury Bowling and Community Club (Canterbury Theatre Guild Hall)	The former Canterbury Bowling and Community Club facility would be impacted during construction. This facility is used for a number of community purposes (including the Canterbury Theatre Guild and a play group under lease from Canterbury-Bankstown Council. Areas within the hall and the surrounding open space are proposed for use as a construction compound (worksite 9). An area within the hall would remain available for community use. There is the potential for amenity impacts (mainly noise and visual) to be experienced at the facility.
Little Tasker Park	Little Tasker Park is a passive recreation area that adjoins the project area. Existing vegetation would limit the potential for visual impacts during construction. However, noise impacts have the potential to affect the outdoor enjoyment of the facility. It is expected that such impacts would be restricted to the duration of any track works required in the vicinity of the park.
Tasker Park	Tasker Park is an active recreation area that adjoins the project area. The park includes sports fields, basketball courts and a playground area. Noise and visual impacts may affect the outdoor enjoyment of the facility, however impacts are not expected to restrict the use or function of the park.
Canterbury Olympic Ice Rink	Canterbury Olympic Ice Rink is located in Tasker Park. Track works are likely to be audible from the facility due to its proximity to the project area. Visual impacts would be limited as the facility is enclosed and is visually separated from the rail corridor by vegetation.
Canterbury Aquatic and Fitness Centre	Canterbury Aquatic and Fitness Centre is located adjacent to the Canterbury Olympic Ice Rink in Tasker Park. Amenity impacts (e.g. noise and dust) have the potential to affect users of the facility, particularly during works to the Wairoa Street underbridge and any track works (including activities at worksite 10 and construction compound 7). Amenity impacts are not expected to restrict the use or function of the centre.
Close Street Reserve	Close Street reserve is a passive recreation area and off leash dog exercise park located off Close Street to the south of the project area. There may be potential for noise and visual impacts to affect the outdoor enjoyment of the park, particularly while worksite 8 (located directly to the north of the park) is in use.
Aerialize - Sydney Aerial Theatre	Aerialize is located to the south of the project area. Construction activities in the project area are likely to be audible at the facility. However, impacts are not expected to restrict the use or function of the facility given the distance from the project area (about 100 metres).
Boat Harbour	Boat Harbour is a passive recreation reserve on the Cooks River, which contains a constructed inlet of water. The reserve is connected to Close Street Reserve and Sutton Park by a walkway. There is potential for noise and visual impacts on the outdoor enjoyment of the reserve. It is expected that such impacts would be restricted to the duration of any track works required in the vicinity. Amenity impacts are not expected to restrict the use or function of the reserve.
Facilities located along the Earlwood traction power supply	
Earlwood Children's Centre	Earlwood Children's Centre is located on Fore Street adjacent to Cup and Saucer Creek. There would be potential amenity and access impacts at this facility due to the trenching works along Fore Street. Works would however progressively move along the alignment meaning impacts would be limited to a short period only. These impacts are not considered to impact the use or function of the facility.

Community infrastructure facilities	Description of potential impact
Joanna Thompson Reserve	Joanna Thompson Reserve is located on the corner of Burlington Avenue and Woolcott Street and is a passive recreation space with no playgrounds or sports fields. Potential amenity impacts may affect the outdoor enjoyment of this reserve; however these impacts are not expected to restrict the use or function of the reserve. Any impacts would be short term as the works move along the alignment.
Montgomery Reserve	Montgomery Reserve is located west of Karool Avenue, and is a passive recreation area with a small playground. Potential amenity impacts may affect the outdoor enjoyment of this reserve; however these impacts are not expected to restrict the use or function of the reserve. Any impacts would be short term as the works move along the alignment.
Earlwood Oval and Earlwood-Bardwell Park RSL and Sports Club	These facilities are located between Spark Street and Doris Avenue. The site contains a sports club and also an oval, bowling greens and tennis courts. There would be potential amenity impacts at these facilities. Such amenity impacts may affect the outdoor enjoyment of this reserve; however these impacts are not expected to restrict the use or function of the reserve. Any impacts would be short term as the works move along the alignment.
Hughes Park	Hughes Park is an active recreation area containing sports fields. The alignment of the feeder cable would result in direct impacts on the oval. Further review of the route alignment would seek to minimise impacts by potentially realigning around the oval. Any necessary impacts on this space would be discussed with Canterbury-Bankstown Council to confirm the management approach required during construction. Potential noise impacts would also arise when adjacent works are located near to the park including within the adjacent substation. These amenity impacts may affect the outdoor enjoyment of this reserve.
Campsie	
Campsie RSL Club	Campsie RSL Club adjoins the project area. Noise impacts have the potential to affect users of the facility. There is the potential for impacts during most of the construction period, as the club is located close to the station. Amenity impacts are not expected to restrict the use or function of the club.
Anzac Park	Anzac Park is a passive recreation area with playground facilitates located to the south of the project area. Noise impacts have the potential to affect the outdoor enjoyment of this facility. Amenity impacts are not expected to restrict the use or function of the park.
Campsie Day Surgery	The Campsie Day Surgery adjoins the project area. Users and staff may experience reduced amenity during construction as a result of increases in noise. However, these are not expected to restrict the use or function of the facility.
Campsie Police Station	Campsie Police Station adjoins the project area. The station is predicted to be affected by noise during certain construction activities. The centre would be subject to consideration of additional noise mitigation measures during construction.
Campsie Medical and Dental Centre	The medical centre is located to the south of the project area. Users and staff may experience temporary reduced amenity during construction as a result of increased noise. These impacts are not expected to restrict the use or function of these facilities.
Canterbury Family Day Care	Canterbury Family Day Care is located to the north of the project area. There would be the potential for noise impacts, particularly on outdoor play areas. However, these impacts are not expected to restrict the use or function of these facilities given the distance to the Campsie Station works (about 100 metres).
Carrington Occasional Child Care Centre	Carrington Occasional Care Centre is located to the south of the project area. There would be potential noise impacts during construction. Potential noise impacts would be most relevant for children playing outdoors. Such impacts are not expected to restrict the use or function of the facility.

Community infrastructure facilities	Description of potential impact
Belmore	
Belmore Youth and Resource Centre, Belmore Early Childhood Health Centre and Belmore Community Centre	These community facilities adjoin the project area (station). In this location, the rail corridor is located in a cutting, which would limit the potential for visual impacts during construction. However, there would be the potential for noise impacts. The centre would be subject to consideration of additional noise mitigation measures during construction.
Regis Delphi House Belmore (aged care)	This facility is located to the north of the project area. Construction activities have the potential to result in temporary noise impacts on residents of the facility. Visual impacts are unlikely due to the distance and visual buffers between the facility and the project area. Potential noise impacts are not expected to restrict the use or function of the facility.
Maronite Sisters of the Holy Family Montessori Preschool	The preschool is located to the north of the project area. Construction activities would have the potential to result in temporary noise impacts. Potential noise impacts would be most relevant when children are outdoors. Visual impacts are unlikely due to the distance and visual buffers between the preschool and the project area. Amenity impacts are not expected to restrict the use or function of the preschool.
PCYC Belmore	PCYC Belmore is a youth club adjoining the project area. Construction activities would have the potential to result in temporary noise impacts on the facility. Visual impacts are unlikely due to the visual buffers between the facility and the project area. Amenity impacts are not expected to restrict the use or function of the facility.
Belmore Sports Ground (including Belmore Oval)	Belmore Sports Ground is an active recreation area adjoining the project area. The sports ground contains a sporting stadium (Belmore Oval – the home ground of the Canterbury Bulldogs), Peter Moore Fields, and Belmore Bowling Club. Amenity impacts (noise and visual) during construction may affect the outdoor enjoyment of the facility, however are not expected to restrict its use or function. A key potential impact would be access to the facility, particularly during games at Belmore Oval. Potential access impacts (including during special events) are considered in Chapter 10, and relevant mitigation measures are provided in Section 10.5. Further information on potential social impacts as a result of access changes is provided above (under access and connectivity).
Peter Moore Fields	Peter Moore Fields are an active recreation area adjoining the project area. Amenity impacts (noise and visual) during construction may affect the outdoor enjoyment of the fields and its associated sporting facilities, however the impacts are not expected to restrict use or function of the fields.
Canterbury League Club	Canterbury Leagues Club is located to the south of the project area. Construction activities in the project area are likely to be audible at the club. However, impacts are not expected to restrict use or function of the facility given the distance from the project area (about 100 metres).
Lakemba	
The Lakemba Club	The Lakemba Club is located on the southern side of The Boulevarde opposite the project area. Construction activities in the project area are predicted to be audible at the club particularly from the nearby construction compound (C14) or any track works. However, impacts are not expected to restrict the use of the club.
Canterbury City Community Centre	Canterbury City Community Centre is located adjacent to the project area east of Lakemba Station. Noise impacts are predicted due to its close proximity to corridor works and construction compound (C14) on the southern side of the corridor. The centre would be subject to consideration of additional noise mitigation measures during construction.
Lakemba Uniting Church	The Lakemba Uniting Church is located on the opposite side of The Boulevarde to the project area (east of Lakemba Station). Due to the proximity of the church to the project area, and the presence of construction compound (C14), construction noise impacts are predicted. The centre would be subject to consideration of additional noise mitigation measures during construction.

