Appendix K

Socio-economic Impact Assessment

Sydney Park Junction

Socio-Economic Impact Assessment

Final

Transport for NSW

Sydney Park Junction

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Contents

Executive summary ..... **i**
Existing environment i
Impact assessment i
1. Introduction **1**
1.1 Overview of the proposal 1
1.2 Purpose of this document 2
2. Methodology **8**
2.1 Study area 8
2.2 Assessment methodology 10
2.3 Data sources 12
3. Socio-economic policy context **13**
3.1 New South Wales government 13
3.2 Local government 14
4. Existing environment **16**
4.1 Social profile 16
4.2 Economic profile 19
4.3 Local businesses 21
4.4 Social infrastructure 24
4.5 Transport and access 26
4.6 Community values 28
5. Impact assessment **29**
5.1 Property impacts 29
5.2 Construction 29
5.3 Operation 32
5.4 Evaluation of significance 35
6. Environmental management measures **40**
6.1 Community and stakeholder engagement 40
6.2 Safeguards and management measures 40
7. References **42**

Appendix A. Demographic data **43**

List of figures

Figure 1-1 Project location 3
Figure 1-2 Project overview 4
Figure 2-1 Socio-economic study area 9
Figure 2-2 Socio-economic assessment methodology 10
Figure 4-1 Travel to work – residents, 2016 18
Figure 4-2 Average commuting distance to work (from usual residence) 18
Figure 4-3 Travel to work – working population, 2016 20
Figure 4-4 Average commuting distance to work (to place of work) 20
Figure 4-5 Local businesses 22
Figure 4-6 Social infrastructure near the proposal 25
Figure 4-7 Pedestrian and cycle networks near the proposal 27

List of tables

Table 2-1 Evaluation matrix 11
Table 2-2 Levels of sensitivity and magnitude 12
Table 5-1 Evaluation of significance 37
Table 6-1 Safeguards and management measures 41
Table A-1 Population and demographic data – resident population 43
Table A-2 Population and demographic data - worker population (2016) 47
Table A-3 Business profile 48

Executive summary

Transport for NSW proposes to improve the southern 'gateway' to King Street, Newtown by reducing the capacity of King Street, Princes Highway and Sydney Park Road and enhancing pedestrian and cyclist access along these road corridors to Sydney Park, St Peters Station and surrounding neighbourhoods. The proposal would also provide streetscape improvements, including widened footpaths and additional landscaping.

This Working Paper assesses the potential socio-economic benefits and impacts of the construction and operation of the proposal on local communities, businesses and facilities.

Existing environment

The proposal is located about four kilometres south west of the Sydney Central Business District (CBD), in the suburbs of St Peters, Newtown, Erskineville and Alexandria. In 2018, the study area had an estimated residential population of about 55,335 people, Over the past decade, the study area has experienced rapid growth, with is expected to continue with the delivery of urban renewal projects. Communities in the study area were generally characterised by:

- Younger populations, living in group and lone person households
- Communities living in higher density dwellings and rental houses
- Lower levels of relative disadvantage and people needing assistance due to age or disability
- Households with low levels of car ownership and higher proportions of residents who use public transport, walk or cycle for their journey to work
- Households and individuals with relatively high incomes.

In 2016, there were also 50,007 people working in the study area, with health care, social assistance, education and training key industries, reflecting the presence of major institutional uses such as the Royal Prince Alfred Hospital and University of Sydney. Public transport, walking and cycling were also important modes for people travelling to work in the study area.

Impact assessment

Once complete, the proposal would enhance pedestrian and cycle access and connectivity within the study area and the wider region. Reducing traffic lanes along King Street, Princes Highway and Sydney Park Road would provide a safer, convenient and more attractive environment for pedestrians and cyclists and allow improved connectivity to the regional cycle network. Safer and easier access for pedestrians and cyclists would contribute to a range of social benefits for local and regional communities, including:

- An increase in walking and cycling for residents, workers and visitors, contributing positively to general levels of physical activity for children and adults and community health outcomes for local and regional communities
- Improved access and quality of trips for groups such as young people, students, non-drivers, and households without access or with limited access to a private vehicle as well as people that rely on walking and cycling as their primary mode of transport
- Opportunities for social interaction, by making some local trips by walking and bicycle more attractive, encouraging people to make trips they may have otherwise avoided, and improving access to meeting and gathering places such as Sydney Park
- Opportunities to increase community wellbeing through improved access to recreation and leisure facilities within the study area

The proposal would also improve access to community facilities such as Sydney Park, supporting enhanced access to formal and informal recreation facilities and open space for residents and workers of surrounding suburbs. New street trees and landscaping enhancements provided by the proposal would also contribute positively to community values relating to landscape, visual and streetscape amenity with the study area, particularly associated with Sydney Park.

Businesses and residents near the proposal would benefit from enhanced urban amenity and streetscape improvements and reduced road traffic noise. A reduction in traffic using King Street, Princes Highway and Sydney Park Road and associated road traffic noise and landscape improvements would also contribute to the attractiveness of the business environment and commercial properties near the proposal supporting opportunities to revitalise the business environment and attract new businesses and customers. Reduced traffic volumes may impact on the level of passing trade for some businesses, particularly the service station. However, a reduction in traffic using King Street and Princes Highway and intersection upgrades are likely to make access to businesses easier for residents and workers in the surrounding area.

On-street parking would be maintained along King Street, Princes Highway and Sydney Park Road, generally in accordance with current clearway restrictions. The proposal would increase on-street parking along sections of King Street and Sydney Park Road and reduce on-street parking along some sections of the Princes Highway. The reduction in on-street parking along Princes Highway may possibly reduce the convenience of businesses for some customers.

During construction, temporary impacts may occur for residents, businesses and users of community facilities closest to construction activities due to noise, vibration and dust from construction activities. This may temporarily impact on the use and enjoyment of some residential properties, businesses and community facilities close to the proposed works, particularly within outdoor areas. Noise and lighting from night works may also temporarily impact on night-time amenity or disrupt sleeping patterns for some residents closest to the construction works. Traffic flow would be maintained through the proposal throughout construction, although construction activities may result in temporary delays and disruptions for some motorists, cyclists and pedestrians. This may cause a level of inconvenience for some motorists although impact on the overall road network is expected to be minor. The presence of construction works and changes to local road conditions may influence perceptions of road safety for some motorists, pedestrians and cyclists. These impacts are expected to be effectively managed with the implementation of environmental and traffic management measures as well as consultation and communication with affected stakeholders.

During construction, the proposal would impact positively on employment through the creation of direct construction related employment opportunities, with the construction workforce expected to be between 35 personnel and 40 personnel at any given time. Temporary benefits would also occur for businesses that support the construction work, including the day-to-day needs of the workforce.

