

ZEB Macquarie Park Bus Depot:

Socio-Economic Assessment



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**This report has been prepared for
Transport for NSW**

by

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1 Executive Summary

1.1 Description

The proposal is for a new battery electric bus depot at 1A and 1B Talavera Road, Macquarie Park, consisting of offices, bus parking, charging bays, maintenance facilities and staff facilities. The depot will service bus routes 545, 546, 549, 705w, 719w, 726w, 739w and 775w and other potential services, accessing the depot via Wicks Road and Pittwater Road from a range of other roads.

1.2 Assessment

The proposed depot is located within an existing commercial and industrial precinct, and adjoins the M2 Hills Motorway. There are no residential dwellings within at least 500 metres radius of the proposed facility (Study Area 1), although there is a relatively large population (3,144 people) in the SA1 (Statistical Area level 1)¹ within which the proposed development is located, living in new high density developments adjacent to and within the commercial and industrial land uses (see also Study Area 2). As such, there are unlikely to be any significant socio-economic impacts from the proposed development affecting these residential areas.

Another relevant area for consideration of socio-economic impacts is older, low density residential development along the bus route on Wicks Road (Study Area 3). However, the marginal impacts are minimal, being two bus movements per day and Wicks Road is heavily trafficked, so again it is unlikely that there will be any adverse social impacts arising.

Other access routes use existing bus routes or use major roads so it is unlikely that there will be any marginal social impacts.

The nature of employment in Study Areas 4 and 5 (relevant DZNs),² and travel to work for residents in Study Areas 1, 2 and 3, indicate that there are likely to be significant benefits from any improvement to the provision and the sustainability of bus transport in the area, noting that there are around 28,000 local jobs within a 1.0 km radius of the proposed development, and that a much higher than average proportion of people in the relevant study areas catch public transport.

In terms of proximate businesses, there are around 50 separate business within the industrial and commercial parks adjacent to the development, as well as another landscaping supply business to the south. The configuration of these businesses, as well as access arrangements, also indicates that there are unlikely to be significant adverse impacts on these businesses, and any noise, vibration and traffic impacts are likely to be able to be mitigated in this environment, noting that this will be a matter for other experts.

¹ An SA1 is a geographical area used by ABS to aggregate Census data for people living within the geography. Geographies are shown in mapping in Section 4.2 below.

² A DZN is a geographical area used by ABS to aggregate Census data for people who work within the geography. Geographies are shown in mapping in Section 4.2 below.

In terms of social infrastructure, the only potential adverse impact identified is related to closure of the bicycle path exit off the M2. The exit appears to have a limited catchment suggesting likely low usage, and there is an alternative bicycle path available via Epping Road which would largely mitigate any potential impacts, with residual adverse impacts relating to increases, if any, in travel times. These assumptions should be confirmed by further investigation.

There has been limited consultation conducted to date, and Transport for NSW ('Transport') has advised that key consultation will be conducted as part of the REF public display period and the Transport and Infrastructure SEPP consultation. It is noted that no potential adverse socio-economic impacts have been identified in the limited consultation conducted to date.

1.3 Conclusion

If usage of the bicycle lane exit is low, and/or there is a small impact on travel times through use of the Epping Road shared off road bike path, and subject to implementation of recommendations (if any) from other experts in the areas of traffic, noise and vibration, no adverse social or economic impacts have been identified.

2 Background

2.1 Project Description

Transport for NSW ('Transport') proposes to construct a new battery electric bus depot at 1A and 1B Talavera Road, Macquarie Park.

Key features of the proposal would include:

- building new facilities to support future bus operations including:
- a single-level underground staff and visitor car park accommodating up to 163 cars including accessible parking spaces, car share spaces, electric vehicle spaces with charging equipment and bike storage options.
- a multilevel administration office featuring a wide selection of office spaces and staff facilities including end of trip facilities, a first aid room, social breakout and gaming rooms, and an outdoor rooftop garden.
- a bus maintenance facility accommodating up to 30 staff and featuring a spray booth, inspection pits and a multilevel staff facility including an outdoor BBQ area, a kitchen and toilet facilities.
- a designated bus wash bay with washing and water recycling equipment
- removal of the existing one-way bike path connection between the M2 motorway and Talavera Road to make way for the new bus maintenance facility
- delivering up to 165 bus parking spaces including:
- 129 charging bays for 12.5 metre standard rigid buses
- 22 charging bays for 19 metre articulated buses
- 14 maintenance bays
- one breakdown bay
- one bus wash bay
- installation of gantries to facilitate the preferred bus arrangement and charging structure
- installation of standard 75kW and fast 150kW plug-in chargers for buses around the depot
- upgrading Pittwater Road to enable two-way bus access to and from the bus depot
- essential fire services such as hydrant and sprinkler system, a fire control room and pump building, smoke detection and warning systems, hardstand area for one fire truck, portable fire extinguishers and fire blankets
- installation of new pedestrian crossing and footpaths, security booths, fencing and lighting

2.2 Bus Routes

The majority of bus routes (Routes 546, 719w, 726w, 775w and 549) will access the site from Epping Road using Wicks Road and Pittwater Road.³ These roads do not contain any residential uses.

Route 545 will use Halifax Road.⁴ There is residential development on the south side of Jervis Circuit.⁵ There will be no marginal impacts as there will be no change in route or frequency as a result of the development.

Route 739w will access the site from the Hills Motorway using Lane Cove Road, Waterloo Road, Wick Road and Pittwater Road.⁶ These roads do not contain any residential uses.

Route 705w will use Wicks Road and Pittwater Road. The service is a school service operating twice a day. The service currently uses Wicks Road between Twin Road and Coxs Road, and the access route will have a marginal impact on dwellings in Wicks Road between Coxs Road and Epping Road because of additional bus movements.

We are advised by Transport that services based at the depot may vary from those listed. The services listed above cover the gamut of routes into and out of the depot, and any variations in services based at the depot are unlikely to result in different social and economic impacts to those assessed in this report.

2.3 Methodology

Judith Stubbs and Associates has been retained by SNC-Lavalin on behalf of Transport to prepare a Socio-Economic Assessment of the impacts of the proposed Macquarie Park Depot. The Socio-Economic Assessment is to be prepared in accordance with *EIA Practice Note – Socio-economic Assessment – January 2020* [the ‘Practice Note’].

The Practice Note provides for three levels of assessment; Basic, Moderate and Comprehensive. Details are set out in Table 1 of the Practice Note.