Community infrastructure facilities	Description of potential impact
BHC Medical Centre	The BHC Medical Centre is located north of the project area on the northern side of Railway Parade. The centre would be potentially subject to amenity impacts (noise, air quality and visual) as a result of its proximity to the station and rail corridor. Amenity impacts are not expected to restrict the use of the centre.
Jubilee Reserve	Jubilee Reserve is a passive recreation area including a playground. The reserve is located north of the project area west of Lakemba Station. Amenity impacts (such as noise, visual and dust) may affect the outdoor enjoyment of the reserve, however are not expected to restrict its use or function.
Anowara Health Care Centre	Anowara Health Care Centre is located in Bellevue Street to the north of Jubilee Reserve, this facility includes a surgery. With the implementation of reasonable and feasible noise mitigation, these impacts are not expected to restrict the use or function of the facility. Visual impacts would be limited due to the orientation of the facility parallel to the project area.
Lakemba Senior Citizen's Centre and Lakemba Library	These facilities occupy a single building located south of the corridor near Lakemba Station. There is the potential for amenity impacts (particularly noise) to be experienced at the facilities, however such impacts are not expected to restrict the use or function of the facilities.
Lakemba Medical Services Family Medical Centre	The Lakemba Medical Services Family Medical Centre is located north of the project area on Railway Parade. The centre would be subject to consideration of additional noise mitigation measures during construction.
Wiley Park	
Wiley Park Girls High School	Both schools are located in close proximity to the rail corridor across The Boulevarde. Students and staff may experience temporary reduced amenity due to increased noise, vibration and visual impacts from construction activities. Schools may be particularly sensitive to amenity changes and would be subject to specific additional noise mitigation measures developed upon further noise assessment during detailed design and in consultation with the facility operators.
Wiley Park Public School	
Punchbowl	
Punchbowl Children's Centre	Punchbowl Children's Centre is located on the northern side of Warren Reserve. Due to the positioning of the centre north of the works at Punchbowl Station, there is the potential for noise impacts. The centre would be subject to consideration of additional noise mitigation measures during construction.
Warren Reserve	Warren Reserve is a passive recreation area located to the north of Punchbowl Station. About 15% of the reserve along its southern edge would be acquired for a new station entrance. As this area is located adjacent to the rail corridor, acquisition would not impact highly used areas. There would be potential for amenity impacts (noise and visual) to other areas of the reserve during construction. Amenity impacts may affect the outdoor enjoyment of this reserve, but are not expected to restrict its use or function.
Punchbowl Boys High School	Punchbowl Boys High School is located directly adjacent to the northern side of the project area, to the west of Punchbowl Road. There is the potential for amenity impacts (particularly noise) at this school due to its proximity to the project area. The school would be subject to consideration of additional noise mitigation measures during construction.
Mary Barry Park	Mary Barry Park is located on the northern side of South Terrace (west of Punchbowl Road) and is located adjacent to the rail corridor. Amenity impacts may affect the outdoor enjoyment of this reserve, but are not expected to restrict its use or function
Church of Jesus Christ of Latter-Day Saints	The Church of Jesus Christ and Latter-Day Saints is located about 60 metres north of the project area. There is the potential for amenity (noise) impacts at this location, however these are not expected to impact on the use or function of the church.

Community infrastructure facilities	Description of potential impact
Punchbowl Family Health Care	The Punchbowl Family Health Care is located within the Broadway Plaza shopping centre on the southern side of The Boulevarde at Punchbowl Station. Amenity impacts at this facility are expected due to its proximity to the rail corridor and proposed construction compound (C21). Amenity impacts are not expected to impact on the use or function of this facility.
Bankstown Childcare Academy	The Bankstown Childcare Academy is located on the southern side of South Terrace opposite the project area. There would be the potential for noise impacts, particularly to outdoor play areas, during construction. The academy would be subject to consideration of additional noise mitigation measures during construction.
Playtime Pre-School Long Day Care Centre	The Playtime Pre-School Long Day Care Centre is located about 90 metres south of the rail corridor. Visual amenity impacts are not expected with no direct views of the project area. There would be the potential for noise impacts, particularly to outdoor play areas, during construction. The centre would be subject to consideration of additional noise mitigation measures during construction.
South Terrace Health Centre	South Terrace Health Centre is located adjacent to the southern side of the project area to the west of Punchbowl Road. There would be the potential for noise impacts during construction. The centre would be subject to consideration of additional noise mitigation measures during construction.
Bankstown	
Bankstown Arts Centre	The Bankstown Arts Centre is located directly adjacent to the rail corridor to the west of Bankstown City Plaza. The project would involve track work in this area, which would have the potential for amenity impacts. Though works are likely to be minimal in this location, the works would result in potential noise impacts. The centre would be subject to consideration of additional noise mitigation measures during construction.
Himalaya Emporium Function Centre	The Himalaya Emporium Function Centre is located on the southern side of South Terrace adjacent to the project area. Due to the positioning of this facility opposite the upgraded station, some potential amenity impacts (both visual and noise) are expected. These impacts are not expected to impact on the use or function of the function centre.
The Bellevue Reception Centre	The Bellevue Reception Centre is located on Restwell Street to the south of the project area and is setback from the project area. As a result, visual impacts are unlikely, however potential noise impacts may result. Noise impacts are not considered likely to result in any impacts on the use or function of this centre.
Bankstown Sports Bowls	Bankstown Sports Bowls is located west of Bankstown City Plaza south of the corridor, however it is setback from the rail corridor with the car park between it and project area. Due to the limited works in this area, there is unlikely to be any impact on the use or function of these facilities.
Al Amanah College	Al Amanah College is located adjacent to the project area just north and towards the western end of the Marion Street overbridge. Works in this area would be limited to track adjustments and therefore potential amenity impacts, in particular noise may occur but only during limited periods. The college would be subject to consideration of additional noise mitigation measures during construction.
Masjid Abu Bakr Bankstown Mosque	The Masjid Abu Bakr Bankstown Mosque is located adjacent to the project area just north of the Marion Street overbridge towards the western end of the project area. Works in this area would be limited to track adjustments and therefore potential amenity impacts may result. Such impacts are not considered to impact the use or function of the mosque.
St Nicholas Antiochian Orthodox Church	The St Nicholas Antiochian Orthodox Church is located adjacent to the project area just north and towards the western end of the Marion Street overbridge. Works in this area would be limited to track adjustments and therefore potential amenity impacts may result. Such impacts are not expected to impact the use of function of the church.

Community infrastructure facilities	Description of potential impact
Park along Brancourt Avenue	A small park located between Brancourt Avenue and the project area is using for passive recreation including a playground. Amenity impacts would potentially affect the outdoor enjoyment of this park; however these impacts are not expected to restrict the use or function of the park, particularly due to the small scale and nature of works in the vicinity of the park.
St. Euphemia Greek Orthodox Church of Bankstown	The St. Euphemia Greek Orthodox Church of Bankstown while over 100 metres from the project area would potentially experience some noise impacts. The church would be subject to consideration of additional noise mitigation measures during construction.
Roly Poly Educational Childcare	The Roly Poly Educational Childcare, while over 100 metres from the project area, would potentially experience some noise impacts. The child care would be subject to consideration of additional noise mitigation measures during construction.

Access to all community infrastructure facilities identified in the study area in section 3.3 would be maintained through the construction period. As mentioned in section 4.5.2, construction activities may result in changes to traffic and transport conditions in the entire social study area through diversions, increased construction traffic and alternate transport modes/routes. These changes may impact on the time taken to travel to community infrastructure facilities. Users of these facilities particularly schools would need to factor in additional travel time. Community infrastructure that may be impacted by broader access impacts are identified in both section 3.3 and Table 4-8.

These impacts are anticipated to be temporary and vary depending on the location in relation to the project. Community infrastructure located along main roads such as Illawarra Road (Marrickville) and Beamish Street (Campsie) are more likely to experience access impacts than infrastructure located along residential streets.

Community facilities are also located along haulage routes. These are identified in Appendix C. Users and staff at these facilities may experience temporary reduced amenity resulting from trucks transporting materials and spoil to and from the site. This may include increased noise and traffic. As discussed above, increased truck traffic may affect travel time to and from community facilities, access to facilities located on these roads, and potentially affect the amenity of the facilities resulting from increased noise. Technical Paper 2 states that further noise modelling of the haulage routes will be carried out during the detailed design stage of the project when the routes and construction volumes are confirmed. Where compliance with the relevant noise criteria is unable to be achieved, noise mitigation should be considered (e.g. alternate construction traffic routes or reducing the maximum number of daily movements).

4.6.2 Operation

During operation, the amenity of community infrastructure facilities located adjacent or in close proximity to the project area would in most cases be restored, reinstated or enhanced.

Improved rail transport and connections to other transport modes would improve broader community access to infrastructure in the vicinity of stations. Increased frequency and shorter journey times would improve access to community infrastructure through the greater Sydney region. In some cases, access to infrastructure may improve as a result of new station layouts which may include upgrades or new provision of footpaths, bicycle facilities, kiss and ride facilities, commuter car parking and bus interchange areas.