1. Introduction

1.1 Overview of the proposal

Transport for NSW proposes to improve the southern 'gateway' to King Street, Newtown by reducing the capacity of King Street, Princes Highway and Sydney Park Road and enhancing pedestrian and cyclist access along these road corridors to Sydney Park, St Peters Station and surrounding neighbourhoods. The proposal is located about four kilometres south west of the Sydney Central Business District (CBD), in the suburbs of St Peters, Newtown, Erskineville and Alexandria along the boundary between the Inner West and Sydney Local Government Areas (LGAs) (refer to Figure 1-1). Key features of the proposal would include:

- Reducing the Princes Highway/King Street carriageway from six lanes (generally) to four lanes(two lanes off-peak) from Campbell Street to Sydney Park Road, to accommodate a two way on-road segregated cycleway (on the western side of King Street between May Street and St Peters square), additional landscaping and community spaces to increase urban amenities
- Reducing the Sydney Park Road carriageway from four lanes to two lanes to accommodate a permanent solution for the existing temporary two-way on-road segregated cycleway (northern side), parking and additional landscaping to increase urban amenities,
- New mid-block pedestrian shared crossings to improve access across the Princes Highway/King Street and into Sydney Park, including:
  - A new mid-block pedestrian crossing on Princes Highway north of Short Street.
  - A new mid-block pedestrian and cyclist crossing on Princes Highway between May Street and Goodsell Street.
- Traffic signal and intersection reconfiguration works to improve safety, including:
  - Princes Highway/King Street and Sydney Park Road intersection:
    - King Street southbound approach: Reduce existing three though lanes and one left turn slip lane to a one through lane and one through/left turn lane
    - King Street northbound approach: Maintain existing two through lanes and reduce existing two dedicated right turn lanes to one lane
    - Sydney Park Road approach: Reduce existing two left turn lanes and two right turn lanes to one left turn lane and one right turn lane
    - Replacing existing signalised pedestrian crossing facilities with signalised shared crossing facilities on all approaches
  - Princes Highway/King Street and Goodsell Street intersection:
    - New raised zebra crossing to prioritise pedestrians at the entrance of Goodsell Street
  - Princes Highway/King Street and May Street intersection:
    - Removing traffic signals and re-configuring May Street to left in and left out only movements with a new raised zebra crossing to prioritise pedestrians at the entrance of May Street
  - Princes Highway/King Street and Barwon Park Road intersection:
    - Installing new traffic signals with new pedestrian crossings
  - Sydney Park Road and Mitchell Road intersection:
    - Eastbound approach: Reduce existing two though lanes and one left turn lane to one through lane and a through/left turn lane
    - Westbound approach: Reduce existing one right turn lane, one through lane and one through/left turn lane to one through/right turn lane and one through/left turn lane

    - Mitchell Road approach: Change existing one right turn lane and one right/through/left turn lane to one bus dedicated right turn lane and one through/left turn lane
- Reducing the posted speed limit on Princes Highway from 50 kilometres per hour to 40 kilometres from Campbell Street to Goodsell Street
- Sydney Park carpark access on Kings St will be modified so that Barwon Park Road access will be entry only into the carpark, and King Street will be exit only from the carpark
- Adjustments and relocation of parking spaces along the road corridor
- Road re-surfacing at signalised intersections and along road corridor where required
- Providing dynamic community space for parklets on both sides of Princes Highway
- Providing landscaped buildouts on Sydney Park Road and Princes Highway
- Relocating the bus stops on Princes Highway near the Short Street intersection, and on Sydney Park Road near the Mitchell Road intersection
- Relocating utilities and adjustments to streetlights where required
- Removing the Princes Highway and Sydney Park Road corridors from the approved B-double freight access network
- Adjusting stormwater to accommodate designed works
- Relocating existing VMS and CCTV camera
- Relocating road signs and line marking works
- Temporary construction facilities, including site compounds and an ancillary facility at Burrows Road and Venice Street, Mascot.

1.1.1 Location

The proposal is located about four kilometres south west of the Sydney Central Business District (CBD), in the suburbs of St Peters, Newtown, Erskineville and Alexandria along the boundary between the Inner West Council and City of Sydney local government areas (LGAs). The location of the proposal is shown in Figure 1-1 and an overview of the proposal is provided in Figure 1-2.

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).