The brief has not provided a preliminary scoping checklist as required by Clause 3.1 of the Practice Note. The Level of Assessment has been characterised as ‘Basic’ using the criteria in Table 1 of the Practice Note, that is the scale of impacts is few impacts OR very localised impacts. This is because the proposal is located in an industrial area on land owned by Transport with the nearest residents about 500 metres away, and/or separated from the proposed facility by major roads (the M2 Hills

³ Transport for NSW (October 2023) *Greenfield Macquarie Park Zero Emission Bus Depot - Traffic Assessment*, Section 3.3.4.

⁴ Transport for NSW (October 2023) *Greenfield Macquarie Park Zero Emission Bus Depot - Traffic Assessment*, Section 3.3.4.

⁵ <https://transportnsw.info/routes/details/sydney-buses-network/545/27545> accessed 22 January 2024.

⁶ Transport for NSW (October 2023) *Greenfield Macquarie Park Zero Emission Bus Depot - Traffic Assessment*, Section 3.3.4.

Motorway, and Lane Cove Road), and by Lane Cove National Park; and because access routes largely use existing major roads.

The requirements for a Basic level of socio-economic assessment are:⁷

- ABS Census data to describe relevant demographic characteristics (i.e. identify groups that may be particularly vulnerable to changes from the project)
- Basic local community structure and patterns (e.g. pedestrian movements)
- Key stakeholders and outcomes of previous or basic consultation (i.e. with local Council officers)

Greater detail is provided in Section 4.5 of the Practice Note.

⁷ Table 1 of the Practice Note

3 Description of the Study Area

The proposed bus depot is located at 1A and 1B Talavera Road, Macquarie Park. Immediately adjacent land uses are:

- The M2 Hills Motorway to the northeast including a northbound on ramp to the north west of the site;
- Industrial and commercial development consisting of multiple self contained units and office buildings at 299 Lane Cove Road and 1,3 and 5 Talavera Road to the south west; and
- Industrial development consisting of a landscape supply depot and garden centre to the south east.

The surrounding area is divided by major transport routes, including the M2 Hills Motorway, Lane Cove Road, and Epping Road.

The surrounding area is predominantly light industrial and commercial in nature, with a variety of uses. There is a small cluster of retail uses nearby on Lane Cove Road, including restaurants, takeaway food outlets, and a service station. There is a cluster of high density shop top housing with accompanying retail outlets about 800 metres to the south east at Jervis Circuit; and another cluster of high density residential flat buildings and retail outlets about 1 kilometre to the north west, across Lane Cove Road.

To the south west, land use is primarily low density separate housing, about 650 metres distant across Epping Road.

To the east, across the M2 Hills Motorway, lies Macquarie Park Cemetery and a waste depot, with both of these accessed by an underpass of the M2 Hills Motorway on Wicks Road. Further to the east is Lane Cove National Park, and further to the east again (around 800 metres) is a large area of separate housing.



Figure 3.1: The site viewed from Talavera Road.

Source: JSA 2024



Figure 3.2: Pittwater Road looking north from Wicks Road.

Source: JSA 2024

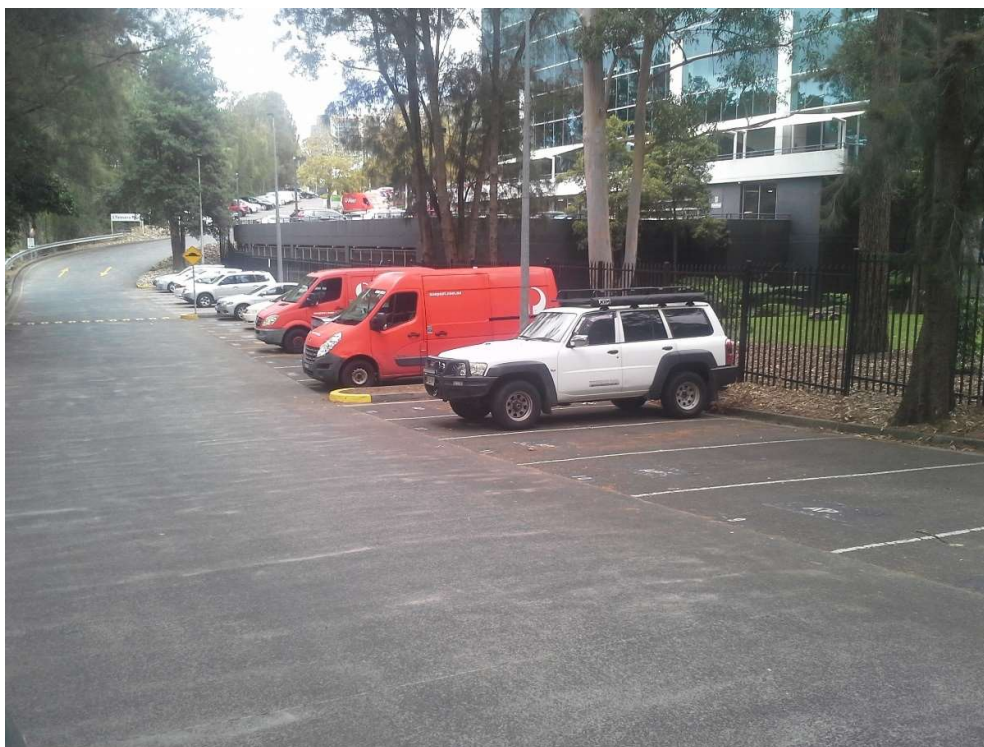


Figure 3.3: Commercial and Industrial Development, Talavera Road.