Direct impacts of project construction activities on recreational areas such as McNeilly Park would cease as the construction compound located on the park would be removed and the area would be rehabilitated, revegetated and restored for public use. The detention tank would be

located underground, with landscaping provided over the area, and flooding conditions would improve in the locality. Amenity at Warren Reserve would be improved through enhancement of the area that is currently unkempt. The former bowls club structure at Close Street, Canterbury would be restored/rehabilitated in consultation with Canterbury-Bankstown Council.

Recreational areas used during construction, such as McNeilly Park and Warren Reserve, would be rehabilitated, revegetated and restored for public use. The improved station entrance at Punchbowl would enhance the visual amenity, safety and connectivity between the station and Warren Reserve. The former bowls club structure at Close Street, Canterbury would be restored or rehabilitated in consultation with Canterbury-Bankstown Council.

One nearby recreational facility, Fraser Park, would be likely to be affected by increased noise levels due to increased metro train services and speeds compared to the T3 Bankstown Line train speeds. Fraser Park also contains the KIKOFF Fraser Park Soccer Centre. This would be a long-term negative impact on users at this park. It is noted that organised sporting activities generally generate their own noise or focus for participants, which may make them less sensitive to external noise intrusion. As a result, these impacts are expected to be minor.

4.6.3 Summary and assessment of potential community infrastructure impacts

Table 4-9 provides a summary statement of the impact and assesses each impact by its nature, type, duration and level.

Table 4-9 Assessment of potential impacts on community infrastructure

Summary of impact	Nature of impact	Type of impact	Duration	Level
Users and staff of community infrastructure in close proximity to the project area would experience reduced amenity potentially due to increased noise, dust, vibration and visual changes from construction activities. Amenity impacts may affect the outdoor enjoyment of facilities in particular open space and outdoor sport and recreation facilities. However, amenity impacts are generally unlikely to restrict the use or function of these community infrastructure. In addition, sensitive receivers such as schools and child care centres may be particularly sensitive to amenity changes. These would be subject to specific additional noise mitigation measures developed upon further noise assessment during detailed design and in consultation with the facility operators.	Negative	Direct	Construction – temporary to short-term	Minor to major
The former Canterbury bowling club facility at Close Street is proposed for use as a worksite during construction. A portion of the hall could be retained for community use. This has the potential to affect how community groups use this facility.	Negative	Direct	Construction - short-term	Minor

Summary of impact	Nature of impact	Type of impact	Duration	Level
About 35 per cent of McNeilly Park area would be required during construction, to construct the proposed detention basin. This has the potential to impact the use and function of the park. The playground area of the park would be maintained and be accessible for the public at all times. The temporary reduction in recreational area and presence of the worksite may reduce the overall amenity of this park, impacting on the enjoyment and outdoor recreational use of the park during construction.	Negative	Direct	Construction - short-term	Minor to medium
About 15 per cent of the Warren Reserve grassed area would be acquired for the project to accommodate the new station entrance and concourse. The area required for the project is small and not used actively for recreation or relaxation, as it is immediately adjacent to the existing rail line. The acquired strip of land is also towards the edge of the park bordering the existing rail line. While it is likely that the amenity of the area in the park near the project area may be impacted due to increased noise, dust, vibration and visual impacts, the rest of the park would remain available for recreational use.	Negative	Direct	Construction and operation - long-term	Minor
Hughes Park may be temporarily impacted during construction of the traction power supply line. This may affect sports groups using the oval for organised games and training, and the general community using it for informal recreation. Further review of the route alignment would seek to minimise impacts by potentially realigning around the oval. Any necessary impacts on this space would be discussed with Canterbury-Bankstown Council to confirm the management approach required during construction.	Negative	Direct	Construction – temporary	Minor to medium
Changed access for users of community infrastructure due to changed traffic and transport conditions in the study area. Changed access may impact on the time taken to travel to community infrastructure but are expected to be temporary and vary depending on the location in relation to the project.	Negative	Direct	Construction – short-term	Minor to medium
Reduced amenity for users and staff of community facilities located along haulage routes resulting from trucks transporting materials and spoil to and from the site. This may include increased noise and traffic, which may reduce feelings of safety and overall enjoyment, particularly for outdoor areas along these roads. Increased truck traffic may also impact on travel time to and from community facilities.	Negative	Direct	Construction – temporary to short term	Minor
During operation, community access and connectivity to community infrastructure are expected to improve for all including vulnerable groups through the provision of efficient public transport and accessible station design.	Positive	Direct and indirect	Operation – long-term	Medium to major

4.7 Cumulative impacts

Discipline-specific cumulative issues are considered in the main volume of the EIS and in the technical papers. As identified in EIS, there are a number of major projects which could combine to generate cumulative benefits and impacts with the Sydenham to Bankstown project. These include the Sydney Metro Chatswood to Sydenham project, and various WestConnex projects. In addition, changes to the social amenity and urban fabric in the study area could occur as a result of the implementation of the Sydenham to Bankstown Urban Renewal Corridor Strategy, currently being prepared by the Department of Planning and Environment. The renewal could result in an additional 36,000 additional dwellings built along the corridor in the next 20 years.

The cumulative social and economic benefits of these projects may include:

- increased capacity of the Sydney Trains and arterial road networks
- faster, more frequent and reliable train services
- improved accessibility at Metro stations and reach of the public transport network overall
- greater choice of jobs and access to housing along the global economic corridor
- an increase in economic activity, employment and procurement opportunities, and opportunities for land use intensification, particularly around stations.

These are substantial benefits which would be achieved by the Sydenham to Bankstown project in conjunction with the Sydney Metro Northwest, and City and Southwest projects.

The cumulative social and economic impacts of these projects would include:

- property acquisition
- impacts on community values, including changes to amenity and character – both during the construction and operation phases
- impacts on access, connectivity and community cohesion
- impacts on community infrastructure.

Transport for NSW has developed a suite of policies to enhance the opportunities and reduce the construction impacts of the project based on similar successful projects delivered across Greater Sydney over the past decade. Principal among these are the measures to mitigate environmental impacts and undertake transparent and active engagement with affected communities. The projects would deliver the social and economic benefits identified above commencing from the date of operation.

The project is also anticipated to act as a catalyst for urban renewal opportunities, currently being investigated by the Department of Planning and Environment. As outlined in the draft *Sydenham to Bankstown Urban Renewal Corridor Strategy* (Department of Planning and Environment, 2017), the project would provide opportunities over the next 20 years for transformation and renewal around the stations in particular. The urban renewal initiatives being investigated would encourage new development including new housing, employment areas, town centres and community infrastructure close to existing public transport networks. This would support population growth and increase the demand for higher density living along the corridor, promoting transit-oriented developments.

The draft *Sydenham to Bankstown Urban Renewal Corridor Strategy* identifies that high density, transit-oriented developments would deliver options for better connectivity between residential areas and employment zones, improve community facilities and provide health benefits and productivity gains through the creation of safer and more appealing environments for the transit users.

Such development would result in local increases in population, changes to demographic characteristics of the communities along the corridor, changes in community character and values, changes in the demand for community infrastructure facilities and changes to the economic characteristics along the corridor. It is noted that while such growth and development may be considered as a benefit by some in the local community, others may view the same issues as unfavourable.

5. Recommended mitigation measures

5.1 Overview

This section provides the recommended mitigation measures to avoid or manage the social impacts identified in section 4. During construction, these measures would be particularly important to reduce potential impacts resulting from construction activities. Construction-related impacts include impacts on employment and procurement, property, population, community values and community infrastructure.

During operation, broader impacts are expected including increased employment and procurement opportunities and changes to land use, population characteristics and community values, and community infrastructure. These are considered long-term positive impacts.

5.2 Employment and business opportunities

As described in Chapter 28 of the EIS, environmental management during construction would be guided by the Construction Environmental Management Framework (provided in Appendix D to the EIS). The framework requires preparation and implementation of a workforce development plan as one of the components of a construction sustainability management plan. The aim of the plan would be to support local employment and business opportunities, provide skills development, and increase workplace diversity.

In addition, measures to support employment and business opportunities are addressed in the sustainability objectives and supporting targets identified under the sustainability initiatives of the broader Sydney Metro City and Southwest project. These are described in Chapter 24 of the EIS.

5.3 Property acquisition

To minimise property acquisition impacts on residents of acquired properties, all property acquisition would be undertaken in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* and in accordance with processes and protocols developed for Sydney Metro City & Southwest project. These are detailed in the Sydney Metro City & Southwest Property Acquisition Fact Sheet (Appendix A).

According to the Sydney Metro City & Southwest land acquisition protocols, independent valuers assess the current market value for each property being acquired. In addition to the market value of the property, valuers assess any additional costs that would fairly and reasonably be incurred as a result of the acquisition, such as stamp duty, professional costs (e.g. legal fees, valuation fees), relocation costs, losses resulting from severance, and losses relating to disturbance.

The valuation informs the offer made to the property owner. Transport for NSW works collaboratively with property owners to ensure that the acquisition process is fair, reasonable and as easy as possible.