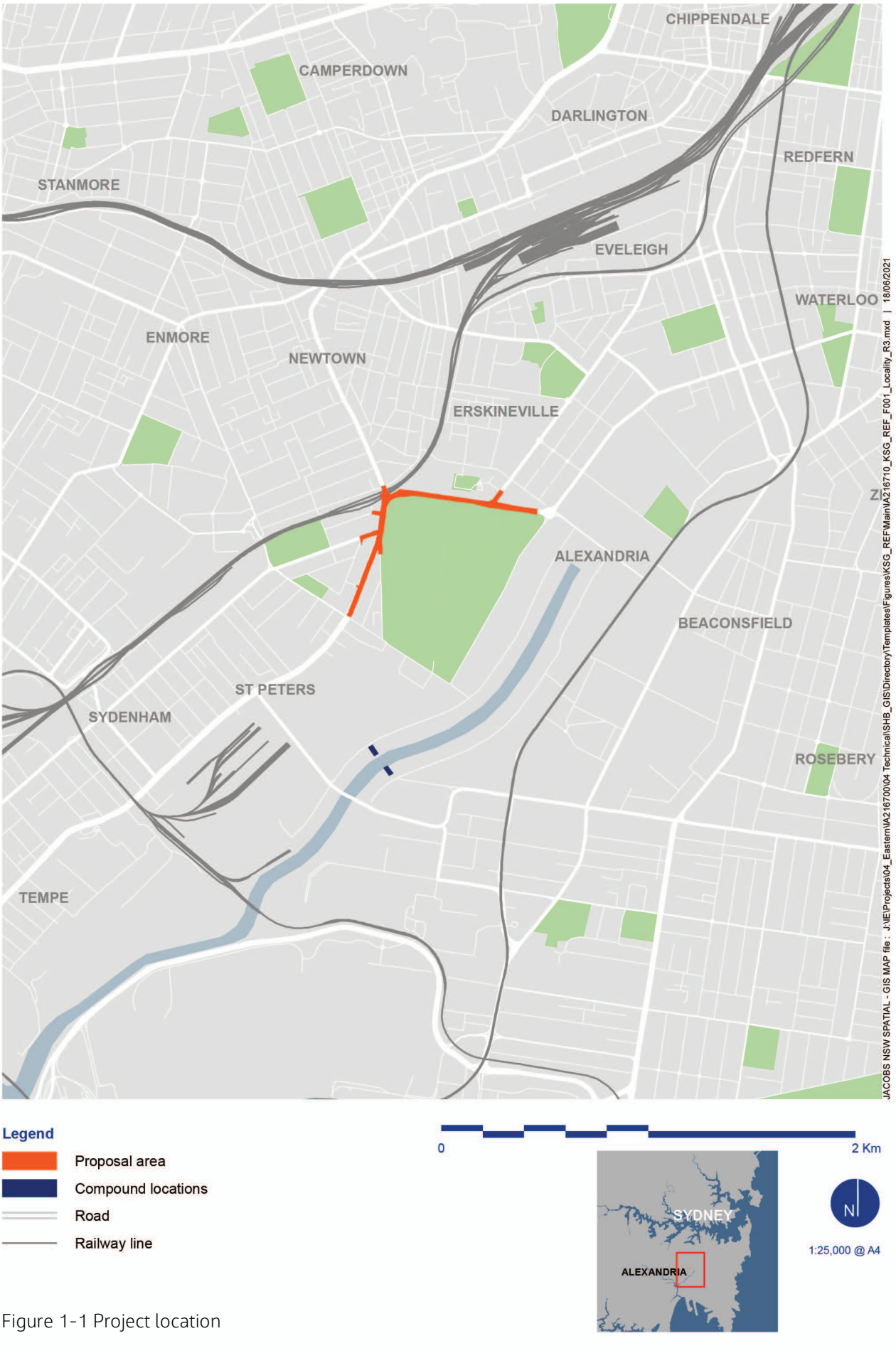

Figure 1-1 Project location

Figure 1-2 Project overview (Page 1 of 4)

Figure 1-2 Project overview (Page 2 of 4)

Figure 1-2 Project overview (Page 3 of 4)

Figure 1-2 Project overview (Page 4 of 4)

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) geographies of:

- Newtown-Camperdown-Darlington Statistical Area Level 2 (SA2)
- Sydenham-Tempe-St Peters SA2
- Erskineville-Alexandria 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 City of Sydney and Inner West LGAs and wider Sydney region as relevant. Figure 2-1 shows the study area for the purpose of this socio-economic assessment.

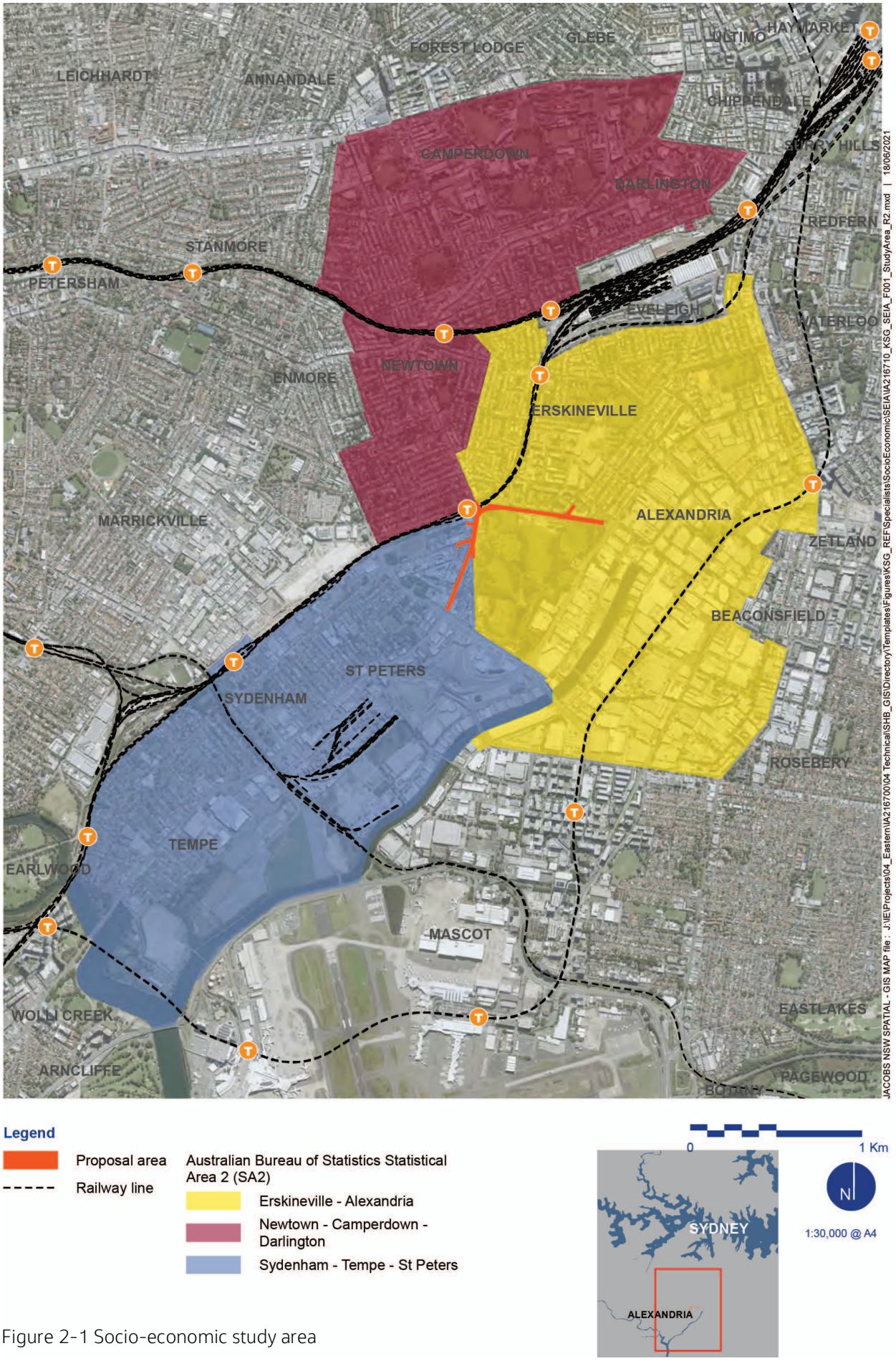

Figure 2-1 Socio-economic study area

2.2 Assessment methodology

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

This assessment has been developed in accordance with TfNSW's *Environmental Impact Assessment Practice Note – Socio-economic assessment* (moderate assessment) (TfNSW, 2020). An overview of the methodology is shown in Figure 2-2 with further information on each of these phases in the following sections.