Source: JSA 2024

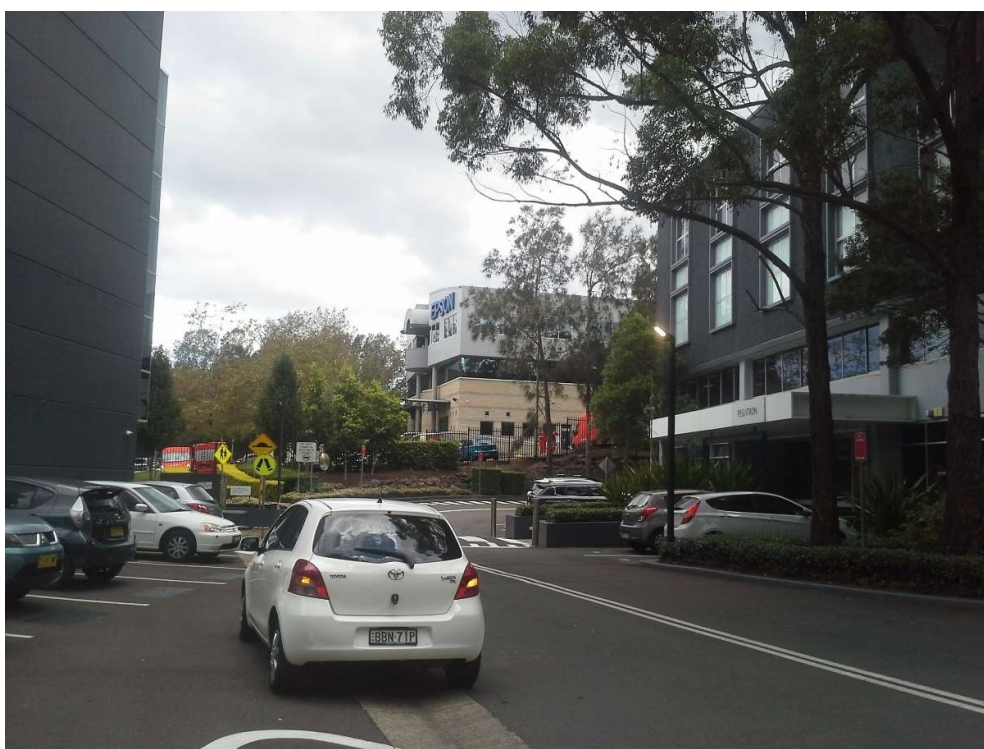


Figure 3.4: Commercial and Industrial Development, Talavera Road.

Source: JSA 2024



Figure 3.5: Separate Housing, Wicks Road.

Source: JSA 2024



Figure 3.6: Shop Top Housing, Jervis Circuit.

Source: JSA 2024

Features of the surrounding area are shown in the sketch below.



Figure 3.7: The Study Area, site shown by yellow star.

Source: Google Maps, JSA 2024

4 Demography

4.1 Introduction

Table 3 of the Practice Note sets out social and economic characteristics to be used as indicators for a basic level of assessment for relevant study areas. **Section 4.2** below provides an overview of the study areas used for the purpose of analysis and the rationale for their selection, whilst relevant socio-economic indicators are analysed at **Sections 4.3 and 4.4** below.

4.2 Geography and ‘Study Areas’

A number of geographies have been selected as study areas for the analysis of data for this Socio-Economic Impact Assessment. These study areas represent those people who live closest to the proposed development; those living more proximate who are affected by additional bus movements on Wicks Road; and those employed in the DNZs (destination zones) most proximate to the proposal.

For residents living closest to the proposed development, data is analysed for the SA1 (statistical area Level 1) within which the proposal is located as well as the SA1 adjacent (SA1 12602150001 and SA1 12602150002), as the proposed development is on the boundary of these areas (Study Area 1); and for SA1s within 1.0 km⁸ of the proposal (SA1s 12602150001, 12602150002, 12602150110, 12602150013, 12602150009, 12602150014 and 12103140711) (Study Area 2).

It is noted that, although there is a large population living within Study Area 1 (3,144 residents), most of these live within the SA1 within which the proposal is located, and only 21 people live in the adjacent SA1. Further, most of these residents live within significant concentrations of high density development that are adjacent to commercial and industrial land uses within which the proposal is located, and are not evenly spread through the SA1, with virtually no people recorded as living in the ABS mesh blocks immediately adjacent to the proposal (within at least 500 m of the proposal) (see Figure 4.4 below).

The remainder of the 5,763 residents that live in SA1s within the 1.0 km radius live in a mixture of dwelling types, with most living in higher density development to the northwest, and low density development in the SA1 to the southwest and northeast. It is noted that more than half of the residents who live in the SA1s within the 1.0 km radius live in the SA1 in which the proposed development is located. It is also noted that most of these residents are separated from the proposed facility by major roads (the M2 Hills Motorway, and Lane Cove Road), and by Lane Cove National Park.

For people living more proximate to additional bus movements on Wicks Road, data is analysed for the four adjacent SA1s (SA1s 12602150110, 12602150109, 12602150117 and 12602150115) (Study Area 3). In 2021, 2,045 people lived in this Study Area, which is comprised largely of

⁸ Those with centroids within a 1.0 km radius.

separate houses and lower density development. Of these, a relatively small proportion actually have a frontage to Wicks Road (estimated at around 10-15% of dwellings) and so could be potentially impacted. It is noted that the proposal will provide for an additional two school bus movements per day along this section of Wicks Road.

For local jobs, data is analysed for DZN 115003515 (Destination Zone) in which the proposal is located (Study Area 4); and for DNZs within 1.0 km of the proposed development⁹ (DNZs 115003530, 115003531, 115003516, 115003515, 115003514, 115003512 and 115000002) (Study Area 5). In 2021, there were reported to be 4,954 jobs located in Study Area 4; and 27,831 jobs in Study Area 5. This may be a low estimate as the Census was conducted during the COVID 19 pandemic, when a large number of people in some industries worked from home.

Data for other potential study areas along the bus access and egress routes have not been analysed as these routes utilise roads which are already major thoroughfares, do not generally contain proximate residential uses, or do not result in an increased number of bus movements. As such, these are likely to experience minimal if any adverse social impacts.

The maps below show the development site in the context of ABS Census Geographies.