A dedicated transaction manager would be available to support affected property owners during this process. Property acquisition negotiations and impacts would be managed on a case by case basis.

5.4 Community values and infrastructure

Potential impacts on community values related to amenity/character, cohesion, health and safety, and community infrastructure are expected to be managed through mitigation measures identified in the EIS, including:

- Traffic, transport and access measures – including the Temporary Transport Strategy and temporary transport management plans, which would guide the implementation of alternative transport arrangements during station closures and/or possession periods, and the construction traffic management plan, which would define the measures to manage potential traffic, transport and access impacts during construction.
- Noise and vibration, heritage, landscape and visual, and air quality management measures, which would be implemented to minimise and manage potential impacts to local amenity and community character associated with construction and operation activities near residential areas and community infrastructure.
- Land use, property and business measures, which would be implemented to minimise the potential impacts of property acquisition and impacts on businesses used by the community.
- The stakeholder and community consultation strategy described by Chapter 4 of the EIS, with regard to consultation and feedback mechanisms.
- Sustainability and climate change, with regard to sustainability measures, including the workforce development plan.

In addition, the SIA recommends that a robust stakeholder consultation strategy be prepared and implemented during the detailed design and construction phase of the project. Consultation should include local councils, potentially impacted residents, customers, user groups of roads/pedestrian and cycle ways, community groups, and users/managers of impacted community infrastructure facilities, to understand potential impacts on communities and develop ways to manage impacts. As part of the consultation strategy, it is recommended that targeted consultation be undertaken with vulnerable community members, including the elderly, people with disabilities, and those from culturally and linguistically diverse backgrounds.

6. Conclusion

The SIA concludes that most of the potential impacts of the project would be experienced over the short term during construction, and longer term benefits would be generated during operation. In summary, the key potential socio-economic benefits of the project would include:

- The project would provide employment and local business opportunities and skills development for communities in the study area, as a result of project related employment and procurement particularly during construction, and business precinct development during operation.
- During operation, the project would provide improved community access and connectivity for all, including vulnerable groups. This would occur through:
  - the provision of faster and frequent public transport and accessible station design
  - improved amenity around new stations with efficient design and integrated, retrofitted heritage items (where possible)
  - better pedestrian, cycle access and bicycle parking, including provisioning for an active transport corridor, which would also provide opportunities for active transport and active lifestyles, and the potential for improved air quality by reducing the need for private vehicle use
  - provide equal access opportunities for those with accessibility issues or restrictions with appropriate access and signage facilities.
- Station improvements are expected to improve community access and connectivity between stations and surrounding areas and across the rail corridor. Improvements may encourage more pedestrian/cyclist activity and potential for community interactions. This, combined with better station design and lighting in and outside stations, would improve the safety perceptions in the station environments.
- Station improvements would include improved amenity and safety in and around station entrances, also enhancing community spaces connecting with stations, such as at Warren Reserve at Punchbowl.

The key potential socio-economic impacts of the project would include:

- During construction, temporary use of the following facilities may reduce access to recreational areas and community space for the surrounding communities:
  - an area within McNeilly Park, Marrickville, during construction of the underground detention basin
  - the former bowls club at Close Street, Canterbury – the majority of this facility is proposed as a construction work site
  - temporary works through Hughes Park to construct the traction power supply line
  - permanent acquisition of an area within Warren Reserve, Punchbowl.
- During construction, residents close to the project area would potentially experience reduced amenity due to increased noise levels, increased dust, decreased visual and landscape value of the area, and changes to the heritage character at many of the stations. Amenity impacts related to visual and air quality changes are anticipated to have less impact on the daily lifestyle of the surrounding residents, while increased noise level have the potential to cause sleep disturbance.
- During construction, there could be a potential reduction in local employment and businesses due to acquisition of commercial properties, ceasing of existing commercial

leases in some areas along the corridor, changes in access, and amenity issues at businesses within the local business precincts.

- Amenity impacts during construction may result in impacts on community health and safety due to:
  - sleep disturbance, stress, and health risks resulting from prolonged exposure to increased noise levels, dust, and lighting impacts in residential areas
  - actual and perceived safety risks due to construction traffic, increased traffic, and safety around construction compounds
  - reduced opportunity for active transport due to closure of footpaths and bicycle parking.
- During construction, traffic congestion, travel delays, diversions, access and parking restrictions, and alternative public transport arrangements may discourage some people from making some trips or access certain areas, cause increased stress levels in some people, and limit access to some areas. This could also affect people's ability to carry out their usual networking and social activities, impacting on community cohesion. These impacts would be particularly experienced by vulnerable groups (e.g. the elderly, people with disabilities and those from culturally and linguistically diverse backgrounds)
- During operation, while the project provides opportunities to enhance the amenity and character of stations and surrounding areas, new station structures and surrounding development may conflict with existing community values and character for some members of the community.

The potential socio-economic impacts would be minimised by implementing the mitigation measures identified by the EIS that are relevant to the following issues:

- traffic, transport and access
- noise and vibration
- heritage (both Aboriginal and non-Aboriginal)
- land use and property impacts
- business impacts
- landscape and visual impacts
- sustainability and climate change.

The SIA recommends that a robust stakeholder consultation strategy be prepared and implemented during the detailed design and construction phase of the project. Consultation should include local councils, potentially impacted residents, customers, user groups of roads/pedestrian and cycle ways, community groups, and users/managers of impacted community infrastructure facilities, to understand potential impacts on communities and develop ways to manage impacts. As part of the consultation strategy, it is recommended that targeted consultation be undertaken with vulnerable community members, including the elderly, people with disabilities, and those from culturally and linguistically diverse backgrounds.

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Appendices

Appendix A – Property Acquisition Fact Sheet – Sydney Metro City and Southwest

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FACT SHEET 2015

Aerial view over Sydney Harbour

Property Acquisition

Sydney Metro is Australia's largest public transport project, delivering more trains and faster services across all of Sydney.

Sydney Metro City & Southwest will deliver 30 kilometres of metro rail between Chatswood and Bankstown, including a new crossing beneath Sydney Harbour, new railway stations in the lower North Shore and CBD, and the upgrade and conversion of the current line between Sydenham and Bankstown.

In designing major infrastructure projects, Transport for NSW (TfNSW) makes every possible effort to avoid the need to acquire private property. However, in some cases the NSW Government has no alternative but to purchase property to allow construction of a major project.

This fact sheet answers some commonly asked questions about the NSW Government's property acquisition process.

When will I know if my property is affected?

The project team will make direct contact in person with any owner whose property is directly affected by the proposal. A formal letter will also be sent confirming that a property is required, including details of the proposed acquisition process.

What is the acquisition process?

There is a standard process used by Government to buy land which is required for a public purpose such as railway infrastructure. The *Land Acquisition (Just Terms Compensation) Act* 1991 (Act) sets out the steps which must be followed including how compensation is calculated.

TfNSW's offer to purchase will be based on an independent valuation of the property. If negotiations fail to reach agreement on the amount payable for the property, then the property will be compulsorily acquired and compensation will be determined by the Valuer General.

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sydneymetro@transport.nsw.gov.au

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About Sydney Metro

Sydney Metro is Australia's largest public transport project and is made up of two core components:

- Sydney Metro Northwest – formerly the 36km North West Rail Link. This project is now under construction and will open in the first half of 2019
- Sydney Metro City & Southwest – a new 30km metro line linking with Metro Northwest at Chatswood, and then under Sydney Harbour, through new stations in the lower North Shore, Sydney CBD and south west to Bankstown. Construction is subject to planning approval and is planned to commence in 2017 with the project scheduled to open in 2024.

About Transport for NSW

Transport for NSW is the agency that enters into contracts with the private sector for the delivery of all aspects of Sydney Metro as well as any future extensions of the metro rail network.

Further details are available at:
www.transport.nsw.gov.au

Aerial view over Central Station

What are the steps involved in Transport for NSW acquiring a property?

It is always the project team's preference – consistent with the objectives of the Act – to acquire land required for the project by negotiated agreement rather than by compulsory acquisition.

- You will be advised directly, both in person and by formal letter, that your property is required for the Sydney Metro project by the project team
- A mutually suitable time will be arranged for an initial meeting with the property team to discuss the acquisition process and your rights as an owner
- Following this, a registered and independent property valuer will be engaged by TfNSW to inspect the property and prepare a valuation
- The property owner should also engage their own registered property valuer and legal advisor (reasonable costs will be included in the final compensation amount)
- The project team will consider all relevant information. A Letter of Offer is sent to the property owner setting out the amount of compensation that TfNSW is prepared to pay
- Discussions and further negotiations will then take place with the property owner/representatives to reach an agreement on compensation and terms within project timetable
- If agreement is reached, a solicitor or conveyancer appointed by TfNSW will draw up the contract. TfNSW will pay the costs for preparing the contract
- Compulsory acquisition will only occur after all reasonable attempts to negotiate have not resulted in completion of the purchase of the property within the project timetable.

A dedicated transaction manager will be available to support you during this process.

Need to know more?

If you need to know more, contact the project team in the first instance and we will arrange for you to speak with the relevant property expert.