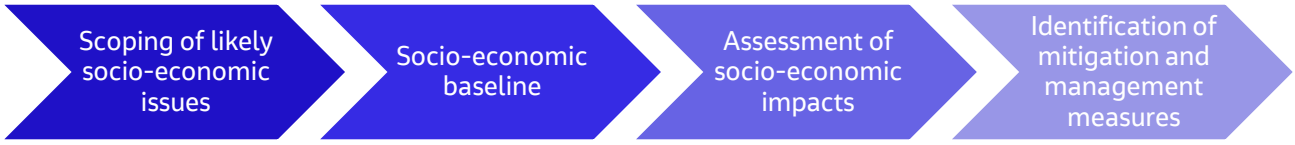

Figure 2-2 Socio-economic assessment methodology

2.2.1 Scoping of likely socio-economic issues

A preliminary review of the project was conducted to scope the likely socio-economic impacts relevant to the proposal's construction and operation and communities and groups potentially affected. The outcomes of the scoping task assisted in defining the study area for this assessment and the information to be gathered for the existing baseline. The preliminary review considered:

- Social and economic assessments undertaken for similar projects in NSW, including the Alexandria to Moore Park Stage 1 project
- Literature relating to existing socio-economic values in the study area.

2.2.2 Socio-economic baseline

The description of existing socio-economic characteristics, conditions and values in the study area included review and analysis of:

- State and local government policies relevant to the socio-economic environment of the study area
- Population and demographic data for communities in study area, including on population, housing, travel behaviour and health
- Data on employment and income, and information on existing businesses and industry
- Information on social infrastructure and community uses in the study area, including recreation, education, health and emergency services
- Social values and features in the study area that are important to communities and groups.

Population and demographic data is presented for the study area, with information on Greater Sydney provided as a comparison.

Data sources used to inform the socio-economic baseline is listed in Section 2.3.

2.2.3 Assessment of socio-economic impacts

The assessment of impacts considered potential changes to or impacts on existing socio-economic conditions due to the construction and operation of the proposal. This included consideration of direct and indirect impacts on communities and groups, and cumulative impacts due to interaction with other projects.

The assessment considered potential impacts on:

- Property
- Employment and training
- Local business and industry
- Social infrastructure
- Community values, including those relating to local amenity and character, community cohesion, safety and environmental values
- Local access and connectivity, including impacts on road users, public transport users, pedestrians and cyclists.

The primary focus of the assessment of socio-economic impacts was on the study area, although consideration was also given to potential impacts on regional communities within the City of Sydney and Inner West LGAs and Greater Sydney region, where relevant.

2.2.4 Evaluation of significance

An evaluation matrix was used to evaluate the significance of potential negative socio-economic impacts associated with the construction and operation of the proposal. This is shown in Table 2-1 and is based on the evaluation framework developed by TfNSW as part of the Environmental Impact Assessment Practice Note – Socio-economic assessment. The significance of identified impacts was determined with consideration of:

- Sensitivity of receptors (i.e. environmental characteristics, communities, businesses, business clusters, social infrastructure, residences)
- Magnitude of the proposed works.

Table 2-1 Evaluation matrix

		Magnitude			
		High	**Moderate**	**Low**	**Negligible**
Sensitivity	**High**	High	High-moderate	Moderate	Negligible
	Moderate	High-moderate	Moderate	Moderate-low	Negligible
	Low	Moderate	Moderate-low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

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 (e.g. rezoning), community values and community cohesion. The level of community concern about a project can also influence the sensitivity of receptors.

The magnitude of proposed works refers to the scale, duration, intensity and scope of the proposal, including how it will 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.

Criteria for determining the sensitivity of receptors and magnitude of proposed works are outlined in Table 2-2.

Table 2-2 Levels of sensitivity and magnitude

Level	Description
Level of sensitivity	
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
High	Multiple vulnerabilities and/or very little capacity to absorb or adapt to change
Level of magnitude	
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 in 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

Source: TfNSW Environmental Impact Assessment Practice Note – Socio-economic assessment, January 2020, v1.1

2.3 Data sources

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

- ABS regional profiles, on estimated resident population
- Government agencies such as the NSW Department of Planning, Industry and Environment on population projections
- State Government, City of Sydney and Inner West Council publications, reports, guidelines and websites.

3. Socio-economic policy context

This section provides an overview of State and local government strategies and policies relevant to the socio-economic context of the study area. Further information of other strategies and policies relevant to the proposal are provided in Chapter 2 of the REF.

3.1 New South Wales government

3.1.1 Directions for a Greater Sydney 2017-2056

Directions for a Greater Sydney 2017-2056 (Directions for a Greater Sydney) (GSC, 2017) outlines a set of common guiding principles that will help navigate the future of Greater Sydney. It aims to better integrate land use and infrastructure to deliver a more productive, liveable and sustainable Greater Sydney to 2056. Directions for a Greater Sydney identifies ten directions, of which those relevant to the proposal include:

- A well connected city
- A city in its landscape.

Strategies for progressing these directions are highlighted in the *State Infrastructure Strategy 2018-2038* (Infrastructure NSW, 2018) and *Future Transport Strategy 2056* (Transport for NSW, 2018a) and methods for implementation are detailed in the District Plans along with relevant local environmental plans, agency programs and transport programs.

Improved pedestrian paths and cycleways provided by the proposal would support the achievement of a well-connected city, by creating a more accessible and walkable city. Improved access and connection to public open spaces such as Sydney Park and landscaping and streetscaping enhancements would also contribute to the achievement of the 'city in its landscape' direction.

3.1.2 Future Transport Strategy 2056

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

The Strategy is based on the Movement and Place framework, which aims to allocate road space in a way that improves the liveability of places. The guiding principles within the framework acknowledge that the needs and expectations of transport customers and communities change for different street environments. The Movement and Place Framework also guides specific corridor and place plans to be developed as supporting plans of the Future Transport Strategy. The Strategy outlines six state-wide outcomes for the future of the mobility in the state, which together aim to positively impact the economy, communities and environment of NSW. These outcomes provide a framework for planning and investment aimed at harnessing rapid change and innovation to support a modern, innovative transport network.

The proposal would support the outcomes of the Strategy by improving the liveability and amenity within the study area, providing the infrastructure that allows and encourages sustainable and affordable modes of transport (walking and cycling) and increasing safety for road users.

3.1.3 Greater Sydney Green Grid

The *Greater Sydney Green Grid* (Government Architect NSW, 2017a) is the NSW Government's long-term vision for a network of high-quality green spaces in Metropolitan Sydney that connect communities to the natural landscape. It promotes the creation and consolidation of a network of high-quality green areas including local and regional parks and tree-lined streets, that connect town centres, public transport networks, public places and major residential areas. Linkages between open spaces are fostered within the wider public realm, including

through enhancing transport routes, footpaths and cycle ways, supporting the growing city and promotes sustainable development. One of the key project opportunities identified in the Central District is to connect Green Square with Moore Park, Centennial Parklands and Sydney Park. The proposal would assist in improving connections that is considered within this project opportunity.