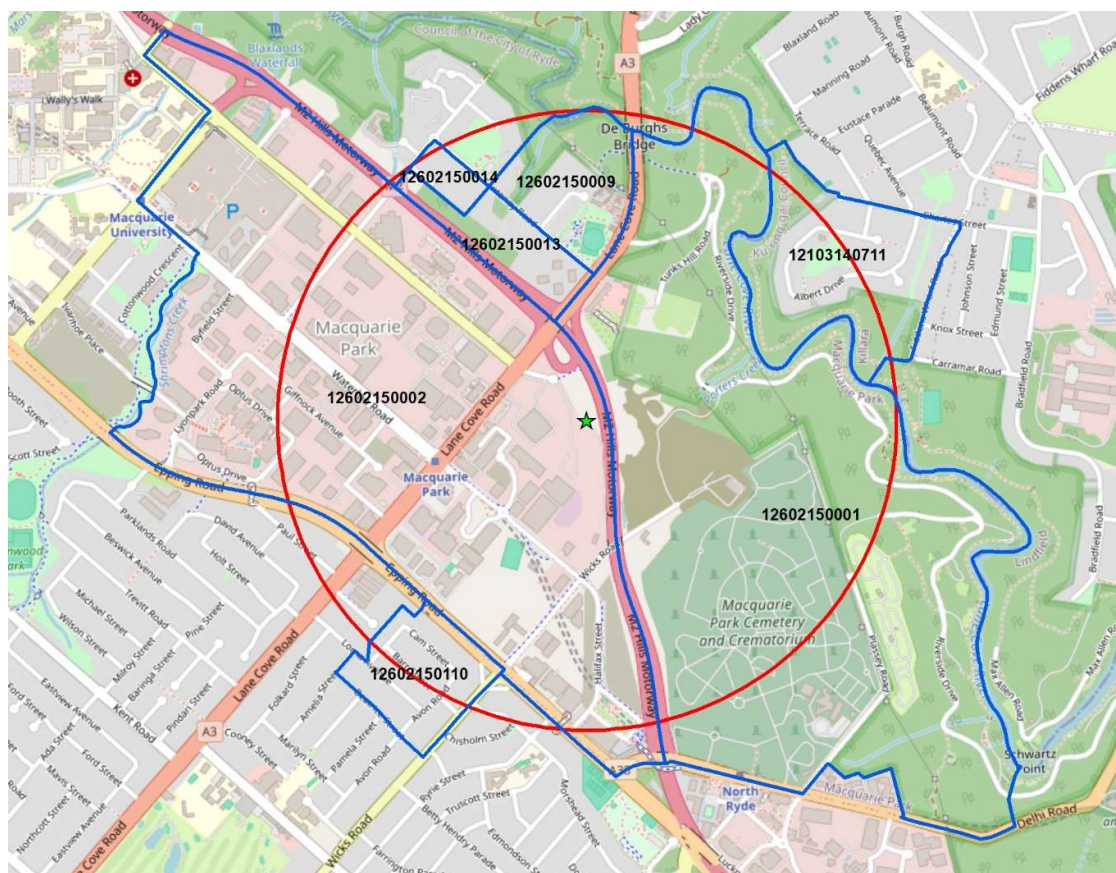


Figure 4.1: SA1s with centroid within 1 km of proposed bus depot (Green Star)

⁹ Those with centroids within a 1.0 km radius.

Source: JSA 2024, ABS Census 2021

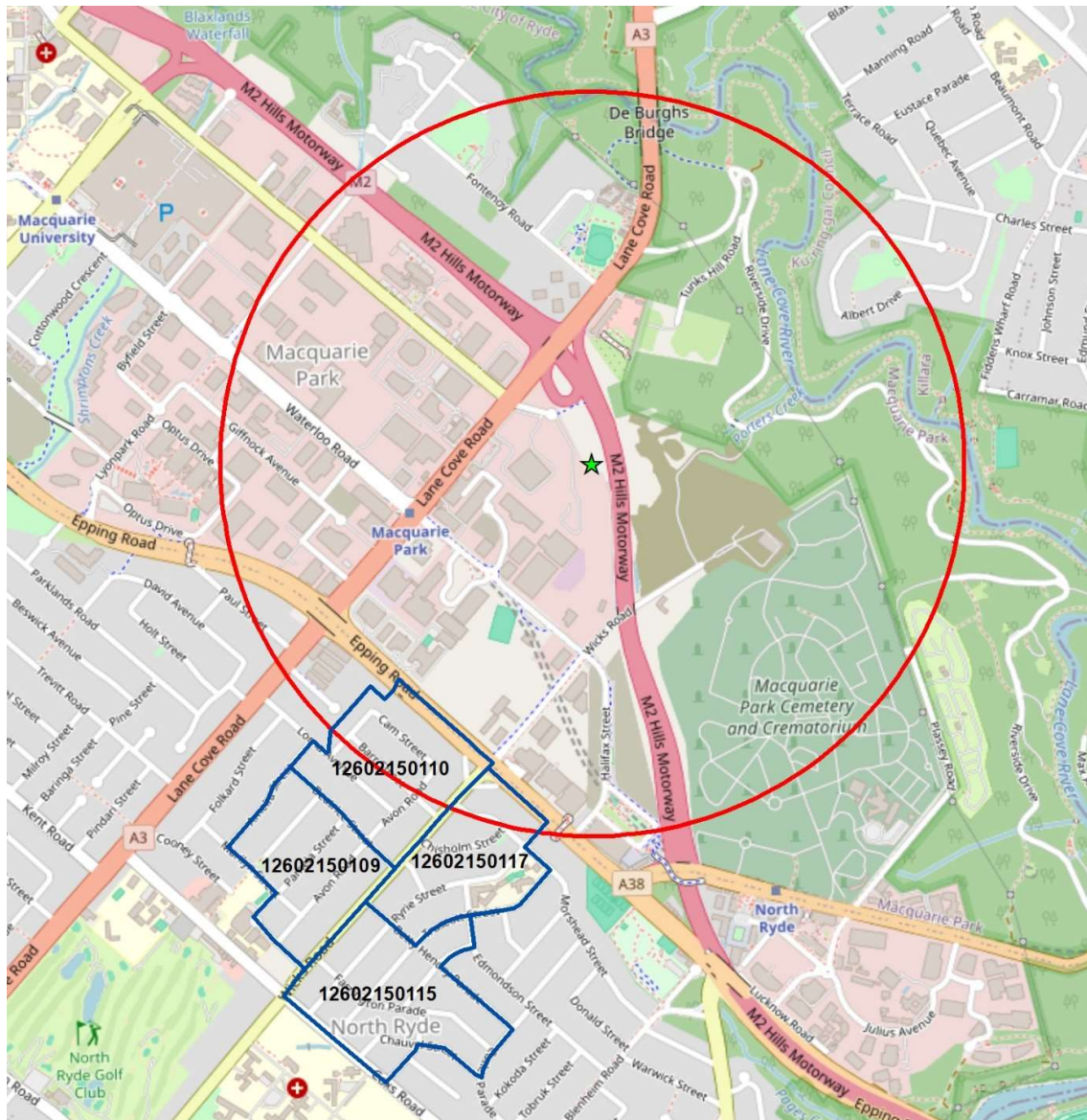


Figure 4.2: SA1s adjacent to impacted section of Wicks Road

Source: JSA 2024, ABS Census 2021

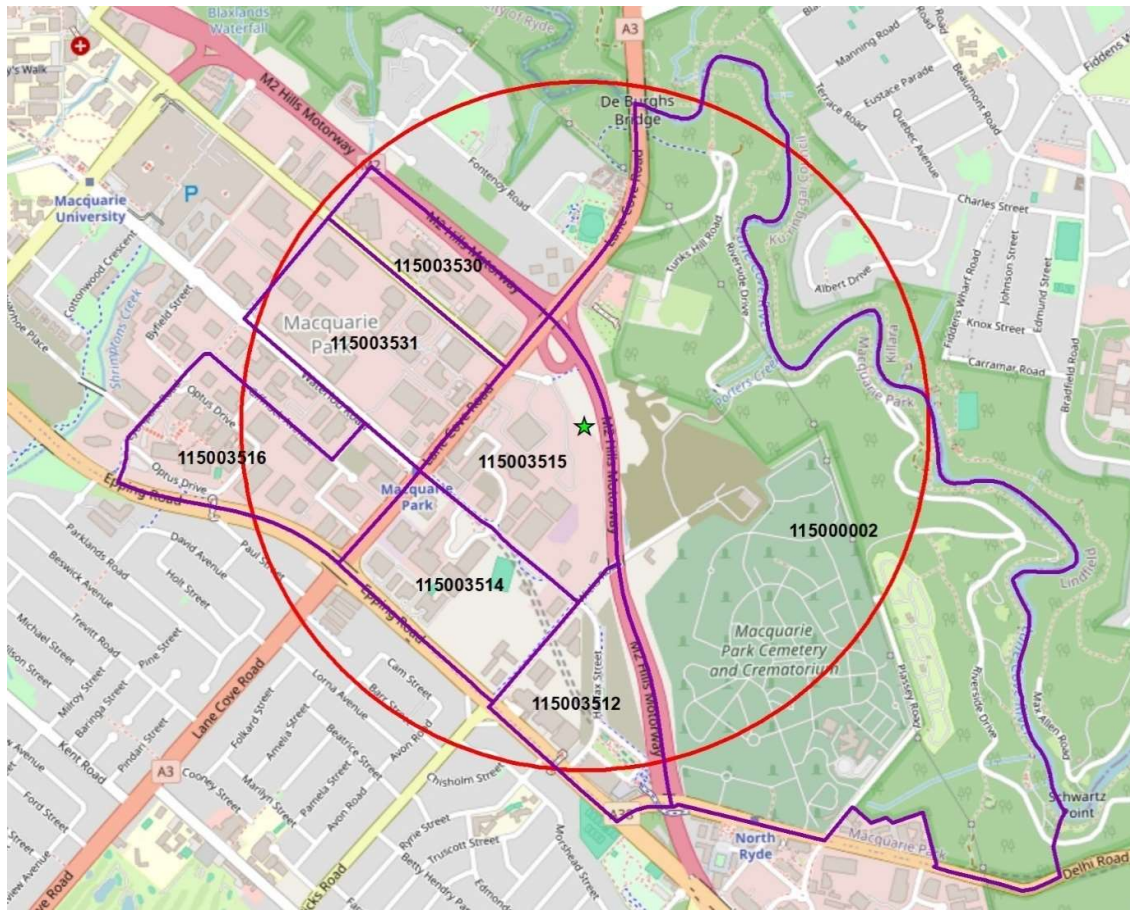


Figure 4.3: DZNs with centroid within 1 km of proposed bus depot (Green Star)

Source: JSA 2024, ABS Census 2021

4.3 Social Characteristics

The table below shows selected social characteristics against the benchmark of Greater Sydney.

Likely related to the nature of residential development, SA1s within 1.0 km of the proposed development have a much lower than average proportion of children, indicating less family households, and a very low rate of people aged 65+ years. There is a very high rate of ethnic diversity, and a relatively low rate of people with severe disability, likely related to the presence of a higher rate of young adults. A much higher than average rate travel to work by public transport or cycle.

The Wicks Road Study Area is quite different, and generally much closer to the Greater Sydney averages, likely related to the predominance of low density dwellings and the older, more established nature of urban development, although again less people travelled by car to work, and there was a higher than average rate of people with a disability, likely related to the above average rate of people aged 65+ years, as shown below.

Table 4.1: Social Characteristics for Selected Areas

	Study Area 1 (immediate SA1s)	Study Area 2 (SA1s within 1km) (1)	Study Area 3 (Wicks Rd SA1s) (2)	Greater Sydney
Population and Demography				
Total Population (URP 2021) (adjusted to align with ERP)	3,144	5,763	2,045	5,261,801
Proportion of people aged 14 years and under	9.1%	13.2%	18.2%	18.4%
Proportion of people aged 65 years and over	2.7%	8.9%	18.2%	15.2%
Aboriginal and Torres Strait Islander population	0.3%	0.3%	0.5%	1.8%
Language other than English spoken at home	77%	64%	43%	40%
Need for Assistance				
People with need for assistance	1.5%	2.6%	7.1%	5.5%
Travel to Work (3)				
Travel to work by car (as driver or passenger)	20.1%	24.6%	36.0%	43.2%
Travel to work by public transport	11.9%	10.0%	4.8%	6.5%
-Ferry	0.0%	0.0%	0.0%	0.1%
-Bus	2.3%	2.9%	3.2%	1.6%
-Train	9.6%	7.1%	1.6%	4.8%
-Tram	0.0%	0.0%	0.0%	0.1%
Travel to work by cycle or walking	6.9%	5.3%	1.7%	3.1%

Source :ABS Census 2021, JSA calculation and analysis

Table notes:

- (1) Estimated resident population is not available for small areas. The usual resident population (URP) has been adjusted by a factor of 1.0088 to allow for Census undercounting and other factors using ERP data for Macquarie Park - Marsfield SA.

- (2) Estimated resident population is not available for small areas. The usual resident population (URP) has been adjusted by a factor of 1.0034 to allow for Census undercounting and other factors using ERP data for North Ryde – East Ryde SA.
- (3) Because of Covid restrictions at the time of the Census, typically 60% of people worked from home in the locality, and 45% of people worked from home in Greater Sydney, consequently the mode split will be a significant underestimate of the current mode split.