- Visit the website at **www.sydneymetro.info**
- Call **1800 171 386**
- Email us at **sydneymetro@transport.nsw.gov.au**
- Post **PO Box 588 North Ryde BC NSW 1670**

15156 10/2015

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FACT SHEET 2015

Aerial view over Sydney Harbour

Property Acquisition – Commercial Tenants

Sydney Metro is Australia's largest public transport project, delivering more trains and faster services across all of Sydney.

Sydney Metro City & Southwest will deliver 30 kilometres of metro rail between Chatswood and Bankstown, including a new crossing beneath Sydney Harbour, new railway stations in the lower North Shore and CBD, and the upgrade and conversion of the current line between Sydenham and Bankstown.

In designing major infrastructure projects, Transport for NSW (TfNSW) makes every possible effort to avoid the need to acquire private property. However, in some cases the NSW Government has no alternative but to purchase property to allow construction of a major project.

This fact sheet answers some commonly asked questions about what happens when the NSW Government acquires a commercial property and what the rights of tenants are.

An established process for tenants

Usually the first stage of commercial acquisition occurs between the building owner and TfNSW. Once the building has been acquired, all existing tenancies transfer immediately across to TfNSW.

Once a commercial property has been acquired TfNSW will contact individual tenants and appoint a dedicated transaction manager. TfNSW will ensure appropriate management of the building continues during this process.

The role of the transaction manager is to work closely with each tenant to determine any compensation for relocation.

It is up to the tenant to engage the appropriate specialists as part of this process. Specialists recommended include solicitor, property valuer, relocation consultant and tenant representative.

If compensation is payable, reasonable costs of relocation and for the specialists providing advice will be reimbursed as part of a compensation agreement.

- ✓ Make sure you have an up-to-date and valid copy of your present tenancy agreement
- ✓ Speak with your solicitor and engage a property valuer to assess your business
- ✓ Speak with your accountant / financial advisor to make sure you have robust, up-to-date financial details of your business
- ✓ Take the time to clearly list the specific nature of your business and its needs, in terms of the overall business, your staff and your customers
- ✓ Engage a relocation specialist to help you plan your move
- ✓ Work with your customers and staff to help them understand what is happening
- ✓ Be open and honest in your dealings with the Sydney Metro property team – their aim is to help you move with minimum fuss. The more they understand your business, the better they can help
- ✓ Make the Sydney Metro property team your first point of contact if any questions arise

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About Transport for NSW

Transport for NSW is the agency that enters into contracts with the private sector for the delivery of all aspects of Sydney Metro as well as any future extensions of the metro rail network.

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Need to know more?

If you need to know more, contact the project team in the first instance and we will arrange for you to speak with the relevant property expert.

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- Post
  PO Box 588
  North Ryde BC NSW 1670

Commonly asked questions

What costs are covered?

Commercial and retail tenancy agreements can be very complex, as each tenancy depends on individual circumstances.

Each business has specific and individual needs, including the location of the business premises, access to the business by your staff and customers, the ability to deliver and receive goods and services and so on.

In fact, the huge amount of variations across tenancies makes each one a one-off agreement

If compensation is payable, the disturbance costs that are part of the compensation for the acquisition of the leasehold interest include reasonable payments for:

- Legal costs
- Valuation fees
- Lease transfer fees
- Outsourced costs for relocation services and other costs directly associated with the move
- Other financial costs incurred as a direct result of the acquisition of the leasehold interest including re-establishment costs on a like for like basis.

My business is very complex, how will I be dealt with?

Sydney Metro's property team includes professionals with many years' experience in all aspects of commercial and retail tenancies.

It is their role to assist and guide tenants through the many steps required in transitioning from one premises to another, and in minimising impacts on businesses.

What notification must tenants receive?

TfNSW will make direct contact with all affected tenants. The tenant will be advised, in writing, in advance of the time required to vacate their current premises.

What about new lease terms?

The disturbance costs that are part of the compensation for the acquisition of the leasehold interest include outsourced costs for relocation services, all costs associated with the move, and restablishment costs on a like-for-like basis plus legal and other professional services required.

What happens if agreement cannot be reached?

Compulsory acquisition will only occur after all reasonable attempts to negotiate have not resulted in completion of the acquisition of the leasehold interest within the project timetable.

Can I seek independent legal advice?

Yes, you can seek independent legal advice and Sydney Metro will meet the reasonable costs.

15155 11/2015

Appendix B – Demographic profiles for LGAs and suburbs within the study area

Table 7-1 Former Marrickville and Inner West LGA community profile

Indicator	Former Marrickville LGA	Inner West LGA	Greater Sydney
Population	84,270	187,566	4,920,970
Gender	Males 49.5% Females 50.5%	Males 48.6% Females 51.4%	Males 49.2% Females 50.8%
Density	50.9 persons per hectare	53.3 persons per hectare	3.98 persons per hectare
2036 population (Department of Planning and Environment, 2016)[1]	N/A	232,100	9,925,650
Age profile			
Median age	36 years	N/A	36 years
Under 18 year olds	16.7%	17.4%	22.9%
18 to 69 year olds	75.9%	74.6%	68.1%
Over 70 year olds	7.4%	7.9%	9%
Cultural diversity			
Overseas born	34%	34.8%	34.2%
Speaks a language other than English	30.7%	29.2%	32.4%
Indigenous population	1.5%	N/A	1.2%
Household and dwelling			
Average size	2.3 persons per dwelling	2.32 persons per dwelling	2.69 persons per dwelling
Couples with children	39.1%	33.1%	48.9%
Lone person households	27.3%	27.3%	21.5%
Dwelling type	Separate dwelling 33.5% Medium density 27.5% High density 37.4%	Separate dwelling 34.0% Medium density 41.4% High density 23.2%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	23.4%	23.6%	29.1%
Renting	43%	39.6%	30.4%
Income and employment			
Median weekly household income	$1,605	N/A	$1,447
Unemployment	5.3%	5.2%	5.7%
Education			
Did not have a qualification	34.1%	31.5%	40.5%
Completed Year 12 or equivalent	64.2%	66.0%	55%
Levels of disadvantage			
SEIFA score[2]	1,021.6 indicating lower level of disadvantage	1,037.7 indicating lower level of disadvantage	N/A
Need for assistance[3]	4.3%	4.3%	4.4%

Indicator	Former Marrickville LGA	Inner West LGA	Greater Sydney
Journey to work			
Train	26.2%	20.4%	13.8%
Bus	9.5%	12.8%	5.8%
Car (driver or passenger)	39.2%	40.6%	58.3%
Cycling	3.3%	3.1%	0.8%
Walked only	5.5%	5.1%	4.1%
Did not own a motor vehicle	19.7%	18.0%	11.8%

Notes:
1. The Department of Planning and Environment has provided updated population projections based on the newly formed LGAs only.
2. The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.
3. Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-2 Canterbury-Bankstown LGA community profile

Indicator	Canterbury-Bankstown LGA	Greater Sydney
Population	354,948	4,920,970
Gender	Males 49.6% Females 50.4%	Males 49.2% Females 50.8%
Density	32.14 persons per hectare	3.98 persons per hectare
2036 population (Department of Planning and Environment, 2016)[1]	502,850	9,925,650
Age profile		
Median age	N/A	36 years
Under 18 year olds	25%	22.9%
18 to 69 year olds	65.2%	68.1%
Over 70 year olds	9.8%	9%
Cultural diversity		
Overseas born	42.1%	34.2%
Speaks a language other than English	45.9%	32.4%
Indigenous population	0.7%	1.2%
Household and dwelling		
Average size	2.93 persons per dwelling	2.69 persons per dwelling
Couples with children	39.3%	48.9%
Lone person households	19.6%	21.5%
Dwelling type	Separate house 60.3% Medium density 27.3% High density 11.1%	Separate house 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	31.2%	29.1%
Renting	31.1%	30.4%

Indicator	Canterbury-Bankstown LGA	Greater Sydney
Income and employment		
Median weekly household income	$1,029 - $1,091[2]	$1,447
Unemployment	7.8%	5.7%
Education		
Did not have a qualification	49.8%	40.5%
Completed Year 12 or equivalent	49.5%	55%
Levels of disadvantage		
SEIFA score[3]	939 - 946 indicating higher level of disadvantage[4]	N/A
Need for assistance[5]	5.8%	4.4%
Journey to work		
Train	17.5%	13.8%
Bus	2.2%	5.8%
Car (driver or passenger)	63.1%	58.3%
Cycling	0.3%	0.8%
Walked only	2.1%	4.1%
Did not own a motor vehicle	12.6%	11.8%

Notes:
1. The Department of Planning and Environment has provided updated population projections based on the newly formed LGAs only.
2. The median weekly household income indicator was not available for the Canterbury-Bankstown LGA. The range for the median weekly household income has been sourced for the former Canterbury and Bankstown LGAs based on 2011 Census data.
3. The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.
4. The SEIFA score was not available for the Canterbury-Bankstown LGA. The range for the SEIFA score has been sourced for the former Canterbury and Bankstown LGAs based on 2011 Census data.
5. Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-3 St Peters community profile