3.1.4 NSW Road Safety Strategy 2012-2021

The *NSW Road Safety Strategy 2012-2021* (Transport for NSW, 2011) sets the direction of road safety in NSW. NSW is committed to at least a 30 per cent reduction in fatalities and serious injuries between 2012 and 2021. The proposal would support improved road safety outcomes for pedestrians and cyclists along King Street, Princes Highway and Sydney Park Road through the provision of increased formal crossing opportunities, footpath widening, and segregated cycleways. The proposal would also reduce general volumes and speed limits on Princes Highway and Sydney Park Road, leading to a reduction in the likelihood of crashes on these roads. A reduction in the volume of heavy vehicles using these roads would also help to reduce the severity of crashes.

3.1.5 Road Safety Plan 2021

The *Road Safety Plan 2021* (Road Safety Plan) (Transport for NSW, 2018c) details the NSW Government's commitment to improving safety on NSW roads. It outlines the State Priority Target to reduce fatalities by 30 per cent by 2021 and aligns with the Towards Zero vision of the Future Transport Strategy, which aims to have zero fatalities and serious injuries on NSW roads by 2056. The Road Safety Plan sets out four priority areas for action. The proposal is consistent with the priority to create liveable and safe urban communities as it will reduce the risk for crashes, fatalities and serious injury through improved intersection design and improved pedestrian and cycling pathways and crossings.

3.2 Local government

3.2.1 Sustainable Sydney 2030 – Community Strategic Plan 2017-2021

Sustainable Sydney 2030 – Community Strategic Plan 2017-2021 (City of Sydney Council, 2016) is the City of Sydney Council's community strategic plan. It outlines targets, goals, and aspirations for the City of Sydney over the next 10 years and sets a vision for the sustainable development of a green, global and connected city to 2030 and beyond. The vision for the future includes a city that is '*easy to get around with a local network for walking and cycling, and transit routes connecting the city's villages, city centre and the rest of inner Sydney*'.

Ten targets are identified in the plan for 2030 to make the city more sustainable. Target 7 specifies that at least 10 per cent of total trips made in the city should be made by bicycle and 50 per cent made by pedestrian movement by 2030. The plan's 'framework for action' outlines ten strategic directions for a sustainable Sydney. Those relevant to the socio-economic environment of the proposal include:

- Integrated transport for a connected city, which includes objectives relating to investment in public transport, walking and cycling infrastructure to encourage more people to use these forms of transport to travel to, from and within the city; public transport, walking and cycling are the first choice transport modes for the city; and transport services and infrastructure are accessible
- A city for walking and cycling, which includes objectives relating to the city and neighbouring areas have a network of accessible, safe, connected pedestrian and cycling paths integrated with green spaces; and the city centre is managed to facilitate the movement of people walking and cycling
- Sustainable development, renewal and design, which includes objectives relating to the city as one that is beautiful, sustainable and well-functioning; great public buildings, streets, squares and parks for everyone to use and enjoy; and the urban environment promotes health and wellbeing.

The proposal supports these targets, strategic directions and objectives by creating accessible, safe and connected pedestrian and cycling paths along King Street, Princes Highway and Sydney Park, that support and encourage walking and cycling as the preferred options for short journeys.

3.2.2 Cycling Strategy and Action Plan 2018-2030

The *Cycling Strategy and Action Plan 2018-2030* (Cycling Strategy and Action Plan) (City of Sydney Council, 2017) is the City of Sydney Council's strategy to make bicycle transport easier and safer so that it would be a more attractive and feasible option for more people. The strategy sets targets, priorities and actions for increasing bike trips in the City of Sydney and meeting the *Sustainable Sydney 2030* targets. A priority of the Cycling Strategy and Action Plan is to create a safe bike network of local and regional routes to connect people and destinations. The section of Sydney Park Road between Mitchell Road and King Street forms part of the planned Regional Bike Network that would connect St Peters to the city. The proposal would support the Cycling Strategy and Action Plan by providing a new on road segregated cycleway along a planned route of the Regional Bike Network.

3.2.3 Connecting our City

Connecting our City (City of Sydney Council, 2012) is City is a 25-year integrated transport and land use strategy to create a sustainable city and accommodate the high growth in residents, workers and visitors to the local area in the future. The strategy is a supporting document to the *Environmental Action 2016 – 2021 Strategy and Action Plan* that was endorsed by the City of Sydney in March 2017. *Connecting our City* recognises that public transport services and major roads in the Sydney Metropolitan Area are already running close to capacity, and at peak times, exceeding capacity thresholds. One of the six key action areas proposed in the strategy is to encourage active transport. Enhanced pedestrian access, improved pedestrian safety and priority created through wider footpaths and intersection changes, and improved cycle facilities such as the separated cycleway and cycle pathways along Sydney Park Road contribute to the achievement of this key action area. Providing higher priority for pedestrians along King Street, Princes Highway and Sydney Park Road is also consistent with the key action area to manage streets and traffic to act as places.

3.2.4 Sydney Park Plan of Management and Detailed Master Plan

The *Sydney Park Plan of Management* (Sydney Park POM) (City of Sydney Council, 2014) seeks to protect the cultural heritage and ecology of Sydney Park. It provides a clear and transparent management framework that guides the future use, development and maintenance of Sydney Park in line with the *Local Government Act 1993*. It provides detailed design strategies for the development of Sydney Park and makes recommendations for landscaping along the park perimeter, and future cycling connections to the park. The Sydney Park POM and Detailed Master Plan has been considered in the development of the proposal, particularly in regard to the protection of the Sydney Park Brick Kilns Precinct cultural heritage values and Sydney Park's natural environments, landscaping along the boundary of the park and pedestrian and cycling linkages into the park.

3.2.5 Our Inner West 2036

Our Inner West 2036 (Inner West Council, 2018) is the Community Strategic Plan of Inner West Council, which identifies the community's vision, goals and strategies for the future. Strategic Direction 2 aims to create unique, liveable networked neighbourhoods. The proposal would support outcomes for this strategic direction relating to people being able to walk, cycle and move around the Inner West with ease, by delivering integrated infrastructure for transport and active travel and ensuring transport infrastructure is safe and connected.

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 Appendix A.

4.1 Social profile

4.1.1 Population and age

The study area had an estimated residential population of 55,335 people in 2018. Between 2008 and 2018, the population of the study area grew at an average of 2.4 per cent annually compared to 1.7 per cent in Greater Sydney, increasing to an average of 3.0 per cent in more recent years. Within the study area, the Erskineville-Alexandria SA2 experienced rates of growth above the study area average over both the 10 years and five years to 2018, with Newtown-Camperdown-Darlington SA2 recording a rate of growth above the study area average between 2013 and 2018 (ABS, 2019).