Because of the large population in SA1 12602150002, an additional zoom has been generated showing population data at the Mesh Block level. This is shown in the figure below.

There is no resident population in the areas immediately surrounding and including the proposed development.

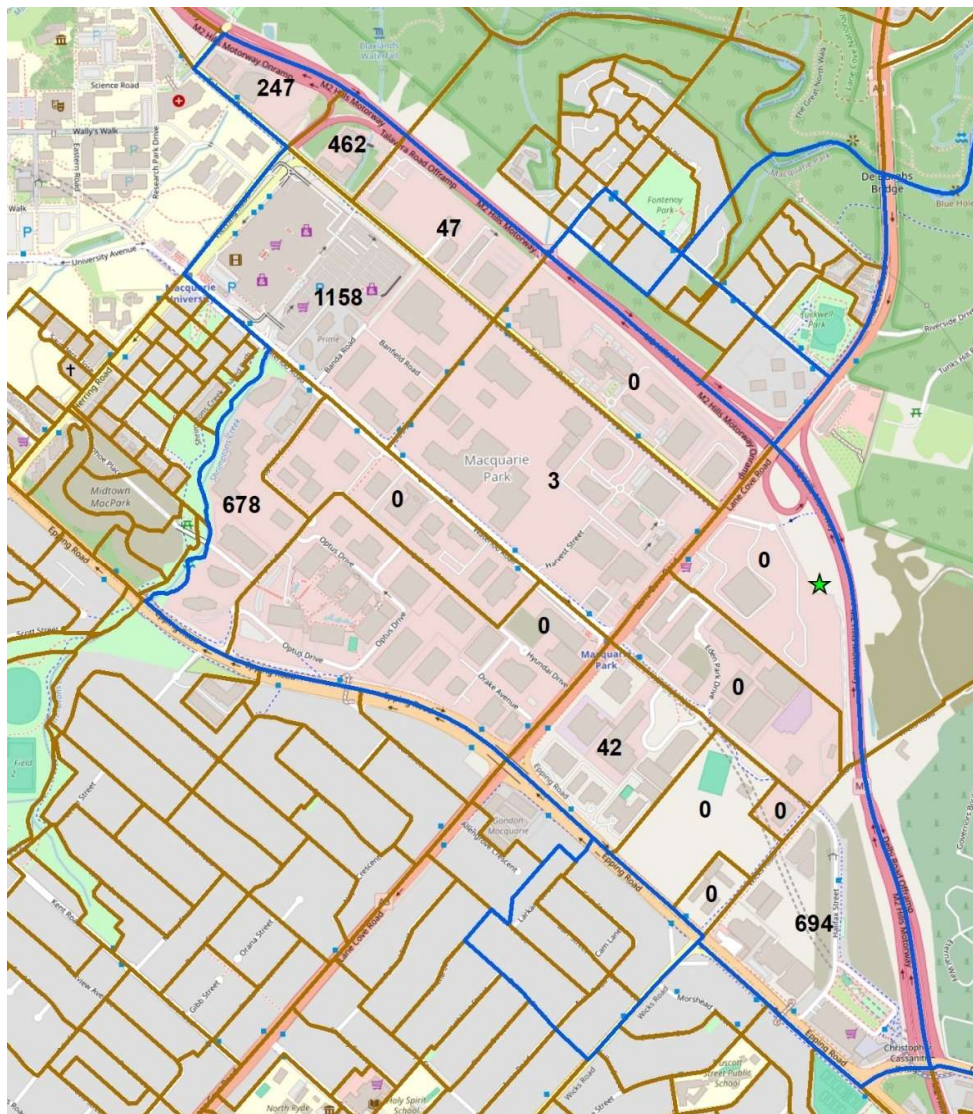


Figure 4.4: Zoom showing population distribution within SA1 12602150002 at mesh block level (Site of development shown by green star).

Source: ABS Census 2021, JSA 2024

4.4 Economic Characteristics

4.4.1 People who live in the study areas

For people living in study areas, median income is lower than average, and the unemployment rate much higher than average in the SA1 in which the proposed development is located, which may be related to a relatively high rate of young, lone person households, as well as non-English speaking people and students. However, the higher than average rate of employment of residents in higher paid industries such as Professional and Scientific Services, Information, Media and Telecommunications, and Finance and Insurance is interesting in this regard, although there is also a relatively high rate of employment in industries such as Accommodation and Food Services, and Wholesale. Moreover, there is considerable variation in the relative engagement in these industries, and no clear trend, indicating significant demographic diversity.

Study Area 2 is closer to the average with regard to income and unemployment, whilst Study Area 3 has a higher than average median income and much lower rate of unemployment than Greater Sydney. They are closer to the Sydney average with regard to industry of employment, although again there is a higher than average rate of employment in Professional, Financial and Information-based industries, and a lower than average rate of employment in lower paid industries such as Health Care and Social Assistance. Again, there are no clear trends, which again indicates reasonable social diversity.

Table 4.2: Economic Characteristics for Selected Areas

	Study Area 1 (immediate SA1s)	Study Area 2 (SA1s within 1km) (1)	Study Area 3 (Wicks Rd SA1s) (2)	Greater Sydney
Income and Employment				
Median Household income (\$) (1)	\$1,870	\$2,037	\$2,449	\$2,077
Unemployment rate	8.1%	6.5%	4.0%	5.1%
Industry of Employment:				
Agriculture, Forestry and Fishing	0.2%	0.1%	0.0%	0.5%
Mining	0.0%	0.0%	0.4%	0.2%
Manufacturing	3.9%	5.0%	5.4%	5.7%
Electricity, Gas, Water and Waste Services	0.7%	0.9%	0.8%	0.9%
Construction	4.3%	3.6%	5.4%	8.6%
Wholesale Trade	4.9%	5.8%	5.0%	3.4%

	Study Area 1 (immediate SA1s)	Study Area 2 (SA1s within 1km) (1)	Study Area 3 (Wicks Rd SA1s) (2)	Greater Sydney
Retail Trade	8.8%	8.9%	9.4%	9.3%
Accommodation and Food Services	7.6%	6.0%	5.7%	5.8%
Transport, Postal and Warehousing	3.0%	3.2%	3.6%	5.3%
Information Media and Telecommunications	5.8%	5.7%	4.8%	2.5%
Financial and Insurance Services	10.5%	9.6%	11.3%	7.3%
Rental, Hiring and Real Estate Services	2.9%	2.2%	2.3%	2.0%
Professional, Scientific and Technical Services	21.5%	20.1%	18.0%	11.5%
Administrative and Support Services	2.9%	2.6%	1.7%	3.4%
Public Administration and Safety	2.3%	3.1%	3.6%	5.7%
Education and Training	5.8%	7.2%	7.4%	8.9%
Health Care and Social Assistance	11.4%	12.7%	11.8%	14.1%
Arts and Recreation Services	0.7%	1.1%	1.0%	1.6%
Other Services	2.7%	2.0%	2.6%	3.4%

Source: :ABS Census 2021, JSA calculation and analysis

Table notes:

- (1) Medians are not available for small areas. The median has been approximated by linear interpolation using combined small area data.