Indicator	St Peters suburb	Greater Sydney
Population	2,871	4,920,970
Gender	Male 51.9% Female 48.1%	Males 49.2% Females 50.8%
Age profile		
Median age	35 years	36 years
Under 18 year olds	14%	22.9%
18 to 69 year olds	80.9%	68.1%
Over 70 year olds	5.2%	9%
Cultural diversity		
Overseas born	38.4%	34.2%
Speaks a language other than English	20.3%	32.4%
Indigenous population	1.1%	1.2%

Indicator	St Peters suburb	Greater Sydney
Household and dwelling		
Average size	2.2 persons per dwelling	2.69 persons per dwelling
Couples with children	32%	40.5%
Lone person households	26.1%	21.5%
Dwelling type	Separate dwelling 32.6% Medium density 41.3% High density 24.1%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	20.4%	29.1%
Renting	37.6%	30.4%
Income and employment		
Average weekly household income	$1,786	$1,447
Unemployment	4.1%	5.7%
Education		
Did not have a qualification	32.9%	40.5%
Completed Year 12 or equivalent	64.3%	55%
Levels of disadvantage		
SEIFA score[1]	1,051	N/A
Need for assistance[2]	3.1%	4.4%
Journey to work		
Train	32.6%	13.8%
Bus	6.1%	5.8%
Car (driver or passenger)	41.5%	58.3%
Cycling	4.6%	0.8%
Walked only	6.6%	4.1%
Did not own a motor vehicle	19.7%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-4 Tempe community profile

Indicator	Tempe suburb	Greater Sydney
Population	3,299	4,920,970
Gender	Males 51.7% Females 48.3%	Males 49.2% Females 50.8%
Age profile		
Median age	38 years	36 years
Under 18 year olds	20.2%	22.9%
18 to 69 year olds	72.4%	68.1%
Over 70 year olds	7.4%	9%

Indicator	Tempe suburb	Greater Sydney
Cultural diversity		
Overseas born	41.9%	34.2%
Speaks a language other than English	32%	32.4%
Indigenous population	2%	1.2%
Household and dwelling		
Average size	2.6 persons per dwelling	2.69 persons per dwelling
Couples with children	45.2%	48.9%
Lone person households	16.6%	21.5%
Dwelling type	Separate dwelling 75.8% Medium density 20.5% High density 3.2%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	31.4%	29.1%
Renting	23.4%	30.4%
Income and employment		
Average weekly household income	$1,615	$1,447
Unemployment	4.7%	5.7%
Education		
Did not have a qualification	41.9%	40.5%
Completed Year 12 or equivalent	54.8%	55%
Levels of disadvantage		
SEIFA score[1]	1,009	N/A
Need for assistance[2]	4.1%	4.4%
Journey to work		
Train	23.6%	13.8%
Bus	4.4%	5.8%
Car (driver or passenger)	45.6%	58.3%
Cycling	2.6%	0.8%
Walked only	2.5%	4.1%
Did not own a motor vehicle	16.4%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-5 Sydenham community profile

Indicator	Sydenham suburb	Greater Sydney
Population	1,021	4,920,970
Gender	Males 51.4% Females 48.6%	Males 49.2% Females 50.8%
Age profile		
Median age	37 years	36 years
Under 18 year olds	12.9%	22.9%
18 to 69 year olds	80.5%	68.1%
Over 70 year olds	6.5%	9%
Cultural diversity		
Overseas born	47.7%	34.2%
Speaks a language other than English	40.5%	32.4%
Indigenous population	2%	1.2%
Household and dwelling		
Average size	2.4 persons per dwelling	2.69 persons per dwelling
Couples with children	30.6%	48.9%
Lone person households	25.5%	21.5%
Dwelling type	Separate dwelling 41.7% Medium density 47.4% High density 6.7%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	29.4%	29.1%
Renting	28.5%	30.4%
Income and employment		
Average weekly household income	$1,423	$1,447
Unemployment	6%	5.7%
Education		
Did not have a qualification	41.2%	40.5%
Completed Year 12 or equivalent	58.7%	55%
Levels of disadvantage		
SEIFA score[1]	982	N/A
Need for assistance[2]	4.2%	4.4%
Journey to work		
Train	38.9%	13.8%
Bus	3.2%	5.8%
Car (driver or passenger)	43.8%	58.3%
Cycling	2.1%	0.8%
Walked only	5.9%	4.1%
Did not own a motor vehicle	20.2%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-6 Marrickville community profile

Indicator	Marrickville suburb	Greater Sydney
Population	24,613	4,920,970
Gender	Males 49.5% Females 50.5%	Males 49.2% Females 50.8%
Age profile		
Median age	37 years	36 years
Under 18 year olds	17.3%	22.9%
18 to 69 year olds	73.2%	68.1%
Over 70 year olds	9.4%	9%
Cultural diversity		
Overseas born	47.2%	34.2%
Speaks a language other than English	43.3%	32.4%
Indigenous population	1.7%	1.2%
Household and dwelling		
Average size	2.5 persons per dwelling	2.69 persons per dwelling
Couples with children	40.6%	48.9%
Lone person households	27%	21.5%
Dwelling type	Separate dwelling 36.5% Medium density 18.4% High density 36.8%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	26.5%	29.1%
Renting	43.5%	30.4%
Income and employment		
Average weekly household income	$1,406	$1,447
Unemployment	6.3%	5.7%
Education		
Did not have a qualification	40.4%	40.5%
Completed Year 12 or equivalent	58.8%	55%
Levels of disadvantage		
SEIFA score[1]	972	N/A
Need for assistance[2]	6.3%	N/A
Journey to work		
Train	28%	13.8%
Bus	9.6%	5.8%
Car (driver or passenger)	48%	58.3%
Cycling	3%	0.8%
Walked only	5%	4.1%
Did not own a motor vehicle	21.8%	11.8%

Table 7-7 Dulwich Hill community profile

Indicator	Dulwich Hill suburb	Greater Sydney
Population	12,981	4,920,970
Gender	Males 57.9% Females 52.1%	Males 49.2% Females 50.8%
Age profile		
Median age	36 years	36 years
Under 18 year olds	19.6%	22.9%
18 to 69 year olds	73.3%	68.1%
Over 70 year olds	7.1%	9%
Cultural diversity		
Overseas born	43.6%	34.2%
Speaks a language other than English	34.6%	32.4%
Indigenous population	1.4%	1.2%
Household and dwelling		
Average size	2.3 persons per dwelling	2.69 persons per dwelling
Couples with children	41%	48.9%
Lone person households	30.5%	21.5%
Dwelling type	Separate dwelling 34% Medium density 9.5% High density 48.8%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	25.3%	29.1%
Renting	41.7%	30.4%
Income and employment		
Average weekly household income	$1,540	$1,447
Unemployment	5.2%	5.7%
Education		
Did not have a qualification	34.3%	40.5%
Completed Year 12 or equivalent	62.2%	55%
Levels of disadvantage		
SEIFA score[1]	1,015	N/A
Need for assistance[2]	3.9%	4.4%
Journey to work		
Train	25.4%	13.8%
Bus	10.6%	5.8%
Car (driver or passenger)	53%	58.3%
Cycling	2.5%	0.8%
Walked only	2.5%	4.1%
Did not own a motor vehicle	17.9%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-8 Hurlstone Park community profile

Indicator	Hurlstone Park suburb	Greater Sydney
Population	4,692	4,920,970
Gender	Males 49.3% Females 50.7%	Males 49.2% Females 50.8%
Age profile		
Median age	41 years	36 years
Under 18 year olds	19.4%	22.9%
18 to 69 year olds	69.1%	68.1%
Over 70 year olds	11.6%	9%
Cultural diversity		
Overseas born	43.8%	34.2%
Speaks a language other than English	43%	32.4%
Indigenous population	1.3%	1.2%
Household and dwelling		
Average size	2.6 persons per dwelling	2.69 persons per dwelling
Couples with children	47%	48.9%
Lone person households	23.8%	21.5%
Dwelling type	Separate dwelling 60.6% Medium density 8.6% High density 24.1%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	39.4%	29.1%
Renting	27.6%	30.4%
Income and employment		
Average weekly household income	$1,492	$1,447
Unemployment	5.4%	5.7%
Education		
Did not have a qualification	41.3%	40.5%
Completed Year 12 or equivalent	58%	55%
Levels of disadvantage		
SEIFA score[1]	1,010	N/A
Need for assistance[2]	5.1%	4.4%
Journey to work		
Train	26.9%	13.8%
Bus	5%	5.8%
Car (driver or passenger)	57.7%	58.3%
Cycling	1.9%	0.8%
Walked only	2.5%	4.1%
Did not own a motor vehicle	14.4%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-9 Canterbury community profile

