

## 2. Assessment methodology

### 2.1 Approach to the Social Impact Assessment

The SIA has been undertaken in accordance with relevant NSW guidelines, policies and legislation, which include:

- Social Impact Assessment Guidelines for State significant mining, petroleum production, and extractive industry development (Department of Planning and Environment (DPE), 2017)
- Environmental Impact Assessment Practice Note: Socio-economic assessment (Roads and Maritime, 2013)
- EP&A Act.

Consideration has also been given to the SIA principles and methods endorsed by the International Association for Impact Assessment (IAIA) (Vanclay, 2003 and Vanclay F, et al, 2015) which is considered best practice internationally.

#### 2.1.1 Defining social impacts

The *Social Impact Assessment Guideline* (DPE, 2017) definition for social impact is based on the IAIA (Vanclay, 2003 and Vanclay F, et al, 2015) discussion which identifies that all issues which affect people, both directly and indirectly as a result of a project, are pertinent to a robust social impact assessment. The guideline defines social impact as “*a consequence experienced by people* [people includes individuals, households, groups, communities, organisations and the general population], *due to changes associated with a State significant project*” (DPE, 2017). Social impacts can involve changes to how people experience and perceive:

- **Way of life**, including:
  - how people live
  - how people work (eg access to adequate employment, working conditions and practices)
  - how people play (eg access to and use of social infrastructure and facilities)
  - how people interact with each other day to day
- **Community**, including its composition, character, cohesion, sense of place and how it functions
- **Access to and use of infrastructure, services and facilities**, whether provided by local, state or federal governments, or by for-profit or not-for-profit organisations or volunteer groups
- **Culture**, including shared beliefs, customs, values and stories, and connections to land, places and buildings (including Indigenous culture and connection to country)
- **Health and wellbeing**, including both physical and mental health
- **Surroundings**, including access to and use of ecosystem services, public safety and security, access to and use of the natural and built environment and its aesthetic value and amenity
- **Personal and property rights**, particularly whether people are economically affected, or experience personal disadvantage which may include violation of civil liberties
- **Decision-making systems**, particularly the extent to which they can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms

- **Fears and aspirations**, related to one or a combination of the above, or about the future of their community.

## 2.2 Steps in undertaking the Social Impact Assessment

The SIA involved the following steps:

- Determining the area of social influence
- Preparing a social baseline study
- Stakeholder consultation
- Impact identification and assessment
- Developing impact mitigation strategies.

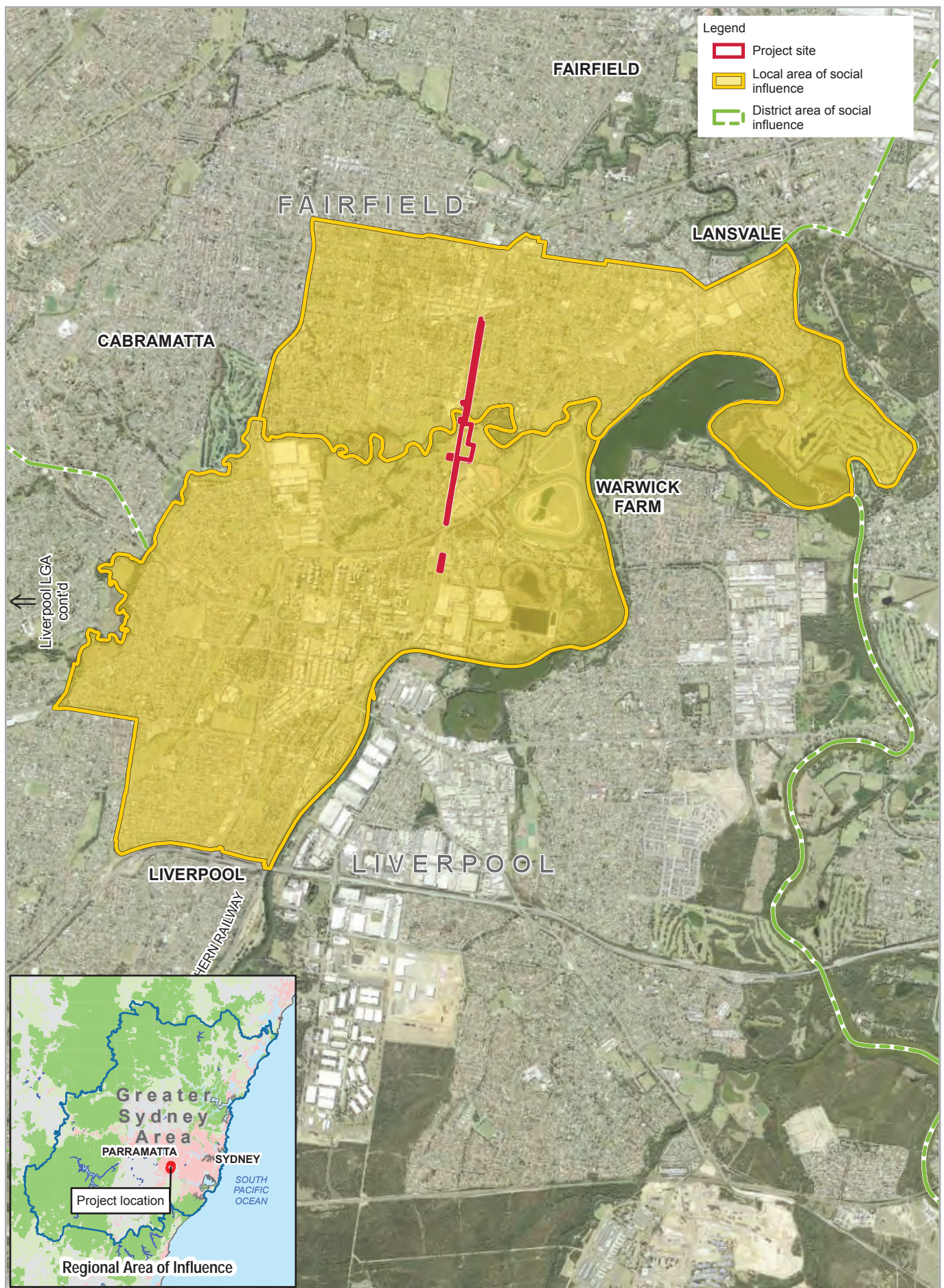
Further information is provided in the following sections.

### 2.2.1 Determining the area of social influence

The project site and its surrounds were analysed to identify the area of social influence for the SIA. The communities that live, work and visit this area are considered most likely to be impacted by the project. The following areas of social influence were identified (as shown on Figure 2.1 and Figure 2.2):

- **Project site** – the proposed location of the project, within the suburbs Cabramatta and Warwick Farm
- **Local area** – to analyse characteristics of the local population and those who may be directly and indirectly impacted by the project, two Statistical Local Area Level 2 (SA2) areas, have been selected. These boundaries are defined by the Australian Bureau of Statistics (ABS) as:
  - Cabramatta-Lansvale SA2 (located in the Fairfield City local government area (LGA))
  - Warwick Farm SA2 (located the Liverpool City LGA)
- **District area** – the two local government areas (LGAs) relevant to the project are the Fairfield and Liverpool LGAs
- **Regional area** – where relevant, the Greater Sydney Region (GSR) (as defined by the ABS) is referenced as a point of comparison to the demographics for the two LGAs.





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Kilometers

Map Projection: Transverse Mercator  
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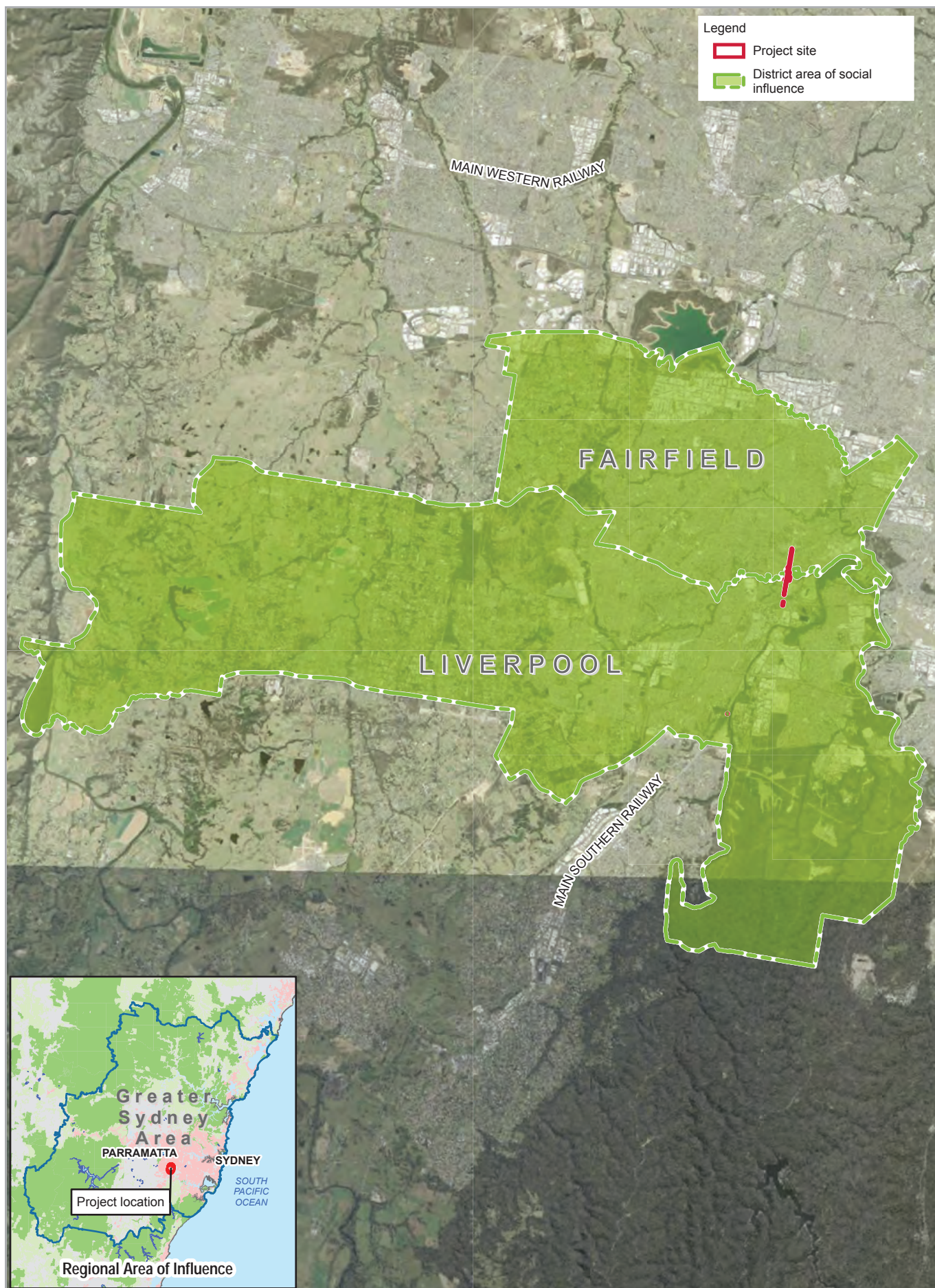
Australia Rail Track Corp Ltd  
Cabramatta Rail Loop  
Social Impact Assessment

Local area of social influence  
for the SIA

Project No. 22-19800  
Revision No. 0  
Date 17/04/2019

**FIGURE 2.1**





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Kilometers

Map Projection: Transverse Mercator  
Horizontal Datum: Australian 1966  
Grid: AGD 1966 ISG 56 1



Australia Rail Track Corp Ltd  
Cabramatta Rail Loop  
Social Impact Assessment

Project No. 22-19800  
Revision No. 0  
Date 29/03/2019

District Area of Social Influence

**FIGURE 2.2**



### 2.2.2 Preparing a social baseline study

A social baseline is the identification and documentation of:

- The demographic profile of the study area including the following indicators: population, age profile, cultural diversity, levels of income and employment, levels of socio-economic disadvantage, need for assistance with core daily activities, and travel to work. Demographic data has been sourced from the 2016 ABS Census, Profile .id and council websites.
- Key business and retail areas that would attract visitors to the area, identified through desktop research including Profile .id and the site visit.
- Community values related to local amenity, character, lifestyle, recreation, community cohesion, access and connectivity. These values have been identified based on a review of community strategic plans for each council, and community consultation outcomes.
- Social infrastructure facilities located within 500 metres of the project site. Social infrastructure has been identified through a search of online sources including council websites and Google Maps. Some facilities have been included beyond this radius if perceived to be notable features of the study area.

The demographics, business and retail areas, social infrastructure and social characteristics of the communities in the area of social influence have been documented to understand community functions and interactions with the project and inform the identification of social impacts and mitigation measures.

### 2.2.3 Stakeholder consultation that has informed the Social Impact Assessment

Stakeholder and community inputs were gathered from the outcomes described in meeting minutes of consultations undertaken for the project by ARTC (refer to Chapter 4 of the EIS), and consultation specific to the SIA. Specific SIA consultation activities involved consulting with representatives of Liverpool City Council and Fairfield City Council via telephone interview on 14 February 2019.

The purpose of the SIA-specific consultations was to discuss and confirm our understanding of:

- community values and character
- potential sensitive receivers
- user groups and uses of identified social infrastructure
- other relevant community facilities or services
- potential project impacts, benefits and mitigation measures.

ARTC's Stakeholder Consultation Outcomes Report has also been reviewed to inform this SIA.