4.4.2 People who work in the study areas

In terms of people who work in the relevant DNZs, some of whom would live close to these employment areas and some of whom would commute in, median personal incomes are much higher than the Greater Sydney average, indicating engagement in higher paid industries or occupations.

This is largely borne out by the nature of jobs in the relevant DNZs, including very high relative rates of local jobs in industries such as Information, Media and Telecommunications; and Professional and Scientific Services. This denotes the nature of jobs available in the local areas, as does the higher than average rate of people working in Wholesale Trade, with very low relative

rates of local jobs in industries such as Health Care and Social Assistance, Education and Training, Retail and Construction, as shown below.

Table 4.3: Economic Characteristics for Selected Areas

	Study Area 4 (immediate DZN)	Study Area 5 (DZNs within 1km) (1)	Greater Sydney
Income and Employment			
Number of people employed (2)	4,954	27,831	2,354,737
Median Personal income (\$) (1)	\$1,830	\$2,039	\$1,372
Unemployment rate	Not applicable	Not applicable	Not applicable
Industry of Employment			
Agriculture, Forestry and Fishing	0%	0%	0%
Mining	0%	0%	0%
Manufacturing	6%	7%	6%
Electricity, Gas, Water and Waste Services	0%	0%	1%
Construction	3%	3%	8%
Wholesale Trade	19%	21%	4%
Retail Trade	3%	4%	9%
Accommodation and Food Services	5%	2%	6%
Transport, Postal and Warehousing	5%	2%	5%
Information Media and Telecommunications	23%	20%	3%
Financial and Insurance Services	1%	1%	8%
Rental, Hiring and Real Estate Services	3%	1%	2%
Professional, Scientific and Technical Services	21%	15%	12%
Administrative and Support Services	3%	3%	3%
Public Administration and Safety	3%	8%	6%

	Study Area 4 (immediate DZN)	Study Area 5 (DZNs within 1km) (1)	Greater Sydney
Education and Training	1%	1%	9%
Health Care and Social Assistance	3%	10%	14%
Arts and Recreation Services	0%	0%	2%
Other Services	1%	1%	3%

Source :ABS Census 2021, JSA calculation and analysis

Table notes:

- (1) Medians are not available for small areas. The median has been approximated by linear interpolation.
- (2) Numbers of people employed is likely to be a significant underestimate due to the high number of people working from home at the time of the Census due to Covid restrictions.

5 Socio-economic Infrastructure

5.1 Introduction

Table 4 of the EIA Practice Note requires a description of businesses immediately adjacent to the development and a description of Social Infrastructure directly impacted, or immediately adjacent, to the project.

5.2 Business and Industry

Businesses immediately adjacent to the development include:

- Industrial and commercial parks at:
 - 299 Lane Cove Road;
 - 5 Talavera Road;
 - 3 Talavera Road;
 - 1 Talavera Road; and
- A landscape and garden supply business to the south at 150 Wicks Road.



Figure 5.1: Australian Native Landscapes, 150 Wicks Road.

Source: JSA 2024

There are around 50 separate business within the industrial and commercial parks, with those individual businesses adjacent to the development including:

- Macquarie University offices at 299 Lane Cove Road;
- Australia Post Distribution Centre at 3 Talavera Road;
- Epson Australia Head Office, selling printers and other computer ancillaries at 3 Talavera Road;
- An office building at Building C, 5 Talavera Road, with no business names listed on the directory;
- Sudiro Constructions providing building construction and building maintenance services at 1 Talavera Road;
- Vistronics providing wholesale appliances and electrical and electronic goods at 1 Talavera Road;
- Macquarie Locksmiths providing lock smith services at 1 Talavera Road;
- Worldwide providing printing services at 1 Talavera Road; and
- Nutridry providing wholesale dried food at 1 Talavera Road.



Figure 5.2: Industrial and Commercial Estate, 1 Talavera Road.

Source: JSA 2024

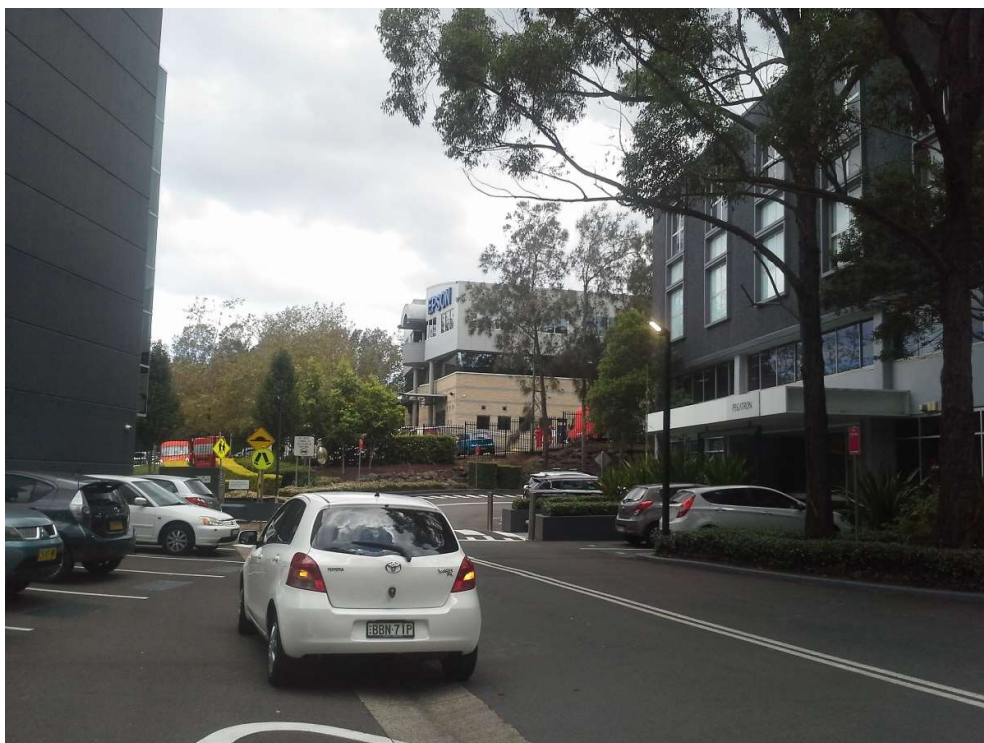


Figure 5.3: 5 Talavera Road (foreground) and 3 Talavera Road (background).

Source: JSA 2024

Impacts on these businesses are likely to be minimal as the various buildings and industrial and commercial parks are self contained with internal parking and do not rely on street parking or street frontages for trade. Impacts are likely to be limited to traffic and noise impacts, including during construction, and these impacts will be considered by other consultants.

Australian Native Landscapes and Sherringham's Nursery operate from a site at 150 Wicks Road. Australian Native Landscapes sells bulk landscaping supplies and Sherringham's Nursery sells plants. Access is from Wicks Road, and the area of the site immediately adjacent to the proposed development is used for the stockpiling of bulk landscaping supplies such as mulch and top soil, with trucks and other machinery operating in this area.

Again, impacts are likely to be limited to traffic and noise impacts, including during construction, and these impacts will be considered by other consultants.

5.3 Social Infrastructure

There is limited social infrastructure impacted or immediately adjacent to the project.

There is an exit from the on-road bicycle lane on the M2 Hills Motorway onto Talavera Road at the northern end of the proposed development and the exit provides access into the Macquarie Park industrial and commercial area. This bicycle lane exit will be affected by the development. Data on usage is not available, but in 2021, 50 people who worked in the area reporting travelling to work by bicycle.

The bicycle transport network in the locality is shown on the City of Ryde Bike Map.¹⁰ An inspection of the Bike Map suggests that the catchment for this exit is quite limited, with the M2 bike lane commencing at the Delhi Road onramp, and this onramp servicing non residential areas to the east of the Hills Motorway and residential areas to the southwest, south and southeast. The extensive residential areas to the south west, south and south east of the on ramp have an alternative shared off road bike path along Epping Road to access the employment lands in the Macquarie Park area. The preference of bike path is likely to depend on the user, with the on road bike path likely allowing for higher speeds and reduced perceptions of safety compared to the off road bike path.

Loss of this bicycle lane exit will be an adverse social impact, but, in the absence of usage data, it is not possible to assess the magnitude of the impact. Any impact can be largely mitigated through use of the shared off road bike path along Epping Road, and residual impacts may relate to a small increase in travel times for users of the exit.

We note that we defer to the opinions of other experts regarding this assessment.

¹⁰ <https://www.ryde.nsw.gov.au/Recreation/Cycling/Where-to-Cycle/Off-Road-Cycle-Paths> accessed 16 April 2024.



Figure 5.4: Bicycle lane exit from M2 Hills Motorway to Talavera Road.

Source: JSA 2024

Other social infrastructure in the area includes:

- A childcare centre at 16 Waterloo Road;
- A hockey field at 18 Waterloo Road; and
- Macquarie Park Metro Station at the intersection of Waterloo Road and Lane Cove Road.

These items are separated from the development by distances of between 300 metres to 500 metres, and by large scale industrial development.



Figure 5.5: Childcare Centre, 16 Waterloo Road.

Source: JSA 2024



Figure 5.6: Macquarie Park Metro Station.

Source: JSA 2024



Figure 5.7: Hockey Field 18 Waterloo Road.

Source: JSA 2024

6 Consultation

6.1 Overview

We are advised by Transport that the key consultation with stakeholders will occur as part of the REF public display period and the Transport and Infrastructure SEPP consultation.¹¹

To date, consultation has been carried out with:

- Department of Planning, Housing and Infrastructure;
- Ryde City Council;
- Five tenants in the business park;
- Aboriginal Elders;
- Busways;
- Fire and Rescue NSW;
- Transurban; and
- Utility Providers, including Ausgrid, Telstra, Jemena.

Details of consultation are set out below.

Discussion with stakeholders has focused on input to the concept design and on coordination with neighbours. No advice has been sought from Ryde City Council regarding potential socio-economic impacts or socio-economic issues within the locality.

6.2 Department of Planning, Housing and Infrastructure

Consultation was held on 21 February 2024. Discussion focussed on Department of Planning, Housing and Infrastructure's proposed Macquarie Park Innovation Precinct Proposal, noting the proposed bus depot site falls within the proposed Stage 2 re-zoning area.

There were nil key actions. The meeting was held to introduce the project and make the department aware of the proposed works.

¹¹ Email from Philippa Hendy dated 7 March 2024

6.3 Ryde City Council

Consultation was held on 5 March 2024. This was an informal meeting held to discuss the bike lane/cycle path at 1A Talavera Road. A brief introduction was provided on the project.

Transport will formally consult with Council on the proposal during REF public display period and T&ISEPP consultation period.

Transport will undertake traffic modelling/analysis for cyclists using the bike path and for traffic movements along Pittwater Road/ Talavera Road.

6.4 Five tenants in the business park

Five tenants in the business park adjacent to 1A Talavera Road were door knocked on 27 February 2024 regarding upcoming out of hours works to facilitate geotechnical and contamination investigations. They were provided with a community notification and a community notification was left for remaining tenants in the building.

6.5 Aboriginal Elders

To inform the Connecting with Country design scope, a Walk on Country at the proposed ZEB depot site was undertaken with Aboriginal Elders on 12 December 2023. Feedback received will be considered during detailed design and construction.

6.6 Busways

Busways have been engaged throughout the concept design period (late 2023 to early 2024) to provide SME for the concept design.

6.7 Fire and Rescue NSW

A Fire Engineering Workshop was held with Fire and Rescue NSW on 20 November 2023 to inform the concept design.

6.8 Transurban

Regular discussions are being held with Transurban as a key interface with the project. Transurban have a licence to use Pittwater Road for access.

6.9 Utility Providers: Ausgrid, Telstra, Jemena

Ongoing discussions are being held with utility providers with assets on site, adjacent to site and proposed to be installed around the site. These include Ausgrid, Telstra and Jemena.