Indicator	Canterbury suburb	Greater Sydney
Population	6,159	4,920,970
Gender	Males 50.3% Females 49.7%	Males 49.2% Females 50.8%
Age profile		
Median age	37 years	36 years
Under 18 year olds	19.8%	22.9%
18 to 69 year olds	71.4%	68.1%
Over 70 year olds	8.8%	9%
Cultural diversity		
Overseas born	54.4%	34.2%
Speaks a language other than English	59.9%	32.4%
Indigenous population	1%	1.2%
Household and dwelling		
Average size	2.7 persons per dwelling	2.69 persons per dwelling
Couples with children	47.2%	48.9%
Lone person households	22.5%	21.5%
Dwelling type	Separate dwelling 46.2% Medium density 7.4% High density 38.5%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	31.9%	29.1%
Renting	35.4%	30.4%
Income and employment		
Average weekly household income	$1,229	$1,447
Unemployment	6.8%	5.7%
Education		
Did not have a qualification	43.7%	40.5%
Completed Year 12 or equivalent	55.7%	55%
Levels of disadvantage		
SEIFA score[1]	967	N/A
Need for assistance[2]	4.5%	4.4%
Journey to work		
Train	25.9%	13.8%
Bus	5.5%	5.8%
Car (driver or passenger)	60.5%	58.3%
Cycling	0.8%	0.8%
Walked only	2.1%	4.1%
Did not own a motor vehicle	15.1%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-10 Campsie community profile

Indicator	Campsie suburb	Greater Sydney
Population	21, 218	4,920,970
Gender	Males 50.2% Females 49.8%	Males 49.2% Females 50.8%
Age profile		
Median age	35 years	36 years
Under 18 year olds	20.1%	22.9%
18 to 69 year olds	71.8%	68.1%
Over 70 year olds	8.1%	9%
Cultural diversity		
Overseas born	71.2%	34.2%
Speaks a language other than English	76.8%	32.4%
Indigenous population	0.4%	1.2%
Household and dwelling		
Average size	2.8 persons per dwelling	2.69 persons per dwelling
Couples with children	47.6%	48.9%
Lone person households	19.1%	21.5%
Dwelling type	Separate dwelling 25.8% Medium density 11.9% High density 56.5%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	25%	29.1%
Renting	48.9%	30.4%
Income and employment		
Average weekly household income	$945	$1,447
Unemployment	9.7%	5.7%
Education		
Did not have a qualification	48.3%	40.5%
Completed Year 12 or equivalent	59.6%	55.0%
Levels of disadvantage		
SEIFA score[1]	895	N/A
Need for assistance[2]	4.4%	4.4%
Journey to work		
Train	29.2%	13.8%
Bus	4.8%	5.8%
Car (driver or passenger)	56.9%	58.3%
Cycling	0.2%	0.8%
Walked only	4.6%	4.1%
Did not own a motor vehicle	22.3%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-11 Belmore community profile

Indicator	Belmore suburb	Greater Sydney
Population	12,574	4,920,970
Gender	Males 49.9% Females 50.1%	Males 49.2% Females 50.8%
Age profile		
Median age	35 years	36 years
Under 18 year olds	23%	22.9%
18 to 69 year olds	67%	68.1%
Over 70 year olds	10%	9%
Cultural diversity		
Overseas born	57.6%	34.2%
Speaks a language other than English	67.6%	32.4%
Indigenous population	0.7%	1.2%
Household and dwelling		
Average size	2.81 persons per dwelling	2.69 persons per dwelling
Couples with children	49.2%	48.9%
Lone person households	21.8%	21.5%
Dwelling type	Separate dwelling 48.7% Medium density 9.5% High density 34%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	32.1%	29.1%
Renting	40.7%	30.4%
Income and employment		
Average weekly household income	$987	$1,447
Unemployment	8.4%	5.7%
Education		
Did not have a qualification	50.5%	40.5%
Completed Year 12 or equivalent	51.5%	55%
Levels of disadvantage		
SEIFA score[1]	903	N/A
Need for assistance[2]	5.5%	4.4%
Journey to work		
Train	23.7%	13.8%
Bus	2.2%	5.8%
Car (driver or passenger)	65.5%	58.3%
Cycling	0.2%	0.8%
Walked only	3.7%	4.1%
Did not own a motor vehicle	17.4%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-12 Lakemba community profile

Indicator	Lakemba suburb	Greater Sydney
Population	15,508	4,920,970
Gender	Males 52.6% Females 47.4%	Males 49.2% Females 50.8%
Age profile		
Median age	30 years	36 years
Under 18 year olds	28.1%	22.9%
18 to 69 year olds	65.2%	68.1%
Over 70 year olds	6.7%	9%
Cultural diversity		
Overseas born	67.6%	34.2%
Speaks a language other than English	77.6%	32.4%
Indigenous population	0.3%	1.2%
Household and dwelling		
Average size	3 persons per dwelling	2.69 persons per dwelling
Couples with children	57.5%	48.9%
Lone person households	19.3%	21.5%
Dwelling type	Separate dwelling 24.4% Medium density 4.8% High density 65.2%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	22.6%	29.1%
Renting	52.5%	30.4%
Income and employment		
Average weekly household income	$849	$1,447
Unemployment	11.8%	5.7%
Education		
Did not have a qualification	45.4%	40.5%
Completed Year 12 or equivalent	56.9%	55%
Levels of disadvantage		
SEIFA score[1]	861	N/A
Need for assistance[2]	5.4%	4.4%
Journey to work		
Train	29%	13.8%
Bus	1.3%	5.8%
Car (driver or passenger)	61%	58.3%
Cycling	0.2%	0.8%
Walked only	3.7%	4.1%
Did not own a motor vehicle	17.9%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-13 Wiley Park community profile

Indicator	Wiley Park suburb	Greater Sydney
Population	9,698	4,920,970
Gender	Males 52.1% Females 47.9%	Males 49.2% Females 50.8%
Age profile		
Median age	30 years	36 years
Under 18 year olds	27.8%	22.9%
18 to 69 year olds	67.4%	68.1%
Over 70 year olds	4.8%	9%
Cultural diversity		
Overseas born	65.8%	34.2%
Speaks a language other than English	73.5%	32.4%
Indigenous population	0.2%	1.2%
Household and dwelling		
Average size	3 persons per dwelling	2.69 persons per dwelling
Couples with children	53.4%	48.9%
Lone person households	19%	21.5%
Dwelling type	Separate dwelling 28.4% Medium density 7.7% High density 58.3%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	22%	29.1%
Renting	50.5%	30.4%
Income and employment		
Average weekly household income	$876	$1,447
Unemployment	11.4%	5.7%
Education		
Did not have a qualification	45.9%	40.5%
Completed Year 12 or equivalent	53.6%	55.0%
Levels of disadvantage		
SEIFA score[1]	859	N/A
Need for assistance[2]	4.5%	4.4%
Journey to work		
Train	27.4%	13.8%
Bus	0.9%	5.8%
Car (driver or passenger)	65.4%	58.3%
Cycling	0.3%	0.8%
Walked only	1.9%	4.1%
Did not own a motor vehicle	16.7%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-14 Punchbowl community profile

Indicator	Punchbowl suburb	Greater Sydney
Population	18,429	4,920,970
Gender	Males 50.8% Females 49.2%	Males 49.2% Females 50.8%
Age profile		
Median age	31 years	36 years
Under 18 year olds	28.6%	22.9%
18 to 69 year olds	63.9%	68.1%
Over 70 year olds	7.5%	9%
Cultural diversity		
Overseas born	54%	34.2%
Speaks a language other than English	72.9%	32.4%
Indigenous population	0.4%	1.2%
Household and dwelling		
Average size	3 persons per dwelling	2.69 persons per dwelling
Couples with children	56.9%	48.9%
Lone person households	17.8%	21.5%
Dwelling type	Separate dwelling 63% Medium density 13.6% High density 16.7%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	32.4%	29.1%
Renting	33%	30.4%
Income and employment		
Average weekly household income	$920	$1,447
Unemployment	10.4%	5.7%
Education		
Did not have a qualification	55.7%	40.5%
Completed Year 12 or equivalent	45.4%	55%
Levels of disadvantage		
SEIFA score[1]	858	N/A
Need for assistance[2]	6.6%	4.4%
Journey to work		
Train	18%	13.8%
Bus	1.5%	5.8%
Car (driver or passenger)	73%	58.3%
Cycling	0.2%	0.8%
Walked only	2.1%	4.1%
Did not own a motor vehicle	13%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-15 Bankstown community profile

Indicator	Bankstown suburb	Greater Sydney
Population	30,572	4,920,970
Gender	Males 49.5% Females 50.5%	Males 49.2% Females 50.8%
Age profile		
Median age	31 years	36 years
Under 18 year olds	27.1%	22.9%
18 to 69 year olds	65.7%	68.1%
Over 70 year olds	7.2%	9%
Cultural diversity		
Overseas born	61.8%	34.2%
Speaks a language other than English	93.1%	32.4%
Indigenous population	0.3%	1.2%
Household and dwelling		
Average size	3 persons per dwelling	2.69 persons per dwelling
Couples with children	51.2%	48.9%
Lone person households	19.8%	21.5%
Dwelling type	Separate dwelling 32.9% Medium density 11.0% High density 51.2%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned	24.5%	29.1%
Renting	45.1%	30.4%
Income and employment		
Average weekly household income	$950	$1,447
Unemployment	10.9%	5.7%
Education		
Did not have a qualification	50.7%	40.5%
Completed Year 12 or equivalent	52.6%	55%
Levels of disadvantage		
SEIFA score[1]	864	N/A
Need for assistance[2]	5.6%	4.4%
Journey to work		
Train	19.4%	13.8%
Bus	2.3%	5.8%
Car (driver or passenger)	70.1%	58.3%
Cycling	0.2%	0.8%
Walked only	3.7%	4.1%
Did not own a motor vehicle	15.4%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance as defined by ABS (those who need assistance with self-care, communication or mobility services).