### 2.2.4 Impact identification and assessment

Social impacts were identified and described based on the results of the tasks described in sections 2.2.1 to 2.2.3, supported by:

- A review of available project information
- Initial scoping of potential social issues based on analysis of the social baseline and available project information
- A review of the findings of other assessments undertaken for the EIS, including the:
  - Technical Report 1 (Traffic, Transport and Access Impact Assessment)

- Technical Report 2 (Noise and Vibration Impact Assessment)
- Technical Report 3 (Air Quality Impact Assessment)
- Technical Report 10 (Landscape and Visual Impact Assessment)

The SIA considered the potential for social impacts associated with the project's construction and operation phases separately, as well as potential cumulative impacts. The social impact categories used as the basis for the assessment are outlined in Table 2.1.

Table 2.1 Social impact categories

Social impact category	Relevance to the assessment
Amenity	Impacts to the amenity of an area may include changes to the acoustic or visual environment, and local air quality, as a result of the project. Changes to amenity can impact resident, worker and visitor quality of life.
Economic	Economic impacts include 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. Changes to the operation of businesses and the livelihood of people who live and work in the area of social influence.
Access	Access impacts refer to any changes to the connectivity of an area, the access to property, and public transport, road or rail infrastructure. It also refers to changes to the way that people move around the area.
Community	Community impacts relate to the changes to the social cohesion of the area of social influence and the types or availability of services and facilities, including open spaces, the public domain or public infrastructure. Social impacts resulting from property acquisition are also categorised as community impacts.

Once potential impacts were identified and described, they were assessed against a range of criteria relating to the nature, type, duration and level of impact (provided in Table 2.2). These assessment criteria have been identified based on best practice for social impact assessment (discussed in section 2.1).

Table 2.2 Social impact assessment criteria

Criteria	Definition
<b>Nature</b>	<p><b>Positive</b> – impacts that result in net benefits for the community.</p> <p><b>Negative</b> – impacts that result in detriments for the community or specific stakeholder groups.</p> <p><b>Neutral</b> – a change that does not result in a positive or negative impact but allows continuation of the usual function.</p>
<b>Type of impact</b>	<p><b>Direct</b> – impacts resulting directly from socio-economic changes caused by the project.</p> <p><b>Indirect</b> – Impacts which occur firstly in the biophysical environment caused by the project.</p>
<b>Impact duration</b>	<p><b>Temporary</b> – less than one year.</p> <p><b>Short term</b> – one year or more and less than five years.</p> <p><b>Medium term</b> – five years or more and less than 10 years.</p> <p><b>Long term</b> – 10 years or more.</p>



Criteria	Definition
<b>Level of impact</b>	<p><b>Negligible</b> – marginal change from the baseline conditions so no discernible effect is expected and a function recovery occurs within several months.</p> <p><b>Minor</b> – 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.</p> <p><b>Medium</b> – 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.</p> <p><b>Major</b> – 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.</p>

#### 2.2.5 Developing impact mitigation measures

Mitigation measures are recommended in section 7 to avoid or minimise the social impacts identified. Other assessments for the EIS are referenced to acknowledge the measures recommended that are also relevant to mitigating social impacts. In addition to these, mitigation measures are recommended specifically to address the identified social impacts, based on the findings of the baseline assessment and results of stakeholder consultation.

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### 3. Social policy review

This section examines relevant policies, guidelines and strategic planning documents at the Australian, NSW and local government levels. It describes the application of these documents to this SIA.

#### 3.1 NSW Government policy

Table 3.1 shows NSW Government policies and strategies relevant to the SIA.

Table 3.1 Summary of NSW Government policies

Government agency	Policy	Relevance to project
Greater Sydney Commission	Greater Sydney Region Plan: A Metropolis of Three Cities – connecting people (Updated June 2018)	<p>This project is located in the Western Parkland City. The Western Parkland City is referred to as one of the key trade gateways for the City of Sydney with plans for dedicated road and rail trade networks to increase interconnectivity.</p> <p>Objective 16 intends to provide a freight and logistics network that is competitive and efficient. This project aims to fulfil this objective by creating a more competitive and efficient freight rail trade network by completing the Cabramatta Loop.</p>
Greater Sydney Commission	Western District Plan – connecting communities (Updated June 2018)	<p>The Western District Plan identifies the need to increase economic productivity and the critical role that new infrastructure plays in achieving this. It emphasises the importance of the trade gateways – such as Western Sydney Airport and Port Botany for the economic corridor of the Western region, as well as Greater Sydney and NSW.</p> <p>A key action for councils and government agencies is to support and facilitate internationally competitive freight and logistics sectors. Currently most of Greater Sydney's freight is moved on the road network. This dedicated freight rail connection from Port Botany in the Eastern Harbour City to the Western Parkland City will increase the proportion of freight moved by rail, and reduce the number of trucks on the roads. This should result in a more efficient road network by reducing congestion and delays in freight and logistics movements.</p> <p>The Cabramatta Loop project will enable increased freight rail capacity, this may increase the economic potential of the industrial precincts in the area and enhance connections to the Western Sydney Employment Area.</p>
Office of the NSW Premier	Premier's priorities - 2018	<p>There is a significant focus on the development of infrastructure across NSW. Major infrastructure projects and primarily transport are increasing employment opportunities and connectivity across the State.</p> <p>In addition, the priorities also specify that local infrastructure projects across NSW are important to service the areas of local importance for communities across the State.</p>

### 3.2 Local government policy

Table 3.2 outlines policies and plans from Liverpool City Council and Fairfield Council that are relevant to the project.

Table 3.2 Summary of local government policies and strategies

Local Government	Policy	Relevance to project
Liverpool City Council	Our Home, Liverpool 2017–2027: Community Strategic Plan	<p>Economic development in both the commercial and industrial sectors is a key priority for the Liverpool area. The plan states that the city's good transport links to other areas of Sydney places it in prime position to attract a range of industries. The influence of the Western Sydney Priority Growth Area and Western Sydney Airport will likely drive this economic development further.</p> <p>The plan notes that Liverpool is one of the most culturally diverse cities in NSW, and that this provides challenges to social cohesion and connection, yet is also something to celebrate. Accessibility of services is a priority across all platforms.</p> <p>This plan identifies that Liverpool is experiencing significant growth in population and the relevant impacts this has on the communities and infrastructure. Transport accessibility is noted as a key priority for Liverpool's future. The growing population in the area and construction of the Moorebank Intermodal Terminal and Western Sydney Airport will create further pressure on Liverpool's transport networks. Congestion during peak hour is noted as a major challenge.</p>
	Economic Development Strategy 2013–2023	<p>Liverpool's Economic Development Strategy 2013 – 2023 outlines the key economic priorities, actions and targets that will guide the growth of Liverpool's economy over the next five years. The strategy is accompanied by industry profiles that provide an overview of the six main growth sectors which include:</p> <ul style="list-style-type: none"> <li>• Advanced manufacturing</li> <li>• Building and construction</li> <li>• Professional services</li> <li>• Retail</li> <li>• Transport and logistics</li> <li>• Health and wellbeing.</li> </ul>
	Social Impact Assessment Policy	<p>Liverpool City Council adopted the SIA Policy on 26 August 2015. The policy identifies the importance and rationale for SIA and provides a framework for ensuring that SIA is effectively integrated into council's decision-making processes. SIA aims to identify and manage the positive and negative consequences of proposed developments, policies, plans and planning instruments to optimise social outcomes and community wellbeing. This SIA has been aligned to comply with the requirements outlined in this policy.</p>
	Draft Liverpool Community Safety and Crime Prevention Strategy 2019–2022	<p>Developed in consultation with the Liverpool communities, the strategy aims to encourage social inclusion through activities and build community capacity as a means to increase community safety. A key community concern relevant to the SIA identified in the strategy is the safety of public areas including anti-social behaviour, lighting homelessness and parking.</p>



Local Government	Policy	Relevance to project
Fairfield City Council	Fairfield City Plan 2016–2026	<p>The plan addresses the 2012 NSW Long Term Transport Master Plan (now superseded by The Future Transport 2056 Strategy), by connecting the Master Plan's priorities with Fairfield City Council's. This is particularly focused on the integrated transport network and the options for transport in Western Sydney once the Western Sydney Airport is established. It is noted that this infrastructure will likely change the transport options and connectivity for the area.</p> <p>The theme 'places and infrastructure' is a central one to the plan, which states that the aim for Fairfield LGA is to be accessible and liveable, with a connected transport system, and that these assets will be well managed and developed for the future.</p> <p>The plan notes that Fairfield is one of the most culturally diverse local government areas in Australia, and that this provides opportunities and challenges to social cohesion and connection, and is also a source of community pride and strength. Community safety is also a key feature of the plan, recognising the complexity of the issue but outlining a strong focus on continuing to decrease crime rates and perceived safety concerns.</p>

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## 4. Social baseline study

### 4.1 Introduction

This section provides an overview of the demographic and community characteristics in the area of social influence (refer to Figure 4.1). It includes a summary of the community infrastructure facilities located within 500 metres of the project site that have the potential to be directly or indirectly affected by the project.

The local communities' values are also discussed to provide an understanding of what the communities perceive as important contributors to their quality of life and wellbeing. These can include physical elements such as the public domain and the desire to spend time within it, parks, transport connectivity and journey times, and intangible qualities such as sense of place, community cohesion, and attachment to place.

### 4.2 Social context of local government areas within the social area of influence

#### 4.2.1 Liverpool local government area

The Liverpool LGA is located 32 kilometres southwest of Sydney's central business district (CBD). The LGA covers an area of 306 square kilometres, with semi-rural areas to the west and mixed use and residential to the east. The population of the LGA is growing significantly due to urban land release for development and redevelopment of established areas. In 2016, 204,326 people lived in the LGA (ABS, 2016) with an anticipated growth to 320,000 by 2038 (Liverpool City Council, 2018).

Major developments in the LGA include:

- Badgerys Creek Aerotropolis with an expected completion date of 2026
- Edmondson Park residential area, which is projected to accommodate up to 25,000 new residents
- Moorebank Intermodal Terminal which will connect to the SSFL
- and a new marina along the Georges River.

Liverpool's CBD is located close to the project site and is identified as Sydney's third CBD and the 'gateway' to the Aerotropolis (Liverpool City Council, 2018). The Liverpool CBD has a major retail centre and commercial centre, and is located about 1.5 kilometres southwest of Warwick Farm Station.

The LGA is well serviced in terms of health care, with Liverpool Hospital and Sydney South West Private Hospital located about 700 metres from the project site, southwest of Warwick Farm Station.

The LGA has a number of open spaces and natural environments, such as the Georges River, about one kilometre south of Warwick Farm Station, and Chipping Norton Lakes, about three kilometres west of the project site.

The LGA has several sports, cultural and recreation facilities, notably the Casula Powerhouse Arts Centre, Liverpool Regional Museum, Warwick Farm racetrack and a number of leisure and aquatic centres.

## Community values

Liverpool's community values relevant to this SIA have been identified based on a review of relevant consultation outcomes and policy documents. This includes consultation to inform the EIS and the SIA (refer to section 5) and a review of *Our home, Liverpool 2027 – Community Strategic Plan (Draft)* (Liverpool City Council, 2019a). The following community values were identified:

- Community cohesion, access and connectivity

Liverpool's communities value opportunities to create connections between each other. They aspire for more community events and activities, and community facilities for social cohesion. Celebrating diversity, promoting participation and recognising people's history are all recognised as key values.

The communities also aspire to have an improved transport network to increase accessibility while also facilitating economic growth. Equitable access is also a key value, with communities aspiring for more inclusive urban environments.

- Local amenity and character

Liverpool's communities aspire to have well planned, attractive people-friendly urban environments and more green spaces. These should be clean and well managed, with an emphasis on improved access and safety in public areas.

The safety of public areas is a key community concern, which is supported by Liverpool City Council's recently released draft *Liverpool Community Safety and Crime Prevention Strategy 2019–2022*. Developed in consultation with the communities, the strategy aims to encourage social inclusion and build community capacity as a means to increase community safety.

Community members are also concerned about the protection of local bushland, rivers and the visual landscape.

- Community participation in decision-making

Liverpool's communities value collaboration and consultation on issues that affect them; however, there is a recognised need for guidance and assistance to achieve best outcomes. Community members also expect Liverpool City Council to lobby both the NSW and Australian governments to support the growth of Liverpool.

### 4.2.2 Fairfield local government area

Fairfield LGA is about 33 kilometres southwest of the Sydney CBD in the Cumberland Plain. It covers an area of 102 square kilometres and incorporates 27 suburbs. It is predominantly residential with large scale industrial parks at Wetherill Park, Fairfield East, Lansvale, Old Guildford, Yennora and Smithfield, and some semi-rural areas to the west.

Fairfield City is one of the most multicultural cities in Australia with over 75 per cent of the population speaking a language other than English at home. As noted in the *Western City District Plan* (Greater Sydney Commission, 2018), more than 9000 refugees have settled in the Fairfield LGA since 2015, which has contributed to growth of the LGA's population and the cultural diversity of the area.

The major commercial areas are in the suburbs of Fairfield and Cabramatta. Both are renowned as cultural and gastronomic destinations, and for their cultural diversity. Fairfield is the administrative centre for the City of Fairfield. Further information on the Cabramatta town centre is provided in section 4.3.1.

The LGA is well serviced in terms of health and educational facilities, including the Fairfield Hospital, Braeside Hospital, TAFE NSW South Western Sydney Institute, and a large number of primary and secondary schools.

The LGA also has a large number of parks, including Western Sydney Parklands with over four million visitors a year. Notable cultural assets include the Fairfield City Museum and Gallery, which focuses on the diverse cultural heritage in the area, and Fairfield Showground the base for Fairfield markets.

Based on information available on Fairfield City Council's website, other major projects that may occur in the vicinity of the project site include the upgrading of Governor Macquarie Drive from Hume Highway to Newbridge Road.

### **Community values**

The values of the Cabramatta communities relevant to this project and SIA have been identified based on a review of relevant consultation outcomes and documents. This includes consultation to inform the EIS and this SIA (refer to section 5) and a review of relevant policies and strategies as discussed in section 3. The following community values were identified:

- Community cohesion, access and connectivity

Fairfield's communities value cultural diversity and the importance of increasing inclusivity and community cohesion. Consultation with Fairfield City Council confirmed the importance of key local events that celebrate cultural diversity, such as the annual Moon Festival in Cabramatta (held in September/October) which is recognised as one of Sydney's largest Asian cultural celebrations, attracting more than 90,000 people to Cabramatta each year. The festival occurs on a Sunday from 9.00 am to 8.00 pm in the Cabramatta CBD. Usual road closures occur in John Street, Park Road, Dutton Lane, Dutton Lane Loop, Railway Parade and Arthur Street (Fairfield City Council, 2019). In addition, Chinese New Year celebrations are also widely celebrated in the LGA, with key events held in Cabramatta over the New Year weekend from 9.00 am to 4.00 pm Saturday and Sunday (in February/January) each year.

Communities aspire to have improved access to public transport, decreased traffic congestion and increased access to parking in the Fairfield City area.

Local communities also aspire for increased support for youth and elderly citizens.

- Local amenity and character

Fairfield's communities aspire to live in an attractive and lively city, with more activities in town centres. Communities also aspire for both the built and natural environment, including public open space, to be inviting, well maintained and well used.

Community wellbeing and safety is a key concern of local communities. They desire a reduction in crime rates and road and traffic accidents, and an increase in perceptions of community safety. Community development was seen as a means to strengthen community participation and connection to improve perceptions of safety and increase activity in public spaces.

- Community participation in decision-making

Fairfield's communities expect open and transparent decision making, and increased community consultation on large changes or impacts. They want to be kept well informed, with information delivered in a clear and easily understandable way.



### 4.3 Social context of local social area of influence

The following sections provide a detailed description and demographic summary of the local areas of social influence surrounding the project site. For the purpose of the SIA, the area has been divided into the two SA2 (Statistical Area Level 2) areas of Cabramatta-Lansvale and Warwick Farm, and described in accordance with location from north to south.

The key features and demographic characteristics of the communities in these areas are described below.

#### 4.3.1 Cabramatta-Lansvale

The suburb of Cabramatta surrounds the northern end of the project site. Cabramatta is located about 30 kilometres southwest of the Sydney CBD, within the Fairfield LGA. The Cabramatta town centre is adjacent to Cabramatta Station, with the focus of activities to the west and northwest of the station. The town centre contains local retail shops, restaurants, cafés and cultural facilities. These include the Whitlam Library, PCYC youth centre, CORE Community Services child care, a senior citizens centre and the Kin Fu Ma Zu Association Chinese temple and charitable organisation. The town centre is reflective of Cabramatta's strong Vietnamese-Australian population and is widely known as a destination for Vietnamese, Thai and Chinese food and culture.

At the northern edge of the town centre, about a five minute walk from Cabramatta Station, is the Cabra-Vale Memorial Park and Bandstand. The park is one of the most used parks within Cabramatta, providing children's play equipment, fitness equipment, a basketball court and seating areas.

Slightly outside of the 500 metre radius (refer to Figure 4.1) from the project site, but overlooking the existing rail line on the western side is the Cabravale Diggers Club. The Cabravale Leisure Centre is located the eastern side of the rail corridor. These are two sizeable community assets. Both are easily accessible by car and walking. These form part of a cluster of social infrastructure in this location.

To the south of the town centre, the suburb is intersected by Cabramatta Road. This road has high levels of traffic.

The Cabramatta town centre is primarily surrounded by residential properties with educational and religious/community facilities scattered throughout. About 900 metres south of Cabramatta Station, to the west of the rail corridor, is a pocket of light industrial land uses adjacent to the Cabramatta Rugby League Club. These land uses are accessible from the eastern side of the rail corridor via the Sussex Street underpass.

Broomfield Street, located to the eastern side of the rail corridor southeast of Cabramatta Station, is a wide residential street. It includes a cycle/shared path that is part of the Liverpool to Parramatta Rail Trail, angled parking adjacent to the rail line and a noise wall which includes art work valued by the Broomfield Street community. Opposite the rail line is residential housing, a Buddhist temple and the Kampuchea Krom Cultural Centre of NSW.

Cabramatta Rugby League Club, located adjacent to the western side of the rail corridor and on the northern edge of Cabramatta Creek, is a regional private sporting facility that caters to the areas rugby league community. In addition to the usual football session the club also hosts a number of events including World Cup in January, international test games and charity games. The facility is a cultural icon and valued by the community with high attendance at events and games, as discussed in consultation with Fairfield City Council (section 5.1.2).

Based on information available on council's website, several other developments are proposed to occur within close proximity to the project site:

- Development proposal for a multistorey residential centre at the corner of Broomfield Street and Cabramatta Road.
- New car park proposed in Cabramatta town centre, on the corner of Hughes Street and Dutton Lane. Work on the new car park is expected to start in mid-2019 and take around nine months to complete.

### Demographic profile

This section discusses the demographic profile of the Cabramatta-Lansvale communities that may be directly or indirectly impacted by the project. The analysis will draw comparison to the LGA and GSR where relevant.

A detailed table of demographic indicators is provided in Appendix A, showing the following key characteristics:

- In 2016, the population of Cabramatta-Lansvale was 24,708, which is equivalent to eight per cent of the LGA's population.
- English is not the predominant language spoken at home, at either the district or local level. In 2016, 80.5 per cent of people in Cabramatta-Lansvale spoke a language other than English at home, which is higher than Fairfield LGA (70.8 per cent) and more than double compared to the GSR (35.8 per cent).
- The top languages spoken at home are Vietnamese (39.1 per cent of those who speak another language), Cantonese (10.3 per cent), Khmer (7.4 per cent) and Mandarin (4.6 per cent).
- The median household weekly income within Cabramatta-Lansvale was \$1000, which is lower than the Fairfield LGA (\$1222) and the GSR (\$1750).
- The unemployment rate in Cabramatta-Lansvale was 14.2 per cent, which is notably higher compared to Fairfield LGA (10.8 per cent) and double the rate for the region (six per cent).
- The top occupations were Labourers (21.2 per cent), Machinery Operators and Drivers (13.6 per cent); Technicians and Trades (12.9 per cent); and Community and Personal Service (12.6 per cent). This is similar to the worker profile for the LGA.
- Cabramatta-Lansvale and Fairfield LGA have high recorded figures of those who require assistance at 7.9 per cent and 8.5 per cent respectively, compared to 4.9 per cent for the GSR.
- The dominant mode of transport to journey to work within the Cabramatta-Lansvale area was travelling by car (61.2 per cent), which is slightly lower than the rate for the LGA (69.4 per cent) and similar to that of the GSR (59.3 per cent). Despite this, a higher proportion of households did not own a car (18.5 per cent) compared to the LGA (10.8 per cent) and the GSR (11.4 per cent).
- A higher proportion of people in Cabramatta-Lansvale travel to work by train (18.5 per cent) compared to the LGA (13.5 per cent) and the GSR (17.4 per cent). A high proportion of people walked to work (five per cent) compared to the LGA (1.8 per cent).

#### 4.3.2 Warwick Farm

The suburb of Warwick Farm surrounds the southern end of the project site. Warwick Farm is located about 28 kilometres southwest of the Sydney CBD, within the Liverpool LGA. Cabramatta Creek runs through the Warwick Farm Recreation Reserve from west to east, and abuts the southern border of Cabramatta-Lansvale and the northern border of Warwick Farm suburb. The Warwick Farm Recreation Reserve is a large area of open space, straddling the rail corridor and separating the residential areas of the suburbs.

The section of the reserve on either side of the rail corridor has no through access for vehicles and limited through connections for pedestrians, other than recreational pathways. There is a rail bridge extending over Cabramatta Creek but no pedestrian access.

The reserve is a space of environmental conservation, tourist land uses and public recreation, including parks and a number of sporting ovals. These include Stroud Park, which abuts the rail corridor to the west; Cabramatta Sportsground; Don Dawson Oval and Durrant Oval, all of which are located within 200 to 250 metres of the rail corridor on the western side. Jacquie Osmond Reserve features several softball diamonds. Due to the proximity of the reserve to the project site and potential impacts, it is discussed in more detail in section 4.4.1.

South of the public recreational area, the rail corridor divides residential land uses to the west. Light industrial and commercial land uses are located to the east, including Peter Warren Automotive, Warren Toyota, Warwick Farm Hometown, Lincraft, Fantastic Furniture and fast food outlets.

The Hume Highway intersects the suburb from the northeast to the southwest. Warwick Farm Station is located at the southern end of the project site, adjacent to the Hume Highway. The station is predominantly surrounded by residential properties with two small public recreation areas to the west of the rail corridor and light industrial land uses to the southeast. A purpose-built commuter car park is located next to the station on the western side. Additional commuter parking is also available on the street on the western, eastern and north-eastern sides of the station.

Warwick Farm Racecourse and associated facilities are located to the east of Warwick Farm Station. Race days are held infrequently throughout the year, predominantly on Wednesdays and Saturdays (Australian Turf Club, 2019). There is a small number of equine facilities located to the southeast of Warwick Farm Station.

A number of community and education facilities are located to the southwest of Warwick Farm Station. These include Liverpool Hospital, South Sydney West Private Hospital, and Liverpool Girls and Boys High Schools.

#### *Demographic profile*

This section discusses the demographic profile of the Warwick Farm communities that may be directly or indirectly impacted by the project. The analysis will draw comparison to the LGA and GSR where relevant.

A detailed table of demographic indicators is provided in Appendix A. The following provides a summary of the demographic profile of the Warwick Farm (SA2) community:

- In 2016, the population of Warwick Farm was 5799, which is about three per cent of the LGA's population.
- The Warwick Farm community is culturally diverse; 57.7 per cent of the population speak a language other than English at home, compared to Liverpool LGA (51.9 per cent) and the GSR (35.8 per cent). The top languages spoken other than English are Arabic (9.8 per cent), Vietnamese (7.2 per cent) and Serbian (4.3 per cent). The proportion of people born in non-main English speaking countries is 47.9 per cent, compared to Liverpool LGA (37.6 per cent) and the GSR (30 per cent).
- There was a high proportion of lone person households in Warwick Farm (33.5 per cent), compared to Cabramatta-Lansvale (18.5 per cent), the LGA (15.7 per cent) and the GSR (21.6 per cent).
- The median weekly household income in Warwick farm was \$966, compared to Liverpool LGA (\$1555) and the GSR (\$1750).
- The labour force participation rate at the local level was 47.4 per cent, compared to Liverpool LGA (57.4 per cent) and the GSR (61.8 per cent). In 2016, the rate of unemployment was highest at the local level (14.2 per cent), compared to Liverpool LGA (8.9 per cent) and the GSR (six per cent).
- The top occupations were Professionals (17.5 per cent), Labourers (16.2 per cent), Technicians and Trades (14.4 per cent), and Clerical and Administrative (13.3 per cent). The Liverpool LGA had a different profile: Construction (15.9 per cent), Manufacturing (11.7 per cent), Transport, Postal and Warehousing (11 per cent), and Retail Trade (8.4 per cent).
- In Warwick Farm, 10.8 per cent of people walked to work compared to the Liverpool LGA (2.1 per cent) and the GSR (4.3 per cent). The dominant mode of transport was travelling by car (54.9 per cent); with an additional 4.6 per cent travelling as passengers. Car travel accounted for 71.3 per cent travelled of commuters in the Liverpool LGA and 59.3 per cent in the GSR.
- Train travel accounted for 22.8 per cent of commuters, compared to the Liverpool LGA (12.75 per cent) and the GSR (17.4 per cent). Bus travel accounted for 1.8 per cent of local commuters, compared to the Liverpool LGA (2 per cent) and GSR (6.5 per cent). Cycling accounted for 0.0 per cent in the local area. This rate was also low for the Liverpool LGA (0.2 per cent) and the GSR (0.8 per cent).
- Significantly, 22.9 per cent of households did not own cars in Warwick Farm, compared to Liverpool LGA (8 per cent) and the GSR (11.4 per cent). This suggests a correlation between the relatively high percentage of people making journeys to work on foot.