Population projection data is available at an LGA level. By 2041, the population of the Sydney LGA is expected to grow to 259,469 people, an average of 1.2 per cent annually from 2016. At the same time, the Inner West LGA is projected to grow to 287,089 people, or an average of 1.0 per cent annually from 2016. This is below the projected average growth rate for Greater Sydney (at 1.7 per cent annually) (NSW Department of Planning and Environment, 2019).

Within the study area, high population growth is expected to continue in Erskineville-Alexandria, with the delivery of urban renewal projects at Green Square. The Green Square Urban Renewal Area is expected to accommodate about 61,000 people by 2030. The Ashmore Precinct to the north of Sydney Park is also proposed to have a population of about 6000 residents by 2025.

The study area generally has a younger population with median ages below the Greater Sydney average. In June 2018, compared to Greater Sydney, the study area had lower proportions of children aged 14 years or under and older people aged 65 years or above. At the same time, the study area had relatively high proportions of working aged people with 82.6 per cent of the residential population aged 15-64 years, compared to 67.5 per cent in Greater Sydney, with this mainly comprising people aged 15-44 years (ABS, 2019).

4.1.2 Cultural diversity

Communities in the study area generally reported lower levels of cultural diversity compared to Greater Sydney, with lower proportions of people who were born overseas, spoke a language other than English, and Aboriginal and/or Torres Strait Islander persons. At the 2016 Census, 33.8 per cent of people in the study area were born overseas, compared to 36.8 per cent in Greater Sydney. Apart from Australia, the main countries of birth for residents in the study area were England, China, New Zealand, United States of America and Vietnam.

About 22.4 per cent of people in the study area spoke a language other than English at home, compared to nearly 36 per cent in Greater Sydney. The main languages spoken at home included Mandarin, Cantonese, Spanish, Greek and Vietnamese. Residents in the study area generally had high levels of English proficiency with levels of people who did not speak English well or at all less than half of Greater Sydney. The exception to this within the study area was the Sydenham-Tempe-St Peters SA2, which reported levels of people who did not speak English well or at all above the Greater Sydney average.

About 1.3 per cent of the population in the study area identified as Aboriginal and/or Torres Strait Islander at the 2016 Census, which was marginally below the Greater Sydney average.

4.1.3 Households, families and housing

Compared to Greater Sydney, the study area generally had a lower proportion of family households and higher proportions of group and lone person households compared at the 2016 Census. This is likely to reflect the inner-city location of the study area and the presence of the University of Sydney at Camperdown. Over half of families in the study area (55.6 per cent) comprise couple only families, which is well above the Greater Sydney average (at 33.4 per cent). Families with children comprise about 41.5 per cent of families within the study area, compared to about 64.7 per cent in Greater Sydney.

At the 2016 Census, about 80 per cent of dwellings in the study area comprised higher density dwellings such as semi-detached, row or terrace houses, flats or apartments, reflecting the study area's inner-city location. Within the study area, the Erskineville-Alexandria SA2 had the highest proportions of higher density housing. Housing with the Sydenham-Tempe-St Peters SA2 was more varied with about 40 per cent of dwellings comprising separate houses.

The study area had a relatively high proportion of rental dwellings, comprising about 53.4 per cent of occupied private dwellings in the study area, compared to 34.1 per cent in Greater Sydney. This was driven by very high proportions of rental dwellings in the Newtown-Camperdown-Darlington SA2 (at 61.7 per cent). About 64.0 per cent of dwellings in the Sydenham-Tempe-St Peters SA2 comprised owner occupied dwellings, reflecting the more established housing and older population within this area. Housing costs within the study area were generally similar to or marginally above the Greater Sydney average.

4.1.4 Disadvantage and vulnerability

The ABS Census Socio-economic Indexes for Areas (SEIFA) index of relative socio-economic disadvantage provides a summary measure of socio-economic conditions based on 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. At the 2016 Census, communities in the study area generally displayed low levels of relative disadvantage with decile scores ranging from seven to 10 (ABS, 2018).

Compared to Greater Sydney, residents in the study area generally reported low levels of needing 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, 2.2 per cent of the population reported a need for assistance compared to 4.9 per cent in Greater Sydney.

4.1.5 Travel behaviour

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

Figure 4-1 shows the main methods for travel to work for residents aged 15 years or over in the study area. Residents in the study area are more likely to use public transport, walk or cycle for their journey to work compared to residents in Greater Sydney. At the 2016 Census, about 46.5 per cent of people used the bus or train for all or part of their journey to work. People who walked to work accounted for about 10.7 per cent of residents, while people who cycled represented 4.4 per cent of residents. This is compared to 4.0 per cent and 0.7 per cent respectively in Greater Sydney.

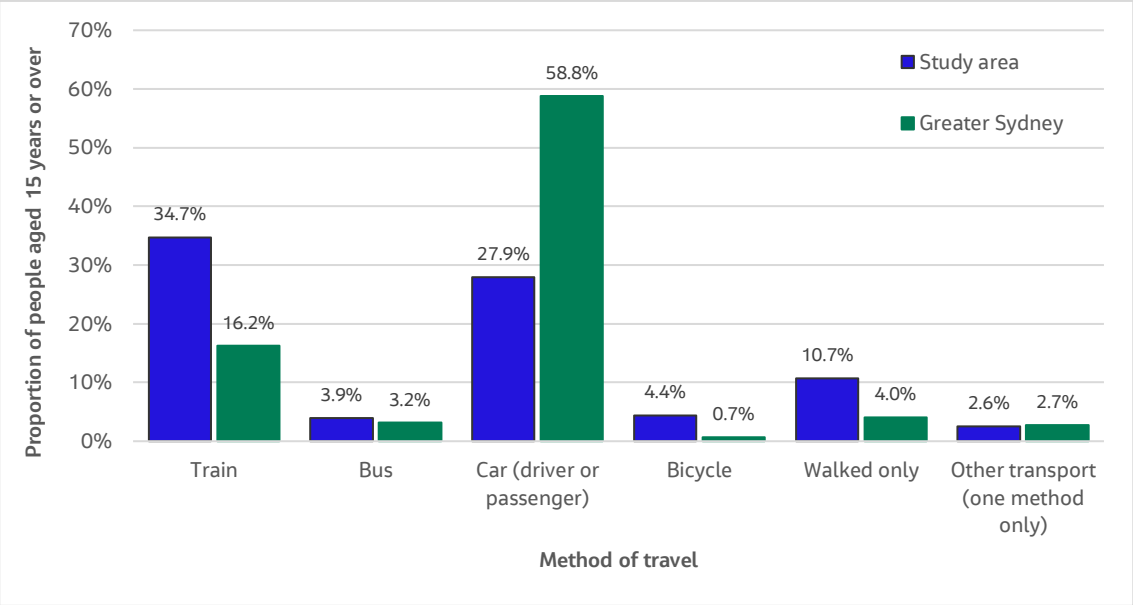

Figure 4-1 Travel to work – residents, 2016

Figure 4-2 shows the average commuting distance for residents in the study area at the 2016 Census, compared to Greater Sydney. In 2016, the average commute for residents in the study area was between 7.1 kilometres and 8.8 kilometres (refer to Figure 4-2). This was about half the average commuting distance for residents of Greater Sydney (at 15.3 kilometres) and is likely to reflect the high proportion of people who commute by walking and cycling, as well as the level of employment within the study area and its proximity to employment centres.