Table 7-16 Yagoona community profile

Indicator	Yagoona suburb	Greater Sydney
Population	16,003	4,920,970
Gender	Male 49.7% Female 50.3%	Males 49.2% Females 50.8%
Age profile		
Median age	35 years	36 years
Under 18 year olds	26.5%	22.9%
18 to 69 year olds	63.3%	68.1%
Over 70 year olds	10.2%	9%
Cultural diversity		
Overseas born	48.2%	34.2%
Speaks a language other than English	33.8%	32.4%
Indigenous population	0.8%	1.2%
Household and dwelling		
Average size	3.1 persons per dwelling	2.69 persons per dwelling
Couples with children	53.7%	48.9%
Lone person households	19.6%	21.5%
Dwelling type	Separate dwelling 72% Medium density 18.1% High density 9.3%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	33.9%	29.1%
Renting	29.2%	30.4%
Income and employment		
Average weekly household income	$980	$1,447
Unemployment	8.4%	5.7%
Education		
Did not have a qualification	54.3%	40.5%
Completed Year 12 or equivalent	45%	55%
Levels of disadvantage		
SEIFA score[1]	896	N/A
Need for assistance[2]	6.6%	4.4%
Journey to work		
Train	14.1%	13.8%
Bus	2.1%	5.8%
Car (driver or passenger)	76.9%	58.3%
Cycling	0.2%	0.8%
Walked only	1.3%	4.1%
Did not own a motor vehicle	12.3%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Table 7-17 Birrong community profile

Indicator	Birrong suburb	Greater Sydney
Population	2,953	4,920,970
Gender	Male 48.9% Female 51.1%	Males 49.2% Females 50.8%
Age profile		
Median age	37 years	36 years
Under 18 year olds	25.8%	22.9%
18 to 69 year olds	64%	68.1%
Over 70 year olds	10.2%	9%
Cultural diversity		
Overseas born	49.7%	34.2%
Speaks a language other than English	57.4%	32.4%
Indigenous population	0.8%	1.2%
Household and dwelling		
Average size	3.1 persons per dwelling	2.69 persons per dwelling
Couples with children	51.8%	48.9%
Lone person households	23.1%	21.5%
Dwelling type	Separate dwelling 83.2% Medium density 13.8% High density 2.9%	Separate dwelling 58.9% Medium density 19.7% High density 20.7%
Home ownership (fully owned)	44.9%	29.1%
Renting	21.2%	30.4%
Income and employment		
Median weekly household income	$1,095	$1,447
Unemployment	8.8%	5.7%
Education		
Did not have a qualification	54.2%	40.5%
Completed Year 12 or equivalent	46.2%	55%
Levels of disadvantage		
SEIFA score[1]	915	N/A
Need for assistance[2]	4.8%	4.4%
Journey to work		
Train	20.8%	13.8%
Bus	0.7%	5.8%
Car (driver or passenger)	71.1%	58.3%
Cycling	0.6%	0.8%
Walked only	1.7%	4.1%
Did not own a motor vehicle	13.1%	11.8%

Notes: 1 The Index of Relative Socio-Economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles. A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage. The average Socio-economic Index for Areas (SEIFA) score is 1000 with a higher score indicating a lower level of disadvantage and a lower score indicating a higher level of disadvantage.

2 Need for assistance is defined by ABS as those who need assistance with self-care, communication or mobility services.

Appendix C – Community facilities located along haulage routes

Community facilities located along haulage routes

Facility name	Address
Marrickville	
KIKOFF Fraser Park Soccer centre	100 Marrickville Road
Water play park	Illawarra Road
Steel Park	Illawarra Rd
SDN Marrickville Children's Education and Care Centre	251 Illawarra Road
St Brigid's Primary School	392A Marrickville Road
Marrickville Town Hall	303 Marrickville Road
Marrickville Library	Marrickville Road
St. Brigid Catholic Church	392 Marrickville Road
Marrickville Road Church	336 Marrickville Road
Church of Christ Marrickville	389 Illawarra Road
Uniting Church in Australia	1 Grove Street
Marrickville Uniting Church	388 Illawarra Road
St Nicholas Greek Orthodox Church	203-207 Livingstone Rd
Casimir Catholic College	200 Livingstone Road
Marrickville West Primary School	Corner Beauchamp Street and Livingstone Road
The Maronite Sisters of the Holy Family Village.	28 Marrickville Avenue
PCYC Marrickville	531 Illawarra Road
Marrickville Town Hall	303 Marrickville Road
Marrickville Library	Marrickville Road
Marrickville Fire Station	309 Marrickville Road
Marrickville Medical Centre	5/296 Marrickville Road
Community Health Centres	155-157 Livingstone Road
Dulwich Hill	
Montessori Learning Tree	263 Wardell Road
St Maroun's College	208 Wardell Road
The Maronite Sisters of the Holy Family Village	208 Wardell Road
Hurlstone Park	
Hurlstone Memorial Reserve	35-41 Crinan Street
Dulwich Hill Child Care Centre	66 Garnet Street
Canterbury	
Dog Park	Close Street
Aerialize, Sydney Aerial Theatre hall	7-9 Close Street
Canterbury Public School	Church Street
Canterbury Girls High School	Church Street
Canterbury Primary OSHCare Centre	25 Church Street
Former Canterbury Bowls Club now leased by Canterbury Theatre Guild Hall and Cooks River Creative Playgroup	10 Close Street
St Paul's Anglican Church	Church Street

Facility name	Address
Campsie	
Campsie Day Surgery	56-58 Campsie Street
Campsie Family Medical Centre	248 Beamish Street
Early Childhood Health Centres	139-143 Beamish Street
Campsie Healthcare Medical Practice	157-159 Beamish Street
Blessed Health Care	34 Anglo Road
Campsie MedHealth Centre	261 Beamish Street
Campsie Medical and Dental Centre	17 Anglo Rd
St Mel's Primary OSHCare Centre	14 Duke Street
Carrington Occasional Child Care Centre	2 Carrington Square
Campsie Public School	Evaline Street
St Mel's Catholic Primary School	214/14 Duke Street
Campsie RSL Club	25 Anglo Road
Campsie Cultural Centre	1/289 Beamish Street
Orion Function Centre	155 Beamish Street
Salvation Army Church	30 Anglo Road
St John's Anglican Church Campsie	26 Anglo Road
St Mel's Catholic Church	7 Evaline Street
St Phillips Uniting Church	36 Evaline Street
Campsie Police Station	58 Campsie Street
Anzac Park and Square (mall)	Anglo Road
Belmore	
Belmore Sports grounds	3 Edison Lane
The Maronite Sisters of the Holy Family Preschool - Montessori Australia	24/25 Redman Parade
Canterbury League Club	26 Bridge Road
Belmore Youth and Resource Centre	40, 38 Redman Parade
PCYC Belmore	332-344 Burwood Road
Regis Delphi House Belmore	27 Redman Parade
Belmore Senior Citizen's Centre	38 Redman Parade
Belmore Boys High School	Burwood Rd
Belmore North Public School	193-201 Burwood Rd
Lakemba	
Kids World Child Care Centre	180 Lakemba Street
Colonial Preschool and Child Care Centre	130 Lakemba Street
Lakemba Branch Library	62 The Boulevarde
Lakemba Senior Citizens Centre	Corner The Boulevarde and Croydon Street
Canterbury city community centre	130 Railway Parade
Lakemba Uniting Church	69 Haldon Street
The Greek Orthodox Community of New South Wales LTD	214 Lakemba Street

Facility name	Address
Christadelphian Ecclesia Lakemba	232 Lakemba Street
St Andrew's Anglican Church	154 Lakemba Street
Lakemba Fire Station	208 Haldon Street
Wiley Park	
Wiley Park Family Practice	286 Lakemba Street
Wiley Park Girls High School	The Boulevarde
Maryanne's Long Day Child Care Centre	285A Lakemba Street
Punchbowl	
Bankstown Childcare Academy	70 South Terrace
Church of Jesus Christ of Latter-Day Saints	19 Kelly Street
Association of Islamic Da'wah in Australia (AIDA)	53 Kelly Street
Punchbowl Boys High school	Kelly Street
Mary Barry Park	19 South Terrace
Punchbowl Medical and Dental Centre	287 The Boulevarde
South Terrace Health Centre	10/15 South Terrace
Bankstown	
Stevens Reserve	Stanley Street
Bankstown Ambulance	80 Rickard Road
Bankstown Police Station	2 Meredith Street
Bankstown City Library and Knowledge Centre	80 Rickard Road
Himalaya Emporium Function Centre	1/258 South Terrace
The Salvation Army	42 Raymond Street

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Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
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SYDENHAM TO BANKSTOWN

ENVIRONMENTAL IMPACT STATEMENT

> Technical Paper 5 – Social impact assessment