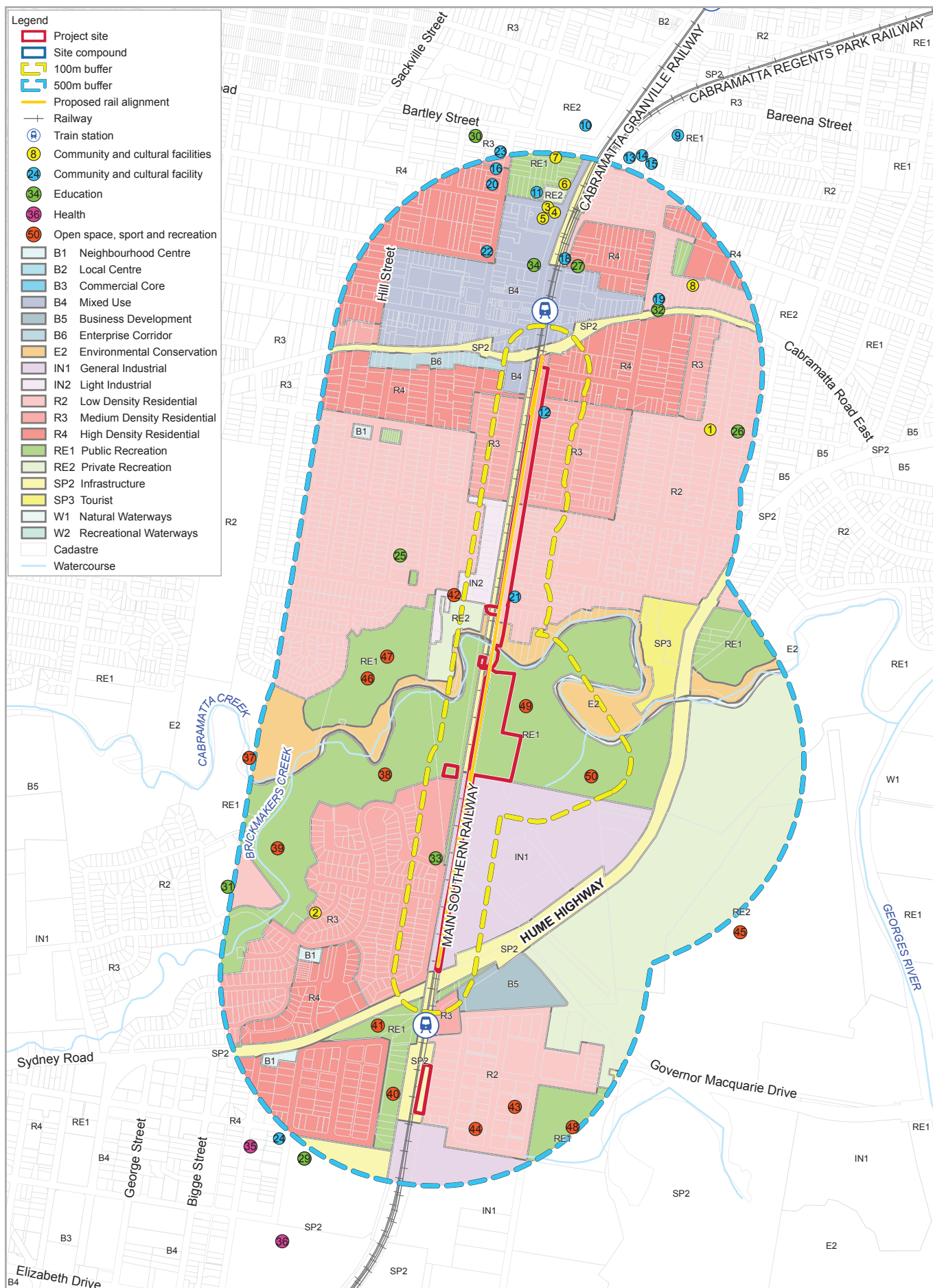
## 4.4 Social infrastructure

Figure 4.1 and Table 4.1 summarise the social infrastructure located near the project site. These include both built and natural assets that have been identified as having social value.

Social infrastructure includes both physical infrastructure (such as community facilities) and non-physical infrastructure (such as services, programs and networks), which help individuals and communities meet their social needs and enhance community wellbeing, or infrastructure that has been identified as having social value or importance.

Social infrastructure within 500 metres of the project site has been identified, as shown in Figure 4.1. Additional facilities that are just outside 500 metres have been identified due to their community, cultural or social significance and potential to experience indirect impacts during construction and operation.

Table 4.1 details the social infrastructure identified in Figure 4.1. The social infrastructure has been categorised by facility type, including sports and recreation facilities, community and cultural services and facilities, education and child care services, places of worship, health care facilities and open space, sport and recreation facilities.



Paper Size ISO A4  
0 110 220 330 440  
Meters

Map Projection: Transverse Mercator  
Horizontal Datum: Australian 1966  
Grid: AGD 1966 ISG 56 1



Australia Rail Track Corp Ltd  
Cabramatta Rail Loop  
Social Impact Assessment

**Social Infrastructure audit  
and land use map**

Project No. 22-19800  
Revision No. 0  
Date 17/04/2019

**FIGURE 4.1**

Table 4.1 Social infrastructure audit

ID	Type	Name	Description
Community and cultural facilities			
1	Aged care	Lansdowne Nursing Home	Large aged care facility with 161 beds. It is located at 25 Lovoni Street, around 300 m east of the project.
2	Community centre	Liverpool Neighbourhood Connections	Community facility supporting accessible services and community development, around 400 m west of the rail corridor.
3	Community centre	Cabra-Vale (Cabramatta) Senior Citizens Centre	Public community facility operated by Fairfield City Council with 80 person capacity, around 230 m northwest of Cabramatta Station.
4	Community centre	CORE Community Services	Community facility providing Children's Services, Youth Services, Multicultural Communities, Aged and Disability Care and Community Engagement, around 240 m northeast of Cabramatta Station.
5	Community library	Whitlam Library	Public library around 230 m northeast of Cabramatta Station.
6	Cultural facility	PCYC Fairfield-Cabramatta	Community facility around 270 m northwest of Cabramatta Station.
7	Open space/park	Cabra-Vale Memorial Park and Bandstand	First World War memorial and park close to the main Cabramatta retail area and next to the project. It is located around 350 m northwest of Cabramatta Station.
8	Places of worship	Macedonian Orthodox Church	Place of worship around 400m east of Cabramatta Station.
9	Community centre	Cabravale Leisure Centre	Cabravale Leisure Centre's facilities include a modern gymnasium, swimming pool, sauna and a multipurpose indoor aerobics/program room; community function room, meeting and training facilities with computer access. Located around 600m north east of Cabramatta Station.
10	Community centre	Cabra-Vale Diggers Club	Cabra-Vale Diggers Club is an entertainment and restaurant venue with full-service function rooms available for hire, around 470 m north of Cabramatta Station
11	Community centre	Arthur West Memorial Hall	Arthur West Memorial Hall is a community hall available for hire located around 280 m northwest of Cabramatta Station
12	Cultural facility	Kampuchea Krom Cultural Centre of NSW	Public place of worship on Broomfield Street adjacent to the existing SSFL.
13	Cultural facility	Ukrainian Hall and Shaolin Temple	Ukrainian Hall and Shaolin Temple is a cultural facility located around 430 north of Cabramatta Station
14	Cultural facility	The German-Austrian Society	The German-Austrian Society is a cultural facility located around 430 north of Cabramatta Station
15	Cultural facility	Kin Fu Ma Zu Association	Kin Fu Ma Zu Association is a cultural facility located around 430 m north of Cabramatta Station
16	Cultural facility	Australian Chinese Teo Chew Association Inc.	Australian Chinese Teo Chew Association Inc. is a cultural facility located around 400 m northwest of Cabramatta Station
17	Education	Seven day Adventist English Language School	Seven day Adventist English Language School is a cultural facility that holds English language classes, located around 80 m northeast of Cabramatta Station
18	Places of worship	Seven Day Adventist Church	Public place of worship around 80 m northeast of Cabramatta Station.
19	Places of worship	Cabramatta Anglican Church	Public place of worship around 260 m east of Cabramatta Station.
20	Places of worship	Baptist Union of NSW	Public place of worship around 350 m northwest of Cabramatta Station.

ID	Type	Name	Description
21	Places of worship	Buddhist Temple	Public place of worship on Broomfield Street adjacent to the existing SSFL.
22	Places of worship	Cabramatta Multi-Centre Uniting Church	Public place of worship around 420 m northwest of Cabramatta Station.
23	Places of worship	Sacred Heart Catholic Church	Public place of worship around 430 m northwest of Cabramatta Station.
24	Places of worship	Saint Raphael Nicholas And Irene Greek Orthodox Church	Public place of worship around 560 m southwest of Warwick Farm Station.
Education			
25	Child care	Cabramatta Early Learning Centre	Cabramatta Early Learning Centre is a public centre operated by Fairfield City Council, about 200 m west of the rail corridor.
26	Child care	Vattana Early Learning Centre	Vattana Early Learning Centre is a private centre open from 7.00 am to 6.00 pm, about 500 m east of the rail corridor.
27	Combined school	Khmer Adventist Language School	Khmer Adventist Language School is a community service about 120 m north east of Cabramatta Station.
28	High school	Liverpool Boys High School	Boys secondary public school catering for years 7-12, with around 563 students enrolled. Located at 18 Forbes Street, about 550 m southwest of Warwick Farm Station.
29	High school	Liverpool Girls High School	Girls secondary public high school with around 940 students. Also located on Forbes Street next to Liverpool boys High School.
30	Primary school	Sacred Heart Catholic Primary School	Catholic primary school located around 460 m northwest of Cabramatta Station.
31	Primary school	Warwick Farm Public School	Small, culturally diverse public school with around 230 pupils. It is located 500 m northwest of Warwick Farm Station.
32	Primary school	Cabramatta Public School	A large school with around 730 students 96% of those are from a non-English speaking background. It is located 350 m east of Cabramatta Station.
33	Specialist school (e.g. SSP)	Lawrence Hargrave	Lawrence Hargrave Special Education School supports 63 students with mild intellectual disability, emotional disturbance and a range of behaviour difficulties, located adjacent to the western side of the rail corridor.
34	Tertiary institution	Navitas English Language School	Navitas English Language School is a government supported English learning school, about 100 m northwest of Cabramatta Station.
Health			
35	Hospital	Sydney South West Private Hospital	Private hospital located about 500 m southwest of Warwick Farm Station.
36	Hospital	Liverpool Hospital	Public hospital about 700 m southwest of Warwick Farm Station.
Open space, sport and recreation			
37	Open space/park	Warwick Farm Recreation Reserve	Public open space next to the rail corridor, opposite Jacquie Osmond Reserve.
38	Open space/park	Stroud	Public multi-purpose sport field around 100 m west of rail corridor.
39	Open space/park	Durrant Oval	Sport field located in Warwick Farm Reserve around 420 m west of the rail corridor.
40	Open space/park	Hart Park	Park and playground located adjacent to the Warwick Farm Station parking facility.



ID	Type	Name	Description
41	Open space/park	Berryman Reserve	Nature reserve located adjacent to Warwick Farm Station.
42	Sport facility	Cabramatta Rugby League Club	Private sport club adjacent to the western side of the rail corridor.
43	Sport facility	Warwick Farm Equine Centre	24/7 equine veterinary service and hospital. About 300 m southwest of Warwick Farm Station and close to Warwick Farm Racecourse.
44	Sport facility	Matthew C Smith Stable	Private horse stables and training around 420 m southeast of Warwick Farm Station.
45	Sport facility	Warwick Farm Race Course	Racecourse for thoroughbred horse racing owned by the Australian Turf Club. Located around 700 m east of Warwick Farm Station.
46	Sport facility	Cabramatta Sports Ground	Public multi-purpose sport fields around 200 m west of rail corridor.
47	Sport facility	Don Dawson Oval	Public cricket grounds around 200 m west of rail corridor.
48	Sport facility	Rosedale Oval	Australian Football League (AFL) sporting field around 200 m southeast of Warwick Farm Station.
49	Open space/park	Jacque Osmond Reserve	Jacque Osmond Reserve consists of 12 baseball pitches used for local, district and State competitions and weekly training sessions. The Reserve is next to the rail alignment.
50	Sport facility	Jacque Osmond Softball Centre	Administration office for the Southern Districts Softball Association and facilities for softball training and team play. Located at Jacque Osmond Reserve.

#### 4.4.1 Jacque Osmond Reserve

Jacque Osmond Reserve is located within Warwick Farm Recreation Reserve, next to the rail corridor on the eastern side. This eastern section of the reserve falls within the proposed construction footprint. The main feature of the Jacque Osmond Reserve is 12 baseball diamonds. These are used for local, district and State competitions and local weekly training sessions by the Southern Districts Softball Association (SDSA).

The Jacque Osmond Softball Centre is located around 220 metres east of the rail corridor within the Jacque Osmond Reserve. The Softball Centre includes the administrative office for the SDSA and facilities, such as toilets, to support the softball training and competitions held at the Reserve.

The only vehicular access into Jacque Osmond Reserve is along the Railway Parade access road which runs along the western side of the rail corridor and connects to the Reserve via an underpass. This access road is gated at the connection to Station Street, opened to the public only on weekends.

Consultation identified that the SDSA uses the reserve during the winter softball season (March to August) and summer season (September to February) on Friday nights, from 5.00 pm to 10.00 pm and on Saturday and Sunday from 7.00 am to 10.00 pm. SDSA training sessions can also occur during the week, mostly in the afternoon and evenings. Tournaments are often held for the whole weekend, including Friday nights. While all 12 diamonds are used during major tournaments, only a few diamonds are used during training and local competitions. During the summer season, there can often be up to 50 teams using the site at various times between September to February. Tournaments are held more frequently during the winter softball season (March to August).

The reserve is also used by a number of school softball associations:

- Macarthur Independent Schools Association on Tuesdays, between 1.00 and 2.30 pm, all year round during 2019
- Liverpool PSSA (Liverpool Zone Primary Schools Sports Association), on Fridays between 9.30 and 11.30 am during Terms 1 and 4, 2019
- Bernera Zone Secondary Schools Sports Association on 15 August and 5 September 2019, 9.00 am – 3.00 pm for school gala days

Other users of the reserve include the Cabramatta Flying Fox Committee.

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## 5. Consultation

### 5.1 Social Impact Assessment consultation

The purpose of the SIA-specific consultations was to confirm the social baseline including community values and character, potentially affected social infrastructure, user groups and uses of identified social infrastructure, including any other relevant facilities. The consultation also informs the identification of potential social impacts and appropriate ways to mitigate them. This section discusses the outcomes of the SIA-specific consultation.

#### 5.1.1 Liverpool City Council

The SIA team and ARTC met with a representative of Liverpool City Council's Community Planning Policy division on 14 February 2019 via a telephone meeting. Table 5.1 provides a summary of the meeting.

Table 5.1 Summary of meeting with Liverpool Council

Topic	Summary points
Existing environment	<ul style="list-style-type: none"> <li>• The Liverpool community are very aware of impacts of large projects with a number of State Significant Development (SSD) projects occurring / proposed across the LGA including: Western Sydney Airport; M12; Quipolly Dam upgrade; Outer Sydney Orbital; various town centre redevelopments; Edmonson Park; Leppington; and the Moorebank Intermodal Terminal.</li> <li>• There are multiple proposals for rezoning of areas in close proximity to the Warwick Farm train station for high density residential/mixed use developments.</li> <li>• There is a large proportion of elderly residents in the area and there may be aged care facilities close to the site.</li> <li>• Council acknowledged the close proximity of Lawrence Hargrave Special Needs School to the site and recommended direct consultation with the school to understand potential impacts from the project.</li> </ul>
Construction impacts	<ul style="list-style-type: none"> <li>• The area currently has a deficit of sport and recreation facilities – Loss of open space at Jacquie Osmond Reserve could be perceived to be a considerable impact to the local community.</li> <li>• There are a number of Aboriginal community groups that will be interested in the potential Aboriginal heritage items in and around the Cabramatta Creek area.</li> </ul>
Operational impacts	<ul style="list-style-type: none"> <li>• Council recommended that the SIA should address 'distributional impacts', particularly impacts and benefits to local communities, compared to the regional benefits of the project. ARTC should consider how local communities can benefit from the project early on</li> </ul>



### 5.1.2 Fairfield City Council

The SIA team and ARTC met with several representatives of Fairfield City Council on 14 February 2019. Table 5.2 provides a summary of outcomes relevant to the SIA from the meeting.

Table 5.2 Summary of meeting with Fairfield Council

Topic	Summary points
Existing environment	<ul style="list-style-type: none"><li>• Car parking is a key community concern in the local area, particularly during the work week due to commuters using Cabramatta train station, and workers in Cabramatta town centre. Some local residents 'sell' space in their front yards as parking spaces.</li><li>• There are several important local events in Cabramatta which should be considered in the construction program. These include the Cabramatta Moon festival which will occur on 8 September 2019 (over 100,000 people expected to come by train). The Lunar New Year festival is also a significant event that occurs in January or February each year.</li><li>• The Cabramatta area has a high representation of socio-economic disadvantage, including many newly-arrived refugees. This means there are high levels of people with limited to no English language skills, and many people are also literate in their first language.</li><li>• The community living along Broomfield Street had input into the design of the existing noise wall art work, which contributes to the community's sense of place.</li></ul>
Construction impacts	<ul style="list-style-type: none"><li>• Council is concerned about the loss of mature trees along Broomfield Street due to potential impacts the urban tree canopy and community's sense of place.</li><li>• Council highly recommended that replacement temporary parking be provided close to Broomfield Street. This should be in a location that is within close walking distance, the Cabramatta town centre is considered too far for most people to walk.</li><li>• Concerns about the noise impacts on local residents, and the need to consult with affected residents.</li><li>• Road closures and the works on Sussex Street Bridge could affect community access to the Cabramatta Rugby League Club. Sussex Street links the east side of Cabramatta to the west and is a key access point for people to walk/cycle/drive to the club. Council recommends avoiding closures during the world cup event held at the club each January and the end of the football season.</li><li>• Council suggested that the impacts of road reconfigurations, closures and haulage routes on businesses located in the town centre should be considered.</li></ul>
Operational impacts	<ul style="list-style-type: none"><li>• Council's traffic team will be providing further information regarding future plans for surrounding road upgrades</li></ul>

## 5.2 Community and stakeholder consultation

This SIA has considered the outcomes of the EIS stakeholder and community consultation activities carried out by GHD's Community Engagement Team.

Stakeholder and community consultation activities were carried out with a range of stakeholders including Transport for NSW, Sydney Trains, Sydney Water, Sydney Intermodal Terminal Alliance (SIMTA), NSW Environment Protection Authority, Fairfield City Council, Liverpool City Council, local interest groups and the general community.

Table 5.3 outlines issues relevant to the SIA which have been raised through the EIS consultation process by local government, landholders, local community interest groups, business groups and the local community.

Table 5.3 Consultation key themes and concerns summary

Key Themes	Issues raised
Amenity and character	<ul style="list-style-type: none"> <li>• Desire for the reinstatement of trees and foliage along the rail corridor which was lost during SSFL works.</li> </ul>
	<ul style="list-style-type: none"> <li>• Concern about construction impacts on nearby residents, for example night works, noise and light spill.</li> </ul>
	<ul style="list-style-type: none"> <li>• Concern about the noise impacts resulting from freight trains, in particular from increased freight activity in early mornings and evenings.</li> </ul>
	<ul style="list-style-type: none"> <li>• Concern about construction and operation impacts on students and staff at the Principal of Lawrence Hargrave Special Education School. This includes potential loud and intrusive construction impacts which have the potential to impact school activities. There are existing noise and vibration impacts from freight train operations which interrupt teaching activities and affects student's learning, and there is concern this will increase during operation.</li> </ul>
Employment and economy	<ul style="list-style-type: none"> <li>• Concern regarding the potential for diminished desirability to live in the area, impacting existing investment properties and development potential in the local area.</li> </ul>
Access and connectivity	<ul style="list-style-type: none"> <li>• Concern about loss of parking in the local area, as parking is an existing community concern. Relocation of parking spaces was also raised as a concern.</li> <li>• Concern about potential disruptions to local traffic conditions due to construction activities, and how these impacts would be managed.</li> <li>• Concerns raised about existing issues affecting access and connectivity. These include poor wayfinding signage in the local area, particularly near Jacqui Osmond Reserve. It was also noted that an access road to Jacqui Osmond Reserve was lost during the SSFL works and was not reinstated.</li> <li>• Concern about existing flooding issues on Sussex Street and the potential for this to be exacerbated by the reconfiguration and bridge construction.</li> <li>• Concerns regarding impacts to traffic flow along Broomfield Street during construction.</li> <li>• Concerns regarding impacts to the continuity of and access to businesses (through impacts to parking, access, footfall though the area).</li> </ul>
Community values	<ul style="list-style-type: none"> <li>• There are concerns about the safety and security of the local area, with vandalism at Jacqui Osmond Reserve an existing issue.</li> </ul>
	<ul style="list-style-type: none"> <li>• Concerns about potential impacts at Jacqui Osmond Reserve include the relocation of the softball diamonds and resulting impacts on the softball user groups.</li> </ul>
	<ul style="list-style-type: none"> <li>• Concerns regarding the remediation planned for the access track to the compound site (Warwick Farm Reserve and Jacqui Osmond Reserve), following deterioration after SSFL construction.</li> </ul>
	<ul style="list-style-type: none"> <li>• Potential impacts on the local flying fox population at Cabramatta Creek were also raised as a community concern.</li> </ul>

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## 6. Social impact identification and assessment

### 6.1 Introduction

This section presents an assessment of the potential social impacts and benefits that may result from construction and operation of the project, and the cumulative impacts of the project.

Social impacts have then been identified as a result of changes to local amenity, economy, access and community character, as they relate to relevant technical studies identified in section 2.2.4. The social impacts have been assessed according to the criteria outlined in section 2.2.4.

Table 6.1, Table 6.2 and Table 6.3 provide a summary of the social impacts during construction, operation and cumulatively. These are discussed in detail in the following sections.

Table 6.1 Construction – summary of social impacts

Social impact category	Environmental aspect	Potential social impact	Source of impact	Nature, Type & Duration of impact	Level of impact
Amenity	Noise and vibration	Impacts to way of life and wellbeing from additional noise during the daytime (up to 150 m from the project) and potentially night time (up to 600 m from the project) (refer to Technical Report 2 – Noise and vibration impact assessment). Potential sensitive receivers include residents, businesses, schools, community facilities and sport and recreational facilities. Impacts for Lawrence Hargrave Special Education School students may be intensified due to the close proximity of the school to the rail corridor and construction compound, and the potential for students to be more sensitive to impacts.	Construction activity and haulage vehicle related noise	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor/medium
		Impacts to way of life and wellbeing from vibration at daytime and potentially night time (between 120 m to 700 m from the project) (refer to Technical Report 2 – Noise and vibration impact assessment). Potential sensitive receivers include residents, businesses, schools, community facilities, hospitals and sport and recreational facilities. Impacts for Lawrence Hargrave Special Education School students may be intensified due to the close proximity of the school to the rail corridor and construction compound, and the potential for students to be more sensitive to impacts.	Construction activity and haulage vehicle related vibration	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor/medium
		‘Highly intrusive’ noise impacts, diminishing way of life and wellbeing at daytime and potentially night time for those properties located within close proximity of specific construction activities (refer to Technical Report 2 – Noise and vibration impact assessment). Surrounding businesses, adjacent residents and Lawrence Hargrave Special Education School students may be more vulnerable to impacts. Impacts for Lawrence Hargrave Special Education School students may be intensified due to the close proximity of the school to the rail corridor and construction compound, and the potential for students to be more sensitive to impacts.	Specific construction activity related noise (road earthworks, noise wall construction and track installation of construction)	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Temporary</li> </ul>	Medium



Social impact category	Environmental aspect	Potential social impact	Source of impact	Nature, Type & Duration of impact	Level of impact
	Air quality	Impacts to way of life and wellbeing (up to 90 m from the project) (refer to Technical Report 3 – Air quality impact assessment). People who may be more sensitive to dust include students of Lawrence Hargrave Special Education School, infants, the elderly and people with asthma.	Increase in dust and emissions in the air from construction activities and haulage vehicles	<ul style="list-style-type: none"> <li>• Neutral</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor
	Visual	Changes to visual surroundings, which may impact or disrupt views from private dwellings or businesses, and sport and recreational facilities (refer to Technical Report 10 – Landscape and visual impact assessment). This may impact community values and sense of pride in amenity of area.	Site compounds and construction equipment/activities	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor
			Vegetation removal	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Long term</li> </ul>	Medium
	Economic	Livelihood	Design and construction of the project	<ul style="list-style-type: none"> <li>• Positive</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor
			Potential increase in patronage of businesses and services in close proximity to construction works (local food and beverage, retail and recreation services).	<ul style="list-style-type: none"> <li>• Positive</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor
			Potential impacts to access to businesses in close proximity to the project site, with the potential to affect patronage and income for these businesses.	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Temporary</li> </ul>	Negligible
		Livelihood and property rights	Rail line closure during possession periods	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Indirect</li> <li>• Short term</li> </ul>	Minor
			Construction traffic, changes to road or pedestrian access	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Indirect</li> <li>• Short term</li> </ul>	Minor

Social impact category	Environmental aspect	Potential social impact	Source of impact	Nature, Type & Duration of impact	Level of impact
Access	Road network	Changes to people's daily commutes and movements due to an increase in travel times, ranging from seven to 150 seconds (refer to Technical Report 1 - Traffic, transport and access impact assessment), as a result of the movement of construction vehicles along the Hume Highway, Warwick Street, Remembrance Avenue, Mannix Parade-Lawrence Hargrave Road-Nicholls Street, Sappho Road, Liverpool Street, Junction Street, Broomfield Street and Cabramatta Road. People's perception of delays and congestion may exacerbate actual impact. Potential sensitive receivers include the immediate surrounding community and the wider Sydney community (those who pass through the area on their daily commute).	Increase and/or perception of traffic congestion due to increase in haulage vehicles.	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor
		Changes to people's daily commutes and movements due to limited or restricted driveway access and the potential for increased travel times along Broomfield Street, Sussex Street and Railway Parade (refer to Technical Report 1 - Traffic, transport and access impact assessment). Residents located along these roads would be more vulnerable to impacts. People's perception of access and congestion may exacerbate actual impact.	Part and full road closures for road reconfiguration and rail bridge construction	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor
		Potential for safety risks for pedestrians and vehicles associated with Lawrence Hargrave Special Education School due to the school being located on an identified haulage route (refer to Technical Report 1 - Traffic, transport and access impact assessment). Students may be more vulnerable due to their disability, which may also lead to perceptions and concerns amongst the school community about safety risks resulting from construction vehicles in close proximity to the school.	Haulage vehicle activities along the Station Street haulage route	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor
	Public and active transport	Changes to the people's daily commutes and movements due to potential increased travel times and restricted access to the Parramatta to Liverpool Rail Trail cycleway and shared pathway along Broomfield Street and across Cabramatta Creek. People's perception of access and travel times may exacerbate actual impact.	Partial shared pathway closures (temporary on road path) and diversions dependant on construction stages	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor

Social impact category	Environmental aspect	Potential social impact	Source of impact	Nature, Type & Duration of impact	Level of impact
			and specific activities		
		Changes to people's daily commutes and movements due to disrupted access to shared path at Sussex Street bridge, Parramatta to Liverpool Rail Trail cycleway, shared pathway along Broomfield Street and across Cabramatta Creek. People's perception of access and travel times may exacerbate actual impact.	Potential full shared pathway closures and diversions dependant on construction stages and specific activities	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor
		Potential changes to, or difficulty in, access to public transport. Students, elderly or people in need of assistance may be more vulnerable to impacts.	Potential changes to public transport routes, or changed access to train stations during possession periods	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Indirect</li> <li>• Temporary</li> </ul>	Negligible
	Parking	Disruptions to people's daily commutes and routine due to temporary replacement parking (up to 66 parking spaces depending on the stage of construction) along Broomfield Street (refer to Technical Report 1 - Traffic, transport and access impact assessment).	Loss of parking due to road reconfiguration	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor
		Potential for disruptions to people's daily commutes and routine as a result of construction workers using on street parking. However there will be designated construction worker parking and workers will be encouraged not to use on street parking where practically possible (refer to Technical Report 1 - Traffic, transport and access impact assessment).	Potential for construction workers to utilise on street parking in the local surrounding areas	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Negligible
	Property and personal rights	Likely impacts to private property access due to restricted and interrupted driveway access dependant on staged partial and full road closures (refer to Technical Report 1 - Traffic, transport and access impact assessment). This may be perceived as an inconvenience and change people's daily commutes and routine. Elderly, people in need of assistance and people who do not speak English well may be more vulnerable to impacts.	Road closures and reconfiguration, disruption/changes to emergency vehicle access	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Temporary</li> </ul>	Minor

Social impact category	Environmental aspect	Potential social impact	Source of impact	Nature, Type & Duration of impact	Level of impact
Community	Access to and use of infrastructure, services and facilities	Reduced access to three softball diamonds at Jacquie Osmond Reserve (refer to Chapter 7 of the EIS), with the potential for these three diamonds to be shifted to the east as part of the rail corridor extension. This may impact on the use and functionality of the facilities for the users of the reserve including regional and local softball associations	Location of primary site compound/ construction activities	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Medium
		Potential for a decrease in participants and patrons to facilities and events including the Cabramatta Moon Festival, Chinese Lunar New Year Festival, Cabramatta Rugby League Club and Warwick Farm Racecourse due to perceived changes to access during construction	Perception of impacts due to construction activities and haulage vehicle movements	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Temporary</li> </ul>	Medium

Table 6.2 Operation – summary of social impacts

Social impact category	Environmental aspect	Potential social impact	Source of impact	Nature, Type & Duration of impact	Level of impact
Amenity	Noise and vibration	Impacts to way of life and wellbeing from operation noise during the day and night (up to 150 m) (refer to Technical Report 2 – Noise and vibration impact assessment). Surrounding businesses and adjacent residents.	Noise from trains using the proposed passing loop	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Long term</li> </ul>	Minor
		Continued disruption to routine and teaching/ learning capacity for Lawrence Hargrave Special Education School students and teachers resulting from increased frequency of freight trains (refer to section 5.2). Students may be more vulnerable to impacts due to the close proximity of the school to the rail corridor and the potential for students to be more sensitive to impacts.	Existing noise and vibration impacts exacerbated by increased frequency of freight train activity	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Long term</li> </ul>	Medium
	Air quality	Impacts to daily activities, wellbeing and changes to routine due to dust and emissions associated with the project. People who may be more sensitive to dust and emissions include students of Lawrence Hargrave Special Education School, infants, the elderly, and people with asthma.	Emissions from additional trains using the proposed passing loop	<ul style="list-style-type: none"> <li>• Neutral</li> <li>• Direct</li> <li>• Long term</li> </ul>	Minor
	Visual	Permanent changes to visual surroundings and views from private dwellings or businesses, and sport and recreational facilities including Sussex Street, Jacque Osmond Reserve, and Peter Warren Automotive site (refer to Technical Report 10 – Landscape and visual impact assessment). These changes may be perceived to either reduce or improve local amenity.	Noise walls, retaining walls, vegetation removal	<ul style="list-style-type: none"> <li>• Neutral</li> <li>• Direct</li> <li>• Long term</li> </ul>	Minor/ Medium
		Permanent changes to visual surroundings and views from private dwellings located along Broomfield Street as a result of changes to the street (refer to Technical Report 10 – Landscape and visual impact assessment). Some residents may perceive the visual changes to affect their sense of pride in their neighbourhood, and perceived potential for a reduction in some property values.	Road reconfiguration/ noise wall relocation/ loss of some vegetation	<ul style="list-style-type: none"> <li>• Neutral</li> <li>• Direct</li> <li>• Long term</li> </ul>	Minor
		Changes to visual surroundings and views from private dwellings or businesses, and sport and recreational facilities located along the rail corridor (refer to Technical Report 10 – Landscape and visual	Additional rail corridor infrastructure	<ul style="list-style-type: none"> <li>• Neutral</li> <li>• Direct</li> <li>• Long term</li> </ul>	Minor



Social impact category	Environmental aspect	Potential social impact	Source of impact	Nature, Type & Duration of impact	Level of impact
		impact assessment). Some people may perceive this to be a change to visual amenity which could affect the enjoyment of their surrounding environment.			
Economic	Freight network	Increased operational efficiency, flexibility and reliability for existing users of the SSFL.	Additional freight services	<ul style="list-style-type: none"> <li>• Positive</li> <li>• Direct/indirect</li> <li>• Long term</li> </ul>	Medium
Access	Freight network	Reduced travel times and traffic congestion on main roads and highways through the area due to less heavy vehicle haulage, particularly along the Hume Highway.	Increased freight rail efficiency	<ul style="list-style-type: none"> <li>• Positive</li> <li>• Indirect</li> <li>• Long term</li> </ul>	Minor
	Parking	Permanent loss of up to 11 spaces along Broomfield Street may cause changes to how some people's way of life as a result of a perceived increase in pressure on parking in the area, due to existing community concern related to parking.	Changed parking arrangements	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Long term</li> </ul>	Minor
Community	Property and personal rights	Closer proximity of infrastructure and trains within the rail corridor and associated noise from additional freight activity may be perceived by some local residents directly adjacent to the rail corridor to reduce the value of their properties.	Closer proximity of the freight rail corridor and additional freight activity	<ul style="list-style-type: none"> <li>• Neutral</li> <li>• Indirect</li> <li>• Long term</li> </ul>	Minor
	Community pride	Potential local community benefit through the preservation of noise wall artwork, additional green wall vegetation along Broomfield street, contributions to the local urban canopy and upgrade to the access road into Jacquie Osmond Reserve. These strategies may contribute to increased community pride and sense of place.	Remediation works	<ul style="list-style-type: none"> <li>• Positive</li> <li>• Direct</li> <li>• Long term</li> </ul>	Minor

Table 6.3 Cumulative – summary of social impacts

Social impact category	Environmental aspect	Potential social impact	Source of impact	Nature, Type & Duration of impact	Level of impact
Amenity	Noise and vibration	Impacts on the way of life, health and wellbeing, visual surroundings from additional noise and vibration, air quality and visual impacts of several projects if they are under construction at the same time in a location.	Cumulative amenity impacts of multiple construction projects in the area	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor/medium
Economic	Livelihood	Additional economic benefits experienced for some local businesses within close proximity of the works due to potential for increased patronage if projects are being constructed concurrently.	Cumulative economic impacts of multiple construction projects in the area	<ul style="list-style-type: none"> <li>• Positive</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor
		Additional reduction in customers, particularly if the local area is perceived to be difficult to navigate or access by community members.		<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term</li> </ul>	Minor
Access	Road network, parking, public and active transport	Potential for exacerbated impacts such as increased travel times, congestion, loss of parking and limited/disrupted access. This may change people's way of life and wellbeing.	Cumulative access impacts of multiple construction projects in the area	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term /long term</li> </ul>	Minor/medium
Community	Community value	Potential for 'construction fatigue' in the local community due other completed and planned construction projects in the area.	Cumulative community value impacts of multiple construction projects in the area	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Short term /long term</li> </ul>	Minor
	Property and personal rights	Potential for land use changes to alter community composition, character, sense of place and/or functionality.	Cumulative community impacts of multiple construction projects in the area	<ul style="list-style-type: none"> <li>• Negative</li> <li>• Direct</li> <li>• Long term</li> </ul>	Minor

## 6.2 Construction

The following section assesses construction impacts resulting in changes to local amenity, economy, access and community character due to the project, as they relate to noise, air quality, visual amenity and transport and parking.

### 6.2.1 Amenity

Amenity and character refers to the noise, air quality and visual amenity of the area, which provides for the enjoyment of residents and creates a recognisable and distinctive character. This section identifies the potential impacts that the project may have on the local amenity and character of the study area and surrounds during construction.

#### **Noise and vibration**

Construction activities and associated vehicle movements result in increases in noise and vibration, with the potential to affect surrounding sensitive receivers.

According to the Noise and Vibration Impact Assessment (Technical Report 2), construction of the project would result in a temporary increase in noise levels for sensitive receivers within 150 metres of the project site, with some specific localised construction activities causing 'highly intrusive' noise impacts on receivers close to the works. Residents and businesses within a 600 metres radius of construction works also have the potential to experience noise impacts during night time construction activities. Properties within a similar catchment area (between 120 metres to 700 metres from the project site) may also be exposed to vibration impacts.

Noise and vibration impacts may affect the amenity of nearby residential properties, businesses and community and recreation facilities. This could reduce the enjoyment of outdoor areas, as well as indoor areas if people need to close windows and doors, which can also reduce fresh area internally.

These impacts can also cause sleep disturbance for residents located close to construction works during the night time, and for shift-workers during the daytime. As noted in section 5.1.2, consultation with Fairfield City Council identified there is likely to be shift workers living in close proximity to the site. As discussed in section 4.3, the study area houses vulnerable communities who may be more sensitive to noise and vibration impacts, such as people who experience disability and seniors. However, as a linear project worst case noise and vibration impacts are would be temporary and localised according to where the construction activity work is occurring.

Users of surrounding social infrastructure who may be more sensitive to noise and vibration impacts include students of Lawrence Hargrave Special Education School (within 100 metres), and people who visit Liverpool Hospital (within 600 metres). It is likely students who attend the school may be more vulnerable to noise and vibration impacts due the close proximity of the school to the rail corridor and construction compound, and the potential for students to be more sensitive to impacts. This may result in disrupted learning/teaching capacity and diminished comfort, concentration, daily routine and overall wellbeing of the students.

Given that the project's main site compound is located within a part of Jacquie Osmond Reserve, users of the fields would have the potential to experience noise and vibration impacts. This may affect participants during training sessions, weekend competitions and tournaments, causing changes to the way in which participants make use of the facility, as discussed in section 4.3.2. It is noted that the two affected softball diamonds are the least used in the facility, therefore impacts are expected to be minimal with the exception of large tournaments.

### ***Air quality***

Construction activities and associated vehicle movements may cause dust, which could reduce local amenity for residents and businesses in close proximity to the construction areas.

Minor dust and emissions are expected to be dispersed into the air during a range of construction activities. The Air Quality Impact Assessment (Technical Report 3) has indicated that impacts to air quality would be limited to within 90 metres of the construction zone. There are a number of surrounding residents, businesses and sensitive receivers within 90 metres of the construction zone as shown in Figure 4.1.

Changes to air quality have the potential to disturb some residents and workers of local businesses when spending time outdoors. Further impacts may include additional cleaning required to maintain usual standard of living. Users of sport and recreation facilities within 90 metres of the works (Jacquie Osmond Reserve, Warwick Farm Recreation Reserve, Lawrence Hargrave School playground) may also be exposed to dust, which has the potential to affect sports training and competition participants, and informal users of the facilities. People who may be more sensitive to dust impacts from the project include students of Lawrence Hargrave School, infants, the elderly and people with asthma.

Exposure to additional dust can be reduced at residential and business properties, and indoor community facilities, by partially or fully closing windows and spending time indoors when construction is occurring nearby. Closing windows could however reduce the flow of breezes through homes, and spending less time outdoors may impact some resident's way of life. However, this is expected to be temporary and localised according to where the construction activity work is taking place.

### ***Visual amenity***

Construction activities and the storage of plant, equipment and materials along the rail corridor may contribute to decreased visual amenity experienced by surrounding residents and businesses. However, it should be noted that properties next to the rail corridor may already experience views of the rail corridor and associated infrastructure. As such, the visual change may be less obvious compared to other properties close to the works.

In addition to their main construction purposes, the site compounds proposed at Warwick Farm Reserve and Jacquie Osmond Reserve require the removal of a number of mature trees and native vegetation (refer to Technical Report 10 – Landscape and visual impact assessment) which may diminish the visual amenity, and ultimately the overall user experience of these sport and recreation facilities. This may cause community concern, as communities in both Fairfield and Liverpool value natural areas and visual amenity (sections 4.2.1 and 4.2.2) and, as discussed in section 5.1.1, the Warwick Farm area is currently experiencing a deficit of sport and recreation facilities.

The cranes required to build the new rail bridges will be visible from both reserves as well as surrounding residential properties and businesses. The cranes will temporarily disrupt the existing views of the tree-lined skyline at Cabramatta Creek, which runs through the centre of the construction zone.

The relocation of the noise wall along Broomfield Street will also temporarily change the visual amenity of the area for residents along that street, allowing the existing rail operations to be visible as sections of the wall are removed and replaced (refer to Technical Report 10 – Landscape and visual impact assessment).

### 6.2.2 Economic

This section identifies the potential impacts that the project may have on local and regional employment and businesses in the study area.

As discussed in Chapter 5 of the EIS, it is estimated that the project would result in a capital investment as part of enhancements across the SSFL, which will contribute to the Fairfield and Liverpool local economies, and the wider Sydney region. During construction, around 80 jobs would be created (with up to 220 during possession periods) resulting in direct employment opportunities for skilled workers across Sydney including roles such as engineers, designers and construction workers.

Skilled workers in the local areas of Cabramatta-Lansvale and Warwick Farm may benefit from employment opportunities. Section 4.3 indicates that both SA2 areas have high percentages of people working as Labourers (Cabramatta-Lansvale 21.2 per cent, Warwick Farm 16.2 per cent), Machinery Operators and Drivers (Cabramatta-Lansvale 13.6 per cent) and Technicians and Trades (Cabramatta-Lansvale 12.9 per cent, Warwick Farm 14.4 per cent).

Construction would also provide opportunities for local businesses supplying goods and services to the construction workforce. Construction workers would create some demand locally for local food and beverage, as well as retail and recreation services close to the project.

As existing passenger and freight operations will continue to operate throughout the construction period (other than during programmed rail possession period), minimal impact is expected on rail-reliant industries. There is some potential for customers of businesses close to the construction works to be deterred from visiting these businesses due to perceptions they are not operating during construction. Access to businesses may also be temporarily affected during possession periods; however, it is anticipated this may be offset due to potential increased patronage from the construction workforce. Impacts associated with trains not running during possession periods are beyond the scope of this assessment, and will be managed in accordance with ARTC and Sydney Train's standard operating procedures. The potential for business operations to be affected due to road closures and haulage routes is discussed in section 6.2.3.

There is the potential for access changes to businesses during possession periods, which have the potential to affect patronage and income for impacted businesses. However, overall the project is expected to generate a short term and minor benefit for the local economy during construction.

### 6.2.3 Access

This section refers to the access and connectivity to transport, surrounding property and facilities and services in the study area. This section identifies the potential impacts that the project may have on local access and connectivity in the study area during construction.

#### **Road network**

Construction traffic would include heavy vehicle movements which, would use several major and local roads and streets in the study area (including the Hume Highway, Warwick Street, Remembrance Avenue, Mannix Parade-Lawrence Hargrave Road-Nicholls Street, Sappho Road, Liverpool Street, Junction Street, Broomfield Street and Cabramatta Road). According to the Traffic, Transport and Access Impact Assessment (Technical Report 1), the existing road network is expected to continue to operate at an acceptable level of service with minimal impact on local or regional community access and connectivity to the road network. As such, the impact on local residents, businesses and other road users is expected to be minimal.



According to the Traffic, Transport and Access Impact Assessment (Technical Report 1) partial road closures would be required on Broomfield Street, Sussex Street and Railway Parade to allow for road reconfiguration and rail bridge construction, during which one lane would remain open. Potential full road closures may occur for short periods and construction activities would take place at night with appropriate diversions in place to ensure minimal disruption to transport networks. Partial road closures and full road closures may lead to increased travel times for road users along those roads and in the surrounding road network, as usual traffic may be offset into the surrounding roads. This may impact people's daily commutes and movements and be perceived as an inconvenience for road users who travel through the local area, such as commuters, community members accessing local facilities and services, and business deliveries. However these impacts are expected to be a minor disruption.

There may also be potential for actual or perceived safety risks associated with Lawrence Hargrave Special Education School due to the school being located on an identified haulage route. This may have impacts on student, teacher and parents movements and routine, with students potentially being more vulnerable due to their disability. This may lead to perceptions and concerns amongst the school community regarding safety risks. However, construction traffic from haulage vehicle movements along Station Street is envisaged to not coincide with the peak period of Lawrence Hargrave Special Education School start and finish times (refer to Technical Report 1 - Traffic, transport and access impact assessment).

### ***Freight network***

Freight rail operations are expected to continue to operate as usual throughout the construction period, with the exception of ARTC scheduled possession periods, which occur as part of routine maintenance. The project would not impact the existing operation of the SSFL.

### ***Public and active transport network***

Construction of the new rail bridges over Sussex Street and Cabramatta Creek and the reconfiguration of Broomfield Street will require staged closures of sections of the Parramatta to Liverpool Rail Trail Cycleway with temporary diversions either onto on- road mixed environment path or along a temporary shared path through the surrounding local streets such as National Street. The Traffic, Transport and Access Impact Assessment (Technical Report 1) indicates that access to the shared path over Cabramatta Creek would be closed when the crane is being operated for the construction of Cabramatta Creek bridge (up to two weeks).

As discussed in section 4.3, a large portion of the local population walk to work (Cabramatta-Lansvale five per cent, Warwick Farm 10.8 per cent), and catch a train to work (Cabramatta-Lansvale 18.5 per cent, Warwick Farm 22.8 per cent). This impact may affect local residents that use the Parramatta to Liverpool Rail Trail Cycleway to access their place of employment or Cabramatta or Warwick Farm stations, particularly those who cross the bridge over Cabramatta Creek. This may change people's daily commute routes and times, or how they access their place of employment.

Passenger rail services would not be affected during construction. Some construction works would need to be undertaken during the network wide scheduled rail maintenance possession periods, during which trains do not operate along the SSFL. ARTC currently schedules routine maintenance possessions on four weekends each calendar year.

It is anticipated that no impacts on existing bus services would occur during the construction period related to the project so community access to the public transport network would be maintained to a good level.

## **Parking**

Road reconfiguration activities on Broomfield Street in Cabramatta would affect local parking capacity, with the Traffic, Transport and Access Impact Assessment (Technical Report 1) indicating that there will be a loss of up to 66 parking spaces depending on the stage of construction. It is likely that the surrounding road network will absorb the loss of parking spaces, which may have an impact on residents, businesses and commuters who utilise those spaces for personal, employee, customer or visitor parking.

Given the community is currently concerned about the need for additional parking in Fairfield (section 4.2.2 and 5), the loss of parking spaces during construction may cause community concern. A new car parking facility is proposed for Cabramatta town centre (section 4.2.2), in addition to the existing public parking facilities which may somewhat offset the loss of parking spaces at the northern end of Broomfield Street. Potential impacts on public parking facilities in the Cabramatta town centre are expected to be negligible as it is anticipated commuters who were utilising the spaces along Broomfield Street, would likely choose to park in the immediate surrounding residential streets during construction. This is because the public facilities are paid facilities that are unlikely to be used by commuters who would require a parking space for a full day, which may be costly.

To minimise the need for construction workers to park in surrounding streets and shopping centres (such as Hometown Warwick Farm), and reduce available parking for commuters and customers, parking for construction worker vehicles would be provided in construction compounds. As the project site is located close to Cabramatta and Warwick Farm stations and a number of bus routes, there is also an opportunity for construction workers to use public transport, which would limit impacts on local parking supply during construction.

## **Private property**

Access to private properties located directly next to construction works would be maintained. Any temporary road closures would be of short duration (up to one day) and would be agreed with nearby property owners to manage resulting access restrictions to properties. Given the short duration of these temporary road closures, it is expected that impacts to access to private properties and impacts on local residents would be minimal; however, restricted access to private property may be perceived as an inconvenience. There may be some more vulnerable local residents (eg people who experience disability, elderly, people who do not speak English well) who may require additional assistance to ensure the access in and out of their property is maintained to an appropriate standard.

### **6.2.4 Community**

Community refers to community values, character, facilities, services and events that may take place in the area, which contribute to the enjoyment of residents, businesses and visitors, and create a recognisable and distinctive atmosphere. This section identifies the potential impacts that the project may have on the local community of the study area and surrounds during construction.

The relocation of the noise wall along Bloomfield Street will involve a temporary change to the visual amenity of the area for residents along that street, including the removal of the existing noise wall art work panels. As discussed in section 5.1.2, the community along Broomfield Street had input into the design of the existing noise wall art work, therefore its removal may cause community concern and affect their sense of place.

As discussed in section 5.1.2, Fairfield City Council indicated there is a high volume of pedestrian, cycle and vehicular traffic that access the Cabramatta Rugby League Club via the Sussex Street bridge underpass. In particular, many people visit the club during the World Cup

event which occurs annually in January, and the rugby league season which occurs from March to October, with large crowds expected for semi-finals and finals games. If inadequately managed, bridge construction activities have the potential to affect community access to the club. This may affect the club itself, as well as disrupt community connections to these sports events

The footprint of the site compound located in Jacquie Osmond Reserve has been configured to minimise potential impacts on the sports fields and use of the reserve; however, there would be reduced access to three of the softball diamonds located closest to the compound during construction. This has the potential to affect softball training and competition and cause community concern for way of life and wellbeing. As discussed in section 4.3.2, this includes the SDSA and a number of primary and secondary schools. Liverpool City Council also indicated (refer to section 4.2.1) that Warwick Farm has a deficit of sport and recreation facilities, which may exacerbate the impacts of a temporary loss of space at Jacquie Osmond Reserve.

As discussed in section 4.2.2, the Cabramatta Moon Festival occurs on a Sunday in September or October each year. Under usual circumstances, there would not be an impact on the Cabramatta Moon Festival as no construction work will occur on Sundays, and identified haulage routes do not intersect with any of the roads discussed for road closures during the event. Although unlikely, there is the potential for construction activities to occur on Sundays if required, as discussed in Chapter 7 of the EIS.

The Chinese Lunar New Year Festival occurs over the New Year weekend in January or February each year (section 4.2.2). There is potential for construction activities to affect patronage through perceived impact to access and the overall community enjoyment of the festival, particularly on the Saturday.

Some construction works would need to be undertaken during the scheduled rail maintenance possession periods, during which trains do not operate along the SSFL. ARTC currently schedules routine maintenance possessions on four weekends each calendar year. Impacts arising from scheduled possession periods, such as potential disruption to Warwick Farm Racecourse and associated facilities, is outside the scope of the project but would be managed by TfNSW/ARTC standard possession management procedures. Potential impacts on these events would be avoided, where possible.

## 6.3 Operation

The following section assesses operation impacts resulting in changes to local amenity, economy, access and community character due to the project, as they relate to noise, air quality, visual amenity and transport and parking.

The majority of the project will operate within the existing rail corridor, so the number of social impacts that may be experienced during operations are expected to be limited.

### 6.3.1 Amenity

#### **Noise and vibration**

The Noise and Vibration Impact Assessment (Technical Report 2) indicates that overall operational noise and vibration impacts will be negligible; however, surrounding community members may perceive the additional noise from trains to be a nuisance.

There is also potential for students of Lawrence Hargrave Special Education School to be more vulnerable to the increased frequency of noise and vibration associated with passing freight trains. The Noise and Vibration Impact Assessment (Technical Report 1) indicates that the school is already exposed to noise levels higher (68dB) than the acceptable standard (55dB) as a result of the existing passenger (Sydney Trains) and freight train (ARTC) activity. However,

noise as a result of the project is expected to increase by less than 1dB, therefore having a negligible to no impact on existing noise levels. Although, noise and vibration impacts as a result of the increased frequency of freight train activity has the potential to further diminish wellbeing and learning/teaching capacity with increased disruptions to routine and concentration, as identified during consultation with the school principal (refer to section 5.2).

### *Air quality*

According to the Air Quality Impact Assessment (Technical Report 3), an increase in average annual levels of contributing pollutants (such as dust and emissions) are expected to be negligible. Despite this, increased dust may be a nuisance for surrounding community members as it can require additional cleaning to maintain usual standard of living. Some community members may be more sensitive to dust, such as people with asthma, elderly, infants, and students at Lawrence Hargrave School.

### *Visual amenity*

The project includes new retaining walls in four locations, including Bridge Street to the Sussex Street bridge, Sussex Street bridge to the Cabramatta Street bridge, Jacquie Osmond Reserve, and Peter Warren building. According to the Landscape and Visual Impact Assessment (Technical Report 10) these retaining walls will range from 40 metres to 710 metres in length, and one metre to three metres in height. This will permanently change the visual surroundings for residents, businesses and users of these areas. Depending on the scale of visual change from the existing conditions, some local community members may perceive these changes to either reduce or improve local amenity. Over time, it is expected that community members would adapt to these visual changes.

The project will result in additional infrastructure within the rail corridor. Some individuals may perceive this as an interruption of their current views; however, as this change will occur within the existing rail corridor, the impact is expected to be negligible. It is expected people would adjust to this change over time.

Residents located along Broomfield Street will experience permanent changes to visual surroundings as a result of the road reconfiguration, resulting in residual impacts as described in section 5 and 6 of the Landscape and Visual Impact Assessment (Technical Report 10). The new noise wall would be located about five metres east of the existing noise wall to accommodate the new passing loop. This would be slightly closer to the residential properties and require a change from angled parking to parallel. The removed street trees would be replaced with the exact design and location to be determined during the detailed design phase in consultation between ARTC and council. The appearance of the noise wall is unlikely to have a significant change from the existing situation as the existing noise wall panels would be reused, ensuring similar height and visual appearance. Despite this, there is potential for some residents to perceive the visual changes may affect their sense of pride in their neighbourhood, and potential reduction in some property values.

Views to and within Jacquie Osmond Reserve may be affected by the new retaining wall/earth mound and the permanent loss of mature trees along the perimeter of rail corridor. The loss of the mature trees may affect use of the reserve due to loss of shade provided by the mature trees, which may contribute to the comfort of softball participants and spectators during training and competitions.

### 6.3.2 Economic

The main objective of the project is to increase capacity of the freight rail line to meet forecast demand, by increasing efficiency, flexibility and reliability. This has the potential to contribute to long-term economic benefits and both direct and indirect positive impacts on the livelihood of

those employed directly by the rail and freight industries and those supplying and supporting those industries.

Increased freight rail efficiency and functionality, and a greater capacity for freight to be transported using rail, would assist in increasing the modal share of freight rail. This could contribute to less congestion on Sydney's roads, with particular relevance to the main roads currently supporting the transportation of freight through the area.

Benefits or impacts on the local economy and employment are expected to be negligible.

There is potential for some local residents, directly adjacent to the rail corridor, to perceive the project as diminishing property values due to the closer proximity of infrastructure and trains within the rail corridor and associated noise from additional freight activity. This was a concern raised during consultation (refer to section 5.2) indicating that there is potential for this to be an impact, however an assessment of impacts to property values has not been undertaken and therefore the level and extent of this potential impact cannot be confirmed.

### 6.3.3 Access

#### ***Road network***

The Traffic, Transport and Access Impact Assessment (Technical Report 1) concludes that the project would not result in ongoing impacts on access and connectivity in the road network in the study area. There are not expected to be any impacts on local community access during operation.

#### ***Freight network***

The project would assist the SSFL operate with increased efficiency and improved connectivity. This has the potential to improve the modal share for freight rail.

#### ***Public and active transport network***

The reconfiguration of Broomfield Street will result in the realignment of the existing Parramatta to Liverpool Rail Trail shared pathway, but maintaining the current width of 2.5 metres. Therefore, it is not anticipated there will be any affects to the use, functionality or patronage of the pathway.

#### ***Parking***

The reconfiguration of Broomfield Street would change the arrangement of on-street parking, including a change from angled parking to parallel on the western side of the street. The project could result in a permanent loss of up to 11 spaces along Broomfield Street, as detailed in the Traffic, Transport and Access Impact Assessment (Technical Report 1). However, the Traffic, Transport and Access Impact Assessment (Technical Report 1) concluded that this loss in parking is not considered to be significant, as there will be no net loss of parking when taking surrounding parking capacity into consideration. However, local community members who currently use these parking spaces may perceive the changes in Broomfield Street as a negative impact on their lifestyles, particularly given parking is an existing community concern (section 4.2.2).

#### ***Private property***

To accommodate the passing loop and the associated widening of the rail corridor, acquisition of land to the east of the rail corridor, which is currently used as a footpath, would be required. This would result in some permanent changes to access arrangements for a number of private properties along Broomfield Street, as described in the Traffic, Transport and Access Impact Assessment (Technical Report 1). Following initial property acquisition and access arrangement



changes (as discussed in section 6.2.4), it is unlikely there will be any ongoing negative impacts on access and connectivity, given the remainder of the project is within the existing rail corridor.

#### 6.3.4 Community

As the project would operate within the existing rail corridor, impacts on local community cohesion and safety are not expected. Potential community impacts are expected to be limited to those discussed in this section.

The availability of local services and facilities is not expected to be affected; however, there is potential for the use of Jacquie Osmond Reserve to be altered as a result of the location of the retaining wall. Potential changes to the configuration of the softball diamonds may affect local competitions and training, unless they are designed and implemented in consultation with relevant stakeholders.

### 6.4 Cumulative

This section provides an assessment of potential social impacts resulting from cumulative impacts of the project and other major projects that may occur or are currently occurring in the study area (identified in section 4.3).

Multiple construction projects in the area have the potential to amplify both negative and positive impacts experienced by surrounding community members in the study area. These have been identified through an assessment of the findings of other EIS technical studies to understand potential changes to local amenity, economy, access and community character.

#### 6.4.1 Amenity

There is potential for the construction of several developments in Cabramatta at the same time as construction of the project. This may lead to amplified short-term amenity impacts experienced by surrounding businesses and residents. Additional noise and vibration, air quality and visual impacts which occur together in an area have the potential to cumulatively exceed reasonable levels and standards, which could impact the way in which people live and work in those areas, as well as their wellbeing.

#### 6.4.2 Economic

Multiple construction projects within the local area could result in additional economic benefits experienced for some local businesses within close proximity of the works due to potential for increased patronage. However, other local businesses close to the project may experience a reduction in customers, particularly if the local area is perceived to be difficult to navigate or access by community members.

#### 6.4.3 Access

According to the Traffic, Transport and Access Impact Assessment (Technical Report 1), two road network/parking projects are planned to occur during the project construction period close to the project site. There may be potential cumulative access and connectivity impacts on the surrounding road network that may exacerbate the impacts felt by local residents, businesses and roads users in the area.

#### 6.4.4 Community

As the project will be located next to the SSFL alignment, which was completed in December 2012, there may be a perception of 'construction fatigue' in the local community. Although this occurred more than seven years prior to the construction of the project, with a relatively high proportion of residents living in the area for more than five years (Cabramatta-Lansvale 57 per

cent, Warwick Farm 37 per cent), there is potential for these residents to be frustrated with the construction of the project. As discussed in section 5.1.1, Liverpool City Council indicated that the wider Liverpool community are very aware of impacts of large projects with a number of State Significant Development (SSD) projects occurring / proposed across the LGA. This may contribute to the community's perceptions about the impacts that result from construction of the project.

Several design features and mitigation measures have been identified which may provide some benefits for local communities. These include the preservation of the existing artwork and the inclusion of green wall vegetation on the noise wall along Broomfield Street, street tree plantings which will contribute to the local urban canopy, and upgrade to the access road into Jacquie Osmond Reserve. These strategies may contribute to increased community pride and sense of place for local communities over the long term.

Land use changes close to the project site due to land acquisitions and other projects, including the proposed multistorey development on the corner of Broomfield Street and Cabramatta Road and a number of proposed high density residential/mixed use developments near Warwick Farm station (refer to section 5.1.1) may exacerbate any actual and perceived impacts on property values in the area due to potential for overshadowing, changes to views and privacy. This may impact residents' pride in their community. Any other planned and future projects in the area should be carefully considered to mitigate any negative cumulative impacts on the surrounding communities.

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## 7. Recommended mitigation measures

A range of positive and negative, temporary and short term social impacts have been identified during the construction of the project, particularly relating to noise and vibration, congestion and travel, employment opportunities and community infrastructure. While long-term impacts generally relate to more broader and indirect social impacts such as regional employment and procurement opportunities, reduced regional congestion and land use changes.

While there are a number of positive impacts anticipated, negative impacts – whether temporary or long-term – will need to be appropriately mitigated to minimise the social impacts experienced by local communities. A range of mitigation and management measures recommended in various technical studies and chapters in the EIS will assist in avoiding and/or managing social impacts identified and described in section 6. Recommended measures are summarised in Table 7.1.

Table 7.1 Recommended mitigation measures

Category	Mitigation or management	Responsibility
<b>Amenity impacts</b> (noise and vibration, air quality and visual)	Potential impacts on local amenity and community values would be managed by implementing mitigation measures and plans identified in other technical studies and the EIS, including: <ul style="list-style-type: none"> <li>Noise and Vibration Assessment</li> <li>Air Quality Assessment/Operational Air Quality Management Plan</li> <li>Landscape and Visual Impact Assessment.</li> </ul>	As per technical studies and plans
<b>Economic impacts</b> (livelihood, employment and income)	A Construction Environmental Management Plan (CEMP) would be prepared and incorporated into ARTC's overarching environmental management system, which would support local employment and business opportunities, and provide skills development during construction and operation of the project.	As per CEMP and environmental management system
<b>Access impacts</b> (roads, public and active transport, parking and utilities)	Access and connectivity impacts would be managed through the development and implementation of the Construction Traffic Management Plan (CTMP) as per Traffic, Transport and Access Impact Assessment (Technical Report 1).	As per CTMP
<b>Community impacts</b> (values, character, infrastructure and property acquisition)	Community impacts would be managed in consultation with Liverpool City Council and Fairfield City Council, and owners/managers/users of community facilities that are directly impacted, including users of the Jacquie Osmond Reserve and Lawrence Hargrave Special Education School. Ongoing consultation will be undertaken in accordance with the Community and Stakeholder Engagement Plan to be developed for the project.  The Cabramatta Moon, Lunar New Year festivals and Cabramatta Rugby League Club events and football season are key local events. Potential impacts on these events should be	ARTC

Category	Mitigation or management	Responsibility
	<p>avoided in consultation with Fairfield City Council and the Rugby League Club.</p> <p>Ensure the artwork on the existing noise wall is retained in consultation with Fairfield City Council.</p> <p>Ensure design and project features which provide local community benefits (e.g. preservation of noise wall artwork, additional green wall vegetation along Broomfield street, contributions to the local urban canopy and upgrade to the access road into Jacquie Osmond Reserve) are shared with stakeholders and the community through the existing Stakeholder Engagement Strategy (refer to Chapter 4 of the EIS).</p>	
<b>Cumulative impacts</b> (amenity, economic, access, community)	Any cumulative impacts from completed, under construction and planned projects within the area should be monitored and coordination between councils and contractors to ensure appropriate mitigation and communication measures are put in place.	ARTC, appointed contractor and councils
<b>Stakeholder engagement</b> (ongoing stakeholder and community engagement)	<p>A robust Community and Stakeholder Engagement Plan should be developed and implemented during construction to ensure key stakeholders and the community is informed about project progress and activities, and given the opportunity to provide feedback on the project.</p> <p>Due to the high percentage of the population that does not speak English as a first language, it is recommended that interpretation services be integrated into all ongoing engagement activities.</p> <p>Due to the proximity of Lawrence Hargrave Special Education School and the vulnerability of the students, ongoing direct engagement is recommended during detailed design and construction to identify appropriate mitigation measures.</p>	ARTC and appointed contractor

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# Appendices

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# Appendix A – Demographic indicators

**Table A-1 Demographic summary of the SA2s, LGAs and Greater Sydney**

Demographic indicator – ABS Census Data 2016	Warwick Farm	Liverpool City Council	Cabramatta - Lansvale	Fairfield City Council	Greater Sydney
Total population	5,799	204,326	24,708	198,817	4,823,991
Cultural Diversity					
Aboriginal and Torres Strait Islander	2.0%	1.0%	0.0%	1.0%	1.5%
People born in non-main English speaking countries	47.9%	37.6%	61.3%	51.7%	30.0%
Speaks other language and speaks English very well or well	32.1%	26.8%	28.5%	30.0%	20.6%
Language spoken at home other than English	57.7%	51.9%	80.5%	70.8%	35.8
Education and Employment					
Education level not stated	19.3%	10.3%	19.3%	8.5%	9.1%
Completed Year 12 or equivalent	48.3%	51.3%	46.8%	47.3%	59.5%
Tertiary education	34.9%	38.6%	34.7%	29.3	49.7%
Unemployment	14.0%	7.5%	14.2%	10.5%	6%
Top industries of employment	Manufacturing (12.4%) Construction (12.0%) Transport, postal and warehousing (11.2%) Retail Trade (8.3%)	Construction (15.9%) Manufacturing (11.7%) Transport, postal and warehousing (11.0%) Retail Trade (8.4%)	Manufacturing (18.0%) Construction (12.9%) Retail Trade (9.1%) Transport, postal and warehousing (8.2%)	Construction (16.5%) Manufacturing (14.3%) Transport, postal and warehousing (9.5%) Retail Trade (9.1%)	Health care and social assistance (11.6%) Professional, scientific and technical services (9.8%) Retail trade (9.3%) Construction (8.2%)

Demographic indicator – ABS Census Data 2016	Warwick Farm	Liverpool City Council	Cabramatta - Lansvale	Fairfield City Council	Greater Sydney
Top occupations of employment	Professionals (17.5%) Labourers (16.2%) Technicians and Trades (14.4%) Clerical and Administrative (13.3%)	Professionals (17.0%) Clerical and Administrative (16.0%) Technicians and Trades (14.6%) Machinery Operators and Drivers (14.0%) Labourers (14.0%)	Labourers (21.2%) Machinery Operators and Drivers (13.6%) Technicians and Trades (12.9%) Community and Personal Service (12.6%)	Technicians and Trades (15.0%) Labourers (14.8%) Professionals (13.8%) Machinery Operators and Drivers (12.2%)	Professionals (26.3%) Clerical and administrative workers (14.6%) Managers (13.7%) Technicians and trades workers (11.7%)
Households					
Average household size	2.4 people	3.2	3.1	3.3	2.8
Couples with children	41.6%	57.0%	44.6%	51.2	49.5%%
One parent families	26.0%	18.2%	27.8%	23.1%	15.2%%
Lone person households	33.5%	15.7%	18.5%	15.7%	21.6%
Rented housing	70.4%	33.3%	46.3%	36.4%	35.3%%
Lived at same address 5 years ago	57%	37%	53%	60%	50%
Median Household Weekly Income	\$981	\$1,550	\$1000	\$1,222	\$1,750
Households without motor vehicles	22.9%	8.0%	18.2%	10.8%	11.4%
Need of Assistance					
Need for assistance	7.0%	6.2%	7.9%	8.5%	4.9%
Journey to Work					
Train	22.8%	12.7%	18.5%	13.5%	17.4%
Bus	1.8%	2.0%	1.1%	2.0%	6.5%
Car as driver	54.9%	71.3%	61.2%	69.4%	59.3%
Car as passenger	4.6%	6.0%	10.0%	8.0%	4.8%
Cycling	0.0%	0.2%	0.3%	0.2%	0.8%
Walked only	10.8%	2.1%	5.0%	1.8%	4.3%



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# CABRAMATTA LOOP PROJECT

## TECHNICAL REPORT

TECHNICAL REPORT 12 —  
CLIMATE CHANGE  
RISK ASSESSMENT

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