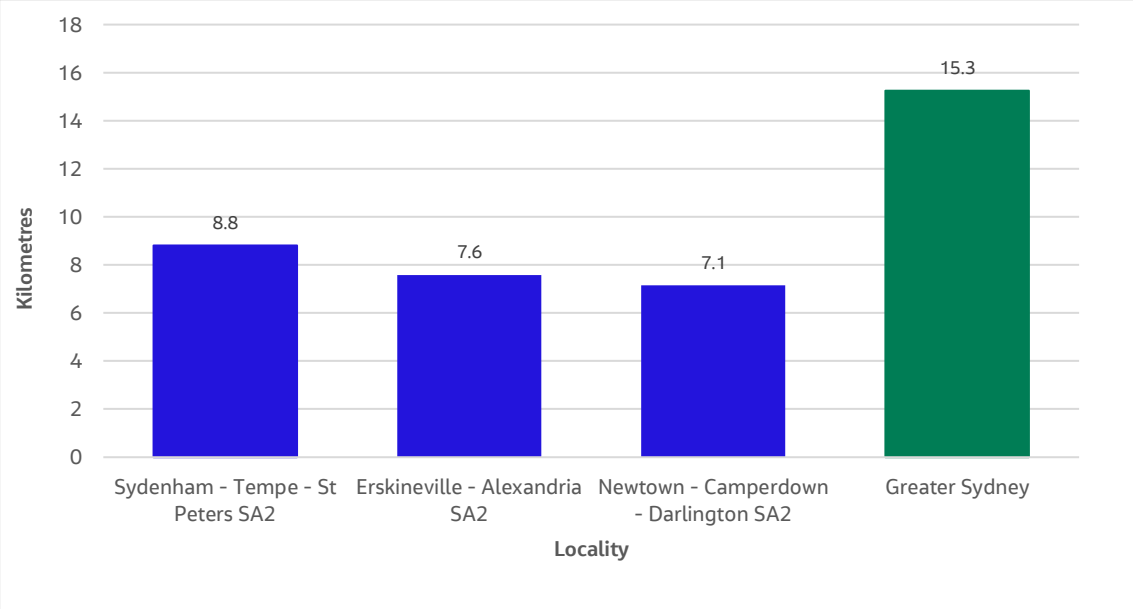

Figure 4-2 Average commuting distance to work (from usual residence)

Households in the study area also had relatively low levels of car ownership, with 27.6 per cent of households without access to a motor vehicle at the 2016 Census, compared to 11.1 per cent in Greater Sydney, and about 49.7 per cent households with access to one vehicle only. About 19.5 per cent had two or more vehicles, well below the Greater Sydney average at 48.5 per cent.

4.1.6 Health

The study area is located within the Sydney Local Heath District (LHD), which is one of eight geographically based LHDs covering the Sydney metropolitan region. It extends from the study area to Homebush in the west and from Sydney Harbour to Punchbowl and Roselands in the south.

In 2019, about 27.3 per cent of people in the Sydney LHD aged 16 years and over reported (through the 2019 NSW Population Health Survey) to have undertaken insufficient physical activity[1]. This compared to 38.5 per cent in all LHDs across NSW and was the lowest level reported in the eight LHDs in the Sydney metropolitan region, with the highest level being 47.6 per cent (Centre for Epidemiology and Evidence).

In 2018/2019, 26.1 per cent of children aged five to 15 years in the Sydney LHD were reported to have undertaken adequate physical activity[2], while 48.6 per cent were reported to have sedentary behaviour[3]. This is compared to 23.0 per cent and 47.2 per cent respectively in all LHDs across NSW. Compared to the Sydney metropolitan area, the Sydney LHD reported the second highest level of adequate physical activity (ranging from 14.3 per cent to 27.1 per cent) and the fifth lowest in relation to sedentary behaviours (ranging from 39.1 per cent to 57.2 per cent) (Centre for Epidemiology and Evidence).

4.2 Economic profile

4.2.1 Income and employment

Median household and individual incomes in the study area were above the Greater Sydney average. The Erskineville-Alexandria SA2 had particularly high median incomes, recording a median household income of $2447 per week at the 2016 Census, compared to $1750 in Greater Sydney, and a median personal income of $1360 per week, compared to an average of $719 in Greater Sydney. At the 2016 Census, residents in the study area displayed relatively high levels of labour force participation and low levels of unemployment compared to Greater Sydney. Within the study area, the Newtown-Camperdown-Alexandria SA2 had the lowest levels of labour force participation (at 68.4 per cent), although this was above the Greater Sydney average (at 61.6 per cent).

4.2.2 Workforce profile

At the 2016 Census, there were about 50,077 people working in the study area, of which nearly 90 per cent worked within the Newtown-Camperdown-Darlington and Erskineville-Alexandria SA2s. The main industries of employment for people working in the study area reflect the presence of major institutional uses such as the Royal Prince Alfred Hospital and University of Sydney, and include:

- Health care and social assistance (15.3 per cent)
- Education and training (15.2 per cent)
- Retail trade (10.9 per cent)
- Transport, postal and warehousing (8.5 per cent)
- Professional, scientific and technical services (6.5 per cent).

Figure 4-3 shows the main methods for travel to work for people aged 15 years or over who worked in the study area. Travel by private vehicle was the predominant mode of transport for people working in the study area, with 52.5 per cent of workers travelling by car (as either a driver or passenger) for all or part of their journey to work. This was below the average for Greater Sydney (58.3 per cent), although this was largely due to relatively low

[1] Defined as either no moderate intensity physical activity or less than 150 minutes of moderate intensity physical activity per week or moderate intensity physical activity was undertaken over fewer than five separate occasions per week

[2] Defined as one hour or more of vigorous or moderate physical activity outside of school hours each day.

[3] Includes children who spent more than two hours per day on sedentary leisure activities (for example, watch TV, videos or DVDs, play video or computer games, or work on the computer).

levels of private car use in the Newtown-Camperdown-Darlington SA2 (38.1 per cent). Public transport commuters accounted for about 30.3 per cent of people working in the study area, compared to 25.5 per cent in Greater Sydney.

The study area also had a high proportion of people who commuted by walking or cycling, with about 7.2 per cent of the study area's working population walking to work and 2.2 per cent cycling to work at the 2016 Census. This is compared to 4.1 per cent and 0.7 per cent respectively in Greater Sydney.

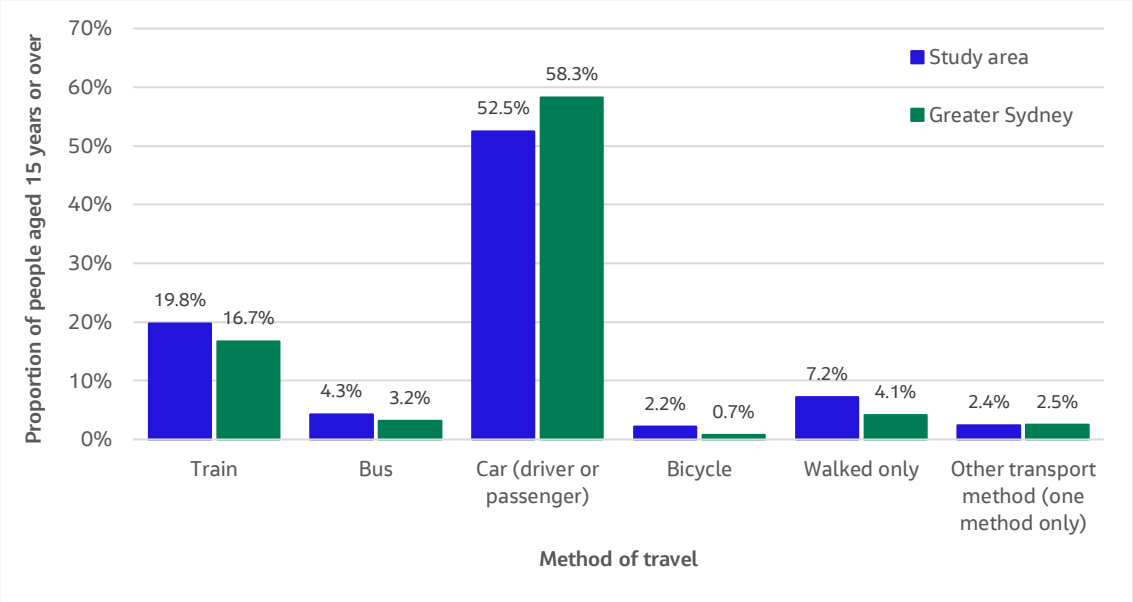

Figure 4-3 Travel to work – working population, 2016

Figure 4-2 shows the average commuting distance for people working in the study area at the 2016 Census, compared to Greater Sydney. In 2016, some workers in the study area had a longer commute to work compared to the Greater Sydney average, with the average commute ranging from 13.3 kilometres in the Newtown-Camperdown-Darlington SA2 to 17.7 kilometres in the Erskineville-Alexandria SA2. This is compared to an average of 16.0 kilometres in Greater Sydney and is consistent with the use of private vehicle for travel to work.

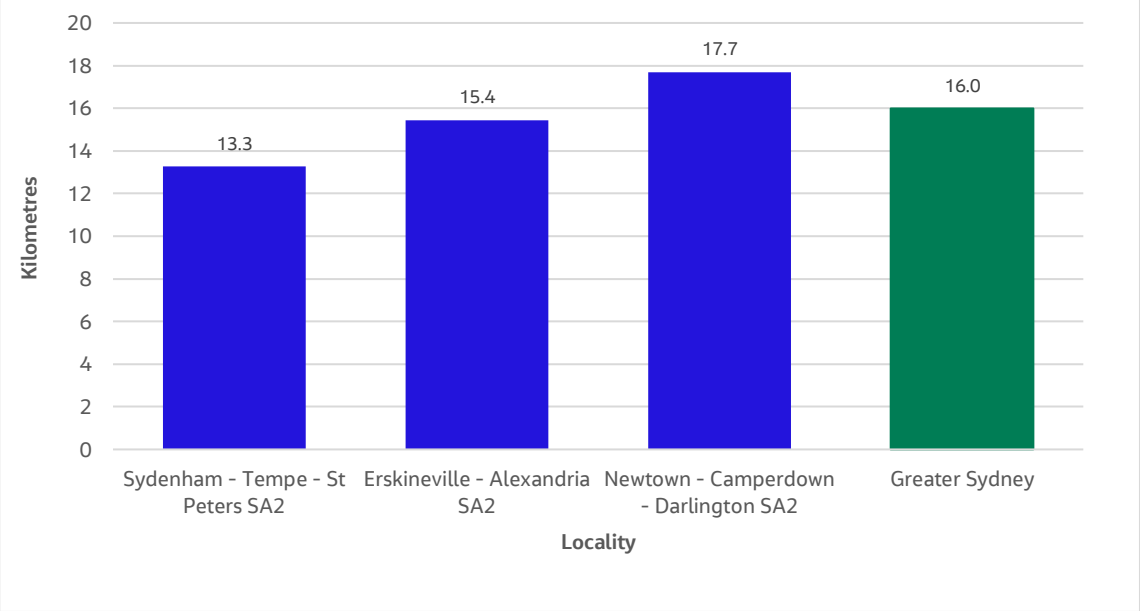

Figure 4-4 Average commuting distance to work (to place of work)

4.3 Local businesses

There were 6,867 businesses in the study area in 2018, of which about 57.4 per cent were 'non-employing businesses' (for example sole traders and partnerships with no employees in addition to the business owners) and a further 37.8 per cent employed less than 20 people (ABS, 2020).

Nearly one in five businesses (19.0 per cent) comprise professional, scientific and technical services (for example, architectural, engineering and technical services, advertising, veterinary services, legal and accounting services, etc). Other key industries of businesses in the study area include:

- Rental, hiring and real estate, including motor vehicle and transport equipment rental and hiring, property managers and real estate services (12.1 per cent)
- Construction, including building construction and construction related services such as land developers and site services and building services (7.8 per cent)
- Retail trade, including motor vehicle and fuel retailers, supermarket and grocery stores, furniture and homewares, clothing and footwear, and pharmacies (7.4 per cent)
- Health care and social assistance, including medical and allied health services, residential care services, and child care services (7.2 per cent).

A desktop review of businesses along the proposal was conducted in May 2020 based on internet searches. Businesses along the proposal at King Street, Princes Highway and Mitchell Road are shown in Figure 4-5 and include a mix of:

- Cafes, restaurant and takeaway shops
- Service-related businesses such as photographer, financial services, veterinary services, automotive repair, dog grooming, real estate and property management
- Retail businesses, including service station, motorcycle and bicycle stores, pet store, and bottle shop
- Health and medical related businesses, including physiotherapist and dentist
- Postal services, including Australia Post and cargo transport
- Art studio and gallery
- