



# **Alexandria to Moore Park Stage 1**

Roads and Maritime Services

## **Socio-Economic Assessment**

Document No. | Final

11 November 2019



## Alexandria to Moore Park Stage 1

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### Document history and status

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**Attachment A. Business survey results**

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## Glossary and acronyms

Term	Definition
ABS	Australian Bureau of Statistics
AGM	Australian Glass Manufacturers
BIA	Business Impact Assessment
CBD	Central Business District
CEMP	Construction Environment Management Plan
CESMP	Community Engagement and Stakeholder Management Plan
CSELR	CBD and South East Light Rail
EP&A Act	NSW <i>Environmental Planning and Assessment Act 1979</i>
LGA	Local Government Area
LLTMP	NSW Long Term Transport Master Plan
LOTE	Language other than English
NSW	New South Wales
REF	Review of Environmental Factors
SA	Statistical Area
SEIFA	Socio-Economic Indices for Areas
SHR	State Heritage Register

## Executive summary

### The proposal

Roads and Maritime Services (Roads and Maritime) propose to implement some minor upgrades at four intersections and introduce clearways between the Euston Road/Maddox Street intersection in Alexandria and the Anzac Parade, Alison Road and Dacey Avenue intersection in Moore Park (the proposal). The proposal is located about three kilometres south of the central business district (CBD) in the suburbs of Alexandria, Waterloo, Moore Park within the City of Sydney local government area (LGA).

The proposal consists of:

- New clearways on both sides of Euston Road and McEvoy Street between Maddox Street and Bourke Street from 6:00am to 7:00pm Monday to Friday and 9:00am to 6:00pm on weekends
- New clearways at all times along Lachlan Street and Dacey Avenue between Bourke Street and Anzac Parade
- Right turn bans at most intersections without traffic signals and a right turn ban into Bunnings from McEvoy Street
- Improving the intersections and some road re-surfacing at:
  - Fountain Street and McEvoy Street
  - Botany Road and McEvoy Street
  - Elizabeth Street and McEvoy Street
  - South Dowling Street, Lachlan Street and Dacey Avenue
- Kerb adjustments at:
  - Stokes Avenue and McEvoy Street
  - Kensington Lane and McEvoy Street
- Landscaping adjustments and replacement tree planting where works are undertaken
- Relocation of utilities and adjustments to traffic signals and street lights
- Property acquisitions, leases and adjustments
- Temporary construction facilities, including site compounds and stockpile sites at:
  - The Roads and Maritime public car park on the south-west corner of the McEvoy Street/Stokes Avenue intersection, Alexandria (Site 1)
  - Road reserve at the southern end of Cope Street, Alexandria (Site 2)
  - Road reserve at the southern end of George Street, Alexandria (Site 3)
  - The vacant land (Lot 2 DP800705) at the corner of intersection of McEvoy Street and Bourke Street, Waterloo (Site 4)
  - Lot 1, 2 and 3 DP 76985, Lot 4 DP 86722 and Lot 14 DP80926 on the west corner of the Lachlan Street/Amelia Street intersection, Waterloo (Site 5).

The proposal would be constructed in four construction zones centred around the four main intersections that are to be upgraded. This approach would minimise traffic impacts on residents and businesses. The duration of construction impacts within each of the four construction zones would typically be between 12 – 36 months. Construction is expected to commence in early 2020 and would take around 36 months to complete.

## Purpose of this report

This report identifies and assesses the potential socio-economic impacts of the proposal, to support the Review of Environmental Factors (REF) as required under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

## Existing environment

The proposal is located within the Sydney LGA. The study area for this socio-economic assessment includes the communities of Erskineville-Alexandria and Waterloo-Beaconsfield.

The proposal is located within a fast-growing redevelopment area and surrounding land uses comprise a mix of residential, commercial/ business, recreational, industrial and transport related land uses. The corridor provides local and arterial road access to key attractors such as Sydney Park and Moore Park. In June 2018, the study area had an estimated population of 58,770 people (Australian Bureau of Statistics (ABS), 2019). Communities in the study area generally display:

- High population growth, with an average population growth rate of 2.8 per cent annually over the ten years to 2018 compared to 1.7 per cent in Greater Sydney
- High proportions of working age people
- High proportions of group or lone person households, and rental dwellings, which is reflective of the study area's inner-city location
- High levels of amenity, with good access to transport networks, community facilities of state significance such as universities and hospitals, and access to large areas of open space and recreation.

A range of businesses are located along the proposal alignment, including retail uses, cafes and pubs, light industrial including car repair and maintenance workshops, wholesale trade and commercial offices. The study area had a working population of about 56,785 people at the 2016 Census. Key industries of employment for workers in the study area include education and training, retail trade and professional, scientific and technical services.

The proposal area includes hourly time restricted parking; morning and afternoon peak period no parking restrictions; disabled parking; work zones; mail zones; bus zones; no restrictions; no parking; and no stopping zones. There are currently 252 parking spaces along Euston Road and McEvoy Street within the proposal area, of which existing peak time parking restrictions are in place Monday to Friday for 228 parking spaces. Parking is generally restricted inbound during the morning peak on weekdays (6:00am to 10:00am) and outbound during the afternoon and early evening (3:00pm to 7:00pm). No parking is available at any time along Lachlan Street, South Dowling Street, Dacey Avenue and Anzac Parade, with 'no stopping' zones (at all times) in place along these roads.

Local amenity in the study area is generally characterised by a diversity of land uses including inner city residential neighbourhoods; major community facilities such as open space and parkland; and areas of commercial and industrial uses.

The study area is undergoing change and transformation due to urban renewal initiatives, construction of new transport infrastructure and planning for employment growth. The development of high density residential developments, particularly associated with the Green Square Urban Renewal Project and the nearby Central to Eveleigh Redevelopment Project, is driving high population growth in the study area with a population of over 60,000 people expected by 2031 in Green Square alone. Supporting this are a number of new transport projects under construction in the area, including the CBD and South East Light Rail project (CSELR), WestConnex New M5, the Sydney Metro City and Southwest projects. The study area is also anticipated to accommodate up to 300,000 new jobs associated with the Southern Employment Lands strategy.

## Potential impacts

The proposal involves the introduction of clearways and the localised upgrades of four intersections. The proposal would have potential benefits in the medium to longer term for both local and regional communities through reduced traffic congestion and improved safety including for pedestrians, cyclists, public transport and motorists. However, the proposal would also result in impacts and changes for communities and businesses in the study area due to such things as property acquisition, changes to local amenity, and changes to access during construction and operation. Potential impacts on wider communities would mainly relate to access and connectivity changes during operation and construction.

The following provides a summary of the key benefits and impacts from the construction and operation of the proposal.

### Property acquisition

The proposal would require the acquisition (partial and full) of three privately owned lots. Six publicly owned lots and three lots owned by Roads and Maritime would also be used for road widening and walkway adjustments.

Privately owned lots required for the proposal comprise residential and commercial uses. These would mainly be affected by partial acquisition for landscape and walkway adjustments.

Two public lots at 147-161 McEvoy Street would be fully affected by the proposal. These lots are located at the frontage of commercial properties and would be required for the establishment of a walkway and landscaping adjustments.

Seven lots identified as road reserve would be required for proposal, including four lots owned by the City of Sydney Council and three lots owned by Roads and Maritime. These would mainly be affected by local road widening and walkway and landscaping adjustments.

### Construction

During construction, the proposal would have temporary positive impacts for some businesses associated with increased spending from construction workers. Adverse impacts from the construction phase for local businesses, residents and visitors would mainly relate to:

- Temporary changes to local access and connectivity for motorists, public transport users, pedestrians and cyclists, including potential for traffic delays and disruptions near to construction works, changes to on-street loading and parking zones, closure of some traffic lanes and night-time traffic closures, and changes to pedestrian access near to construction works for safety
- Local amenity impacts for residents and nearby businesses, associated with temporary noise, dust, traffic and visual impacts of the construction works
- Temporary traffic disruptions and changes to local roads, resulting in temporary changes to accessibility to some social infrastructure near the proposal and the broader study area, for example Moore Park, Waterloo Park and Oval, and churches close to the proposal alignment.

### Operation

Operation of the proposal would have potential benefits for both local and regional communities relating to reduced traffic congestion and improved access and connectivity. This would support improved connections and development within new urban precincts, such as the Green Square Urban Renewal Precinct, and would also enhance access and provide better options for existing and future public transport networks.



Operational impacts for businesses, residents, commuters and visitors would also be associated with:

- Improved safety and accessibility for pedestrians, cyclists and motorists due to new road and pedestrian infrastructure
- Changes in the availability of parking, impacting on local businesses
- The removal of some right turns into local side streets and businesses along Euston Road, McEvoy Street and Lachlan Street, meaning that some drivers would need to use alternate routes to access businesses and side roads.

The parking assessment determined that local side streets in the study area would generally have capacity to accommodate any on-street parking places displaced by the clearway operation, with the exception of three locations that are expected to experience 'moderate' or 'substantial' impacts on parking availability, based on the estimated number of vehicles displaced by the proposal and the number of parking spaces in the downstream local streets. 'Moderate' impacts are defined as between five and 10 vehicles displaced from parking on downstream local streets, while 'substantial' impacts are defined as between 10 to 15 vehicles displaced from parking on downstream local streets. The proposal would also result in the loss of off-street parking spaces including 26 public parking spaces at 102-112 McEvoy Street, Alexandria. Local side streets in this area have limited capacity to accommodate the loss of this parking, however the use of commercial car parks located near the areas of impact may assist in reducing potential impacts.

An assessment of the impacts on businesses due to the loss of parking determined that overall, there is expected to be a low impact to businesses located along Euston Road and McEvoy Street from proposed changes in parking conditions, with businesses in many locations along the proposal likely to experience either no or negligible impacts to customer or staff parking due to the proposal. The exception to this includes four locations where moderate to high impacts on businesses are expected:

- On the northern side of Euston Road between Maddox Street and Harley Street where there is potential for a high impact on customer and staff parking for one newsagency, one real estate, one convenience store and five retail outlets during the individual businesses operating hours
- On the northern side of McEvoy Road between Harley Street and Fountain Street where there is potential for a moderate-high impact on customer and staff parking for one professional services business (architect) located on McEvoy Street during business hours and a number of additional businesses on Fountain Street, although it is noted that some businesses have off-street parking for customers and staff
- On the northern side of McEvoy Road between Fountain Street and Loveridge Street where there is potential for high impact on customer and staff parking for two cafés/ restaurants, five retail outlets and one engineering business during the week and on the weekend
- On the southern side of McEvoy Road between Stokes Avenue and Bowden Street where there is potential for a high impact to customer and staff parking for one light industrial (automotive repair) business, three food outlets such as cafes, and five retail outlets during the week and on the weekend, as well as the head office and distribution centre for an eyewear company, particularly when the loss of on-street parking is combined with the loss of off-street public parking from the proposal.

## Mitigation measures

The implementation of mitigation and management measures would assist in managing impacts on the social and economic environment during the construction and operation. A Communication Engagement and Stakeholder Management Plan would be prepared to guide community engagement during construction and would be updated throughout construction, as required. Among other things, the plan would detail:

- Processes for engaging with property owners, businesses, managers of social infrastructure and communities about the timing, duration and likely impact of construction activities and proposed mitigation and management measures

- A process for receiving, recording, handling and responding to community and stakeholder enquiries and complaints during construction
- Procedures for monitoring, reporting, evaluating and updating the Communication Engagement and Stakeholder Management Plan.

Property acquisition for the proposal would be undertaken in accordance with the Roads and Maritime Services Land Acquisition Policy and the *Land Acquisition (Just Terms Compensation) Act 1991*.

Proposed safeguards and management measures for managing socio-economic impacts of the proposal's construction and operation include:

- Maintaining pedestrian and vehicle access to businesses near to construction works and ensuring any temporary access changes are identified in consultation with the property and business owners
- Ensuring businesses near to construction works remain visible and that measures would be implemented if screening of construction works impacts on visibility of businesses
- Reviewing of options for alternate loading zones near the alignment and options for mitigating loss of off-street parking for businesses through the reconfiguration of residual land
- Engaging with emergency services to ensure adequate emergency service access would be maintained and that any potential access changes are appropriately communicated
- Maintaining access for pedestrians, cyclists and public transport users and undertaking consultation with relevant stakeholders where temporary changes are required
- Implementing a construction workforce parking strategy to minimise potential impacts on local parking near to construction works
- Implementing a planting strategy to replace trees removed for the proposal
- Engaging with proponents of other projects in the vicinity of the proposal to coordinate, where possible, potential mitigation and management measures.

Safeguards and management measures that would also address socio-economic impacts are also identified in the traffic and transport, noise and vibration, air quality, and landscape character and visual amenity assessments completed for the proposal and are summarised in Section 7.1 of the REF.

# 1. Introduction

## 1.1 Overview of the proposal

Roads and Maritime Services (Roads and Maritime) propose to implement some minor upgrades at four intersections and introduce clearways between the Euston Road/Maddox Street intersection in Alexandria and the Anzac Parade, Dacey Avenue and Alison Road intersection in Moore Park (the proposal). The proposal is located about three kilometres south of the CBD in the suburbs of Alexandria, Waterloo, Moore Park within the Sydney LGA, refer to **Figure 1-1**.

The focus of the proposal is to improve traffic flow in the suburbs of Alexandria, Waterloo and Moore Park. The proposal would also interface with other initiatives including WestConnex New M5, CSELR project and support local urban renewal initiatives such as Green Square, and the Waterloo Precinct. The proposal is shown in **Figure 1-2** and includes:

- New clearways on both sides of Euston Road and McEvoy Street between Maddox Street and Bourke Street from 6:00am to 7:00pm Monday to Friday and 9:00am to 6:00pm on weekends
- New clearways at all times along Lachlan Street and Dacey Avenue between Bourke Street and Anzac Parade
- Right turn bans at most intersections without traffic signals and a right turn ban into Bunnings from McEvoy Street
- Improving the intersections and road re-surfacing at:
  - Fountain Street and McEvoy Street
  - Botany Road and McEvoy Street
  - Elizabeth Street and McEvoy Street
  - South Dowling Street, Lachlan Street and Dacey Avenue
- Kerb adjustments at:
  - Stokes Avenue and McEvoy Street
  - Kensington Lane and McEvoy Street
- Landscaping adjustments and replacement tree planting where works are undertaken
- Relocation of utilities and adjustments to traffic signals and street lights
- Property acquisitions, leases and adjustments
- Temporary construction facilities, including site compounds and stockpile sites at:
  - The Roads and Maritime public car park on the south-west corner of the McEvoy Street/Stokes Avenue intersection, Alexandria (Site 1)
  - Road reserve at the southern end of Cope Street, Alexandria (Site 2)
  - Road reserve at the southern end of George Street, Alexandria (Site 3)
  - The vacant land (Lot 2 DP800705) at the corner of intersection of McEvoy Street and Bourke Street, Waterloo (Site 4)
  - Lot 1, 2 and 3 DP 76985, Lot 4 DP 86722 and Lot 14 DP80926 on the west corner of the Lachlan Street/Amelia Street intersection, Waterloo (Site 5).

The proposal would be constructed in four construction zones centred around the four main intersections that are to be upgraded. This approach would minimise traffic impacts on residents and businesses. The duration of construction impacts within each of the four construction zones would typically be between 12 – 36 months. Construction is expected to commence in early 2020 and would take around 36 months to complete.



JACOBS NSW SPATIAL - GIS MAP file : IA108700\_GIS\_REF\_F001\_Locality\_r3v5 | 29/10/2019

**Legend**

- Proposal area
- Road
- Railway line



1:40,000 @ A4

**Figure 1-1** | The locality  
Alexandria to Moore Park Stage 1



Proposed clearways in both directions

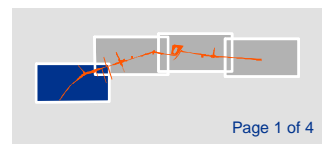
**CLEARWAY** **Maddox Street to Bourke Street**  
 Monday - Friday: 6am-7pm  
 Weekends: 9am-6pm

**Legend**

- Concept design
- Road
- Proposal area**
- Construction impacts:**
- Construction footprint
- Construction compounds
- Operational impacts:**
- Clearways and intersection upgrades
- Parking changes in side streets

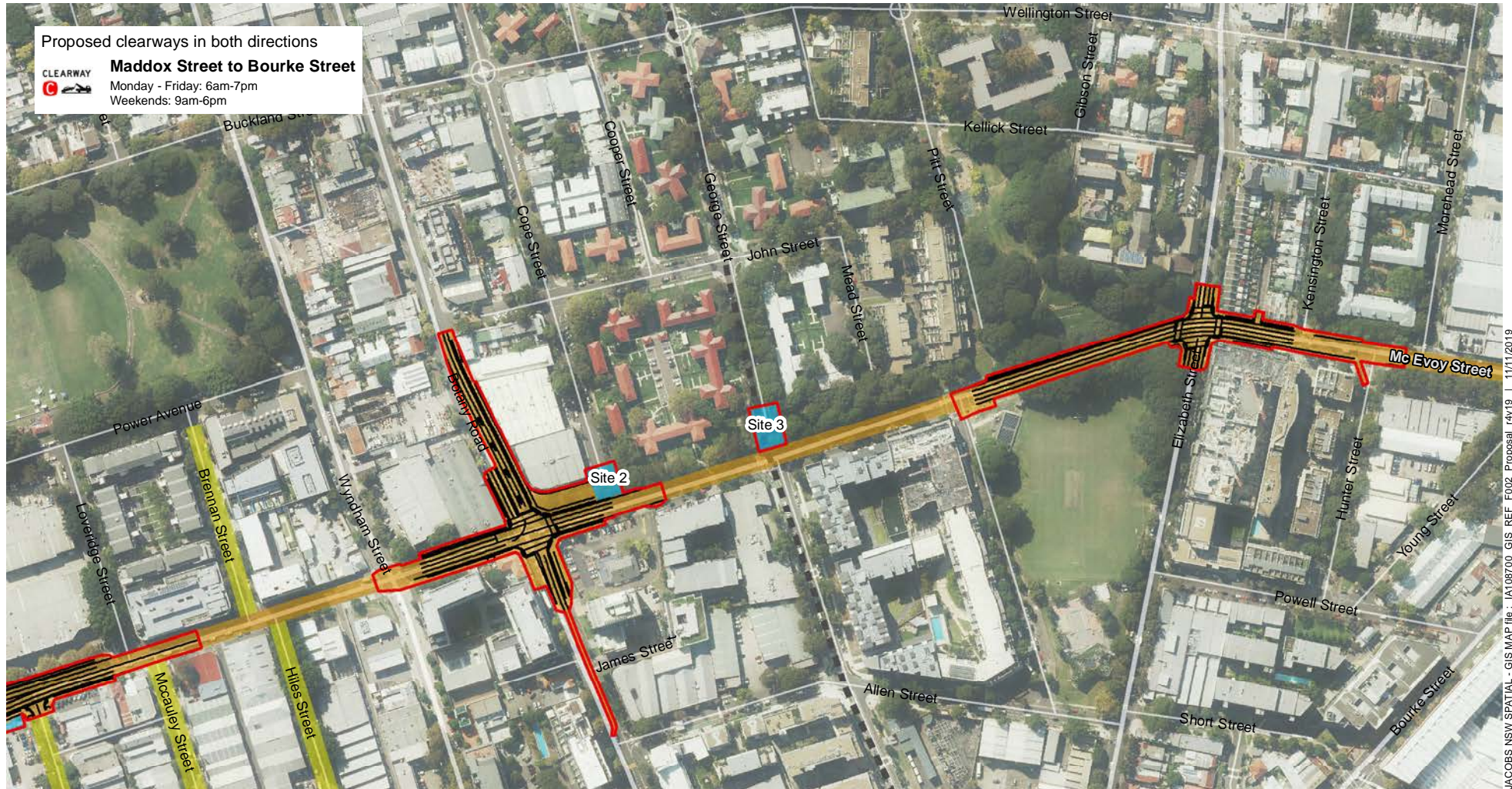


**Data sources**  
 Jacobs 2016  
 LPI 2016  
 Roads and Maritime 2016  
 ARUP 2016



**Figure 1-2a** | The proposal  
 Alexandria to Moore Park Stage 1

JACOBS NSW SPATIAL - GIS MAP file : I:\108700\_GIS\_REF\_F002\_Proposal\_14v19 | 11/11/2019



JACOBS NSW SPATIAL - GIS MAP file : I4108700\_GIS\_REF\_F002\_Proposal\_r4v19 | 11/11/2019

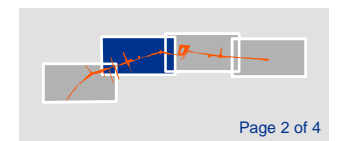
**Legend**

- |         |                |   |
|---------|----------------|---|
| —       | Concept design | <b>Proposal area</b>  |
| —       | Road           | <b>Construction impacts:</b>  |
| — — — — | Railway line   | <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Construction footprint                 |
|         |                | <span style="background-color: lightblue; display: inline-block; width: 15px; height: 10px;"></span> Construction compounds           |
|         |                | <b>Operational impacts:</b>   |
|         |                | <span style="background-color: orange; display: inline-block; width: 15px; height: 10px;"></span> Clearways and intersection upgrades |
|         |                | <span style="background-color: yellow; display: inline-block; width: 15px; height: 10px;"></span> Parking changes in side streets     |

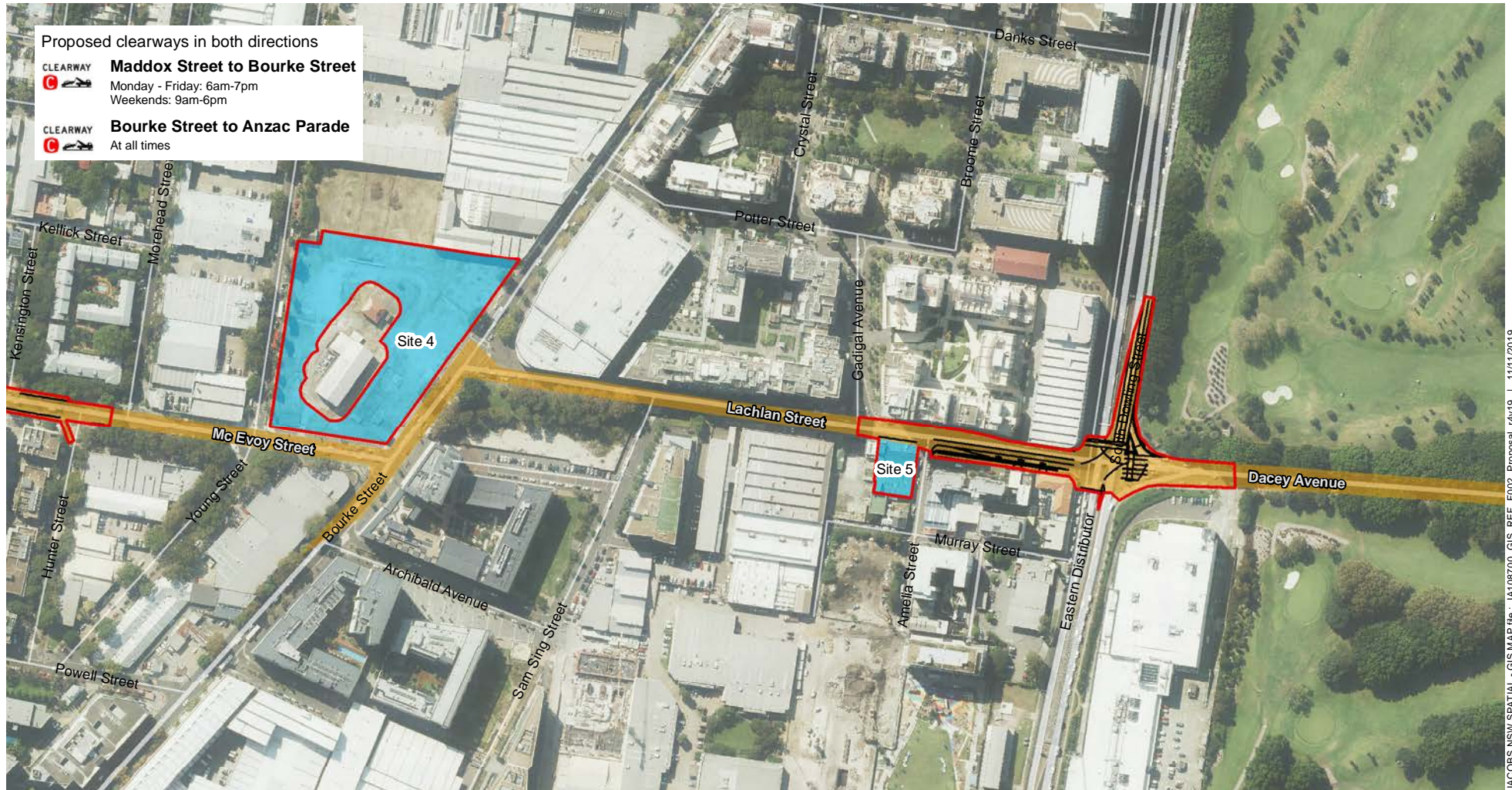


**Data sources**

- Jacobs 2016
- LPI 2016
- Roads and Maritime 2016
- ARUP 2016



**Figure 1-2b** | The proposal  
Alexandria to Moore Park Stage 1



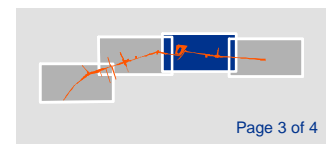
JACOBS NSW SPATIAL - GIS MAP file: I\108700\_GIS\_REF\_F002\_Proposal\_14v19 | 11/11/2019

**Legend**

- Concept design
- Road
- Proposal area**
- Construction impacts:**
  - Construction footprint
  - Construction compounds
- Operational impacts:**
  - Clearways and intersection upgrades
  - Parking changes in side streets



**Data sources**  
 Jacobs 2016  
 LPI 2016  
 Roads and Maritime 2016  
 ARUP 2016



**Figure 1-2c** | The proposal  
 Alexandria to Moore Park Stage 1



JACOBS NSW SPATIAL - GIS MAP file: I:\108700\_GIS\_REF\_F002\_Proposal\_14\19 | 11/11/2019

**Legend**

- Concept design
- Road

**Proposal area**

Construction impacts:

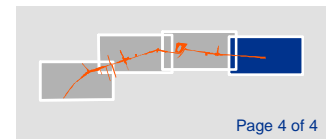
- Construction footprint
- Construction compounds

Operational impacts:

- Clearways and intersection upgrades
- Parking changes in side streets



**Data sources**  
 Jacobs 2016  
 LPI 2016  
 Roads and Maritime 2016  
 ARUP 2016



**Figure 1-2d** | The proposal  
 Alexandria to Moore Park Stage 1



### 1.1.1 Location

The proposal is located about three kilometres south of the CBD in the suburbs of Alexandria, Waterloo, Moore Park within the Sydney LGA, refer to **Figure 1-3**. The proposal corridor includes east-west roads running from Euston Road at Maddox Street, Alexandria along McEvoy Street, Lachlan Street, and Dacey Avenue to the intersection of Alison Road and Anzac Parade at Moore Park.

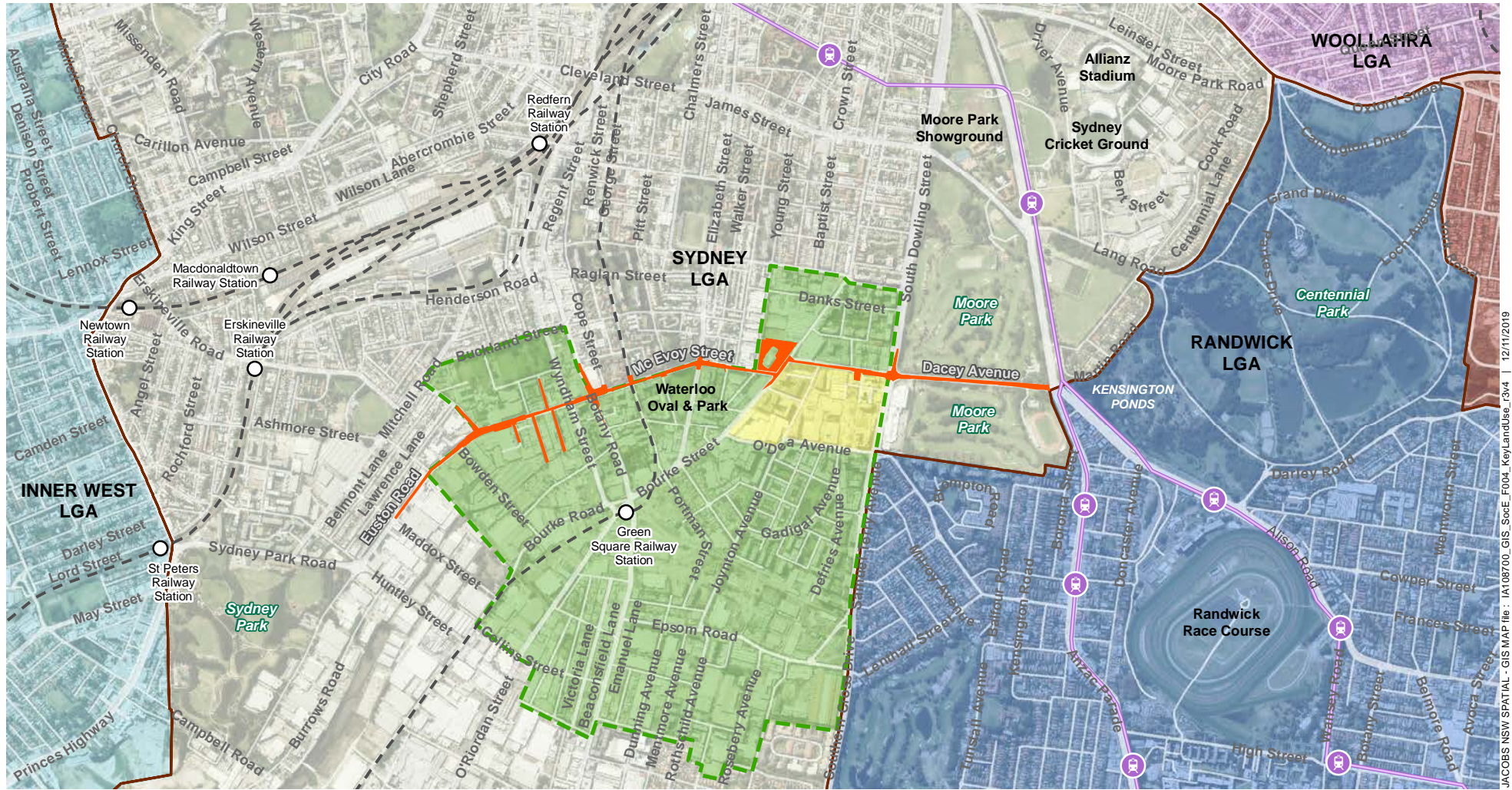
The proposal is surrounded by a modified urban environment within a fast-growing redevelopment area which includes a mix of residential, commercial/ business, recreational, industrial and transport related land uses. The main features of the proposal area and its surrounds include:

- Moore Park, Moore Park golf course and E.S. Marks athletics field
- Centennial Parklands, which contain the Kensington Ponds
- Tay Street Reserve
- The Supa Centa Moore Park shopping complex
- Residential properties to the south (Tay Street) and north-east (Martin Road) and apartments along the western side of South Dowling Street
- Randwick Race Course is located south and the Sydney Cricket Ground, Moore Park showground and Allianz Stadium are located north of the proposal
- The approved CSELR corridor, which is currently being constructed and runs along Anzac Parade and Alison Road
- The Green Square Urban Development Precinct, including new unit developments
- Commercial premises and small retail along the western boundary of the road corridor
- Waterloo Oval and Waterloo Park.

## 1.2 Purpose of this document














This report has been prepared to support the Review of Environmental Factors (REF) for the proposal. The REF has been prepared under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It provides an assessment of potential socio-economic benefits and impacts of the proposal, including:

- Description of the study area specific to the socio-economic assessment, an overview of the socio-economic assessment methodology, and data sources used (refer to **Section 2**)
- An overview of the strategic policy framework relevant to the socio-economic environment of the proposal (refer to **Section 3**)
- Existing socio-economic conditions and values of communities within the study area (refer to **Section 4**)
- An assessment of the proposal's potential social and economic impacts, including for both construction and operation (refer to **Section 5**)
- Recommended management measures to enhance the proposal's socio-economic benefits and avoid, manage or mitigate potential socio-economic impacts (refer to **Section 6**).



JACOBS NSW SPATIAL - GIS MAP file: I:\108700\_GIS\_SocE\_Food\_KeyLandUse\_r3v4 | 12/11/2019

**Legend**

- |   |               |   |                                 |   |            |
|---|---------------|---|---------------------------------|---|------------|
|  | Proposal area |  | CSELR station (proposed)        | <b>Local Government Area</b>  |            |
|  | LGA boundary  |  | CSELR alignment (proposed)      |  | INNER WEST |
|  | Road          |  | Lachlan Precinct                |  | RANDWICK   |
|  | Railway line  |  | Green Square Urban Renewal Area |  | SYDNEY     |
|   |               |   |                                 |  | WAVERLEY   |
|   |               |   |                                 |  | WOOLLAHRA  |



**Figure 1-3** | Urban development context  
Alexandria to Moore Park Stage 1

## 2. Methodology

This section provides an overview of the study area and methodology for this assessment.

### 2.1 Study area

The study area for this assessment is based on those communities and groups such as residents, workers, business customers, visitors and public transport users that are likely to experience changes to socio-economic conditions from the construction and operation of the proposal. The study area includes the Australian Bureau of Statistics (ABS) Statistical Areas Level 2 (SA2) locations of:

- Erskineville-Alexandria SA2
- Waterloo-Beaconsfield SA2.

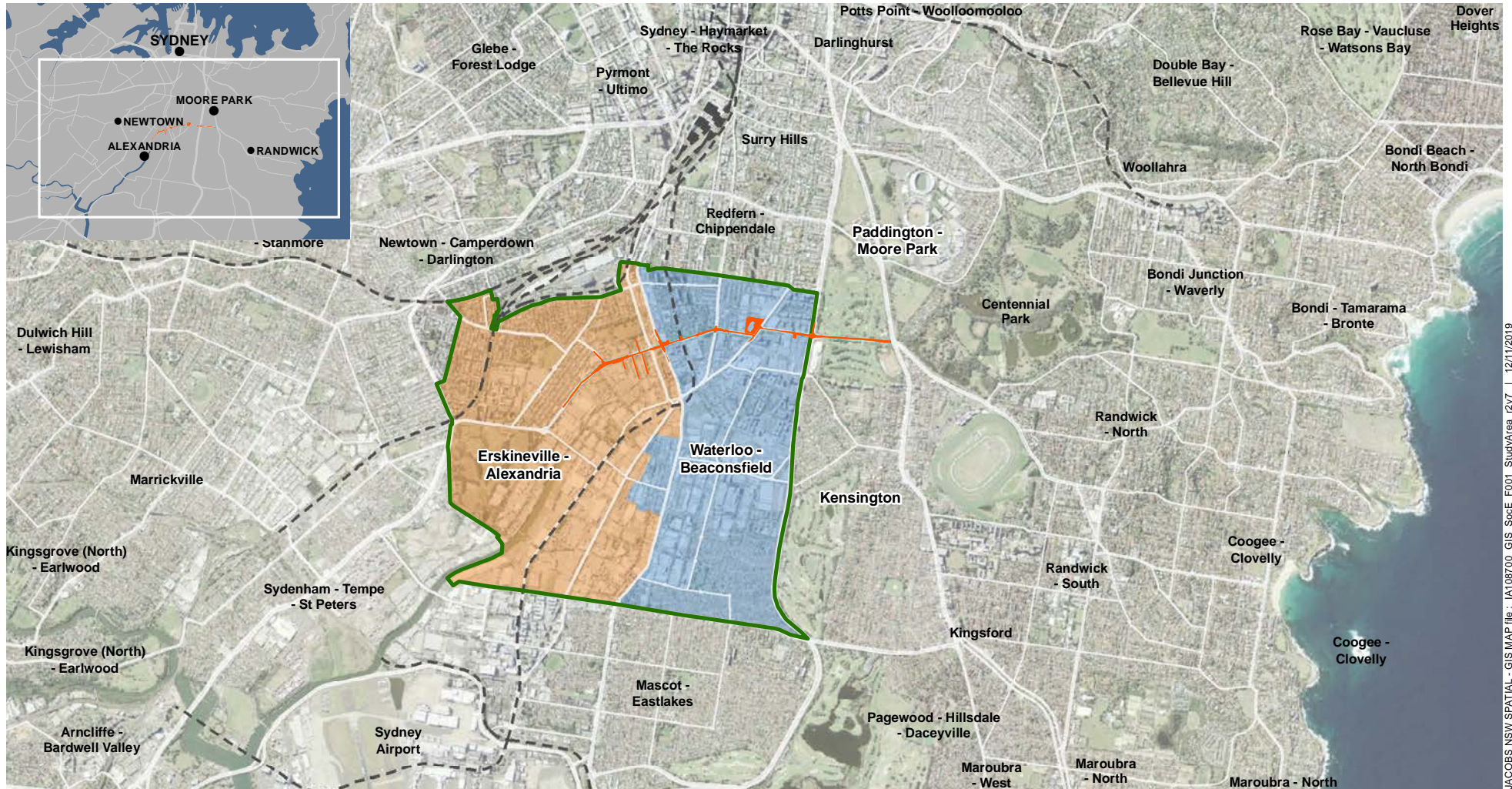
Benefits and impacts of the proposal's construction and operation may also be experienced by communities outside of the study area. This assessment also considers at a broader level, impacts on regional communities and businesses in the Sydney LGA and wider Sydney region as relevant. **Figure 2-1** shows the study area for the purpose of this socio-economic assessment.

### 2.2 Assessment methodology

Socio-economic assessment involves the process of analysing and managing the social and economic consequences of a proposed development, including changes to, or impacts on, communities and business that are likely to occur from the construction or operation of a proposed development.







The assessment has been developed in accordance with Roads and Maritime's *Environmental Impact Assessment Practice Note N05 – Socio-economic assessment* (comprehensive assessment) (Roads and Maritime, July 2013). It involved:

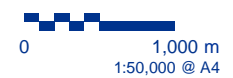
- Scoping of the potential socio-economic issues for the proposal and identification of communities likely to be affected by the proposal. This included consideration of impacts of similar projects elsewhere, findings of socio-economic assessments undertaken for other projects in the study area, and outcomes of a visual survey of businesses in the study area
- Describing the existing socio-economic environment of the study area to provide a baseline from which impacts of the proposal were assessed. This involved:
  - Reviewing existing State and local government strategies relevant to the social and economic environment of the study area
  - Analysing information relating to key population and demographic indicators and data and information on local business, employment and income
  - Reviewing existing social infrastructure and community features near the proposal, including recreation uses, schools, churches, public transport and walking and cycling facilities
  - Identifying features and values important to communities in the study area through the review of existing literature, assessment of places likely to be important to community members such as open space, heritage places and recreation facilities, review of community and stakeholder consultation and observations of the study area
- Identifying and assessing the potential socio-economic impacts of the proposal's construction and operation, such as:
  - Impacts on property
  - Changes to local amenity
  - Direct and indirect impacts on social infrastructure near to the proposal
  - Impacts on local business, including from changes to customer and staff parking



JACOBS NSW SPATIAL - GIS MAP file: I\1108700\_GIS\_SocE\_F001\_StudyArea\_r2v7 | 12/11/2019

**Legend**

- |   |  |   |                               |
|---|--|---|-------------------------------|
|  | Socio-economic study area (for ABS demographics) | <b>Locality</b>   |                               |
|  | Proposal area                                    |  | Erskineville - Alexandria SA2 |
|  | Road   |  | Waterloo - Beaconsfield SA2   |
|  | Railway line                                     |   |                               |



**Figure 2-1** | Socio-economic assessment study area (for ABS demographics)  
Alexandria to Moore Park Stage 1

- Changes to local access and connectivity, including for motorists, pedestrians, public transport users and cyclists
- Evaluating the significance of potential impacts based on the evaluation framework in **Section 2.5**
- Identifying measures to avoid, minimise or mitigate potential socio-economic impacts.

The assessment of existing socio-economic conditions principally draws on information from the *ABS Census of Population and Housing 2016*, supplemented with information and data from:

- Government agencies such as the NSW Department of Planning and Environment
- State Government, City of Sydney and Randwick Council publications, reports, guidelines and websites
- A visual survey of businesses located near the proposal (refer to **Section 2.3**)
- Survey of shoppers and businesses near the proposal, including at McEvoy Street, Euston Street, Lachlan Street and surrounding side streets (refer to **Section 2.3**)
- Outcomes of the Parking Assessment (refer to **Section 2.4** and Appendix C of the Project REF)
- Community and stakeholder consultation carried out for this and other proposals located in the study area.

## 2.3 Business surveys

A visual survey was conducted of businesses in the proposal area to gather information on the type and nature of businesses and business features potentially impacted by the proposal, for example outdoor dining areas, customer and service access, car parking and loading areas. The survey was conducted on the 11 November 2016 by Jacobs consultants. About 140 businesses were recorded during the visual survey.

Face-to-face surveys were conducted of businesses in the proposal area to gather information on local businesses (for example, the type and nature of businesses, business operations, their access and delivery requirements) and perceptions of business owners and managers about potential benefits and impacts of the proposal.

Jacobs consultants undertook face-to-face surveys on 4 September 2017 and 5 September 2017, with owners and/or managers of businesses located along the sections of Euston Road, McEvoy Street, Bourke Street, South Downing Street and Dacey Avenue that are located within the proposal area. Additional online surveys were also received by business owners or managers who were not available on the day of the survey. Attempts were made to approach all businesses along the road corridor. Thirty-seven businesses agreed to participate in the survey.

Additional business surveys were also undertaken by Jacobs consultants between 14 August and 16 August 2019 with owners and/or managers of businesses located along the sections of Euston Road, McEvoy Street and Lachlan Street within the proposal area and surrounding side streets. Attempts were made to approach all businesses along the road corridor. Forty-eight businesses agreed to participate in the survey. The purpose of these surveys was to understand if baseline conditions had changed since the surveys conducted in 2017 and to gather additional information on local businesses to understand potential impacts.

Shopper surveys were undertaken to gather information on customers of local businesses in the proposal area to understand the purpose of visit, their mode of travel and their origin, frequency of visits to the proposal area and their perceptions of parking. Surveys were conducted by Jacobs consultants on 5 September 2016, 7 September 2017 and 8 September 2017 at various locations within the proposal area between Euston Road in Alexandria and Dacey Avenue in Moore Park. Shoppers were approached randomly, with 46 shoppers agreeing to participate in the survey.

Further information on the business surveys, including a summary of the survey outcomes, is provided in **Attachment A**.

## 2.4 Parking assessment

A parking assessment was undertaken for the proposal to assess potential impacts of the proposal on local parking based on the capacity of surrounding side streets to accommodate local parking demand given changes in the availability of parking with the proposal. The assessment considered existing parking capacity along the proposal area and in surrounding side streets and data on parking utilisation gathered through parking surveys conducted by Matrix Traffic and Transport Data on 24 August 2017 and 26 August 2017. The surveys were conducted between 6:00am and 7:00pm and included the proposal area and adjoining side streets.

An impact rating was developed based on the shortfall in parking and available parking in surrounding side streets, as outlined in **Table 2-1**.

**Table 2-1 Parking assessment impact rating**

Impact rating	Description
No impact	Vehicles able to be accommodated in parking on downstream local streets
Low impact	Less than five vehicles displaced from parking on downstream local streets (that is, not able to be accommodated in parking on nearby side streets)
Moderate impact	Five to 10 vehicles displaced from parking on downstream local streets
Substantial impact	10 to 15 vehicles displaced from parking on downstream local streets

Further details of the parking assessment, including the parking survey, is in Appendix C of the project REF.

## 2.5 Evaluation of significance framework

An evaluation matrix was used to evaluate the significance of the proposal's negative socio-economic impacts. This was based on the evaluation framework developed by Roads and Maritime as part of the Environmental Impact Assessment Practice Note N05 – Socio-economic assessment. The significance of identified impacts was determined with consideration of:

- Sensitivity of receptors (that is, environmental characteristics, communities, businesses, business clusters, social infrastructure, residences)
- Magnitude of the proposal.

The sensitivity of receptors refers to the qualities which influence a receptors' vulnerability to changes from the project and/or capacity to adapt. This can be influenced by existing conditions relating to such things as amenity, demographic characteristics, economic activity and types of industry and/or businesses present, connectivity and access, property and land use types and known future changes (for example, rezoning), community values and community cohesion. The level of community concern about a project can also influence the sensitivity of receptors.

The criteria for determining the sensitivity of receptors is outlined in **Table 2-2**. Professional judgement is used to determine the level of sensitivity relevant to the evaluation of impacts.

**Table 2-2 Levels of sensitivity**

Sensitivity	Example
Negligible	No vulnerability and able to absorb or adapt to change
Low	Minimal areas of vulnerabilities and a high ability to absorb or adapt to change
Moderate	A number of vulnerabilities but retains some ability to absorb or adapt to change

Sensitivity	Example
High	Multiple vulnerabilities and/or very little capacity to absorb or adapt to change

The magnitude of proposal refers to the scale, duration, intensity and scope of the project, including how it would be constructed and operated. This can be influenced by such things as the geographical area affected, the type, frequency and duration of works; and operational uses and built form.

The criteria for determining the magnitude of proposal is outlined in **Table 2-3**. Professional judgement is used to determine the level of magnitude relevant to the evaluation of impacts.

**Table 2-3 Levels of magnitude**

Magnitude	Example
Negligible	No discernible positive or negative changes caused by the impact. Change from the baseline remains within the range commonly experienced by receptors.
Low	A discernible change from baseline conditions. Tendency is that the impact is to a small proportion of receptors over a limited geographical area and mainly within the vicinity of the project. The impact may be short term, or some impacts may extend over the life of the proposal.
Moderate	A clearly noticeable difference from baseline conditions. Tendency is that the impact is to a small to large proportion of receptors and may be over an area beyond the vicinity of the project. Duration may be short term to medium or some impacts may extend over the life of the project.
High	A change that dominates over existing baseline conditions. The change is widespread or persists over many years or is effectively permanent.

The significance of an identified negative impacts is determined by the combination of sensitivity and magnitude compared to the existing baseline condition. In evaluating the level of significance, consideration is given to:

- The range of potential direct and indirect impacts during construction and operation
- Cumulative impacts with other projects.

The matrix for determining the level of significance is outlined in **Table 2-4**.

**Table 2-4 Assessing level of significance**

		Magnitude			
		High	Moderate	Low	Negligible
Sensitivity of receptor	High	High impact	High-moderate	Moderate	Negligible
	Moderate	High-moderate	Moderate	Moderate-low	Negligible
	Low	Moderate	Moderate-low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

### 3. Socio-economic policy context

#### 3.1 New South Wales government

##### 3.1.1 Future Transport Strategy 2056

*The Future Transport Strategy 2056* (Transport for NSW, 2018) underpins the support the State Infrastructure Strategy and sets the 40-year vision, strategic directions and outcomes for customer mobility in NSW. It would be delivered through a series of supporting plans, including the Future Transport Strategy, the Tourism and Transport Plan, the Greater Sydney Services and Infrastructure Plan, and the Regional NSW Services and Infrastructure Plan.

To support these outcomes, the strategy contains policy, service and (road, rail, active) infrastructure improvements and potential initiatives. The proposal supports the State-wide outcomes for transport in NSW identified above. In particular the proposal would improve safety by providing additional turning lanes at key intersections and by enhancing pedestrian and cycle facilities within the proposal area. The proposal would also support *The Future Transport Strategy 2056* as it would reduce congestion at intersections and improve bus efficiency and reliability along the proposal.

*The Future Transport Strategy 2056* also includes a Movement and Place framework for road planning to meet the needs of a growing population and the need to move increasing levels of people and goods. The Movement and Place Framework underpins Future Transport and aims to allocate road space in a way that improves the liveability of places. The frameworks recognise that roads serve two primary roles:

- Movement of people and goods
- Places for people.

The proposal corridor is identified as a movement corridor which provides for the movement of general traffic, freight and buses in an east-west direction. The corridor does have some place characteristics, with a combination of commercial, recreational and residential developments generating pedestrian and cyclist activity.

##### 3.1.2 Building Momentum: The State Infrastructure Strategy 2018-2038

*The State Infrastructure Strategy 2018-2038* (Infrastructure New South Wales, 2017) (the State Infrastructure Strategy) sets out the government's priorities for the next 20 years, and combined with the *Future Transport Strategy 2056*, the *Greater Sydney Region Plan* and the *Regional Development Framework*, brings together infrastructure investment and land-use planning for our cities and regions.

The State Infrastructure Strategy) outlines Infrastructure NSW's recommendations for priority infrastructure projects and initiatives for Sydney and NSW to 2038. In particular the strategy identifies road building and upgrading as crucial to enabling Sydney's growth and the associated requirement for new dwellings over the next 20 years.

The proposal would assist in meeting the priorities of the State Infrastructure Strategy as it would reduce congestion and improve traffic and passenger flows along the proposal.

##### 3.1.3 Directions for a Greater Sydney 2017-2056

*Directions for a Greater Sydney 2017-2056* (Greater Sydney Commission, 2017) aims to better integrate land use and infrastructure in Greater Sydney to accommodate a population that would grow from five to eight million people over the next 40 years. It builds on the 'three cities' approach identified in *Towards our Greater Sydney 2056*. *Directions for a Greater Sydney* identifies ten directions, including:

- A city supported by infrastructure
- A city for people



- Housing the city
- A city of great places
- Jobs and skills for the city
- A well connected city
- A city in its landscape
- An efficient city
- A resilient city
- A collaborative city.

Strategies for progress towards these ten directions are highlighted in the State Infrastructure Strategy (Infrastructure NSW, 2018) and *Future Transport Strategy 2056* (NSW Government, 2018) and methods for implementation are detailed in District Plans along with relevant local environmental plans, agency programs and transport programs.

The proposal would support this vision improving intersection and road network performance, resilience and efficiency, enabling sustained growth and productivity across Greater Sydney. The proposal would assist in improving travel times along the corridor and improve access between nearby urban renewal precincts, Sydney Park and Moore Park.

#### 3.1.4 Metropolis of Three Cities – the Greater Sydney Region Plan

*Metropolis of Three Cities – the Greater Sydney Region Plan* (Greater Sydney Commission, 2018) aims to rebalance growth and deliver its benefits more equally and equitably to residents across Greater Sydney. A Metropolis of Three Cities – the Greater Sydney Region Plan has been prepared concurrently with *Future Transport 2056* and the *State Infrastructure Strategy*, aligning land use, transport and infrastructure planning to reshape Greater Sydney as three unique but connected cities.

The Central District Plan is the district level guide for implementing the *Greater Sydney Region Plan*, in its the plan focuses on the Green Square – Mascot precinct it states that ‘the centre would benefit from improved city serving and centre serving transport to address growing congestion and improve access to surrounding areas.’ Enhancing access to a broader range of jobs and services within 30 minutes is also key consideration of the plan. The proposal would support the plan as it would improve road networks and transport corridors supporting future growth.

## 3.2 Local government

### 3.2.1 Sustainable Sydney 2030

The *Sustainable Sydney 2030 Community Strategic Plan* (City of Sydney, 2013) (the Sustainable City Plan) outlines the priorities, strategies and long-term vision for the City of Sydney over the next 15 years. The Sustainable City Plan outlines 10 strategic directions to achieve a Green, Global and Connected City. Those relevant to the socio-economic environment of the proposal include:

- Integrated transport for a connected city
- A city for walking and cycling
- Vibrant local communities and economies.

Moving around the city safely and in a way that is environmentally responsible was identified by residents as important during consultation for the Plan. The proposal generally supports the strategic directions by enhancing connectivity for residents and workers and improving safety for pedestrians and cyclists.

*Connecting Our City* (City of Sydney, 2016) is the City's transport strategy supporting the transport and access theme. The vision of the strategy is for a world-class transport system for the City, which supports a strong and growing economy, a more sustainable environment and a diverse and connected community. Its overall aim is to improve the experience of residents, workers and visitors who between them make over a million trips daily to, from and within the City.

Previous representations from City of Sydney about the earlier Alexandria to Moore Park proposal have focussed on the need for the proposal to recognise the important place aspects of the corridor with a reduced speed limit and the need for the proposal's design to actively take into account the needs of vulnerable road users. The proposal would provide safer intersections and improve reliability for bus services using the upgraded intersections and for general traffic travelling through them.

### 3.2.2 Connecting our city

*Connecting our city* (City of Sydney, 2012) is a 25-year integrated transport and land use strategy endorsed by Sydney City Council which would help the council plan for central Sydney's future. *Connecting our city* recognises that the public transport services and major roads in the local area are already running close to capacity, and at peak times, close to breaking point. It highlights that an integrated transport network needs to be put in place now to create a sustainable city and accommodate the high growth in residents, workers and visitors to the local area in the future.

One of the actions of *Connecting our city* is that the Sydney City Council would develop a comprehensive parking policy with the objective to minimise growth in private vehicle use. One of the key actions, would be to limit parking in areas with high access to public transport and service over time. The proposal area has good access to public transport including bus rail and soon to be CSELR, refer to **Section 2.2.1**. Consultation with City of Sydney indicates that improving public transport in the area should be a key priority.

## 3.3 Urban renewal initiatives

The City of Sydney is undergoing a period of substantial urban renewal and gentrification, with a range of local urban renewal initiatives located near to the proposal. The proposal would support the development of the urban renewal initiatives by enhancing access and connectivity within the study area, for both current and future residents of the precincts.

### 3.3.1 Green Square Urban Renewal Area

The Green Square Urban Renewal Area (refer to **Figure 1-3**) is Australia's largest urban renewal site and one of the inner city's fastest growing areas. The 278-hectare urban renewal area covers part of the suburbs of Waterloo, Zetland and Beaconsfield. The urban renewal area is expected to accommodate about 61,000 people across 30,500 new residential dwellings by 2030 and is proposed to include high density residential housing; recreation, cultural and community uses; and small retail and commercial uses (<https://www.cityofsydney.nsw.gov.au/vision/green-square>). Current development within the Green Square Urban Renewal Area is mainly occurring in four precincts, of which the Green Square Town Centre and Lachlan Precinct are located near to the proposal.

The Green Square Town Centre covers an area of about 13.74 hectares and is located mainly within the suburb of Zetland. The town centre includes the Green Square Railway Station at the junction of Botany Road and O'Riordan Street. The town centre is proposed to accommodate a resident population of about 6,750 people and a workforce population of about 7,600 people, and land for public open space and community facilities (City of Sydney, 2013).

The Lachlan Precinct (refer to **Figure 1-3**) is located in the north-east of the Green Square Urban Renewal Area in the suburb of Waterloo. The precinct covers an area of about 17.5 hectares and is bounded by Lachlan Street to the north, Bourke Street to the west, South Dowling Street to the east and O'Dea Avenue to the south. The Lachlan Precinct is transitioning from industrial and warehouse uses to a mixed-use residential neighbourhood

with high quality buildings and public spaces. The Precinct is envisaged to accommodate up to 6,600 residents by 2030 (City of Sydney, 2014c).

### 3.3.2 Ashmore Precinct

The Ashmore Precinct is located in Erskineville, west of Alexandria. The Precinct covers an area of about 17 hectares and is bounded by Ashmore Street, Mitchell Road, Coulson Street and the Bankstown rail line. The precinct is currently under development and will include a mix of dwelling types, with some associated retail and commercial uses. The precinct is proposed to have a population of about 6,000 residents by 2025 (<https://www.cityofsydney.nsw.gov.au/vision/changing-urban-precincts/ashmore-precinct>).

### 3.3.3 Waterloo Redevelopment Precinct (Waterloo Estate)

The Waterloo Redevelopment Precinct covers an area of about 18 hectares and includes land owned by the NSW Government, including the Waterloo social housing estate and land around and above the new Waterloo metro station. The precinct is generally bounded by McEvoy Street, Cope Street, Botany Road, Pitt Street and Philip Street. The Precinct is proposed to be developed over the next 15-20 years and will involve the redevelopment of the existing Waterloo social housing estate with about 6,800 new homes, including new social housing and affordable private housing (<https://www.communitiesplus.com.au/major-sites/waterloo>).

### 3.3.4 Transport projects

A number of transport projects are also currently under construction or planned in the study area to support urban renewal and population growth. These include:

- The CSELR project, a light rail network extending from Circular Quay in the Sydney CBD to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street. The 12-kilometre route has 19 stops, including at Moore Park. The CSELR project is current under construction with major civil construction within the Moore Park area is nearing completion (<https://sydneylightrail.transport.nsw.gov.au/>).
- The Eastern Transit Corridor would connect the city centre at Central Station to Green Square, servicing the Lachlan Precinct along Gadigal Avenue.
- The Sydney Metro City and Southwest project, extends metro rail from the end of Sydney Metro Northwest at Chatswood under Sydney Harbour through new Sydney CBD stations and south-west to Bankstown. The project proposes to establish an underground metro station at Waterloo, contributing to NSW Government's objective to transform Waterloo. The project is expected to commence operations in 2024 and would facilitate a high-quality connection with bus services along Botany Road (<https://www.sydneymetro.info/about>).
- The WestConnex New M5 project, including the widening of the M4 Motorway east of Parramatta, is a duplication of the M5 East Motorway and new sections of motorway. The project includes twin tunnels, an upgrade of King Georges Road Interchange and a new interchange at St Peters. The interchange at St Peters to Euston Road, is an extension of the southern end McEvoy Street and will be located about one kilometre south of the western end of the proposal. As part of the WestConnex New M5 project, Euston Road between Campbell Street and Maddox Street is being widened. The project is currently under construction and is expected to be open to traffic in 2020 (<https://www.westconnex.com.au/projects/new-m5>).

## 4. Existing environment

This section describes the existing socio-economic characteristics and features of the study area to provide a baseline against which the proposal's socio-economic impacts can be assessed. Demographic data to support the socio-economic assessment is presented in **Attachment B** for the study area and each of the SA2 areas, along with data for Greater Sydney.

### 4.1 Social profile

#### 4.1.1 Population and growth

The study area had an estimated residential population of 58,770 people in June 2018 (ABS, 2019). The study area is generally characterised by high population growth. Over the ten years to 2018, the study area experienced relatively high population growth with an average rate of growth at 5.8 per cent annually, more than three times the Greater Sydney average. This was generally driven by relatively high population growth within the Waterloo-Beaconsfield SA2, which experienced an average growth rate of 7.6 per cent annually. This is likely to reflect the recent establishment of high-density residential developments at Zetland and Waterloo.

Population projection data is available at an LGA level. The population of the Sydney LGA is expected to continue to grow at a higher rate than the Sydney metropolitan area. By 2036, the population of the Sydney LGA is projected to increase to about 315,200 people, representing a total increase in population between 2011 and 2036 of 72 per cent, or an average of 2.2 per cent annually. This is compared to an average annual rate of growth of 1.6 per cent for the Sydney metropolitan area and 1.3 per cent for NSW as a whole (NSW Department of Planning and Environment, 2016).

Within the study area, high population growth is expected to continue in Waterloo-Beaconsfield and Erskineville-Alexandria, with the delivery of urban renewal projects at Green Square and the Ashmore and Lachlan Street precincts. As indicated in **Section 3.3.1**, the Green Square Urban Renewal Area is expected to accommodate about 61,000 people by 2030, including about 6600 people in the Lachlan Precinct in the eastern section of the proposal. The Ashmore Precinct at Erskineville is also proposed to have a population of about 6000 residents by 2025.

#### 4.1.2 Age and cultural diversity

The study area has a higher proportion of working age people, with about 83.6 per cent of residents aged 15-64 years at the 2016 Census, compared to 67.4 per cent in Greater Sydney. This reflects the study area's proximity to the Sydney CBD and major universities and employment centres, which typically attract young professionals and students. Compared to Greater Sydney, the study area had substantially lower proportions of children aged 14 years or younger, with the proportion of this group about half of the proportion in Greater Sydney. The study area also had relatively low proportions of elderly people, with approximately 7.2 per cent of the population aged 65 years or older, compared to 13.9 per cent in Greater Sydney.

The study area has a relatively high proportion of people born overseas and lower proportion of non-English speaking households. At the 2016 Census, approximately 47 per cent of the study area's population were born overseas, while about 36.9 per cent spoke a language other than English at home, compared to 36.8 per cent and 35.8 per cent respectively in Greater Sydney. This was generally largely driven by very high proportions of overseas born and non-English speaking households in the Waterloo-Beaconsfield SA2.

#### 4.1.3 Families, households and housing

The study area generally had a lower proportion of family households and higher proportions of group or lone person households compared to Greater Sydney at the 2016 Census. The majority of residents in the study area live in higher density dwellings such as flats, units, apartments, with 72.5 per cent of households residing in these dwelling types at the 2016 Census. This is compared to 21.7 per cent in Greater Sydney at the same

time. The lower proportion of family households and high number of high-density dwellings is typical of the study area's inner-city location.

The study area has a high proportion of rental households, which also reflects the inner-city location of the study area. At the 2016 Census, about 58.3 per cent of households in the study area were renting, compared to 34.1 per cent in Greater Sydney.

#### **4.1.4 Disadvantage and vulnerability**

The ABS produces a range of indices that provide a summary measure of socio-economic conditions based on information from the ABS Census Socio-economic Indexes for Areas (SEIFA). The SEIFA index of relative socio-economic disadvantage is derived from Census variables such as income, education attainment, unemployment and motor vehicle access. Low decile values (that is, scores of one to three) generally represent areas of disadvantage while high values (that is, scores of seven to ten) generally represent areas of least disadvantage.

A community's level of disadvantage may influence the ability of that community to cope with or respond to changes from a project. Communities that display levels of relative disadvantage may be more vulnerable to the impacts of infrastructure projects than those that display levels of relative advantage. At the 2016 Census, communities in the study area generally displayed low levels of relative disadvantage with Erskineville-Alexandria SA2 recording a decile score of ten and Waterloo-Beaconsfield SA2 recording a decile score of six (ABS, 2018).

Residents in the study area have a relatively low level of need of assistance in one or more of the three core activity areas of self-care, mobility or communication because of a long-term disability, health condition or old age. At the 2016 Census, 2.6 per cent of the population reported a need for assistance in either self-care, mobility or communication compared to 4.9 per cent in Greater Sydney. Waterloo-Beaconsfield SA2 had a level of people needing assistance above the study area average, although this was below the rate recorded for Greater Sydney.

## **4.2 Economic profile**

### **4.2.1 Income and employment**

At the 2016 Census, median weekly household incomes varied across the study area with households in Erskineville-Alexandria SA2 displaying median weekly household incomes well above the Greater Sydney average, while the Waterloo-Beaconsfield SA2 recorded household incomes similar to the Greater Sydney average.

Most recent information on unemployment is available at an SA2 and LGA level. Between March 2018 and March 2019, levels of unemployment within the study area varied, with Erskineville-Alexandria SA2 generally having rates of unemployment below the Sydney LGA, while Waterloo-Beaconsfield SA2 had levels of unemployment above the Sydney LGA. Levels of unemployment in the study area decreased between the March quarter 2018 and the March quarter 2019, generally in line with the Sydney LGA (Department of Employment, 2019).

### **4.2.2 Workforce profile**

There were approximately 38,078 people working in the study area at the 2016 Census, of which about 62 per cent worked in Erskineville-Alexandria SA2. The largest industries of employment in the study area included retail trade (15.6 per cent); wholesale trade (10.6 per cent); transport, postal and warehousing (10 per cent); and professional, scientific and technical services (8.5 per cent).

Employment in the study area is expected to grow as a result of urban renewal initiatives and the City of Sydney Employment Lands Strategy (City of Sydney, 2015). The Southern Employment Lands cover an area of about 265 hectares within the suburbs of Alexandria and Rosebery. The area extends from the southwest corner of

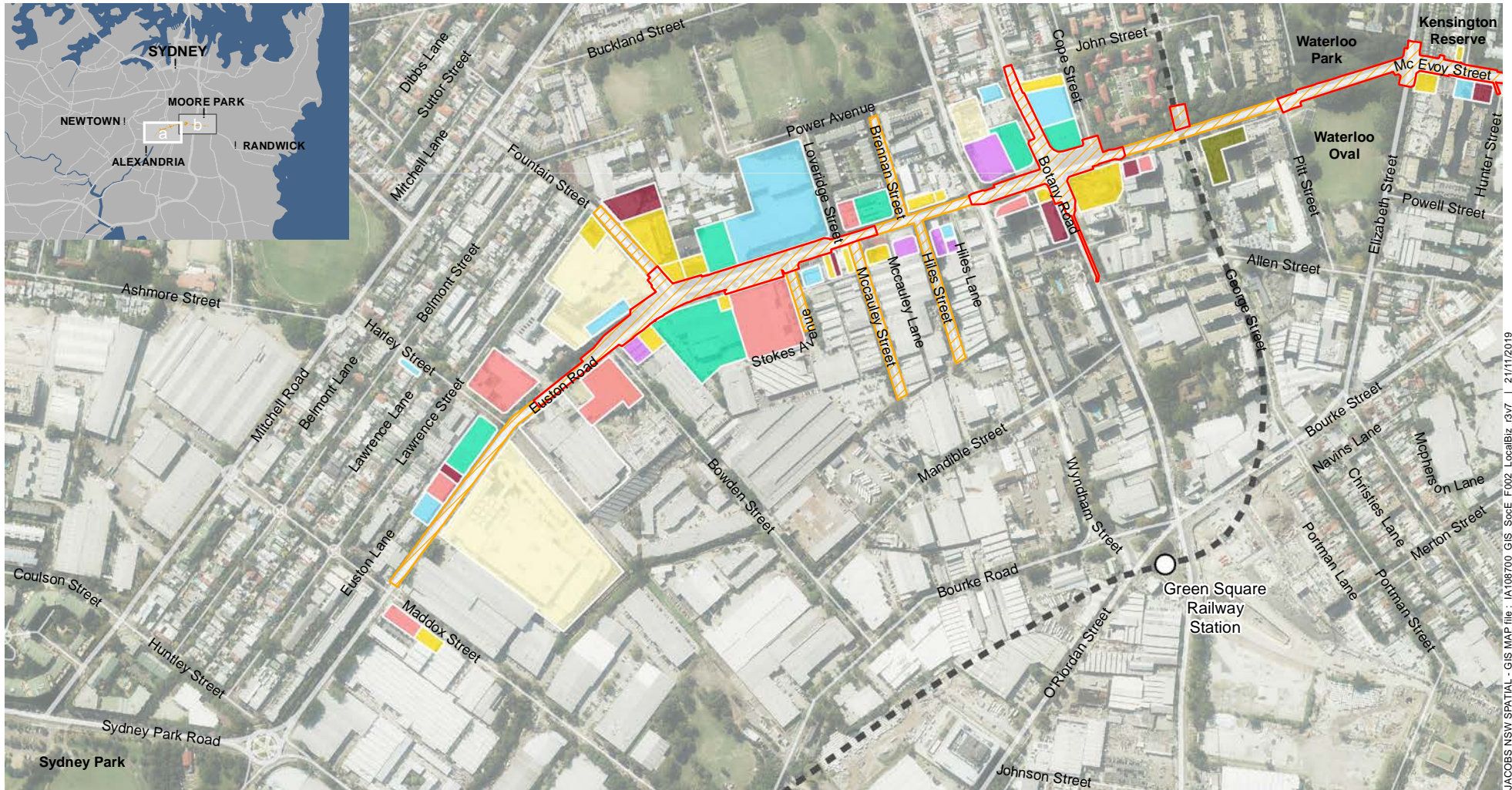
the Green Square Town Centre to the southwest corner of the Sydney LGA and is generally bordered by Gardeners Road to the south, McEvoy Street to the west, and Mentmore Avenue and Botany Road to the east. The area is projected to support about 27,769 jobs by 2031 (City of Sydney, 2015). The Green Square Urban Renewal Area is also projected to have a workforce population of about 22,000 people by 2021 (City of Sydney, 2013).

#### 4.2.3 Local business

This section provides an overview of local businesses in the study area, including an overview of the findings from the business survey. Further information from the business survey is provided in **Attachment A**.

Local businesses in the study area comprise a mix of business types including retail uses, professional services, light industrial and food services. Local businesses along the proposal are shown in **Figure 4-1** and listed in **Table 4-1**. They generally include:

- Retail uses and professional services businesses; as well as a large retail use being Bunnings, between Euston Road and Harley Street
- Retail and wholesale trade uses such as White Mica, The House of INOA Fashion Group, Gypsy Espresso and Sunshades Eyewear; professional services uses such as Smith and Tzannes architects; and food services including cafes and restaurants for example, Sub-station Café, Bake Bar and numerous eateries at 21 Fountain Street), between Harley Street and Loveridge Street
- Retail uses, including clothing stores, a service station, grocery store and appliance store; food services (for example, restaurants, take-away, pub); and services businesses including vehicle repairs and gym, between Loveridge Street and Botany Road
- A mix of commercial office uses; food services including McDonalds and Baby Coffee Co; chemist and health care; and wholesale trade between Botany Road and Bourke Street
- A mix of retail uses; offices; personal services (for example, gym and dog day care); and food services, including a pub; and the Moore Park Supa Centa between Bourke Street and Anzac Avenue
- Industrial and warehouse uses at Young Street, McCauley Street, McEvoy Street and Lachlan Street.














**Figure 4-1a** | Local businesses near the proposal  
Alexandria to Moore Park Stage 1



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**Legend**

- |   |                        |   |   |
|---|------------------------|---|---|
|  | Proposal area          |  | Health or personal services                 |
|  | Construction footprint |  | Motor repair                                |
|  | Road                   |  | Retail - clothing, wholesale, homewares     |
|   |                        |  | Retail - large scale                        |
|   |                        |  | Retail - other                              |
|   |                        |  | Accommodation                               |
|   |                        |  | Cafe, restaurant, pub or take-away          |
|   |                        |  | Commercial, office or professional services |

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Page 2 of 2

**Figure 4-1b** | Local businesses near the proposal  
Alexandria to Moore Park Stage 1



Table 4-1 Businesses in the proposal area

Locality	Business type	Business (from west to east)
Maddox Street to Harley Street	Retail – other (newsagency)	Sydney Park Business Centre Newsagency
	Retail – clothing, wholesale, homewares	Elsegood Fabrics Wholesale; Victoria's Basement; Linnox; Decking Sydney
	Personal services	Stellar Beauty Sydney
	Retail – large scale	Bunnings
	Commercial, office or professional services	Puji Real Estate; Goodman Alexandria, The Beautiful Collection (photographers)
Harley Street to Fountain Street	Commercial, office or professional services	Smith and Tzannes Architects
	Motor repair	Silhouette Smash Repairs
	Café, restaurant, pub or takeaway	Substation cafe
	Retail – other	The Base Warehouse party supplies; Petbarn
Fountain Street	Retail – food and grocery	Woolworths, Dan Murphys
	Cafes, restaurant, pub or takeaway	Fountain Café, Nguyen Brothers, Pokeo Bowl, Pana Organic, Sushi Jones
	Personal services	La Coeur Beauty, Another Kind Hairdresser
Fountain Street to Loveridge Street (including McCauley Street)	Retail – clothing, wholesale, homewares	Gypsy Espresso; White Mica Designs; Tilebox; Sunshades Eyewear; FSW Shoe Warehouse; Euro Natural Stone; The House of INOA Fashion Group; Peter Lang; PAK lighting; Glennon Ceramic Tiles
	Commercial, office or professional services	Arcadia; MDI; Sofraco Engineering; Mohay Fashion Marketing; Art and Soul Signs, Craven Philips Electrical
	Health or personal services	Tattoo Movement, Croymed Aesthetics
	Retail – other	The Nut Stand Co, The Hardware Store; E&SA West
	Café, restaurant, pub or takeaway	Bake Bar; Daily Fresh Lunch Bar; Chicky Char; Sushi Aoki; Photown, Bar No 5; The Café Without a Name
Loveridge Street to Botany Road	Retail – clothing, wholesale, homewares	Seafolly Factory Outlet; Oxford Factory Outlet; Just Sport Clearance Centre; Kleenmaid Appliances
	Café, restaurant, pub or takeaway	Nandos; Iron Duke Hotel; Origano Pizza by Woodfire
	Retail – other	Miracle Supermarket, Caltex Star Mart; Dee Jays IGA; Cellarbrations
	Motor repair	BKB Motor Vehicle Repairs; O'Brien Autoglass; Central Autohaus
	Health or personal services	Anytime Fitness
Botany Road to Elizabeth Street	Café, restaurant, pub or takeaway	McDonalds
	Retail – other	Waterloo Discount Chemist
	Health or personal services	Alexandria Physio and Pilates
	Commercial, office or professional services	Tribeca by Meriton apartments
Elizabeth Street to Bourke Street	Café, restaurant, pub or takeaway	Baby Coffee Co, Arancini

Locality	Business type	Business (from west to east)
	Commercial, office or professional services	Richardson and Wrench
	Health or personal services	Pet You – Dog Daycare
	Retail – clothing, wholesale, homewares	Crystals of the World
Bourke Street to South Dowling Street	Health or personal services	Plus Fitness 24/7; Go and Get Fit; Barker Ark Dog Grooming; Waterloo Chiropractor; Revive Australia; Waterloo Dental
	Commercial, office or professional services	Various small offices; Kennards Hire Moore Park
	Café, restaurant, pub or takeaway	Taste of Spicy; Moore Park View Hotel
	Retail – wholesale, homewares	Euro German Kitchens Made For Living; Fans City; Deco Mirrors
	Retail – other	Shell/Hungry Jacks/Coles Express
	Retail – large scale	Sydney City Toyota Centre
South Dowling Street to Anzac Parade	Retail – large scale	Supa Centa Moore Park (comprising major furniture, electrical, homewares, toy and baby stores)
	Recreation uses	Moore Park Golf Course

Based on visual survey of businesses conducted by Jacobs on 11 November 2016 and August 2019

Businesses in the study area service customers from the local area as well as from surrounding suburbs and the wider Sydney region. Many businesses service both local and regional customers. About 60 per cent of businesses who participated in the business survey indicated that their customers include people who live or work locally. Businesses that reported high proportions of local customers included cafes, restaurants, supermarkets, and services businesses such as car repairer, beauty salon, and gym.

About 56 per cent indicated that they attract customers from across the Greater Sydney region, including from Parramatta, and inner city areas. Businesses that reported their customers came from across the wider Sydney region mainly included services businesses (for example, architects, photographer, car repairs), wholesale businesses (for example wholesale clothing and fabric), retail clothing businesses, and cafes and restaurants.

The level of reliance of a business on 'passing trade', that is customers who access a business because they see it while they are walking or driving past, is likely to be influenced by the type or nature of the business. For example, passing trade is likely to be of higher importance for businesses such as service stations, takeaway food stores and cafes, compared to speciality retail or personal service businesses. About two thirds of businesses surveyed indicated that up to about 20 per cent of their customers and trade are from passing motorists, while 8.4 per cent of businesses indicated that passing trade accounts for more than 60 per cent of their trade.

The amount of time customers spent at individual businesses varied from less than 15 minutes to more than two hours. Customers staying between 30 minutes and one hour comprised the largest group of responses (29.2 per cent), followed by 15-30 minutes. About 16 per cent of businesses surveyed indicated that customers generally stay longer than one hour.

### 4.3 Social infrastructure

The study area accommodates a wide range of community services and facilities to meet the needs of both local and regional communities. These include education facilities; health, medical and emergency services; sport, recreation and leisure facilities; and community and cultural facilities. The main social infrastructure and community facilities located near to the proposal includes mainly open space, recreation and leisure uses, education facilities; and cultural uses.

Moore Park is one of Sydney's main cultural precincts. The heritage-listed park is located between Moore Park Road and the Eastern Distributor and is dissected by Anzac Parade. Moore Park forms part of the Centennial Parklands, which also includes Centennial Park and Queens Park. The park covers an area of about 115 hectares and offers a range of formal and informal sport, recreation and leisure activities. Recreational activities within Moore Park located near the proposal include the Moore Park Golf Course and Driving Range and E S Marks Athletics Field at Dacey Avenue, and informal recreation areas, including children's playground, located near the corner of Moore Park Road, Anzac Parade and South Dowling Road (The Rotunda), cycling paths and running and fitness circuits. Other public open space located near the proposal includes:

- Kensington Reserve, located at the corner of McEvoy Street and Kensington Street
- Waterloo Park, which is located north of McEvoy Street and includes gardens, basketball court and children's playground
- Waterloo Oval, which is located directly opposite the park south of McEvoy Street and comprises a sporting oval and skate park
- Waluba Park, located south of the South Dowling/Lachlan Street/Davey Avenue intersection.

KU Centennial Parklands Children's Centre is located at the corner of Anzac Parade and Dacey Avenue. It provides long day care for about 60 children up to school age. The centre operates 7:00am to 6:00pm, Monday to Friday, and is accessed via Dacey Road.

Our Lady of Mount Carmel Catholic Primary School is located near the intersection of McEvoy Street and Elizabeth Street at Waterloo. The school caters for up to 120 students from Kindergarten to Year 6. A number of other schools are also located near to the proposal, including Alexandria Park Community School Senior Campus at Mitchell Road; Alexandria Park Community School Junior Campus at Park Road, and Green Square School at Botany Road, south of the proposal.

High-density social housing is located along McEvoy Street between Pitt and George Streets. This area forms part of the Waterloo Redevelopment Precinct. As indicated in **Section 3.3**, this area is proposed to be redeveloped over the next 15-20 years to provide about 6800 new dwellings, including new social housing and affordable private housing.

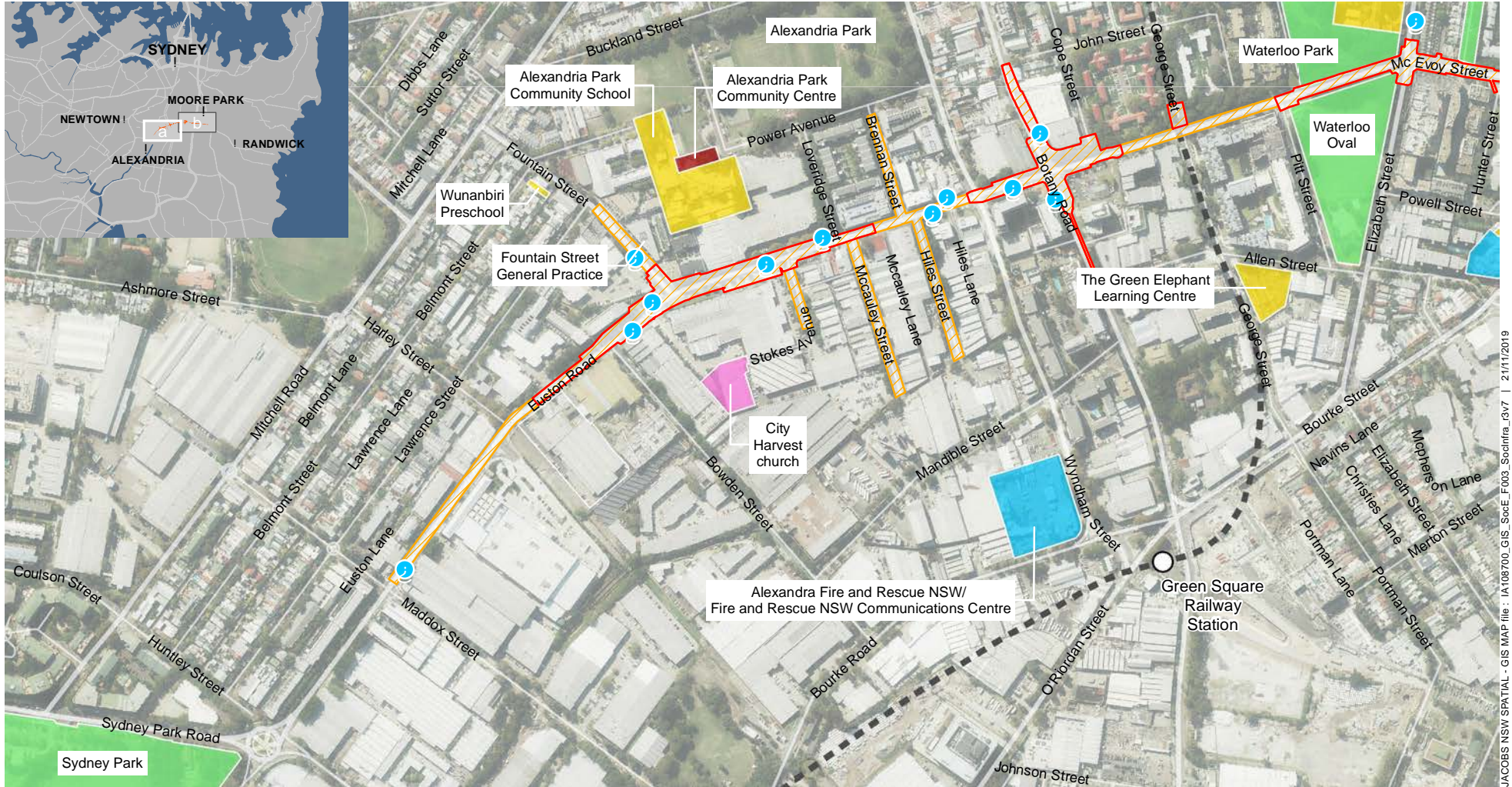
Social infrastructure near the proposal is outlined in **Table 4-2** and shown on **Figure 4-2**.

**Table 4-2 Social infrastructure near the proposal**

Facility type	Facility	Location	Description
Sport, recreation and leisure	Moore Park Golf Course	Corner of Anzac Parade and Cleveland Street, Moore Park	The golf course features a driving range, the Sydney Golf Academy, function rooms, putting and chipping practice greens, and one of the oldest golf clubs in Sydney.
	E.S. Marks Athletics Field	Boronia Street and Anzac Parade, Kensington	The field includes a 400-metre synthetic track, main field and covered stand with seating for 1,000 people and is used by more than 50,000 patrons a year for public training nights, school carnivals and more. It is open at nights for public training from Monday to Thursday from 3:30pm to 8:30pm. Entry to the field is via Boronia Street.
	Parklands Sports Centre	Corner of Anzac Parade and Lang Road, Moore Park	The sports centre comprises a tennis centre and netball centre. It has 11 tennis courts and 10 netball courts as well as a synthetic hockey field. A number of cricket fields are also located near the sports centre to the east of Anzac Parade.
	Alexandria Park	Buckland Street, Alexandria	The Park hosts a multi-purpose sports field, tennis courts, a basketball court, children's playground and picnic facilities.











Facility type	Facility	Location	Description
	Waterloo Oval	McEvoy Street, Waterloo	The area includes a skate park, and a sporting field suitable for cricket and rugby.
	Waterloo Park	McEvoy Street, Waterloo	The park includes an enclosed children's playground.
	Tay Reserve	Tay Street, Kensington	The reserve is located at the junction of Anzac Parade and Alison Road. It was the site of one of two toll houses located within the land now known as Centennial Parklands. The reserve includes a number of established trees, although has limited recreational values. The reserve was used as a construction worksite for the CSELR project.
	Centennial Park	East of Alison Road, Randwick	The park includes open space, ponds, landscaped areas, the Belvedere Amphitheatre and sport facilities such as the McKay Sports Ground and Equestrian Grounds.
Education	Little Learning School	Burrows Road, Alexandria	The child care centre has 84 places catering for up to school aged children. It operates 7:00am to 6:00pm, Monday to Friday.
	Wunanbiri Preschool	Belmont Lane, Alexandria	The preschool is a non-profit community based Aboriginal centre which caters to Indigenous and low incomes families in the inner-city area. It operates 8:00am to 4:00pm, Monday to Friday.
	Alexandria Park Community School Junior campus	Park Road, Alexandria	The Junior Campus of Alexandria Park Community School caters for students in Kindergarten to Year 7. The school has about 150 students, with senior students located at the senior campus on Mitchell Road.
	Our Lady of Mount Carmel Catholic	Kellick Street, Waterloo	The primary school caters for up to 120 students from Kindergarten to Year 6. It is one of Sydney's oldest catholic schools.
	Taylor College	Bourke Street, Waterloo	Taylor College provides university preparation courses. The Sydney campus consists of classrooms, a library, science laboratories and music studios.
	The Green Elephant Waterloo	Allen Street, Waterloo	The long day child care centre caters for up to 60 children a day on Monday to Friday from 7:00am to 6:00pm.
	Moore Park Children's Early Learning Centre	Potter Street, Waterloo	The centre operates 7:30am to 6:00pm, Monday to Friday. It caters up to 77 children from six months of age to pre-school age.
	KU Centennial Parklands Children's Centre	Dacey Avenue, Moore Park	KU Centennial Parklands Children's Centre is located on the south-west corner of Anzac Parade and Dacey Avenue and provides long day care for about 60 children up to school age. The centre operates 7:00am to 6:00pm, Monday to Friday, and is accessed via Dacey Road.
Community/cultural facility	Alexandria Park Community Centre	Corner Power and Park Road, Alexandria	The community centre is located on the grounds of the junior campus of Alexandria Park Community School. It provides playgroup for multicultural families, music classes, parenting programs, a community garden and a food co-op for families.
	St Vladimir's Russian Orthodox Church Centennial Park	Robertson Road, Centennial Park	The temple is one of the oldest Russian Orthodox churches in Sydney. Services at the temple take place on Saturdays at 5:00pm and Sundays at 9:00am.

Facility type	Facility	Location	Description
	Grace City Church	Bourke Street, Waterloo	The new church hosts a service every Sunday at 10:00am. The church also offers community groups, such as bible study groups and youth groups.
Health, medical and emergency services	Fountain Street General Practice	Fountain Street, Alexandria	The medical centre is a family medical practice. It provides a range of general practice services, as well as specialist services pathology, paediatrics and psychology. It is open Monday to Friday from 8:00am to 6:00pm, and Saturday mornings.
	Green Square Health Centre	Bourke Street, Waterloo	The health centre provides a range of general services, including travel medicine, physiotherapy, family planning and dermatology. It opens Monday to Friday from 8:00am to 7:00pm, and Saturday mornings.
	Life Medical Clinic	Bourke Street, Waterloo	The centre provides general medical services, including acupuncture mental health services. The centre operates Monday to Friday from 8:30am to 6:00pm, and on Saturday mornings.
	Alexandria Fire and Rescue NSW Station and Fire and Rescue NSW Communications Centre	Wyndham Street, Alexandria	The Alexandria Fire and Rescue NSW Station and Fire and Rescue NSW Operational Communications Centre are located on Wyndham Street, both of which operate 24 hours.



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**Legend**

- |   |                        |   |              |   |   |   |                  |
|---|------------------------|---|--------------|---|---|---|------------------|
|  | Proposal area          |  | Road         | <b>Socio-economic infrastructure</b>  |  | Health, medical and emergency services  |                  |
|  | Construction footprint |  | Bus stop     |  | Community facility  |  | Park/open space  |
|   |                        |  | Railway line |  | Education   |  | Place of worship |












**Figure 4-2a** | Social infrastructure near the proposal  
Alexandria to Moore Park Stage 1



JACOBS NSW SPATIAL - GIS MAP file: IA108700\_GIS\_SocE\_F003\_SocInfra\_13v7 | 21/11/2019

**Legend**

- |   |                        |   |              |   |   |   |                  |
|---|------------------------|---|--------------|---|---|---|------------------|
|  | Proposal area          |  | Road         | <b>Socio-economic infrastructure</b>  |  | Health, medical and emergency services  |                  |
|  | Construction footprint |  | Bus stop     |  | Education   |  | Park/open space  |
|   |                        |  | Railway line |   |   |  | Place of worship |



**Figure 4-2b** | Social infrastructure near the proposal  
Alexandria to Moore Park Stage 1

## 4.4 Transport and access

Several major transport corridors are located in the study area, including roads, rail and bus corridors (refer to **Figure 4-3**); and pedestrian and cycle networks (refer to **Figure 4-4**).

The main roads in the study area include:

- Anzac Parade, a major road connecting the CBD to Randwick and extending through to La Perouse
- Alison Road, a major road connecting the CBD to Randwick and extending through to Coogee
- Dacey Avenue, dissecting the southern end of Moore Park and connecting Anzac Parade to South Dowling Street
- Eastern Distributor, a major arterial road located along the west of Moore Park forming part of the Sydney Orbital Network
- South Dowling Street, a major road located above and alongside the Eastern Distributor connecting O’Dea Avenue in the south to Flinders Street in the north
- Bourke Street, Botany Road, Wyndham Street and Elizabeth Street providing north south connectivity across the corridor to inner-city areas.

The study area is serviced by both metropolitan and intercity rail services. Railway stations located near to the proposal include:

- Erskineville Railway Station, servicing the Bankstown Line
- Green Square Railway Station, servicing the airport branch of the Airport, Inner West and South Line.

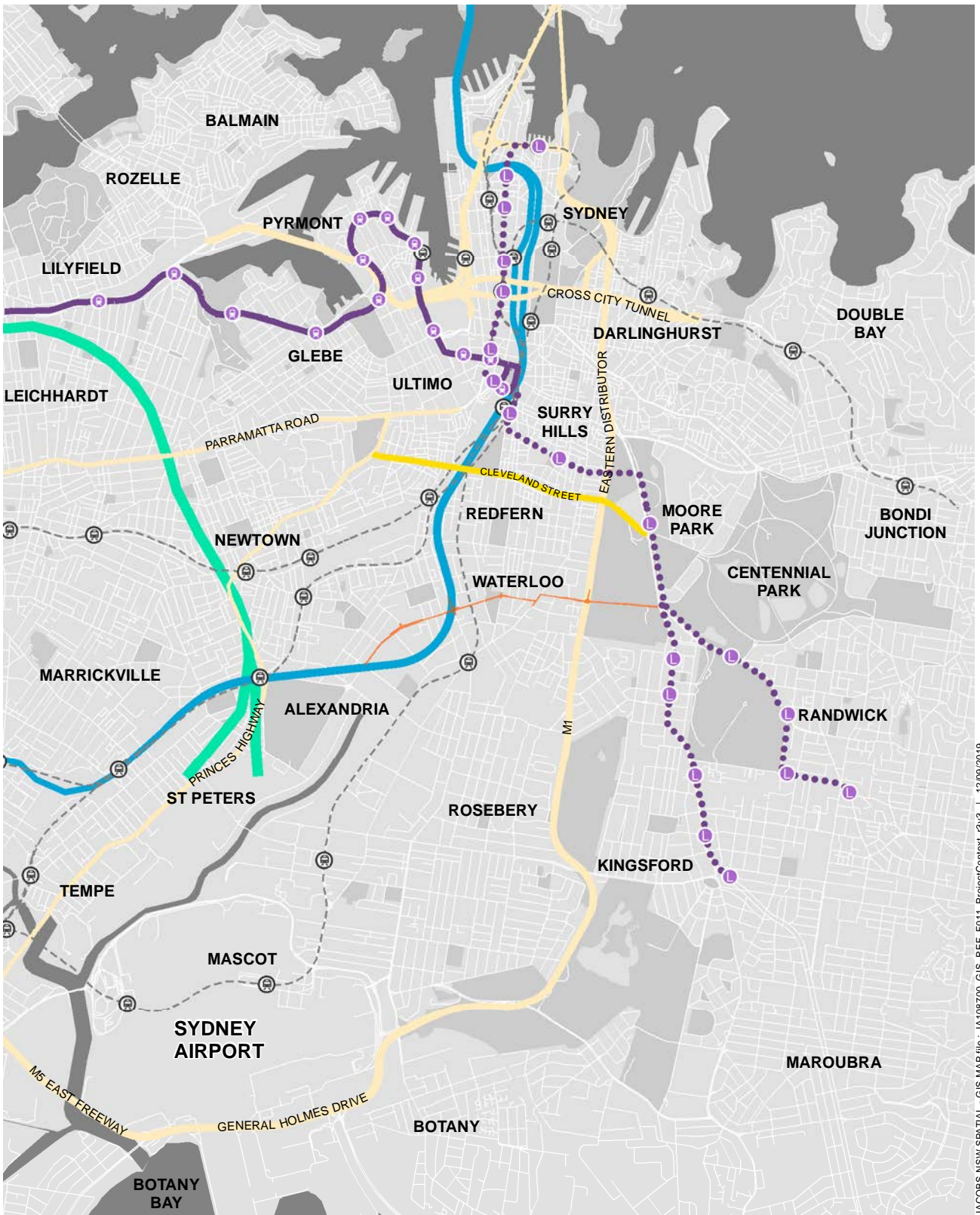
Major heavy and light rail projects are also under construction or planned in the study area. These include the Sydney Metro, which is a planned railway project connecting Sydney’s North West region to the south-west. The project would include a new rail station at Waterloo on Botany Road. The CSELR project, which is currently under construction, extends from Circular Quay to Kingsford and Randwick, travelling via Anzac Parade. Construction of the light rail project on Anzac Parade is expected to be completed prior to construction of the proposal. A light rail station is proposed at Moore Park. City of Sydney also has included a public transport corridor for future light rail in its planning for Gadigal Avenue.

Sydney Buses operate frequent services through the study area and there are about forty-eight public bus transport routes located along and within the proposal area. Around 16 bus stops are located along the proposal alignment with around ten located along Euston Road and McEvoy Street, and six bus stops located at the eastern end of the proposal on Dacey Avenue, Anzac Parade and Alison Road. Additional bus stops are also located in surrounding roads, for example Botany Road, Fountain Street, Elizabeth Street and Bourke Street. Further detail on bus stops located along the proposal is included within Section 2.2.1 of the REF.

There are no bus routes that travel along the full extent of the proposal area between Alexandria and Moore Park. Euston Road/McEvoy Street is used by a small number of bus routes (Routes 305, 355 and 370). Sydney’s Metrobus network also traverses the study area, travelling along Bourke Street (M20). School bus routes operate along McEvoy and Bourke Streets (Route 750). Further information on bus routes and bus stops near the proposal is provided in the Section 6.1 of the REF.

There is a mix of pedestrian and cycling networks near to the proposal alignment. Footpaths are located on both sides of all roads within the proposal with the exception of Dacey Avenue, which has a path on the north only. A dedicated cycleway crosses the proposal alignment at George Street. Existing cycle networks in the study area is shown in **Figure 4-4**.





JACOBS NSW SPATIAL - GIS MAP file : IA108700\_GIS\_REF\_F011\_ProjectContext\_L3v3 | 12/09/2019

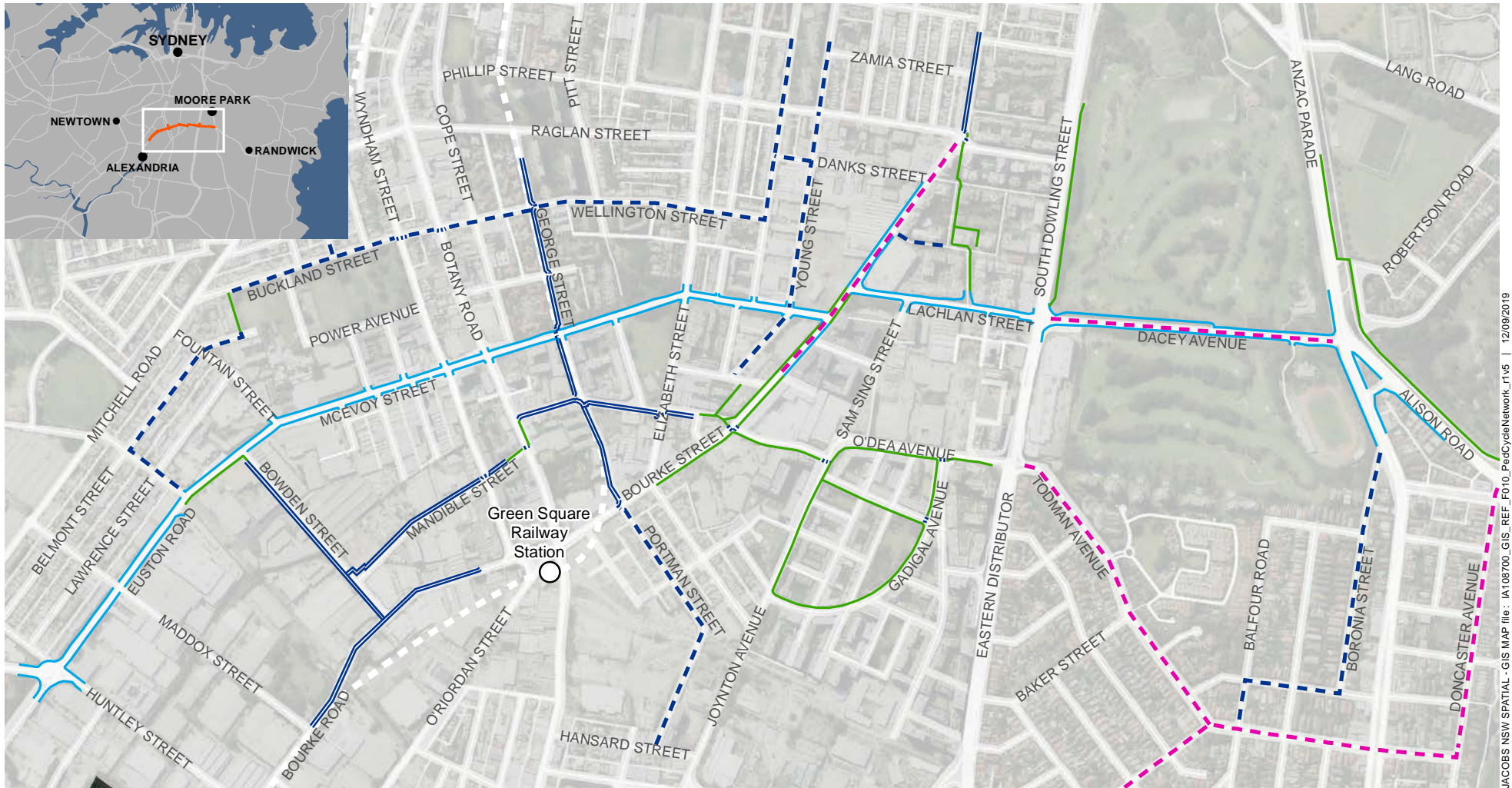
**Legend**

- Proposal area
- Cleveland Street
- WestConnex indicative alignment
- Major road
- Parks and open space
- Existing heavy rail
- Proposed CBD Light Rail
- Existing light rail
- Sydney Metro



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**Figure 4-3** | Project and transport context  
Alexandria to Moore Park Stage 1



JACOBS NSW SPATIAL - GIS MAP file: IA108700\_GIS\_REF\_F010\_PedCycleNetwork\_r1v5 | 12/09/2019

**Legend**

- |              |  |                                      |
|--------------|--|--------------------------------------|
| Road         | Existing bicycle and pedestrian network        | Existing shared path                 |
| Railway line | Cycle routes on dedicated cycleways            | Existing footpath                    |
|              | On-road cycle route with low to medium traffic | Existing cyclist pedestrian crossing |
|              | On-road cycle route with heavy traffic         |                                      |

Data largely derived from the A2MP Urban Design Strategy report from November 2016



**Figure 4-4** | Cycle networks near the proposal  
Alexandria to Moore Park Stage 1

The study area includes a range of on-street parking, loading and bus zones. These are shown on **Figure 4-5** and include hourly time restricted parking; morning and afternoon peak no parking restrictions; disabled parking; work zones; mail zones; bus zones; no restrictions; no parking; and no stopping zones.

Existing peak time parking restrictions are currently in place Monday to Friday for 228 parking spaces along Euston Road and McEvoy Street and parking is generally restricted inbound during the morning peak on weekdays (6:00am to 10:00am) and outbound during the afternoon and early evening (3:00pm to 7:00pm). No parking is available at any time along Lachlan Street, South Dowling Street and Dacey Avenue, with 'no stopping' zones (at all times) in place along these roads. Further detail on existing parking conditions near the proposal is provided in the Parking Assessment included as [Appendix C of the Project REF.](#)

Commercial car parks near the proposal area include:

- Fountain Street Car Park, which offers casual drive up parking from 6:00am to 6:00pm daily
- Virtus Health Car Park at Bowden Street, which offers drive up parking from 6:00am to 7:00pm weekdays
- 18 Danks Street Car Park, north of McEvoy Street, which provides casual hourly parking between 6:00am and 12:00am daily
- 26 Danks Street Car Park, north of Lachlan Street, which offers casual parking from 7:00am to 12:00am daily.

Some commercial properties within the study area also provide off-street parking for customers and/or staff. About 15 businesses who participated in the survey (31 per cent) indicated that they have on-site customer parking, either for the individual business or in a shared parking arrangement with other businesses. Three businesses indicated that they have less than five car parks and four businesses reported to have between six and ten car parks. Three businesses have more than about 20 on-site car parks for customers.

Twenty-six public car parks are also located on land owned by the City of Sydney Council at the corner of McEvoy Street and Stokes Avenue. These public car parking spaces are currently used by customers, staff and delivery drivers of surrounding businesses, particularly Sunshades Eyewear.

During consultation undertaken for the proposal, community concerns were raised relating to car parking. Some people indicated more parking should be permissible on main and local streets via local parking permits, while others expressed that all parking should be removed on main roads to make way for permanent clearways to improve traffic flow.

#### 4.4.1 Travel to work

Travel to work by residents in the study area reflects the area's high level of public transport access and proximity to employment and activity centres such as the CBD, the University of New South Wales at Randwick, and Sydney Airport.

While private vehicle was the dominant mode of travel to work for residents in the study area, residents in the study area were more likely to use public transport, walk or cycle for travel to work compared to Greater Sydney. At the 2016 Census, 44.3 per cent of residents in the study area aged 15 years or older used a bus or train for all or part of their journey to work, compared to 24.9 per cent in Greater Sydney. Of these, about 17.8 per cent of residents used the bus, more than double the average for Greater Sydney, and about 26.5 per cent used train.

Travel by private vehicle was the dominant mode of travel for people who worked in the study area, with about 61 per cent of workers aged 15 years or over using a car, either as driver or passenger, for all or part of their journey to work. This was above the average for Greater Sydney, at 58.3 per cent. The proportion of workers using public transport to travel to a workplace in the study area was similar to the average for Greater Sydney, while the proportion of workers who walked or cycled was slightly above Greater Sydney.

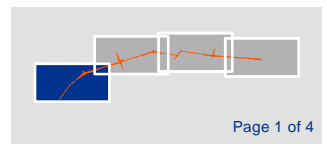


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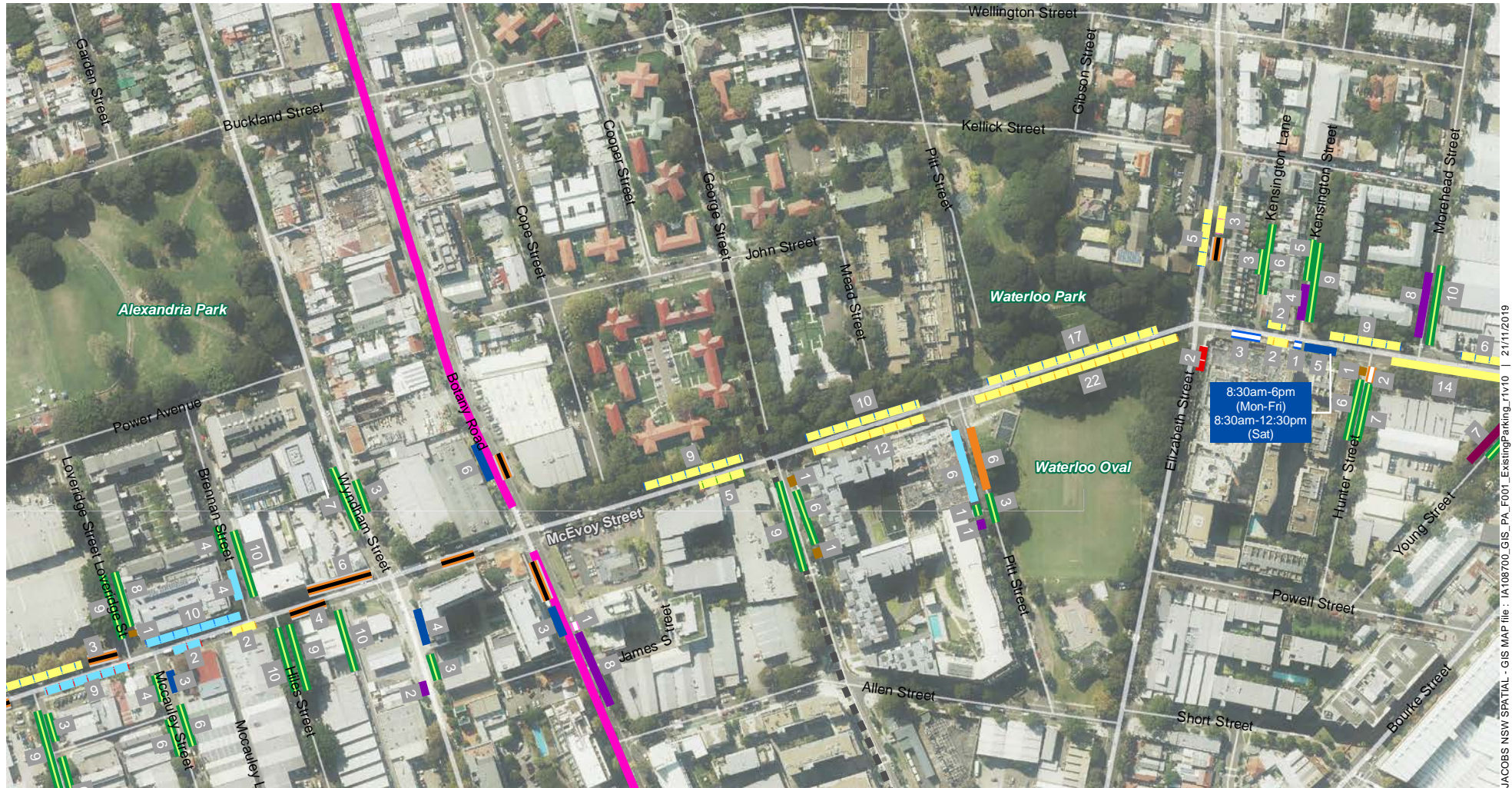
- |  |                     |  |                |  |          |  |           |
|--|---------------------|--|----------------|--|----------|--|-----------|
|  | No. of parking bays |  | 1/2P           |  | 2P       |  | Disabled  |
|  | 1P                  |  | No restriction |  | Bus zone |  | Mail zone |

Specific no parking restrictions

- |  |                  |  |  |  |   |
|--|------------------|--|--|--|---|
|  | 6am-10am Mon-Fri |  | During business hours Mon-Fri          |  | 3pm-7pm Mon-Fri & 1/2P 8:30am-3pm Mon-Fri                               |
|  | 3pm-7pm Mon-Fri  |  | Authorised car share vehicles excepted |  | 6am-10am & 3pm-7pm Mon-Fri & 1/2P 10am-3pm Mon-Fri & 8:30am-12:30pm Sat |

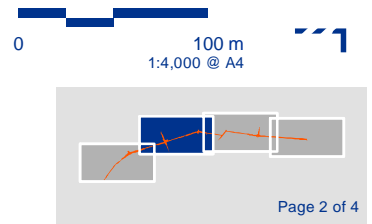


**Figure 4-5a** | Existing parking conditions  
Alexandria to Moore Park Stage 1

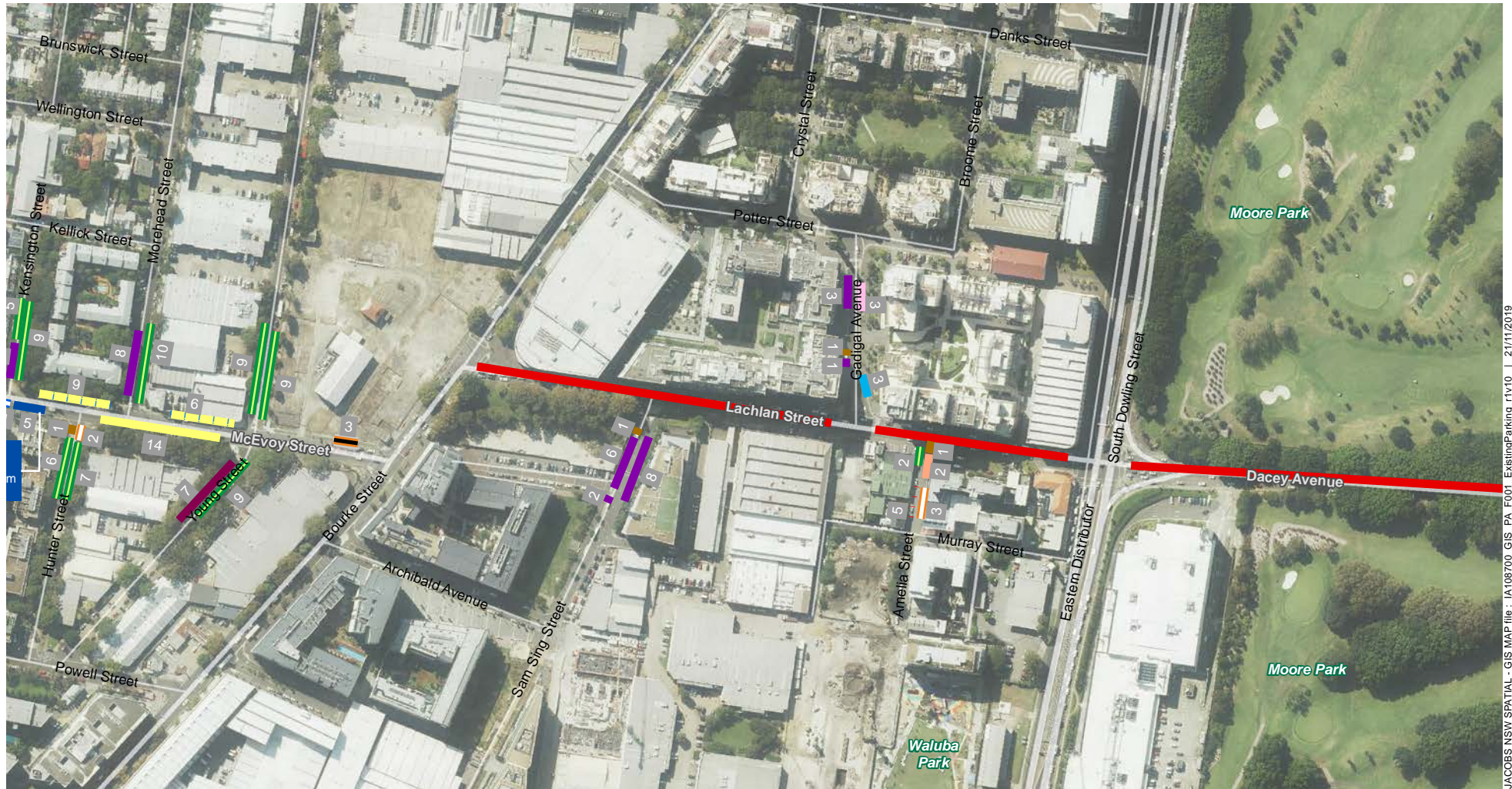


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- |                                  |  |   |          |  |
|----------------------------------|--|---|----------|--|
| 2                                | No. of parking bays                    | 2P (8am -10pm Mon-Sun)  | 2P       | Mail zone                                      |
| 1P                               |  | 2P (8am-10pm)   | 4P       | No stopping (4pm-6pm Mon-Fri)                  |
| 1/2P                             |  | Work zone (7:30am-5:30pm Mon-Fri & 7:30am-3:30pm Sat)                   | Bus zone | Existing clearway (6am-10am & 3pm-7pm Mon-Fri) |
| No restriction                   |  | Disabled  |          |  |
| Specific no parking restrictions |  |   |          |  |
| 6am-10am Mon-Fri                 | 6am-10am & 3pm-7pm Mon-Fri             | 3pm-7pm Mon-Fri & 1/2P 8:30am-3pm Mon-Fri                               |          |  |
| 3pm-7pm Mon-Fri                  | Authorised car share vehicles excepted | 6am-10am & 3pm-7pm Mon-Fri & 1/2P 10am-3pm Mon-Fri & 8:30am-12:30pm Sat |          |  |
| 7:30am-6pm Mon-Fri               |  |   |          |  |

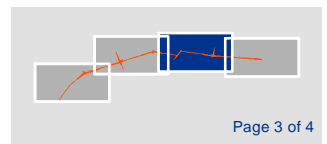


**Figure 4-5b** | Existing parking conditions  
Alexandria to Moore Park Stage 1



JACOBS NSW SPATIAL - GIS MAP file: IA108700\_GIS\_PA\_FOOT\_ExistingParking\_r1v10 | 21/11/2019

- |                                  |  |   |                            |
|----------------------------------|--|---|----------------------------|
| No. of parking bays              | 2P (8am -10pm Mon-Sun)                                 | No Stopping (8:30am-6:30pm Mon-Fri)                   | 2P & 4P                    |
| 1P                               | 2P (8am-10pm)  | Work zone (7:30am-5:30pm Mon-Fri & 7:30am-3:30pm Sat) | Bus zone                   |
| No restriction                   | No Stopping(7:30am-5:30pm Mon-Fri & 7:30am-3:30pm Sat) | 2P  | Disabled                   |
| 1/2P & 4P                        | Authorised car share vehicles excepted                 |   | No stopping (at all times) |
| Specific no parking restrictions |  |   |                            |
| 6am-10am Mon-Fri                 |  |   |                            |



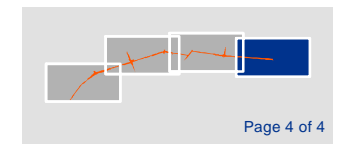
**Figure 4-5c** | Existing parking conditions  
Alexandria to Moore Park Stage 1



JACOBS NSW SPATIAL - GIS MAP file : IA108700\_GIS\_PA\_FOOT\_ExistingParking\_r1v10 | 21/11/2019



Specific no parking restrictions



**Figure 4-5d** | Existing parking conditions  
Alexandria to Moore Park Stage 1

## 4.5 Community values

Community values relate to those things held as important to residents for quality of life and well-being and include physical elements such as parks, landscapes and pedestrian connectivity, and intangible qualities such as sense of place and community cohesion. Social infrastructure, such as religious facilities, schools, public places and community centres are highly valued in local communities, as are demographic characteristics and local features. This section provides an overview of those values and features likely to be important to communities in the study area for quality of life and well-being. It has been informed by consultation undertaken for the proposal, the review of existing literature and outcomes of previous community consultation undertaken by the City of Sydney, and observations of key features in the study area.

### 4.5.1 Local amenity

Local amenity in the study area is generally characterised by a diversity of land uses including inner-city residential neighbourhoods; community facilities such as open space and parkland; and areas of retail, commercial and industrial uses. Overall, the study area displays high levels of amenity, with good access to transport networks; community facilities of state significance such as universities and hospitals; access to large areas of open space and recreation located within Moore Park and Waterloo Park; and residential neighbourhoods within easy reach of local services, employment and major centres such as the Sydney CBD.

Mature fig trees are located along the proposal alignment, including within Waterloo Park and Oval bordering McEvoy Road and within Moore Park along South Dowling Street Dacey Avenue. Heritage listed Washington Palm trees also border South Dowling Street and Moore Park Golf Course (City of Sydney, 2014b). The Washington Palm trees are listed as significant trees on the City of Sydney *Significant Trees Schedule* for their visual, aesthetic, historical and social values and are therefore likely to be valued by community members. During consultation for the proposal, community feedback included a variety of comments around the need to preserve the remaining trees, particularly the fig trees within the curtilage of Moore Park.

Current traffic volumes and heavy traffic on Euston Road-McEvoy Street-Lachlan Street corridor create a perceived barrier local movement and connectivity within the study corridor, particularly for pedestrians.

### 4.5.2 Local character and identity

The character and identity of the study area is transitioning from an area comprising former industrial, manufacturing and warehouse uses to mixed-use residential, commercial and retail area. The establishment of new cafes and restaurants has contributed to the character and amenity of the study area, helping to attract a greater number of people from the wider region at weekends. The study area has also seen an influx of fashion and professional services businesses relocating from suburbs such as Surry Hills, Chippendale and Redfern. Feedback from the business survey indicated that in part this was due to accessibility and availability of parking.

The heritage and history associated with Aboriginal culture and early European settlement of Sydney is important to the character and identity of the study area, particularly Moore Park. Moore Park was established as Sydney's Second Common in 1866 and became the focus for major sporting events and entertainment facilities with the establishment of the Zoological Gardens in 1879; the Royal Agricultural Society Showground; and the first course of the Australian Golf Club in 1882. Moore Park contains several notable heritage-listed features, including the Toll House, Anzac Parade Obelisk and other heritage buildings. A number of memorials and commemorative structures are also located within the Park, including the Korean War Memorial, Cricketer's Memorial and Comrie Memorial Fountain, indicating the area is of cultural importance for local and regional communities.

Other notable heritage items located near the proposal include the AGM Glass Factory building located at the corner of South Dowling Street and Lachlan Street. Constructed in 1938 the building is considered a landmark industrial building of the interwar functionalist style, contributing to the heritage values of the study area. Moore Park View Hotel, located at the corner of Lachlan Street and South Dowling Street is heritage listed in the Sydney LEP 2012. The Sydney Water Pumping Station and Valve House, located at the corner of McEvoy and Bourke Streets, is a landmark item within the context of the Sydney water system. It holds local heritage value



and is listed as a heritage item in the Sydney LEP 2012. Further information on heritage values in the study area is provided in Section 6.2 (Non-Aboriginal Heritage) of the REF.

#### **4.5.3 Safety**

Safety is important for communities in the study area, with this identified as important during community consultation for the City of Sydney's Social Sustainability Policy. This included road safety for cyclists. A high level of access and connectivity is also important to communities in the study area. Transport was identified as a priority issue during consultation for Council's Social Sustainability Policy, with congestion of the transport network recognised as an issue that would only get worse. The need for improved walking and cycling facilities and integrated public transport infrastructure were identified as critical. Accessibility in the public domain for people with disability was also identified as important (Straight Talk, 2016).

## 5. Impact assessment

### 5.1 Property impacts

The proposal would require the total or partial acquisition of some properties for localised road widening and upgrading of intersections. **Table 5-1** provides a breakdown of private properties directly affected by the proposal and **Table 5-2** provides a breakdown of public properties directly affected by the proposal. Potentially impacted properties are shown in **Attachment C**.

The proposal would require the acquisition (partial and full) of three privately owned lots. Six publicly owned lots and three lots owned by Roads and Maritime would also be used for road widening and walkway adjustments.

Privately owned lots required for the proposal comprise residential and commercial uses. These would mainly be affected by partial acquisition for landscape and walkway adjustments.

Two public lots at 147-161 McEvoy Street would be fully affected by the proposal. These lots are located at the frontage of commercial properties and would be required for the establishment of a walkway and landscaping adjustments.

Seven lots already identified as road reserve would be required for proposal, including four lots owned by the City of Sydney Council and three lots owned by Roads and Maritime. These would mainly be affected by local road widening and walkway and landscaping adjustments.

Impacts of property acquisition on commercial uses are discussed in **Section 5.3.1**.

Properties required for operation of the proposal would be acquired by Roads and Maritime. Property acquisition would be undertaken in accordance with the provisions of the *(NSW) Land Acquisition (Just Terms Compensation) Act 1991*. Among other things, the Act provides the basis for assessing compensation.

Five potential sites for temporary construction compounds and stockpile sites have been identified for the proposal. Sites not located in the road reserve would be subject to temporary lease. The five sites are shown in **Figure 1-2** and include:

- Public land used for car parking on the south-west corner of the McEvoy Street/Stokes Avenue intersection, Alexandria (Site 1)
- Road reserve at the southern end of Cope Street (Site 2) and George Street (Site 3) at Alexandria
- Vacant land (Lot 2 DP800705) at the corner of intersection of McEvoy Street and Bourke Street, Waterloo (Site 4)
- Land on the west corner of the Lachlan Street/Amelia Street intersection, Waterloo (Lot 1, 2 and 3, DP76985, Lot 4 DP 86722 and Lot 14 DP80926) (Site 5).

**Table 5-1 Private properties affected by the proposal (lots requiring full acquisition are shown in cells highlighted)**

Area ID	Lot	DP	Street address	Total area (m <sup>2</sup> )	Acquisition type	Percentage of acquisition (%)	Current owner	Land use type	Affected buildings	Summary of impact
03		SP71215	147-161 McEvoy Street	1	Partial	0.03	Private	Residential landscaping	No	Landscaping adjustment
04	1	DP848513	2-10 Fountain Street	3	Partial	0.03	Private	Commercial landscaping	No	Landscaping adjustment
10	9	DP978753	35 Lachlan Street	29	Strip (partial)	13.62	Private	Residential/commercial	No	Walkway and landscaping adjustment. Would require removal of car parking spaces

**Table 5-2 Public properties affected by the proposal (lots requiring full acquisition are shown in cells highlighted grey and the leased areas in cells highlighted light blue)**

Area ID	Lot	DP	Street address	Total area (m <sup>2</sup> )	Acquisition type	Percentage of acquisition (%)	Current owner	Land use type	Affected buildings	Summary of impact
01, 02	3	DP1013364	141-161 McEvoy Street	996	Full	100.0	Public	Commercial landscaping	No	Walkway to be established and landscaping adjustment required
	4	DP1013364		471			Public		No	Walkway to be established and landscaping adjustment required
05		SP77796	112 McEvoy Street	491	N/A	N/A	City of Sydney	Road	No	Vested road widening order
06		SP33259	102-110 McEvoy Street	397	N/A	N/A	City of Sydney	Road	No	Vested road widening order – 26 public parking spaces would be removed but Roads and Maritime would investigate re-instating parking spaces in this location in detailed design

Area ID	Lot	DP		Total area (m <sup>2</sup> )	Acquisition type	Percentage of acquisition (%)	Current owner	Land use type	Affected buildings	Summary of impact
07		N/A	Corner of Botany Road and McEvoy Street	1007	N/A	N/A	City of Sydney	Road	No	Would be used for the proposal but would continue to operate as a road
08		N/A	33A Lachlan Street	263	N/A	N/A	City of Sydney	Road	No	Road to be acquired from Council
09	2	DP1054399	33A Lachlan Street	142	N/A	26.7	Roads and Maritime	Road	No	Affected by road widening order
11	21	DP794313	37 Lachlan Street	29	N/A	76.3	Roads and Maritime	Road	No	Walkway and landscaping adjustment required
12	1	DP327949	853-855 South Dowling Street	130	N/A	92.9	Roads and Maritime	Road	No	Purchased for road

### 5.1.1 Impacts of property acquisition

Partial or full property acquisition for the proposal would not require the demolition of any buildings or require the relocation of any commercial or residential uses.

Strip acquisition for the proposal would generally impact on landscaping areas, requiring landscape adjustments, although some off-street car park areas would be removed. Where partial acquisition of properties occurs, impacted infrastructure such as fencing and driveways would be rebuilt and relocated as part of the proposal.

Acquisition of land for the proposal would require changes to a private car park area at one commercial property and a public car park area used by staff and customers of surrounding businesses. Other impacts on commercial properties would mainly be associated with adjustments to landscape areas. Potential impact of these changes on the business operations is described in **Section 5.3.1**.

Roads and Maritime has commenced consultation with affected property and business owners to ensure they are aware of the potential adjustments required to properties as part of the proposal.

## 5.2 Construction

This section describes potential impacts on communities and businesses of the proposal's construction. The proposal would be constructed in four construction zones centred around the four main intersections that are to be upgraded. Construction is expected to commence in early 2020 and would take around 36 months to complete. Construction would be staged to allow the existing road corridor to remain open to traffic, cyclist and pedestrian movements during construction.

### 5.2.1 Local business and industry

During construction, the proposal would have temporary impacts, both beneficial and adverse, on some local businesses closest to construction activities.

Construction of the proposal is likely to have a beneficial impact on some businesses through increased demand for local goods and services. In particular, some local shops and food outlets (for example, cafes and take-away shops) near to construction works may benefit from increased business in response to the day-to-day needs of construction workers. Businesses supplying goods and services to construction works may also experience benefits from increased construction activity.

Increased construction noise, dust and construction traffic may have temporary adverse impacts on amenity for some businesses near to proposed intersection upgrades. The effect of this impact would depend on such things as the nature and type of business, but could include impacts on employee productivity, ability to interact with customers, or changes to general business ambience. Local amenity changes are likely to have the greatest impact on businesses that have outdoor dining or open customer areas or that are located closest to the proposed construction works.

A number of cafes and restaurants are located near the proposal that have outdoor dining or customer areas. They include:

- Baby Coffee Co at the intersection of Elizabeth Street and McEvoy Street, which has an outdoor dining area for customers
- McDonalds at the corner of McEvoy Street and Botany Road, which has outdoor seating and playground areas
- Bake Bar at McEvoy Street, near the intersection of Fountain Street, which has an outdoor dining area and open shop frontage facing McEvoy Street
- Sub-station Café at McEvoy Street near the intersection of Fountain Street, which provides outdoor dining within an open courtyard area.

A number of other commercial uses are also located near to proposal that may experience disruptions to business amenity due to noise and dust from construction activities. These include:

- Moore Park View Hotel and Made for Living, near the intersection of Lachlan Street, Dacey Avenue and South Dowling Road
- Retail and commercial office uses near the intersection of McEvoy Street and Botany Road (for example, Kleenmaid, Infinity Office Furniture, Link Corporate)
- Iron Duke Hotel at the corner of McEvoy Street and Botany Street
- Cafes and restaurants, including at the intersection of McEvoy Street and Fountain Street (for example, Nguyen Brothers, Fountain Café, Chicky Char Char)
- Wholesale retail and professional services uses at McEvoy Street near the intersection of Fountain Street (for example, Smith and Tzannes architects, The House of INOA Fashion Group, Gypsy Espresso, White Mica and Peter Lang).

Concerns about disruptions to business amenity were identified by some businesses surveyed for the proposal, with some suggesting that construction activities are likely to have a 'negative' impact on businesses.

Potential impacts on customer and staff parking were identified as a concern for business owners in the business survey. In particular:

- One business indicated that construction activities are likely to have a 'significant negative' impact on both customer and staff parking
- Five businesses reported that they believe construction activities are likely to have a 'negative' impact on customer parking
- Three businesses indicated that construction activities are likely to have a 'negative' impact on staff parking.

Access to businesses near the proposal would be maintained during construction, however temporary changes to local roads and footpaths could change access to some local businesses for workers, customers and service vehicles. This includes temporary changes to:

- On-street loading or parking zones, particularly for businesses near to intersection works at McEvoy Street/Botany Road, Elizabeth Street/McEvoy Street and McEvoy Street/Fountain Street
- Traffic access, including closure of some traffic lanes and night-time traffic diversions
- Pedestrian access near to construction works for safety.

Land owned by the City of Sydney Council used for public car parking would be acquired for the upgrade of the Fountain Street and McEvoy Street intersection. This land would be used as a construction compound during the construction phase resulting in the loss of 26 public parking spaces on this land from the start of construction. As indicated in **Section 4.4**, these car parking spaces are currently used by customers, staff and delivery drivers of surrounding businesses, including Sunshades Eyewear. Changes to on-street loading and parking zones during construction would also impact on the availability of parking for customers, staff and delivery drivers of nearby businesses. Increased demand for parking by construction workers near to construction worksites may also impact on the availability of on-street parking.

Reduced availability of on-street and off-street public parking would particularly impact customers, staff and delivery drivers of businesses with no or limited on-site parking. As indicated in **Section 4.4**, about 15 businesses who participated in the survey (31 per cent) indicated that they have on-site customer parking, either for the individual business or in a shared parking arrangement with other businesses, with the number of car parks varying from less than five car parks to more than 20 car parks. Reduced on-street and off-street public parking may make finding a convenient car park more difficult for some customers, staff and delivery drivers of businesses near to the proposal, possibly requiring some people to walk further to the business. This impact is likely to already be occurring due to the level of development activity currently being undertaken in the study area and is most likely to affect those businesses that do not have dedicated off-street parking.

The need to walk further for parking or take longer to search for a convenient car park may deter some customers from accessing some businesses, particularly where visits are for a short duration (for example, to pick up takeaway food or drinks or to buy 'convenience' goods such as bread, milk or newspapers) or where goods or services are readily available from other nearby locations with easier and more convenient parking access. Further detail regarding the impacts of the proposal to off-street parking are provided in the Parking Assessment included as Appendix C of the Project REF.

Traffic flow would generally be maintained through the proposal during construction, although temporary land closures and traffic diversions would be required. Traffic diversions have potential to reduce the visibility of some businesses to passing traffic and affect customer access.

Traffic diversions during construction would generally occur at night and outside of standard business hours (for example, between 9:00pm and 5:00am), which would help to reduce potential impacts on customer access for many businesses. However, between about 20 per cent and 30 per cent of businesses surveyed for this assessment indicated that their opening hours extended into the evening and night-time on some days (for example, 5:30pm to midnight). These mainly comprised restaurants/ bars, takeaway shops, supermarket and personal services businesses, with a number located near the intersection of Fountain Street and McEvoy Road, which is likely to be subject to temporary traffic diversions. A small number of businesses also indicated that they operate from midnight to 8:00am, including the petrol station, supermarket and gym near the intersection of McEvoy Street and Botany Road, which would also require temporary traffic diversions to allow part road closures.

Access would be maintained to open businesses during the temporary traffic diversion periods, although some people may need to travel longer distances to access these businesses causing inconvenience for some customers and potentially discouraging some people from visiting businesses near the proposed diversions. Ongoing communication with business owners and local communities about proposed traffic changes, and minimising the length of diversion route, would help to minimise potential business impacts.

Temporary changes to pedestrian access would be required near construction works, which may require some pedestrians to change their route or walk further to access businesses near to construction works. This may temporarily reduce the level of passing pedestrian traffic or discourage some pedestrians from visiting some businesses. This is likely to have the greatest effect on those businesses that rely on passing pedestrian trade such as small-scale retail uses, cafes, restaurants and takeaway outlets.

Further detail on construction activities proposed is provided in Section 3.3.1 of the REF. As construction is staged not all businesses along the alignment would be impacted at the same time nor would the impacts be for the whole duration of the construction. Construction impacts to businesses and shoppers would therefore be limited to the duration of the works in each construction work zone. In addition, the bulk of the construction work in the road corridor is most likely to occur outside of peak hours or as night works and consequently there would be reduced impacts to businesses during work hours. The main construction activities that would impact on businesses are associated with the shared pathways and any relocation of utilities that are located outside the footprint of the existing road as these activities are likely to restrict pedestrian access to businesses and can occur during business hours.

### 5.2.2 Social infrastructure

During construction, potential impacts on social infrastructure would mainly relate to temporary access changes, with the proposed works mainly located away from social infrastructure. Access would be maintained to social infrastructure near the proposal, although traffic disruptions and changes to local roads may temporarily change accessibility to some social infrastructure near the proposal and in the broader study area. These include:

- Little Learning School located on Burrow Road in Alexandria
- Our Lady of Mount Carmel Catholic Primary School located on Kellick Street in Waterloo
- Grace City Church located on Bourke Street in Waterloo
- Fountain Street General Practice located on Fountain Street in Alexandria.

Alexandria Fire and Rescue Station is located on Wyndham Street to the south of the proposal alignment. Traffic access would be maintained through the proposal area during construction, although increased traffic congestion and disruptions may require the station to plan for alternative routes should they require travel along the proposal alignment.

Further discussion of potential impacts due to changes to local access is provided in detail in Section 6.1 (Traffic and transport) of the REF.

### 5.2.3 Community values

During construction, the proposal would impact positively on local employment through the creation of direct construction related employment opportunities and indirect employment opportunities in businesses and industries that support the construction work. As indicated in **Section 4.2**, some communities within the study area have relatively high levels of unemployment. As such, increased employment opportunities locally may assist in supporting improved social and economic outcomes for some individuals.

Impacts on local amenity may be experienced by some residents, businesses and workers in the study area due to:

- Construction noise, vibration and dust, including noise and dust associated with road works and construction vehicles
- Out of hours' construction works, potentially impacting on night-time amenity
- Changes to visual amenity, due to the presence of construction infrastructure and activities
- Increased construction traffic on local roads.

Adverse changes to amenity may temporarily impact on the potential use and enjoyment of some residential properties closest to construction worksites, particularly within outdoor areas such as balconies. A number of high-density residential units and apartments are located near to the proposed intersection upgrades, including at Lachlan Street, Elizabeth Street/McEvoy Street intersection, at McEvoy Street, east of Botany Road, and McEvoy Street/Fountain Street intersection. Work would be required to be undertaken outside of standard day-time work hours, for example at night and weekends, to minimise traffic impacts. Noise and lighting from these works may temporarily impact on night-time amenity or disrupt sleeping patterns for some residents closest to the construction works, although given the extent of works required, potential impacts are generally expected to be minor. Use of local streets for traffic diversions may also increase night-time traffic noise at some residential properties, potentially disrupting night-time amenity for residents. Potential impacts on amenity of businesses near the proposal are described in **Section 5.2.1**.

The proposal would remove existing landscaping and about 24 mature street trees and 24 immature street trees near the intersections of Euston Road/ McEvoy Street/ Fountain Street, Botany Road/ McEvoy Street and Lachlan Street/ South Dowling Street. This has potential to impact on the visual and landscape amenity of the streetscape. Following construction, replacement street tree plantings would be provided at these locations and over time, potential impacts on the amenity of the streetscape would reduce as the trees become established.

The proposal would not require the clearing of any mature fig trees or heritage listed trees within Waterloo Park and Oval or Moore Park, although utility relocation works for the proposal have potential to result in indirect impacts by intersecting tree roots of fig trees along Waterloo Park and Oval. These impacts would be managed by an arborist and are not expected to affect the overall health of the trees, however, these trees contribute to the visual and landscape amenity of the park and streetscape of McEvoy Street in this location, and any potential impact on these trees is likely to be a concern for community members. Options to minimise potential impacts on these trees should be considered through the detailed design process.

Further discussion of potential amenity impacts is provided in Section 6.4 (Noise and Vibration), Section 6.1 (Air Quality), and Section 6.6 (visual amenity and urban design) of the REF.



#### 5.2.4 Access and connectivity

During construction, potential impacts on local access and connectivity would generally relate to:

- Traffic delays and disruptions for motorists, including from temporary closure of some traffic lanes, traffic diversions and increases in construction vehicles
- Potential disruptions or changes to public transport services, including from the temporary relocation of bus stops near the proposal at, Elizabeth Street, Botany Road, McEvoy Street and Euston Road, and changes to local road conditions
- Changes to road conditions, potentially impacting on perceptions of road safety
- Changes to pedestrian and cycle access near to construction works, including temporary closure or changes to footpaths, resulting in possible disruptions or impacts on safety for some users.

Traffic flow would be maintained through the study area throughout construction, although construction activities may result in disruptions and delays for some motorists, cyclists and pedestrians. In particular, temporary night-time traffic diversions to allow for part road closures, and increased traffic congestion from construction traffic and road changes would require motorists to travel further and may result in temporary delays and disruptions for residents, workers and customers access to areas near the proposal, increasing travel times (by up to six minutes) and causing inconvenience for some motorists. Access to private properties near to construction works would also be maintained. Where temporary changes are required, suitable access arrangements would be implemented in consultation with affected property and business owners. The presence of construction works, changes to local road conditions (for example, lane closures), and increased traffic on local streets during night-time diversion periods may influence perceptions of road safety for local communities and some motorists, pedestrians and cyclists. Traffic management measures would be implemented throughout construction to maintain traffic safety near to proposed works.

Potential impacts on bus users would mainly be associated with possible disruptions to bus services due to changed road conditions and increased congestion and temporary relocation of bus stops. As indicated in **Section 4.4.1**, public transport is an important mode of transport for residents and workers in the study area. In particular, the proportion of residents using buses for their journey to work was more than double the average for Greater Sydney. Disruptions to bus services during construction may temporarily deter some people from using bus services and result in them using other transport options, including private vehicle, for their journeys. Any proposed relocation of bus stops would be located as close as possible to the existing location, to minimise potential impacts on local residents and commuters, although some bus users may be required to walk further to access bus services. These changes are expected to particularly impact people with mobility difficulties, including people with disability, elderly people and children. Changes to public transport services, including any relocation or temporary closure of bus stops required during construction, would be carried out in consultation with City of Sydney, Transport for NSW and the local bus operator and would be planned to minimise disruptions for bus users.

Access for pedestrians and cyclists would be maintained near to construction works, although temporary access changes, including diversion of pedestrian and cycle paths, may be required for safety. As indicated in **Section 4.4.1**, the study area has high proportions of residents and workers who walk or cycle to work or who catch public transport for which walking is likely to be part of their journey to work. Temporary access changes may impact on perceptions of safety or cause delays and disruptions for some pedestrians and cyclists. The intersection of Fountain and McEvoy Streets particularly is a focus for pedestrian and cycle movements given that this location has a relatively high number of nearby retail, personal service, café and restaurant uses and access changes at this location have potential to impact on a relatively large number of pedestrians and cyclists. Management measures would be implemented near to construction works to minimise impacts on pedestrians and cyclists. Minimising the extent and length of pedestrian and cycle path diversions will also be important in minimising potential impacts on local communities and surrounding uses.

A detailed assessment of potential construction traffic impacts on local access and connectivity is provided in Section 6.1 (Traffic and transport) of the REF.

## 5.3 Operation

This section describes potential impacts on communities and businesses from the operation of the proposal.

### 5.3.1 Local business

At a regional level, the proposal would have beneficial impacts on business and industry through improved access and connectivity to the Sydney CBD and growth areas in south-eastern Sydney. In particular, the proposal would reduce congestion and improve travel time and reliability for motorists and commercial vehicles, supporting reduced transport costs. Specifically, compared to without the upgrades, in 2021 the proposal would increase the speed of traffic and provide savings in travel times on some routes through the study area by up to 15 minutes. Further information on traffic and transport impacts of operation are described in the Traffic and Transport chapter (Section 6.1) of the REF.

Locally, the proposal would improve road safety and accessibility, supporting general improvements to local business in or near the study area. Through reducing congestion on local inner-city roads, the proposal would improve access for workers and customers to commercial and employment centres, which would benefit businesses in the study area. However, operation of the proposal would have potential negative impacts for some businesses due to property acquisition, changes to parking conditions and local access, and changes to business amenity.

#### Property acquisition

Potential impacts on businesses of partial acquisition would generally be associated with landscaping adjustments, and removal of off-street car parking areas. As indicated in **Section 5.1**, three lots affected by property acquisition accommodate commercial uses. These lots would be affected by landscaping adjustments or establishment of walkways and impacts on the long-term business operation are not expected.

The acquisition of land owned by the City of Sydney Council (that is, lots SP77796 and SP33259) for the upgrade of the Fountain Street and McEvoy Street intersection would directly impact 26 public parking spaces at 102-112 McEvoy Street. As indicated in **Section 4.4**, these parking spaces are used by staff, customers and delivery drivers of surrounding businesses, particularly Sunshades Eyewear. Further discussion of potential impacts on the loss of these parking spaces is provided in the following section.

The upgrade to the intersection of Lachlan Street/ Dacey Avenue/ South Dowling Road would require localised widening of Lachlan Street. This would require the strip acquisition of land at Lot 9, DP978753, which accommodates a kitchen design and supplier showroom. The strip acquisition would impact on two on-site customer car parks located at the front of the business, requiring customers to find alternative parking elsewhere. While this is likely to be an inconvenience for customers, it is generally not expected to impact on ongoing business operations, as the nature of this business means that it is more likely to be a destination that most customers choose to visit for a specific reason rather than stopping opportunistically as they are passing.

Roads and Maritime would continue to investigate options through the detailed design phase for mitigating the loss of off-street parking for businesses, including through the reconfiguration of off-street parking areas affected by partial acquisition to minimise the loss of parking spaces.

As indicated in **Section 5.1**, compensation for land acquired by Roads and Maritime is assessed in accordance with the NSW *Land Acquisition (Just Terms Compensation) Act 1991*. Roads and Maritime has commenced consultation with affected business owners to ensure they are aware of potential property impacts of the proposal.

#### Changes to parking conditions

Operation of the proposal would result in a change in availability of on-street parking during daytime periods (including on weekends) to around 252 existing parking spaces along Euston Road and McEvoy Street including time restricted parking, disabled parking, mail zones, and no parking morning and afternoon restrictions to establish a time limited Clearway. Of the 252 parking spaces, existing peak time parking

restrictions are in place on Monday to Friday for 228 parking spaces. Parking is generally restricted inbound during the weekday morning peak (6:00am to 10:00am) and outbound during the afternoon and early evening peak (3:00pm to 7:00pm). No parking is available at any time along Lachlan Street, South Dowling Street, Dacey Avenue and Anzac Parade, with 'no stopping' zones (at all times) in place along these roads.

The proposed time limited 'clearway' restrictions would apply to both sides of the Euston Road and McEvoy Street between Maddox Street and Bourke Street as follows:

- Monday to Friday between 6:00am to 7:00pm
- Weekends between 9:00am to 6:00pm.

Operation of the proposal would also include new clearway controls at all times along Lachlan Street and Dacey Avenue between Bourke Street and Anzac Parade. The proposed parking conditions are shown in **Figure 5-1**.

The proposal would also result in the loss of off-street parking at the following locations:

- Twenty-six public parking spaces at 102-112 McEvoy Street, Alexandria, located to the west of Stokes Avenue and opposite Fountain Street, within a public parking space
- Two customer parking spaces at 35 Lachlan Street, Alexandria (potential impacts for this business are described above).

The removal of on-street parking may impact on access to local business during clearway times for customers, staff and delivery drivers, particularly where businesses do not have access to on-site parking. The business survey identified that more than 56 per cent of businesses surveyed do not have on-site parking, either for the individual business or in a shared parking arrangement, with most businesses relying on on-street parking for customers, particularly McEvoy Street. While a larger proportion of businesses have on-site parking available for staff, reliance on on-street parking for staff is also important, including McEvoy Street, McCauley Street and surrounding streets. The business survey also identified that:

- Fifteen businesses indicated that the operation of the proposal would have a negative impact on customer parking, while 14 businesses suggested that potential impacts on customer parking would be significantly negative
- Eleven businesses indicated that the proposal would have a negative impact on staff parking, with 10 also indicating that potential impacts would be significantly negative
- One business indicated that they believed the proposal would have a positive impact on staff parking, with two businesses indicating that impacts on customer parking would be positive.

An assessment of potential impacts on businesses along Euston Road to McEvoy Street from changes to parking conditions to 'clearway' conditions is provided in **Table 5-3**. This is based on the results of the parking assessment undertaken for the proposal. Further detail about the parking assessment, including the impact rating definitions used for the assessment, is provided in **Section 2.4**, with the parking assessment report provided in Appendix C of the project REF).

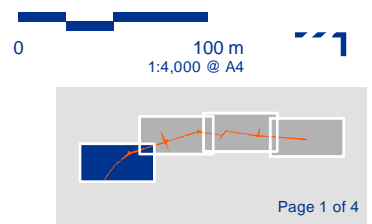


JACOBS NSW SPATIAL - GIS MAP file : I:\108700\_GIS\_PA\_F002\_ChangesParking\_r1v10 | 21/11/2019

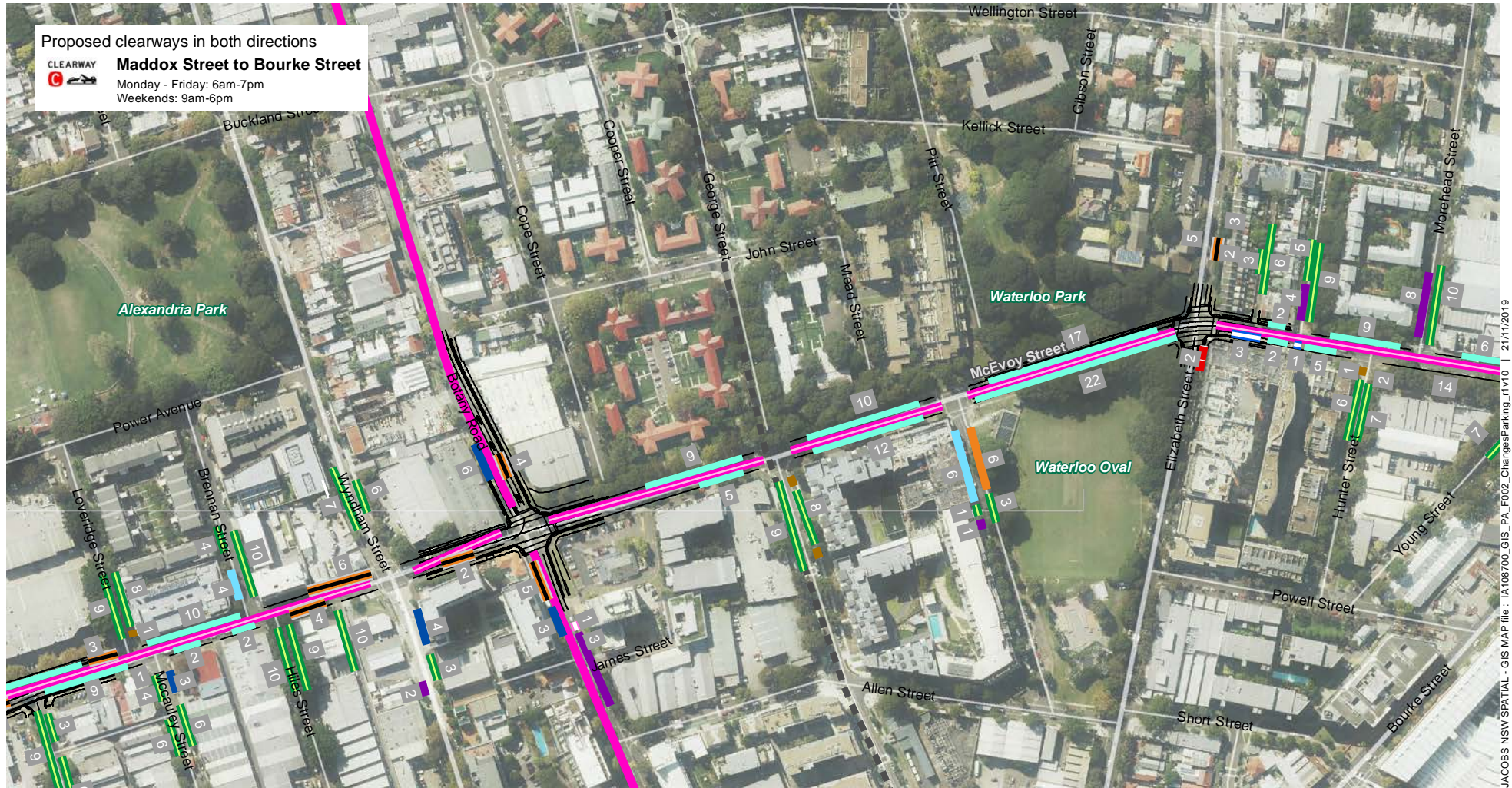
- 100% Concept Design
- No. of parking bays
- Proposed clearway
- Unrestricted parking outside of clearway hours

- Bus zone (at all times)
- Mail zone (outside of clearway hours)
- Disabled (outside of clearway hours)

- Restrictions pertaining to side streets
- 1P
  - 1/2P
  - 2P
  - No restriction
  - No parking (authorised car share vehicles excepted)

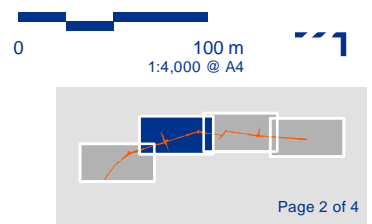


**Figure 5-1a** | Proposed parking conditions  
Alexandria to Moore Park Stage 1

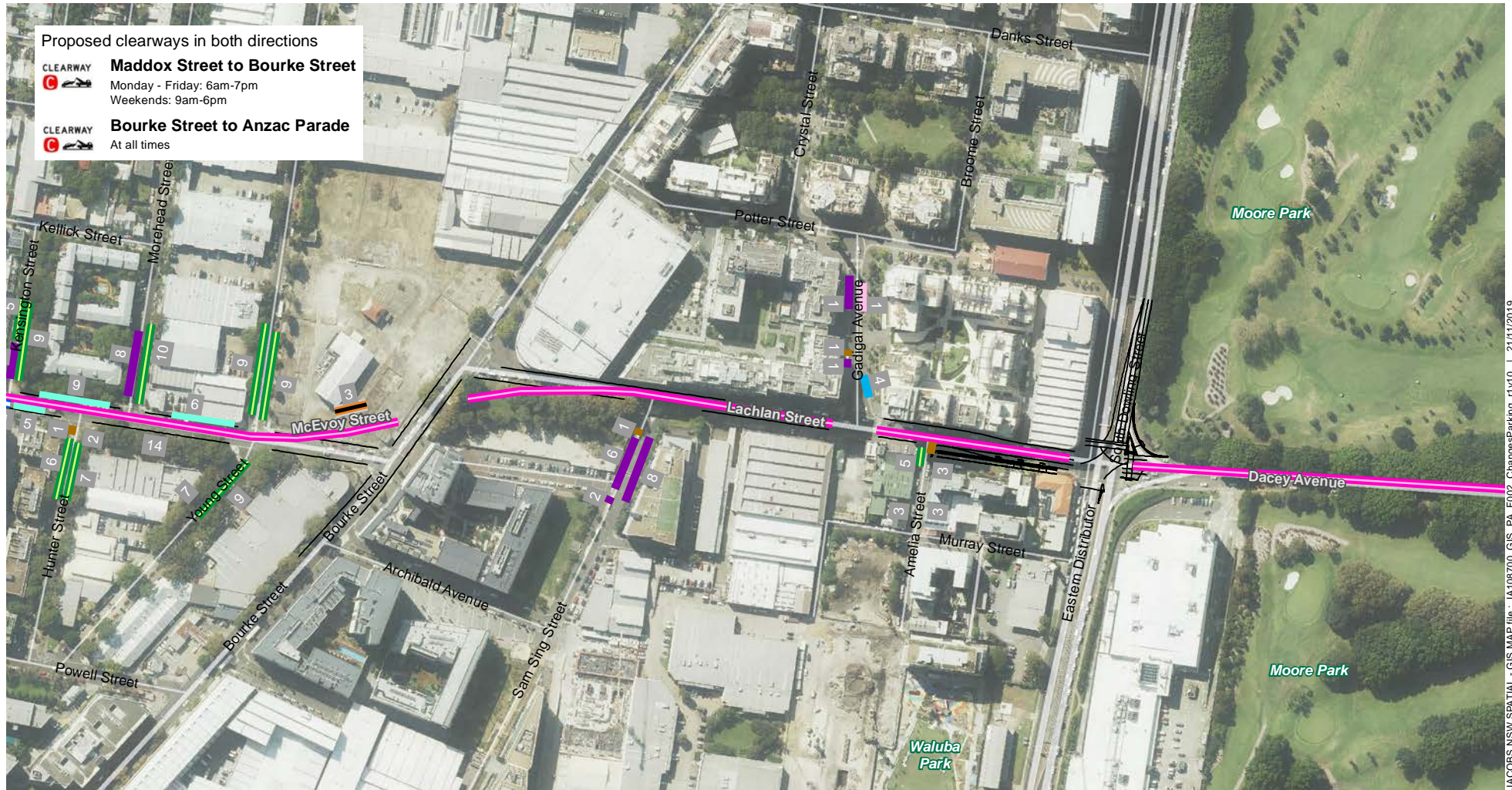


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- 100% Concept Design
- 2 No. of parking bays
- Proposed clearway
- Existing clearway (6am-10am & 3pm-7pm Mon-Fri)
- Unrestricted parking outside of clearway hours
- Bus zone (at all times)
- Mail zone (outside of clearway hours)
- Disabled (outside of clearway hours)
- Restrictions pertaining to side streets
- 1P
- 1/2P
- 2P
- 4P
- No stopping (4pm-6pm Mon-Fri)
- No restriction
- No parking (authorised car share vehicles excepted)

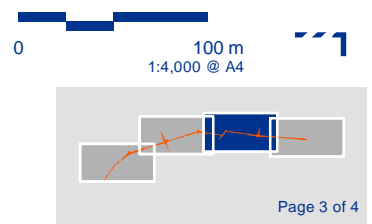


**Figure 5-1b** | Proposed parking conditions  
Alexandria to Moore Park Stage 1

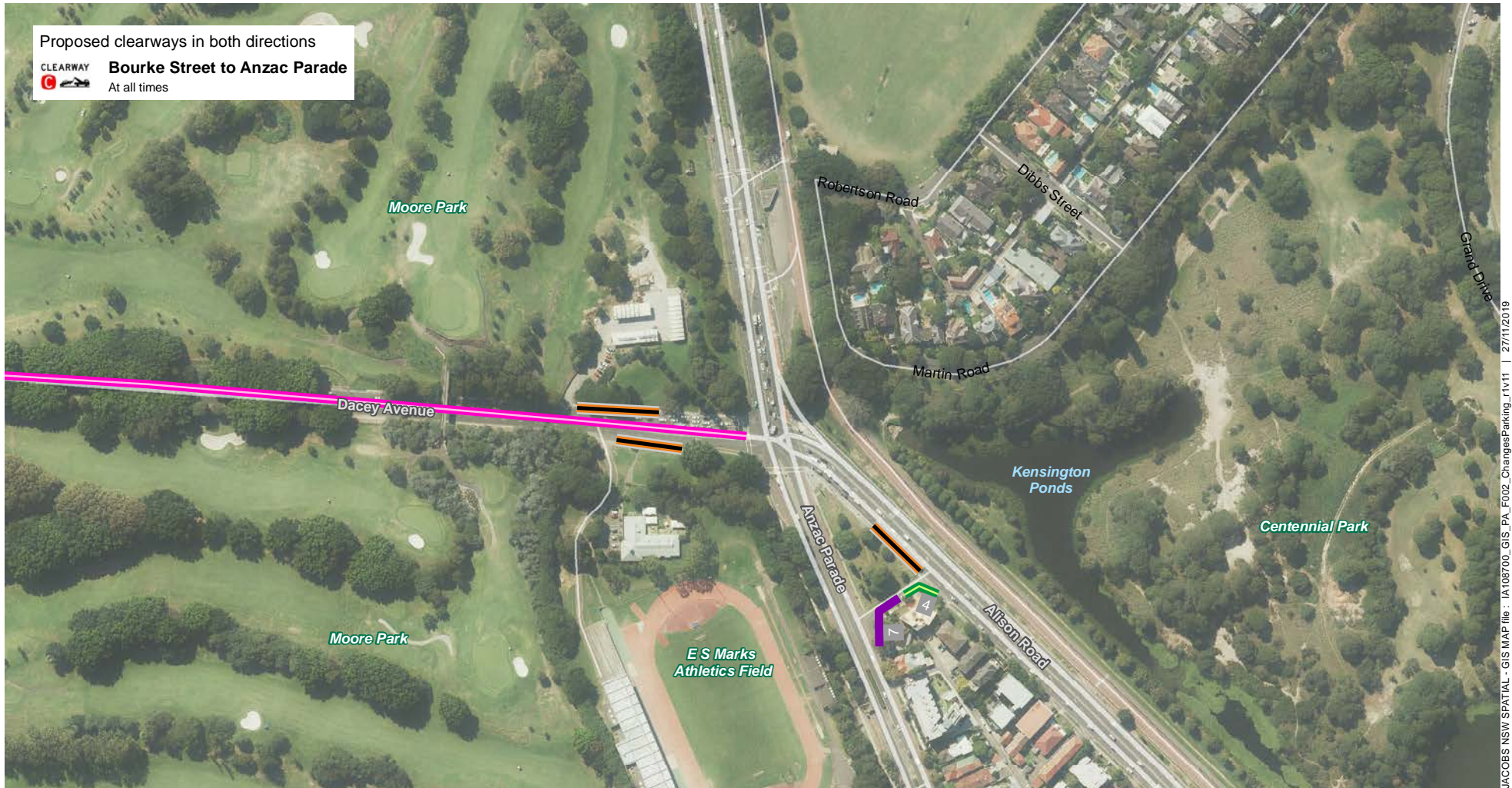


JACOBS NSW SPATIAL - GIS MAP file: IA108700\_GIS\_PA\_F002\_ChangesParking\_r1v10 | 21/11/2019






- 100% Concept Design
- 2 No. of parking bays
- Proposed clearway
- Unrestricted parking outside of clearway hours
- Bus zone (at all times)
- Disabled (outside of clearway hours)
- Restrictions pertaining to side streets
  - 1/2P & 4P
  - 2P
  - 2P & 4P
  - No restriction
  - No parking (authorised car share vehicles excepted)

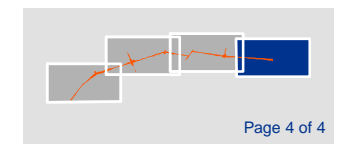


**Figure 5-1c** | Proposed parking conditions  
Alexandria to Moore Park Stage 1



JACOBS NSW SPATIAL - GIS MAP file: IA108700\_GIS\_PA\_F002\_ChangesParking\_r1w11 | 27/11/2019

- |   |                     |   |                         |   |                |
|---|---------------------|---|-------------------------|---|----------------|
|  2 | No. of parking bays |  | Bus zone (at all times) | Restrictions pertaining to side streets   |                |
|    | Proposed clearway   |  | 2P                      |  | No restriction |



**Figure 5-1d** | Proposed parking conditions  
Alexandria to Moore Park Stage 1

**Table 5-3 Summary to business impacts from changed parking conditions**

Location	Outcomes of the parking assessment*	Summary of businesses and potential parking impacts	Overall impact on businesses		
			Sensitivity of businesses	Magnitude of impacts	Level of significance
<b>Northern side of Euston Road and McEvoy Street</b>					
Maddox Street – Harley Street	Mainly moderate impacts during business hours during the week and during the weekend. Substantial impacts between 1:00pm-2:00pm during the week.	There is potential for impact to one newsagency, one real estate, one convenience store and five retail outlets during the individual businesses operating hours	High	High	High
Harley Street – Fountain Street	Substantial to moderate impact during the week and on the weekend	There is potential for impact on one professional services business (architect) located on McEvoy Street during business hours and a number of additional businesses on Fountain Street. Some businesses have off-street parking for customers and staff	Moderate	High	Moderate – high
Fountain Street – Loveridge Street	Moderate to substantial impact during the week and on the weekend	There is potential for impact to two cafés/ restaurants, five retail outlets and one engineering business during the week and on the weekend	High	High	High
Loveridge Street – Brennan Street	Minor impact during the week and on the weekend	Potential impact to five retail businesses during the week and on the weekend	Moderate	Low	Moderate-low
Brennan Street – Wyndham Street (northern)	No parking currently, consequently no impacts expected	Businesses include two restaurants/ takeaway shops and concrete manufacturer. No change to existing parking is proposed and consequently impacts are expected to be negligible	Low	Negligible	Negligible
Wyndham Street (northern) – Botany Road (northern)	No parking currently, consequently no impacts expected	Businesses in this section include auto glass repairer, pet supplies store, household appliance showroom and gym, most of which have off-street parking for either customers or staff. No change to existing parking is proposed and consequently impacts are expected to be negligible	Low	Negligible	Negligible
Botany Road – Elizabeth Street (northern)	Moderate impact during the week between 10:00am-4:00pm and the majority of the day on the weekend, except between 11:00am-12:00pm and 6:00pm-7:00pm when substantial impacts are anticipated	Two office-based businesses and office furniture showroom are located at the corner of Botany Road and McEvoy Street, which are open on weekdays only	Low	Moderate	Moderate-low



Location	Outcomes of the parking assessment*	Summary of businesses and potential parking impacts	Overall impact on businesses		
			Sensitivity of businesses	Magnitude of impacts	Level of significance
Elizabeth Street (northern) – Kensington Lane	No parking currently, consequently no impacts expected	There are no businesses in this section, consequently no impacts expected	n/a	Negligible	-
Kensington Lane – Kensington Street	No impact, parking available on side streets	A café and takeaway shop is located at the corner of McEvoy Street and Kensington Lane. Sufficient parking is available in side streets and impacts are expected to be negligible	Low	Negligible	Negligible
Kensington Street – Morehead Street	Minor impacts between 10:00am-5:00pm during the week and no impacts on weekends	There are no businesses in this location, so no impact is expected	n/a	Low	-
Morehead Street – Young Street (northern)	No parking currently, consequently no impacts expected	There are no businesses in this location or changes to existing parking, so no impact is expected	n/a	Negligible	-
Young Street – Bourke Street	No parking currently, consequently no impacts expected	There are no businesses in this location or changes to existing parking, so no impact is expected	n/a	Negligible	-
<b>Southern side of McEvoy Street and Euston Road</b>					
Bourke Street – Young Street (southern)	No parking currently, consequently no impacts expected	A wholesale retail business is located at the corner of Bourke Street and McEvoy Street. No changes to existing parking is proposed and impacts are expected to be negligible	Low	Negligible	Negligible
Young Street (southern) – Hunter Street	Moderate impacts between 10:00am-4:00pm during the week and minor impacts on the weekends	There are no businesses in this location and the adjoining site is currently being redeveloped for residential uses	n/a	Moderate	-
Hunter Street – Elizabeth Street (southern)	Minor impacts between 9:00am-5:00pm during the week and minor impacts on the weekend	There is potential for impact to a dog day-care and dog wash business, real estate, Indian restaurant/ takeaway shop and café during the individual businesses operating hours	Moderate	Low	Moderate-low
Elizabeth Street (southern) – Pitt Street	Minor impacts between 9:00am-3:00pm during the week and minor with some moderate impacts on the weekend	There are no businesses in this location, so no impact expected	n/a	Low	-
Pitt Street – George Street	Moderate impacts between 10:00am-3:00pm during the week and minor with some moderate impacts on the weekend	There would be a potential impact to one commercial/ professional services business during the individual businesses operating hours	Low	Moderate	Moderate-low

Location	Outcomes of the parking assessment*	Summary of businesses and potential parking impacts	Overall impact on businesses		
			Sensitivity of businesses	Magnitude of impacts	Level of significance
George Street – Botany Road (southern)	No impact expected, parking available on side streets	Businesses in this location include a chemist, health care business (physiotherapist) and McDonalds restaurant. A café is also located the corner of George Street and McEvoy Street, although this was 'closed until further notice' at the time of the business survey. No changes to existing parking is proposed and impacts are expected to be negligible	Low	Negligible	Negligible
Botany Road (southern) – Wyndham Street (southern)	No impact expected, parking available on side streets	Businesses in this section include a hotel and a supermarket, which has off-street parking for customers. Sufficient parking is available in side streets and impacts are expected to be negligible	Low	Negligible	Negligible
Wyndham Street (southern) – Hiles Lane	No parking currently, consequently no impacts expected	A service station is located in this section. No change is proposed to existing parking consequently impacts expected to be negligible	Negligible	Negligible	Negligible
Hiles Lane – Hiles Street	No parking currently, consequently no impacts expected	Businesses in this location include a light industrial business (automotive repair) and 24-hour gym, which has limited on-site parking for customers and staff. No change is proposed to existing parking consequently impacts expected to be negligible	Low	Negligible	Negligible
Hiles Street – McCauley Lane	Minor impacts between 8:00am-3:00pm weekdays and 9:00am-6:00pm on weekends, no impacts all other times	There would be a potential impact to one light industrial (automotive repair) business during week days	Low	Low	Low
McCauley Lane – McCauley Street	Minor impacts during weekends	There would be a potential impact to a retail business at McEvoy Street and gym located on McCauley Street during the weekend. A light industrial business (automotive repair) is also located at McCauley Street	Low	Low	Low
McCauley Street – Stokes Avenue	Minor impacts between 9:00am-5:00pm weekdays and 10:00am-4:00pm weekends and no impacts all other times	There would be potential impact to one takeaway food outlet, one retail business, one technical services business and one fitness facility during the week and weekend periods. A bar and retail uses are also located in McCauley Street	Moderate	Low	Moderate-low

Location	Outcomes of the parking assessment*	Summary of businesses and potential parking impacts	Overall impact on businesses		
			Sensitivity of businesses	Magnitude of impacts	Level of significance
Stokes Avenue – Bowden Street	Moderate impacts between 10:00am-3:00pm and minor impacts all other times during the week and on weekends from the loss of on-street parking. This would be exacerbated by the loss of up to 26 public off-street parks, which are used by customers and staff of surrounding businesses, increasing the impacts to substantial in this area.	Potential impact to one light industrial (automotive repair) business, three food outlets, including cafes, and coffee manufacturer and retailer, and five retail outlets during the week and on the weekends. The head office and distribution centre for an eyewear company is located at the corner of McEvoy Street and Stokes Avenue and is the main user	High	High	High
Bowden Street – Maddox Street (southern)	Moderate impacts between 1:00am-3:00pm and minor to no impacts other times during the week and minor impacts on weekends	There would be a potential impact during the week to one party supplies businesses and one hardware store. The site of the party supplies business has been identified for future mixed-use development. Both businesses have off-street parking for customers.	Low	Moderate	Moderate-low

\* Refer to Table 2-1 for the impact rating definitions

The parking assessment determined that local side streets in the study area would generally have capacity to accommodate any on-street parking places displaced by the clearway operation, with the exception of three locations that are expected to experience 'moderate' or 'substantial' impacts on parking availability, based on the estimated number of vehicles displaced by the proposal and the number of parking spaces in the downstream local streets. As indicated in **Section 2.4**, 'moderate' impacts are defined as between five and 10 vehicles displaced from parking on downstream local streets, while 'substantial' impacts are defined as between 10 to 15 vehicles displaced from parking on downstream local streets.

The proposal would also result in the loss of off-street parking spaces including 26 public parking spaces at 102-112 McEvoy Street, Alexandria. Local side streets in this area have limited capacity to accommodate the loss of this parking, however the use of commercial car parks located near the areas of impact may assist in reducing potential impacts.

An assessment of the impacts on businesses due to the loss of parking determined that overall, there is expected to be a low impact to businesses located along Euston Road and McEvoy Street from the proposed changes in parking conditions, with businesses in many locations along the proposal likely to experience either no or negligible impacts to customer or staff parking due to the proposal. The exception to this includes four locations where moderate to high impacts on businesses are expected, including:

- On the northern side of Euston Road between Maddox Street and Harley Street where there is potential for a high impact on customer and staff parking for one newsagency, one real estate, one convenience store and five retail outlets during the individual businesses operating hours
- On the northern side of McEvoy Road between Harley Street and Fountain Street where there is potential for a moderate-high impact on customer and staff parking for one professional services business (architect) located on McEvoy Street during business hours and a number of additional businesses on Fountain Street, although it is noted that some businesses have off-street parking for customers and staff
- On the northern side of McEvoy Road between Fountain Street and Loveridge Street where there is potential for high impact on customer and staff parking for two cafés/ restaurants, five retail outlets and one engineering business during the week and on the weekend
- On the southern side of McEvoy Road between Stokes Avenue and Bowden Street where there is potential for a high impact to customer and staff parking for one light industrial (automotive repair) business, three food outlets such as cafes, and five retail outlets during the week and on the weekend, as well as the head office and distribution centre for an eyewear company, particularly when the loss of on-street parking is combined with the loss of off-street public parking from the proposal.

Reduced availability of on-street parking may make finding a convenient park more difficult for customers and staff, possibly requiring some people to walk further to businesses. Reducing the availability of on-street parking is also likely impact delivery services for those businesses with no off-street parking, with delivery drivers required to find alternative parking areas.

The need to walk further for parking or search longer for a convenient car park may deter some customers from accessing businesses, particularly where visits are for a short duration (for example, to pick up takeaway food or drinks or to buy 'convenience' goods such as bread, milk or newspapers) or where goods or services are readily available from other nearby locations with easier and more convenient parking access, potentially impacting the number of customers for some businesses.

Concerns about potential impacts of the proposal on business turnover/ number of customers were identified though consultation with business owners, with 26 businesses indicating that the operation of the proposal would have a 'negative' or 'significantly negative' impact on business turnover/ number of customers. Specific issues identified through the business survey included:

- Recognise the need for the clearway, but important to balance the need for parking for businesses
- Parking was a key reason for one business relocating to Alexandria from another inner Sydney suburb
- People come to the area by private vehicle (as public transport not enough in the area), and if there was no parking they will not continue to come and will go elsewhere

- Customers go through the store as quickly as possible due to parking issues and the business is quiet after 3:00pm, which is the time the current clearway commences
- Lots of clothing outlets have closed due to parking issues
- The business depends on other local businesses and café would suffer if local businesses suffer.

Additional time-limited parking would be investigated in detail design on side streets to minimise impacts from the proposal on local businesses. As indicated in **Section 3.3**, the study area is undergoing a period of substantial urban renewal and population growth, which is likely to increase the number of potential customers for local businesses and off-set in part any changes to the levels of customers due to the proposal.

Concerns were also raised by some business owners about potential for changes to parking conditions to impact on people with mobility difficulties, such as elderly people or people with a disability. Specifically, two businesses at McEvoy Street, between George Street and Botany Road, indicated that they had a number of customers who had a disability that require close access. Changes to parking conditions at McEvoy Street would result in the nearest on-street car parks being at least 90 metres from these businesses, which may discourage some people with mobility difficulties from using these businesses.

Reduced availability of car parking would also impact on staff parking. While numerous businesses indicated that their staff used public transport or walked/ cycled to work, about two thirds of businesses surveyed indicating that staff use private vehicle to travel to work. Twenty-three businesses surveyed (about 48 per cent) suggested that the proposal would have a 'negative' or 'significantly negative' impact on staff parking. In particular, concerns were raised that due to restricted time parking on side streets, staff would be required to move their car every two hours. Another business owner suggested that staff will ask to transfer to another store with better or more convenient parking if they are not able to park on the street. One business impacted by the loss of off-street parking by the proposal indicated that the loss of off-street parking would result in a loss of staff as they rely on this parking capacity which currently caters for 10-12 staff. The business also noted that the off-street parking facility had been recently upgraded and at a cost to the business.

Reduced on-street parking may increase the time needed for staff to search for parking and require staff to move their cars more frequently, potentially affecting staff productiveness. Reduced on-street parking may also mean some staff are required to use commercial car parking, increasing parking costs for individuals. The provision of additional time-limited parking would assist in minimising potential impacts on staff, although would continue to require staff to move their cars. As indicated in **Section 4.4**, there are a number of major heavy and light rail projects currently under construction or planned in the study area. These projects would improve public transport access in the study area, potentially supporting increased use of public transport by workers of local businesses.

### Business access

For most businesses in the broader proposal area, current access arrangements would be maintained during operation of the proposal. Right-turn access would be maintained at key intersections with the implementation of right-turn lanes, although right-turn access would be removed at some existing intersections along the proposal corridor changing how some customers, staff and delivery drivers access individual businesses (refer to **Figure 5-2**).

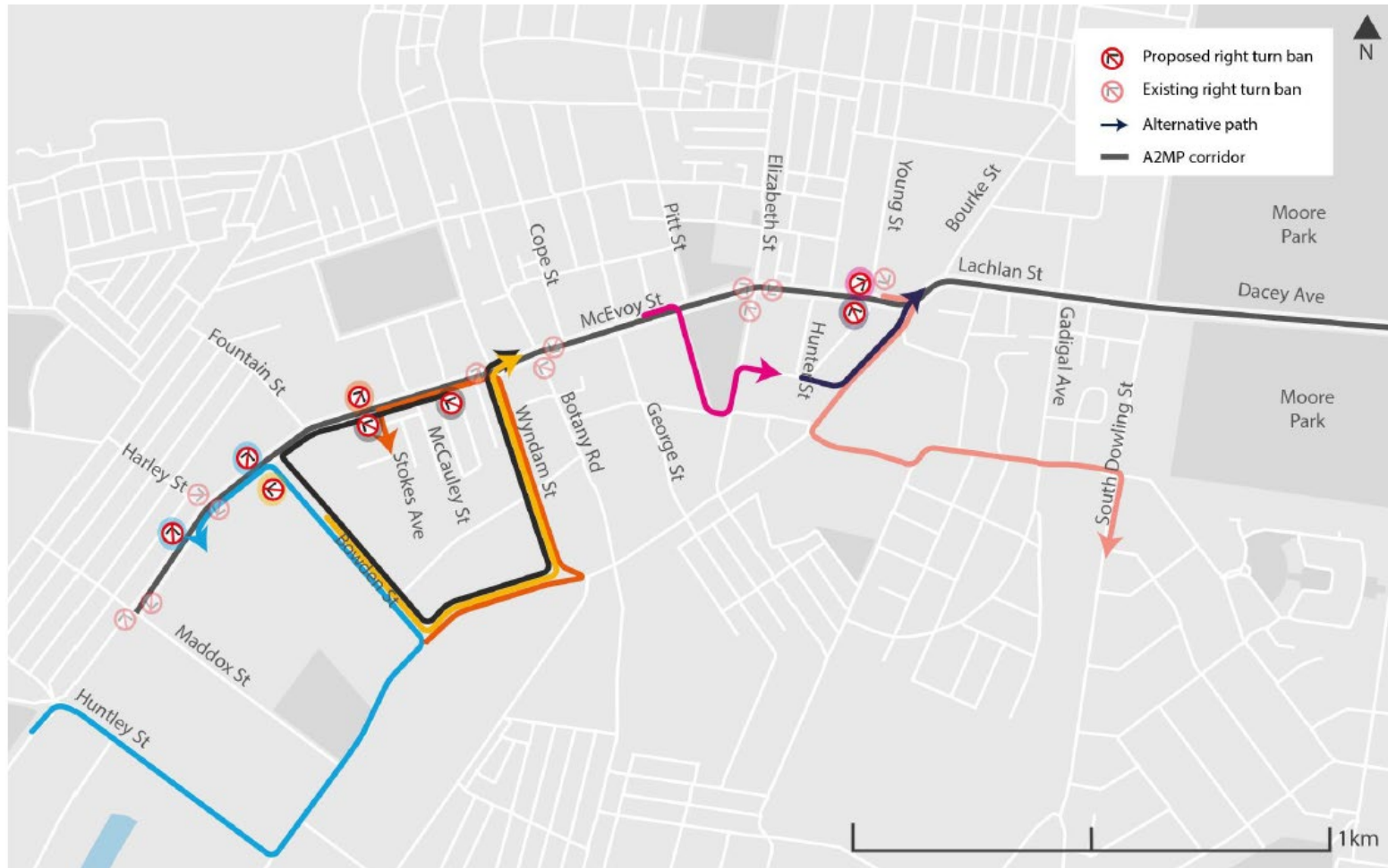
While the removal of some right-turns would improve safety and travel for road users, changes would be required to routes used by some people to access some businesses along the proposal corridor. This may increase travel distance for customers, staff and delivery drivers of some businesses along the proposal corridor. In particular the removal of the right-turn from:

- McEvoy Street into Bunnings would require motorists travelling north along Euston Road to access the Bunnings car park via Huntley Street, Bourke Road, Bowden Street and McEvoy Street, resulting in an increase in the distance travelled by 1.3 kilometres
- McEvoy Street to Stokes Avenue would require northbound motorists to access businesses at Stokes Avenue via Huntley Street, Bourke Road, Wyndham Street and McEvoy Street (southbound), increasing the distance travelled from about 900 metres to 2.1 kilometres

- McCauley Lane to McEvoy Street, would require northbound motorists of businesses in McCauley Lane and Hiles Street to travel via McEvoy Street (southbound), Bowden Street, Mandible Street and Wyndham Street, resulting in an increase in the distance travelled by about 1.4 kilometres.

Concerns about potential impacts of the proposal on customer access and passing were identified through the business survey, with 29 businesses suggesting that the proposal would have a 'negative' or 'significantly negative' impact on customer access and 15 businesses suggesting that there would potential for 'negative' or 'significantly negative' effects on passing trade. Twenty-one businesses also suggested that proposed changes would have a 'negative' or 'significantly negative' impact staff access. Thirteen businesses indicated they believe the operation of the proposal would have a 'neutral' effect on customer access, 23 businesses suggested impacts on passing trade are also likely to be 'neutral', and 19 businesses indicated they believe the operation of the proposal would have a 'neutral' effect on staff access. Two businesses suggested that potential impact on customer access and passing trade would be 'positive'.

The need to travel further to access some businesses may be an inconvenience for customers, and potentially deter some people from accessing individual businesses, particularly those associated with passing traffic. However, any associated drop in customers that may occur is likely to be balanced by the projected increase in traffic flows along the corridor over time and increased population growth associated with future development within the study area. Additional travel distances to access some businesses may also increase transport costs for some businesses, although potential increases are likely to be marginal, particularly when considered against reduced congestion and travel time savings provided by the proposal.



Source: Arup, 2019

Figure 5-2 Local access routes

## Business environment

During operation, some businesses near to the proposal may experience changes in amenity relating to changes in traffic noise and visual impacts, including from the removal of existing landscaping and vegetation. Disturbances to the business environment were a concern for some business owners with 16 businesses reporting that the operation of the project would have a 'negative' or 'significantly negative' impact on the business environment.

These impacts and possible management measures are discussed in the relevant sections of the REF including Section 6.1 (Traffic and transport), Section 6.4 (Noise and vibration) and Section 6.6 (Landscape character, visual assessment and urban design).

### 5.3.2 Social infrastructure

Property acquisition or temporary lease of land for the proposal would not affect land accommodating social infrastructure. The proposal would improve access and connectivity to community services and facilities within the study area through improved time and reliability. This is likely to have beneficial impacts on local and regional communities.

### 5.3.3 Community values

The proposal would not require the full acquisition of residential uses and no households would be required to relocate due to property acquisitions. As such, potential impacts on community cohesion are not expected.

Once operational, the proposal would support better access for motorists and public transport users to employment, community services and facilities, and recreation. This is likely to have a positive impact on community well-being by providing improved access to economic and social opportunities.

The Euston Road-McEvoy Street-Lachlan Street corridor currently creates a perceived barrier to movement between either side of the corridor for some pedestrians. However, existing on-street parking along Euston Road and McEvoy Street has the effect of restricting traffic speeds and reducing traffic to a single lane in each direction outside of peak periods in some sections of the corridor. The removal of car parking and establishment of clearways during day time business hours would help to alleviate congestion and increase the volume and speed of traffic, which is likely to reinforce the perceived barrier effect of the corridor to local movement. This may detract from the amenity of the study area for some community members and potentially influence some people's perception of road safety along the proposal area.

Some business owners and employees facing changes due to property acquisition or proposed changes from the proposal may experience stress and anxiety about these changes, potentially impacting on health and well-being. Further discussion on impacts to businesses from property acquisition and changes to the business environment is included in **Section 5.3.1**.

### 5.3.4 Access and connectivity

The proposal would provide a range of long-term socio-economic benefits for residents, business and workers in the study area as well as communities and businesses in the wider region. These include:

- Reduced traffic congestion and improvement to traffic flow, improving access and connectivity
- Enhanced access to new urban precincts, such as the Green Square Precinct.

The proposal would also enhance access to existing and future public transport networks, such as the CSELR and Sydney Metro. By reducing traffic congestion on local inner-city roads, the proposal makes way for operation more efficient bus travel on local roads. This would have beneficial impacts for local communities and businesses as well as communities across the broader Sydney region.



The proposal would result in the change in availability of on-street and off-street parking for some properties near the proposal. The loss of car parks may impact on accessibility to businesses and social infrastructure located near to the proposal. The proposal area has generally good access to public transport and services and this would improve in future with the opening of the Sydney Metro station in Botany Road.

The proposal would remove some right turns into local side streets and businesses along Euston Road, McEvoy Street and Lachlan Street, meaning that some drivers would need to use alternate routes to access businesses and side roads. This would result in a minor impact to drivers. Detailed discussion on potential benefits and impacts of the proposal's operation on access and connectivity is provided in in the Traffic and Transport Assessment completed for the proposal and this is summarised in Section 6.1 (Traffic and Transport) of the REF.

## 5.4 Cumulative impacts

Cumulative impacts include the incremental effects of an action when added to other past, present or reasonably foreseeable future actions. Cumulative impacts are described in detail in Section 6.14 of the REF.

As indicated in **Section 3.3**, the Sydney LGA is undergoing a period of substantial urban renewal, with a range of urban renewal initiatives located near the proposal. A number of other transport projects are also currently under construction or planned in the study area to support this urban renewal and population growth. A review of development applications for the City of Sydney also identified a number of other local developments that have been approved in the study area. These include the development of medium and high-density residential dwellings, and mixed-use developments. Many of the developments are likely to have similar construction timeframes to the proposal.

Construction specific cumulative effects are most likely to occur where construction works overlap in terms of timing and/or location. Cumulative effects from construction activities usually relate to noise and vibration, traffic and access, visual amenity and air quality impacts. The scale of the impacts largely depends on the type of work, its duration, and the sensitivity of surrounding land uses. Based on the findings of the specialist studies summarised in the preceding sections, cumulative construction impacts may include contributions to:

- Increases in construction vehicle traffic on local roads causing noise/vibration and air quality impacts on sensitive receivers
- Extended construction zones which would likely result in delays from roadwork, reduced speed limits, and overall longer travel times
- Noise impacts associated with multiple construction works, especially at night
- Disturbance to existing and future land uses and access
- Loss of mature street trees in some locations
- Changes to visual amenity of the area
- Reduction of heritage value of the area
- Complexity of the provision and maintenance of utilities and services
- Changes to water quality of nearby waterways or groundwater from multiple construction sites
- Visual amenity impacts

Extended periods of disruptions related to construction, which would be magnified by other developments. Projects do not have to overlap in terms of construction timing to have cumulative impacts. If various projects follow progressively and are concentrated in a general locality, there may also be a cumulative effect associated with an overall increased duration of disturbance on sensitive receivers, particularly residents and businesses. This effect is often termed 'construction fatigue'. This is potentially a key issue for the proposal due to the length of the construction program and the concentration of a number of major development projects located nearby, particularly the CSELR, WestConnex New M5 and urban redevelopment, such as Green Square Precinct and Ashmore Precinct. Early construction works for the Sydney Metro project also commenced in 2017, with surface works at Waterloo to occur from 2021 to 2023.

It is recognised that the works for the proposal are smaller in scale relative to many other major transport and urban development projects occurring in or near the study area. As such, the contribution of the proposal to potential cumulative impacts relating to such things as construction vehicle traffic, changes to land use and visual amenity are expected to be relatively minor compared to other developments recently completed, under construction or proposed in the study area.

During construction, community concerns about impacts on local road changes, loss of establish street trees and reduced local amenity from construction activities may be intensified when considered with impacts of other projects under construction or planned to be concurrently constructed in the study area. There may be particular concern about these effects extending over a number of years.

During operation, the proposal and adjoining road upgrades would have a positive cumulative impact on access within the study area by reducing travel times and congestion, improving road safety and supporting nearby urban renewal and transport projects such as the CSELR and WestConnex New M5. This would allow for the anticipated increase in traffic volumes as a result of future population growth in the area. The existing ambient noise at within the proposal area is already dominated by street traffic noise. The proposal would further contribute to an increase in ambient noise of the area. The visual and amenity impacts resulting from construction may also persist into the operational stage in the absence of appropriate replacement landscaping improvement while access issues may also persist through a cumulative change in parking availability.

## 5.5 Summary of impacts

**Table 5-4** summarises potential benefits and impacts of the proposal's construction and operation on local and regional communities and businesses. An evaluation of the significance of the impact is also provided based on the evaluation framework identified in **Section 2.5**.

Table 5 4: Evaluation of significance

Summary of impact	Impact significance (without mitigation)			Management measure	Impact significance (with mitigation)		
	Sensitivity	Magnitude	Significance		Sensitivity	Magnitude	Significance
<b>Property impacts</b>							
Acquisition of private property	Mod	Low	Mod-Low	<ul style="list-style-type: none"> <li>Provide appropriate compensation in accordance with <i>NSW Land Acquisition (Just Terms Compensation) Act</i></li> <li>Rebuild and/or relocate affected infrastructure (for example, fencing and driveways)</li> <li>Replace affected landscaping</li> </ul>	Low	Low	Low
Temporary lease of land for construction	Low	Low	Low		Low	Low	Low
<b>Construction impacts</b>							
Local business and industry – impact on business amenity	Mod	Mod	Mod	<ul style="list-style-type: none"> <li>Implementation of environmental management measures (for example, noise and dust management)</li> <li>Consultation with affected businesses</li> </ul>	Mod	Low	Mod-low
Local business and industry – disruption to business access	Mod	Mod	Mod	<ul style="list-style-type: none"> <li>Maintain access to businesses during opening hours</li> <li>Consultation with affected businesses about potential access changes</li> </ul>	Mod	Low	Mod-low
Local business and industry – disruption to customer and staff parking	High	High	High	<ul style="list-style-type: none"> <li>Minimise extent of parking areas affected by construction works</li> </ul>	High	Mod	High-mod
Local business and industry – increased demand for worker parking	High	High	High	<ul style="list-style-type: none"> <li>Provide worker parking within construction worksites</li> <li>Implement measures to encourage workers to use alternative transport</li> </ul>	High	Mod	High-mod
Amenity disruption to social infrastructure (for example, noise and dust)	Low	Low	Low	<ul style="list-style-type: none"> <li>Implementation of environmental management measures (for example, noise and dust management)</li> </ul>	Low	Low	Low

Summary of impact	Impact significance (without mitigation)			Management measure	Impact significance (with mitigation)		
	Sensitivity	Magnitude	Significance		Sensitivity	Magnitude	Significance
				<ul style="list-style-type: none"> <li>• Consultation with managers of affected social infrastructure</li> </ul>			
Emergency services access	Mod	Low	Mod-low	<ul style="list-style-type: none"> <li>• Maintain access for emergency services within work areas</li> <li>• Consultation with emergency services</li> </ul>	Low	Low	Low
Community values – impacts on local amenity due to increased construction noise, dust and out of hours work	Mod	Mod	Mod	<ul style="list-style-type: none"> <li>• Implementation of environmental management measures (for example, noise and dust management)</li> <li>• Consultation with affected residents</li> </ul>	Mod	Low	Mod-low
Traffic delays and disruptions	High	Mod	High-mod	<ul style="list-style-type: none"> <li>• Implementation of traffic management measures</li> <li>• Consultation and communication about potential changes</li> </ul>	Mod	Mod	Mod
Changes to public transport services	High	Mod	High-mod	<ul style="list-style-type: none"> <li>• Implementation of traffic management measures</li> <li>• Consultation and communication about potential changes</li> </ul>	Mod	Mod	Mod
Disruption to pedestrian and cycle access	High	Mod	High-mod	<ul style="list-style-type: none"> <li>• Implementation of traffic management measures</li> <li>• Consultation and communication about potential changes</li> </ul>	Mod	Mod	Mod
<b>Operation impacts</b>							
Local business and industry – property acquisition	Mod	Low	Mod-Low	<ul style="list-style-type: none"> <li>• Refer to mitigation measures above</li> </ul>	Low	Low	Low
Local business and industry – changes to parking conditions (northern side of Euston Road between Maddox and Harley Streets, northern side of McEvoy Road between Fountain and Loveridge Streets, southern side	High	High	High	<ul style="list-style-type: none"> <li>• Consider implementation of additional parking controls</li> </ul>	High	Mod	Mod-High

Summary of impact	Impact significance (without mitigation)			Management measure	Impact significance (with mitigation)		
	Sensitivity	Magnitude	Significance		Sensitivity	Magnitude	Significance
of McEvoy Street between Stokes Avenue and Bowden Street)							
Local business and industry – changes to parking conditions (northern side of McEvoy Road between Harley and Fountain Streets)	Mod	High	Mod-high	<ul style="list-style-type: none"> <li>Consider implementation of additional parking controls</li> </ul>	Mod	Mod	Mod
Local business and industry – changes to parking conditions (other locations)	Low	Low	Low	<ul style="list-style-type: none"> <li>Consider implementation of additional parking controls</li> </ul>	Low	Low	Low
Local business and industry – changes to business access	Mod	Low	Mod-low	<ul style="list-style-type: none"> <li>Maintain access to businesses</li> </ul>	Low	Low	Low
Local business and industry – changes to the business environment	Low	Low	Low	<ul style="list-style-type: none"> <li>Implement measures in accordance with Noise Impact Assessment</li> </ul>	Low	Low	Low
Social infrastructure	Low	Neg	Neg		Low	Neg	Neg
Community values – reinforce barrier effect of Euston Road, McEvoy Street, Lachlan Street corridor	Mod	Low	Mod-low	<ul style="list-style-type: none"> <li>Provide pedestrian crossings at key intersections</li> </ul>	Low	Low	Low
Community values – stress and anxiety about changes	Mod	Low	Mod-low	<ul style="list-style-type: none"> <li>Consult with affected business owners and residents about proposed changes with the project</li> </ul>	Low	Low	Low
Changes to local access and connectivity	Mod	Mod	Mod	<ul style="list-style-type: none"> <li>Communicate proposed changes to motorists early</li> </ul>	Mod	Low	Mod-low

## 6. Environmental management measures

This section provides an overview of the measures to manage the socio-economic impacts of the proposal's construction and operation. It provides an overview of the broad objectives for the management of socio-economic impacts, as well as mitigation measures for managing potential impacts.

The broad objectives of the proposal for managing potential socio-economic impacts during construction and operation are:

- Avoid or minimise impacts on amenity, health and well-being, and access and connectivity for local and regional communities
- Avoid or minimise impacts on social infrastructure
- Avoid or minimise impacts on local businesses and industry
- Ensure local communities, including residents, business owners and managers of community facilities are informed about the proposal's construction and operation.

### 6.1 Community and stakeholder engagement

Community participation in on-going planning, construction, environmental management and monitoring would help to avoid, minimise or manage potential socio-economic impacts of the proposal.

A Communication and Engagement Plan would be prepared to guide community engagement during construction and would be updated throughout construction, as required. The Plan would detail such things as:

- Stakeholders that are likely to have an interest in the proposal's construction activities
- Likely community and stakeholder issues for the construction phase, such as traffic management, pedestrian and cycle access, and business impacts
- Communication and engagement tools, for example project newsletters, stakeholder meetings, webpage, toll-free number and other feedback mechanisms, and procedures for preparing implementation plans in advance of project milestones or to respond to specific issues
- Procedures for monitoring, reporting, evaluating and updating the Communication and Engagement Plan.

A process for receiving, recording, handling and responding to community and stakeholder enquiries and complaints would also be developed and implemented for the duration of construction.

### 6.2 Safeguards and management measures

Safeguards and management measures for managing socio-economic impacts of the proposal's construction and operation are presented in **Table 6-1**.

Additional safeguards and management measures that would address socio-economic impacts are also identified in Section 6.1 (Traffic and transport), Section 6.4 (Noise and vibration), Section 6.11 (Air quality), and Section 6.6 (Landscape character and visual amenity) of the REF.

**Table 6-1 : Safeguards and management measures**

Impact	Environmental safeguards	Responsibility	Timing
Property acquisition	All acquisition will be undertaken in accordance with the Roads and Maritime Services Land Acquisition Policy and the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> .	Roads and Maritime	Pre-construction
	A Communication Engagement and Stakeholder Management Plan (CESMP) will be prepared and	Contractor	Pre-construction

Impact	Environmental safeguards	Responsibility	Timing
Community engagement	<p>implemented as part of the CEMP to help provide timely and accurate information to the community during construction. The CEMP will include (as a minimum):</p> <ul style="list-style-type: none"> <li>Mechanisms to provide details and timing of proposed activities to affected residents, business owners, managers of community facilities, transport users and the broader community, including changed traffic and access conditions</li> <li>Contact name and number for complaints.</li> </ul> <p>The CESMP will be prepared in accordance with the <i>Community Involvement and Communications Resource Manual</i> (Roads and Traffic Authority, 2008).</p>		
	Ongoing consultation will be carried out with managers and users of businesses near to proposal regarding the timing, duration and likely impact of construction activities.	Contractor	Construction
	Ongoing consultation will be carried out with managers and users of community facilities near to proposal regarding the timing, duration and likely impact of construction activities.	Contractor	Construction
Business	Maintain pedestrian and vehicle access to businesses near to construction works for the duration of construction. Where temporary changes are required, these will be identified in consultation with the property owner and business owner.	Contractor	Construction
	Ensure businesses near to construction works remain visible during construction. Where screening of construction works is required that may potentially impact on visibility of businesses, this will be established in consultation with affected business owners with signage provided.	Contractor	Construction
	The CESMP will identify a strategy to consult with business owners about mitigation and management measures that may be required to address any unexpected issues that arise during construction.	Contractor	Construction
	Roads and Maritime will engage with businesses to identify strategies to support local businesses affected by the proposal.	Roads and Maritime	Operation
	Roads and Maritime to review loading zones along the alignment during detailed design.	Roads and Maritime	Detailed design
	Roads and Maritime to investigate options for mitigating the loss of off-street parking for businesses through reconfiguration of remaining space at 102-112 McEvoy Street.	Roads and Maritime	Detailed design
Traffic and transport	A Traffic Management Plan will be prepared and implemented as part of the CEMP (refer to Section 6.1 of the REF for further details).	Contractor	Construction
	Maintain pedestrian and vehicle access to businesses, social infrastructure and residential properties near to construction works for the duration of construction and	Contractor	Construction

Impact	Environmental safeguards	Responsibility	Timing
	consult with local communities and motorists about changes to local access and any temporary changes required. Where temporary changes are required to property access, these will be identified in consultation with the property owner and building occupants.		
	Conduct consultation with emergency services to ensure adequate emergency vehicle access is maintained for the duration of construction. Provide regular updates to emergency services about any changes to local access during construction.	Contractor	Pre-construction/ construction
	Maintain pedestrian and cycle access during construction. Where this is not feasible, provide temporary access arrangements following consultation with affected property owners and other relevant stakeholders.	Contractor	Construction
	Maintain access for public transport services. Where temporary changes are required to facilities (for example, relocation of bus stops), these will be undertaken in consultation with local bus operators and communicated to local communities and commuters.	Contractor	Construction
	Implement a construction workforce parking strategy to minimise loss of parking during construction. Provide parking for construction workforce within construction areas and implement worker parking policies to reduce demand for local parking.	Contractor	Construction
Noise and vibration	A Noise and Vibration Management Plan will be prepared and implemented for the CEMP (refer to Section 6.4 of the REF for further details).	Contractor	Construction
Air quality	An air quality management plan will be prepared and implemented as part of the CEMP (refer to Section 6.13 of the REF for further details).	Contractor	Construction
Landscape and visual amenity	An Urban Design Plan and Landscaping Plan will be prepared to support the detailed project design and implemented as part of the CEMP (refer to Section 6.6 of the REF for further details).  Detailed design to investigate options to minimise impacts to trees where possible.	Contractor	Detailed design
Cumulative	The CEMP will be updated as required to address cumulative impacts as other projects/activities begin. This will include a process to review and update mitigation measures as new work begins or if complaints are received.	Contractor	Pre-construction
	The CEMP will include consultation with proponents of projects in the vicinity of the proposal: <ul style="list-style-type: none"> <li>• Increase awareness of construction timeframes and impacts</li> <li>• Coordinate impact mitigation and management (for example respite periods).</li> </ul>	Road and Maritime	Pre-construction/Construction



## 7. References

ABS (2019), ERP by SA2 and above (ASGS 2016, 2001 onwards, data extracted on 12 August 2019 from <http://stat.data.abs.gov.au/#>)

[Arup \(2019\), Alexandria to Moore Park Project: Traffic and Transport Assessment Report, 27 September 2019, prepared for Roads and Maritime Services](#)

City of Sydney (2014), *Lachlan Public Domain Strategy*, Resolution of Council 03 November 2014

City of Sydney (2013), *Green Square Town Centre Public Domain Strategy*, Adopted 25 March 2013

<https://www.cityofsydney.nsw.gov.au/vision/green-square>, viewed 26 August 2019

<https://www.cityofsydney.nsw.gov.au/vision/changing-urban-precincts/ashmore-precinct>, viewed 26 August 2019

<https://www.communitiesplus.com.au/major-sites/waterloo>, viewed 26 August 2019

<https://sydneylightrail.transport.nsw.gov.au/>, viewed 26 August 2019

<https://www.sydneymetro.info/about>, viewed 26 August 2019

<https://www.westconnex.com.au/projects/new-m5>, viewed 26 August 2019

## Attachment A. Business survey results

### What is the nature of your business?

Category	Number	Proportion of business surveyed*
<b>Retail</b>		
Food/ grocery retail (for example, supermarket, butcher, etc)	6	12.5
Clothing or footwear retail	5	10.4
Household goods, electrical goods, hardware	4	8.3
Wholesale retail	8	16.7
Service station	1	2.1
Vehicle sales & parts	3	6.3
Other retail (please specify):		
<b>Services</b>		
Personal services (ie. gym, beauty)	5	10.4
Medical/ health services (doctor, dentist, chiropractor)	1	2.1
Motor vehicle repairs	3	6.3
Storage		
Equipment hire		
<b>Eatery</b>		
Pub/bar/hotel	1	2.1
Café/restaurant	10	20.8
Take away shop	2	4.2
<b>Commercial</b>		
Professional services (for example, architect, real estate)	6	12.5
Scientific and/or technical services (for example, vet)		
Visitor accommodation		
<b>Industry</b>		
Manufacturing	2	4.2
Industrial use		
<b>Other</b>		

\*Note: Some survey respondents indicated more than one response.

### How long has the business been operating in this location?

Category	Number	Proportion of business surveyed
Less than 12 months	4	8.3
1-2 years	6	12.5
3-5 years	17	35.4
6-10 years	9	18.8
11-20 years	3	6.3

Category	Number	Proportion of business surveyed
More than 20 years	6	12.5
Not stated/ did not respond	3	6.3
Total	48	100.0

### Do you have any future plans to move from this location?

Category	Number	Proportion of business surveyed
Yes	7	14.6
No	36	75.0
Not stated/ did not respond	5	10.4
Total	48	100

### When do you plan to move?

Response
End of this year – finish of lease
Subject to development application – been going on for five years
Building is being knocked down (sold to developer). Probably redevelop in about a year. Lease is finished in November.
Will consider moving if parking becomes more of an issue
Discussions have been had if the road were to widen but otherwise not really in the short term
Over a year away

### Where do you plan to move?

Response
North Sydney
Local areas
Marrickville

### What is the tenure type of the business premises?

Category	Number	Proportion of business surveyed
Own	8	16.7
Rent/lease	27	56.3
Other (please specify)	1	2.1
Not stated/ did not respond	12	25.0
Total	48	100

### Other (please specify)

Response
Both – own three units

### How many staff does your business employ?

Category	Number	Proportion of business surveyed
1-2	3	6.3
3-5	11	22.9
6-10	11	22.9
11-20	8	16.7
21-50	7	14.6
More than 100	2	4.2
Not stated/ did not respond	6	12.5
<b>Total</b>	<b>48</b>	<b>100.0</b>

### What are your main trading days?

Category	Number	Proportion of business surveyed	Closed/ trading days not stated	Proportion of business surveyed
Monday	43	89.6	5	10.4
Tuesday	45	93.8	3	6.3
Wednesday	46	95.8	2	4.2
Thursday	46	95.8	2	4.2
Friday	47	97.9	1	2.1
Saturday	28	58.3	20	41.7
Sunday	22	45.8	26	54.2
Not stated/ did not respond	43	89.6	5	10.4

### What are your main opening times?

Day	Early morning (midnight to 8:00am)		Day time (8:00am to 5.30pm)		Evening/ night-time (5.30pm-midnight)	
	Number	Proportion of businesses surveyed	Number	Proportion of businesses surveyed	Number	Proportion of businesses surveyed
Monday	3	6.3	42	87.5	9	18.8
Tuesday	3	6.3	44	91.7	13	27.1
Wednesday	3	6.3	45	93.8	11	22.9
Thursday	4	8.3	45	93.8	15	31.3
Friday	3	6.3	46	95.8	12	25.0
Saturday	3	6.3	30	62.5	11	22.9
Sunday	3	6.3	23	47.9	10	20.8

\*Note: Some survey respondents indicated more than one response.

### Does your business any outdoor areas for...

Category	Yes	No	Not stated/ did not respond	Details
Outdoor seating and tables for customers	7	30	11	Courtyard (1), at front (5), at side street (1)
Outdoor seating and tables for staff	2	33	13	At front
Outdoor display areas	5	30	13	At front (4)

### What parking arrangements do you have for customers?

Category	Yes		No		Not stated/ did not respond		Details
	Number	Proportion of business surveyed	Number	Proportion of business surveyed	Number	Proportion of business surveyed	
On-site customer parking for individual business	11	22.9	27	56.3	10	20.8	See table below
On-site shared customer parking	4	8.3	28	58.3	16	33.3	Less than five parks (1), greater than 30 parks (2)
On-street customer parking	28	58.3	9	18.8	11	22.0	See table below

### What parking arrangements do you have for customers – on-site customer parking (details)

Category	Number	Proportion of business surveyed
Less than 5 parks	3	6.3
6-10 parks	4	8.3
11-20 parks	1	2.1
21-30 parks	2	4.2
Greater than 30	1	2.1
Not stated/ did not respond	37	77.1
Total	48	100

### What parking arrangements do you have for customers – on-street customer parking (details)

Response
McEvoy Street (11)
Fountain Street (2)
McCauley Street (1)
Stokes Avenue (1)
Botany Road (1)
Other surrounding side streets (2)
Front of business (2)

### What parking arrangements do you have for customers – other comments (details)

Response
Shared public paid parking
Shared with Woolworths, 70% of customers park on-site
Shared with Dan Murphy (maybe about 60)
Insufficient parking for customers during peak seasons
Park out front if after 10:00am, or side streets if before this
50/50 split on driving and public transport
Botany Road available between 10:00am and 3:00pm or loading dock
30 per cent of customers drive
Minimal onsite parking
Also park in warehouse

### What parking arrangements do you have for staff?

Category	Yes		No		Not stated/ did not respond		Details
	Number	Proportion of business surveyed	Number	Proportion of business surveyed	Number	Proportion of business surveyed	
On-site staff parking for individual business	17	35.4	18	37.5	13	27.1	See table below
On-site shared staff parking	6	12.5	25	52.1	17	35.4	Less than five parks (2)
On-street staff parking	26	54.2	10	20.8	17	25.0	See table below

### What parking arrangements do you have for staff – on-site staff parking (details)

Category	Number	Proportion of business surveyed
Less than 5 parks	13	27.1
6-10 parks	2	4.2
11-20 parks	0	0.0
21-30 parks	0	0.0
Greater than 30	1	2.1
Not stated/ did not respond	32	66.7
48	48	100.0

### What parking arrangements do you have for staff – on-street staff parking (details)

Response
McEvoy Street (4)
On surrounding streets (1)
McCauley Street (1)

### What parking arrangements do you have for staff – other comments (details)

Response
90 per cent of staff use station
Most staff catch train
Before 10:00am park in side streets, after 10:00am park on McEvoy Street
Staff parking is upstairs of business
Usually street parking as well on-site staff parking
Minimal on-site parking
Get to be a struggle to park

### Does your business receive deliveries?

Category	Number	Proportion of business surveyed
Yes	37	77.1
No	6	12.5
Not stated/ did not respond	5	10.4
Total	48	100.0

### What days do you receive most deliveries?

Category	Number	Proportion of business surveyed
Weekdays	36	75.0
Weekends	-	-
Not stated/ did not respond	12	25.0
Total	48	100.0

### How often do you receive most deliveries?

Category	Number	Proportion of business surveyed
Hourly	6	12.5
Daily	17	35.4
Twice daily	5	10.4
Weekly	5	10.4
Other (please specify)	4	8.3
Not stated/ did not respond	11	22.9
Total	48	100.0

### How often do you receive most deliveries – other (please specify)

Response
2-4 per week
Sometimes daily
Monthly

### What time of day do you receive most deliveries?

Category	Number*	Proportion of business surveyed*
Early morning (for example, before 6:00am)	5	10.4
Morning peak hour (for example, 6:00am to 10:00am)	17	35.4
Middle of day (for example, 10:00am to 3:00pm)	19	39.6
Afternoon peak period (for example, 3:00pm to 7:00pm)	15	31.3
Night time (for example, after 7:00pm)	0	0.0
Other (please specify)	6	12.5
Not stated/ did not respond	11	22.9

\*Note: Some survey respondents indicated more than one response.

### How often do you receive deliveries – other (please specify)

Response
1-2 trucks per day, between 8:00am and 5:00pm
Deliveries also on weekends – most deliveries after 10:00am
Anytime during opening hours
9:00am to 5:30pm
One per day, small and large vehicles

### Where do delivery drivers generally park?

Category	Number*	Proportion of business surveyed*
On-street loading zone	6	12.5
On-street parking/ general zone	7	14.6
On-site of business	11	22.9
Other off-street location	2	4.2
Other (please specify)	7	14.6
Not stated/ did not respond	11	22.9

\*Note: Some survey respondents indicated more than one response.

### Where do delivery drivers generally park – other (please specify)

Response
Mainly out the front on McEvoy Street
Get couriers 2-3 times per day who use the street. Major deliveries are at the back of the building
McEvoy Street mainly used
If can't deliver, send to Post Office and business needs to collect

### Who are your main customers?

Category	Number*	Proportion of business surveyed*
People living/ working in local suburbs	29	60.4
People from across Greater Sydney region	27	56.3



Category	Number*	Proportion of business surveyed*
People from elsewhere in NSW/ Australia	5	10.4
Tourists/ visitors	5	10.4
Passing motorists	12	25.0
On-line shoppers/ customers	1	2.1
Other (please specify)	3	6.3

\*Note: Some survey respondents indicated more than one response.

### Who are your main customers – other (please specify)

Response
Passing pedestrians (2)
Some from city, on-line also big
Commercial customers

### Who are your main customers – other comments

Response
Warehouse for on-line sales. On-site customers come from across Sydney who may work locally or in central business district
Across Sydney and wider
From Parramatta, etc
Mainly wholesale business, but looking to increase retail
Lots of people stop on their way home from work/ walking back from the station
Designers from across Sydney – supply across Australia
Weekday is 70:30 local people to wider Greater Sydney. Weekends is opposite
Used to be very local customer base

### How do most customers travel to your business?

Category	Number*	Proportion of business surveyed*
Public transport	3	6.3
Private vehicle	32	66.7
Walk/ on-foot	15	31.3
Cycle	2	4.2
Other (please specify)	1	2.1
Not stated/ did not respond	7	14.6

\*Note: Some survey respondents indicated more than one response.

### How do most customers travel to your business – other (please specify)?

Response
Do a lot of deliveries by courier
Mostly walk in on way back from station. More people come by car on the weekend.

### How do most staff travel to your business?

Category	Number*	Proportion of business surveyed*
Public transport	17	35.4
Private vehicle	30	62.5
Walk/ on-foot	8	16.7
Cycle	2	4.2
Other (please specify)	1	2.1
Not stated/ did not respond	5	10.4

\*Note: Some survey respondents indicated more than one response.

### How do most staff travel to your business – other (please specify)?

Response
About 50:50 by train and car. Most who work late shift drive as can get a park more easily
Most catch the train at Redfern, Erskineville and Green Square stations. Waterloo station is being built.
Mainly train. Not enough parking for customers.

### How much trade does your business get from passing motorists?

Category	Number*	Proportion of business surveyed*
Less than 20%	32	66.7
20% to 40%	4	8.3
40% to 60%	2	4.2
60% to 80%	2	4.2
More than 80%	2	4.2
Not sure	-	
Not stated/ did not respond	6	12.5
Total	48	100.0

### On average how long do customers usually spend at your business premises?

Category	Number*	Proportion of business surveyed*
0-15 minutes	7	14.6
15-30 minutes	9	18.8
30 minutes to one hour	14	29.2
One to two hours	7	14.6
More than two hours	1	2.1
Not stated/ did not respond	10	20.8
Total	48	100.0

**What effect do you believe the construction phase will have on your...**

Category	Positive	Neutral	Negative	Significance negative	Not sure	Not stated/ did not respond	Total
Your business turnover/ number of customers	0	11	6	3	1	27	48
Level of passing trade	0	15	3	1	0	29	48
Customer access	0	10	9	0	0	29	48
Customer parking	0	13	4	3	0	28	48
Staff Access	0	12	5	1	0	30	48
Staff parking	0	15	2	2	0	29	48
Service deliveries	0	13	3	1	0	31	48
Business environment (disturbance/ disruption to amenity)	0	14	4	0	0	30	48

**What effect do you believe the operation phase will have on your...**

Category	Positive	Neutral	Negative	Significance negative	Not sure	Not stated/ did not respond	Total
Your business turnover/ number of customers	1	15	15	11	1	5	48
Level of passing trade	1	30	6	3	1	7	48
Customer access	2	23	10	5	0	8	48
Customer parking	2	13	15	14	0	4	48
Staff Access	1	9	15	19	0	4	48
Staff parking	1	19	11	10	0	7	48
Service deliveries	1	18	12	11	0	6	48
Business environment (disturbance/ disruption to amenity)	0	27	7	9	1	4	48

**What measures do you believe need to be put in place to manage business impacts during construction?**

Response
Construction works after 2:00pm would have less impact
Maintaining access is important

**What measures do you believe need to be put in place to manage business impacts during operation?**

Response
Small shared parking schemes
Not really – customers still complain that can't find a park. One-hour parking restriction helps
More parking, few two hour parking. No longer duration parking.

Response
Would like parking out front during major business hours – similar to now. Options off street parking nearby.
Large car park. Paid car park is okay
Increase parking available. Short term parking
Decent forewarnings about works. Notice a year in advance, more long term planning for the area, make sure there are additional transport service to the area, possible light rail station. Maddox Street options, employment numbers in the area considered in present work and planning work, workforce in areas need to be considered in the planning process not just residence
More rangers instead of clear ways to manage parking, paid parking lot
Alternative parking area – more parking spaces
Alternative parking
Provide alternative parking
More staff parking
Parking station nearby that could facilitate a large number of cars
Allowing advertising for business

**Do you have any other comments that Roads and Maritime need to consider in relation to your business?**

Response
Recognise need for clearway but needs to balance need for parking for businesses, citing negative experience in Ryde. Business needs a diverse community
Two hour parking is enough for customers
Hospitality and retail sector is expanding and traffic expanding. Future impact when people realise they can't park. Need better public transport.
Staff will ask for transfer to another store with better parking/ more convenient if can't park on street
Lots of two-hour parking on side street. People move cars to front. Staff would need to move every two hours.
Increase people parking on local streets. If making clear way, should close Harley Street. Increase traffic resulting in safety issues for pedestrians, too busy for what it should be.
Parking was a key reason for moving here. Usually 2-3 customers at a time from about 10:00am
Local vested interest, feels there has been no business consultation, feels forgotten about, on-going concerns for a year and a half, no time to plan for businesses, changes come in too quickly without warning, homes are too expensive in the area for staff to live nearby, if there is no parking and insufficient public transport how do customers and workers get here, bike lanes – no clear ways will mean bikes are on the footpaths, cycle lanes on the opposite sides of the road to the businesses, too difficult to move because of the nature of premises, worries about people parking across driveways shutting down business operations,
Customers go through store as quick possible because of parking issues, business quiet after 3:00pm, lots of outlets closed due to parking issues
Traffic may not be as high.
Link to physio next door, similar issue with disabled customers requiring close access
Number of disabled patients need close drop off. One-way street and parking cause problems. Customers will try to use McDonald's which may cause conflict
Build public parking for employees and customers
Parking stations, even if it's paid customers would be willing to pay. Free parking or time limited would be better. Enforced parking, public transport is not enough in this area, people come here in private vehicles and they will not continue to come here if there is no parking.
Customers mainly pickups

**Response**

Customers would get coffee at public transport station, serves a two-street radius each way and no parking would mean customers go elsewhere have no destination will impact businesses

Business depends on other local business so if they suffer, so would the cafe

## Attachment B. Demographic data

**Table B-1 Population and growth, 2018**

Locality	2008	2018	Population growth (%)	
			2008-2018 (average annual growth)	2017-2018
Erskineville – Alexandria	14,055	18,519	2.8	3.9
Waterloo – Beaconsfield	19,342	40,251	7.6	6.0
Total study area	33,397	58,770	5.8	5.4
Greater Sydney	4,409,562	5,230,330	1.7	1.8

Source: Based on ABS regional population growth, Australia, 3218.0

**Table B-2 Age and cultural diversity profile, 2016**

Locality	14 years or younger (%)	65 years or older (%)	Indigenous (%)	Born overseas (%)	Speaks language other than English
Erskineville-Alexandria	10.8	5.1	1.4	32.6	18.4
Waterloo-Beaconsfield	8.5	8.2	1.8	54.1	46.0
Total Study Area	9.3	7.2	1.7	47.0	36.9
Greater Sydney	18.7	13.9	1.5	36.8	35.8

Source: Based on ABS Census, 2016

**Table B-3 Household and dwelling type, 2016**

Locality	Household type (%)			Dwelling type (%)		
	Family household	Lone person household	Group household	Separate	Semi-detached	Flat, unit or apartment
Erskineville-Alexandria	57.4	28.6	13.9	4.1	42.3	52.7
Waterloo-Beaconsfield	52.3	30.3	17.4	7.2	10.4	81.6
Total Study Area	54.0	29.8	16.2	6.2	21.0	72.5
Greater Sydney	73.6	21.6	4.7	64.3	13.1	21.8

Source: Based on ABS Census, 2016

**Table B-4 Need for assistance, 2016**

Locality	Has a need for assistance	Total population	Proportion of people with need for assistance (%)
Erskineville-Alexandria	259	16,233	1.6
Waterloo-Beaconsfield	1,030	33,060	3.1
Total Study Area	1,289	49,293	2.6
Greater Sydney	236,139	4,823,991	4.9

Source: Based on ABS Census, 2016

**Table B-5 Median weekly household income, 2016**

Locality	Median weekly household income
Erskineville-Alexandria	\$2,447
Waterloo-Beaconsfield	\$1,747
Total Study Area (average)	\$2,097
Greater Sydney	\$1,750

Source: Based on ABS Census, 2016

**Table B-6 Unemployment, March 2018-March 2019**

Locality	March quarter 2018	June quarter 2018	September quarter 2018	December quarter 2018	March quarter 2019
Erskineville-Alexandria	2.3	2.3	2.0	1.7	1.4
Waterloo-Beaconsfield	4.6	4.4	4.1	3.6	2.9
Total Study Area	3.7	3.6	3.3	2.9	2.4
Sydney LGA	3.9	3.8	3.5	3.0	2.5

Source: Based on Department of Employment, Small Area Labour Markets SA2 and LGA, March quarter 2019 (smoothed)

**Table B-7 Working population, 2016**

Locality	Workers
Erskineville-Alexandria	23,631
Waterloo-Beaconsfield	14,447
Total Study Area	38,078
Greater Sydney	2,209,294

Source: Based on ABS Census, 2016

**Table B-8 Working population industry of employment, 2016 (%)**

Industry of employment	Erskineville-Alexandria	Waterloo-Beaconsfield	Total Study Area	Greater Sydney
Agriculture, forestry and fishing	0.1	0.2	0.1	0.4
Mining	0.1	0.1	0.1	0.2
Manufacturing	8.3	5.4	7.2	5.9
Electricity, gas, water and waste services	0.5	1.9	1.0	0.8
Construction	6.7	8.3	7.3	6.9
Wholesale trade	11.2	9.6	10.6	3.7
Retail trade	15.1	16.3	15.6	9.5
Accommodation and food services	4.3	6.5	5.1	6.8
Transport, postal and warehousing	14.3	2.9	10.0	5.0
Information media and telecommunications	2.4	2.4	2.4	2.8
Financial and insurance services	1.5	1.1	1.3	6.6
Rental, hiring and real estate services	1.6	2.3	1.9	2.0
Professional, scientific and technical services	8.0	9.3	8.5	10.1

Industry of employment	Erskineville-Alexandria	Waterloo-Beaconsfield	Total Study Area	Greater Sydney
Administrative and support services	2.5	4.3	3.2	3.3
Public administration and safety	2.9	4.0	3.3	5.7
Education and training	1.8	3.8	2.5	8.2
Health care and social assistance	4.9	6.0	5.3	11.7
Arts and recreation services	1.7	1.8	1.7	1.7
Other services	4.9	7.0	5.7	3.5
Inadequately described/ Not stated	7.2	6.9	7.1	5.1

Source: Based on ABS Census, 2016

**Table B-9 Travel to work, 2016 (%)**

Method of journey to work	Erskineville-Alexandria	Waterloo-Beaconsfield	Total Study Area	Greater Sydney
<b>One method:</b>				
Train	32.3	13.0	20.6	10.9
Bus	4.0	18.9	13.0	5.5
Ferry	0.0	0.0	0.0	0.3
Tram (includes light rail)	0.1	0.0	0.0	0.1
Taxi	0.4	0.7	0.6	0.2
Car, as driver	26.7	31.8	29.8	52.7
Car, as passenger	2.3	3.5	3.0	3.9
Truck	0.2	0.3	0.3	0.9
Motorbike/scooter	1.5	1.7	1.6	0.7
Bicycle	4.8	3.3	3.9	0.7
Other	0.5	0.6	0.6	0.5
Walked only	8.9	8.1	8.4	4.0
Total one method	81.7	82.1	81.9	80.5
<b>Two methods</b>				
Train and other method	4.9	5.7	5.2	4.7
Bus and other method (excluding train)	0.4	0.8	0.7	0.5
Other two methods	0.5	0.6	0.5	0.6
Total two methods	6.5	6.3	6.4	5.8
<b>Two methods</b>				
Train and other two methods	0.5	0.7	0.6	0.6
Bus and other two methods (excluding train)	0.0	0.1	0.1	0.0
Other three methods	0.1	0.0	0.0	0.0
Total three methods	0.6	0.9	0.7	0.7
<b>Other</b>				
Worked at home	4.0	3.3	3.5	4.4
Did not go to work	6.6	6.7	6.7	7.8



Method of journey to work	Erskineville-Alexandria	Waterloo-Beaconsfield	Total Study Area	Greater Sydney
Method of travel to work not stated	0.5	0.8	0.7	0.9

Source: Based on ABS Census, 2016

**Table B-10 Working population travel to work, 2016 (%)**

Method of journey to work	Erskineville-Alexandria	Waterloo-Beaconsfield	Total Study Area	Greater Sydney
<b>One method:</b>				
Train	12.0	9.6	11.1	11.2
Bus	3.5	5.3	4.2	5.6
Ferry	0.0	0.0	0.0	0.3
Tram (includes light rail)	0.0	0.0	0.0	0.1
Taxi	0.5	0.3	0.4	0.2
Car, as driver	56.9	54.4	56.0	52.1
Car, as passenger	3.0	3.3	3.1	3.8
Truck	0.7	0.4	0.6	0.7
Motorbike/scooter	1.1	1.0	1.1	0.7
Bicycle	1.8	1.4	1.7	0.7
Other	0.5	0.4	0.5	0.5
Walked only	3.8	5.3	4.4	4.1
Total one method	83.8	81.6	83.0	80.2
<b>Two methods</b>				
Train and other method	5.9	6.3	6.1	4.9
Bus and other method (excluding train)	0.2	0.4	0.3	0.5
Other two methods	0.6	0.5	0.6	0.5
Total two methods	6.7	7.3	6.9	5.9
<b>Two methods</b>				
Train and other two methods	1.0	1.1	1.0	0.6
Bus and other two methods (excluding train)	0.0	0.0	0.0	0.0
Other three methods	0.0	0.0	0.0	0.0
Total three methods	1.0	1.2	1.1	0.7
<b>Other</b>				
Worked at home	2.1	3.6	2.7	4.5
Did not go to work	5.5	5.6	5.6	7.8
Method of travel to work not stated	0.8	0.9	0.8	0.9

Source: Based on ABS Census, 2016

## Attachment C. Property acquisition maps

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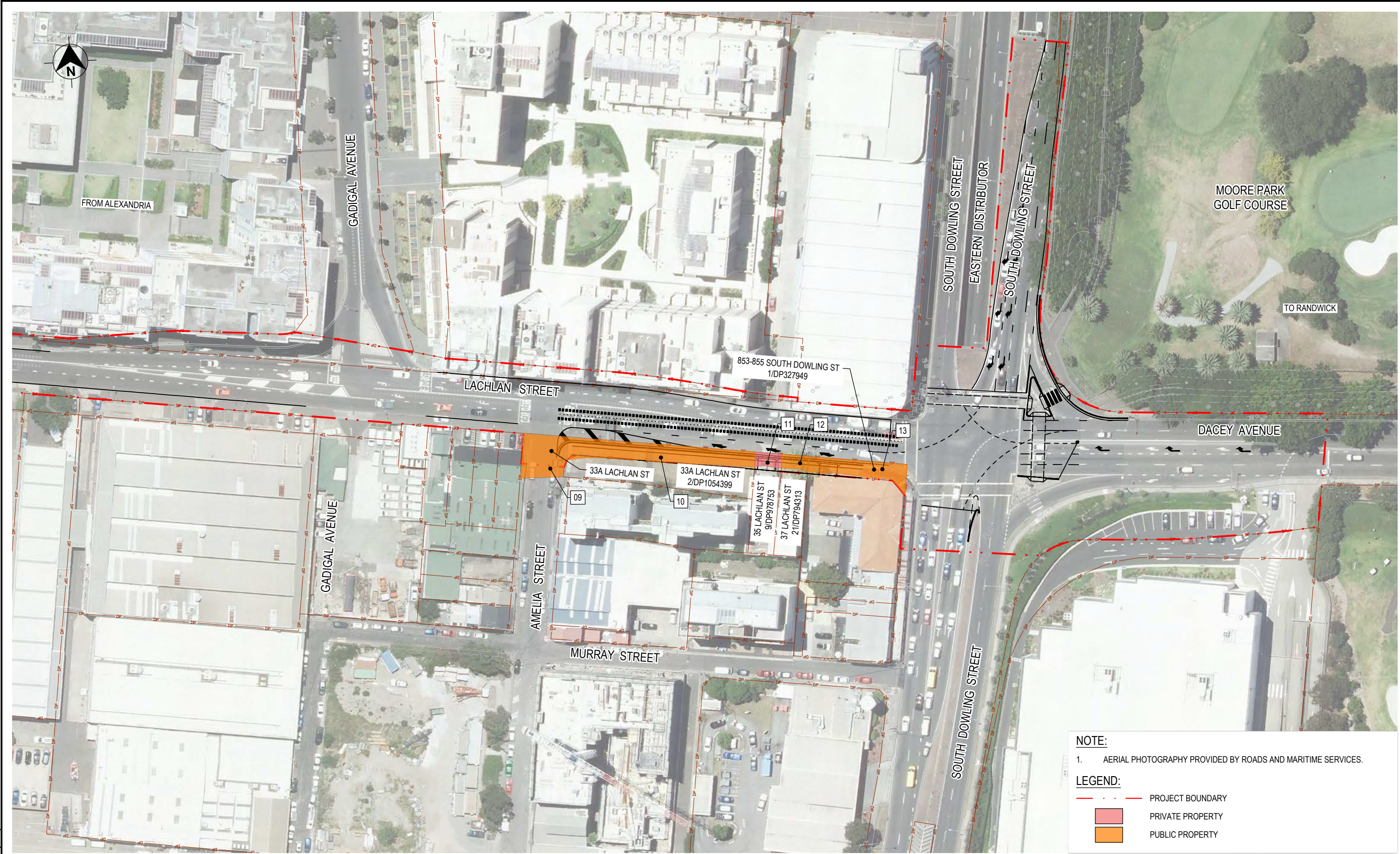
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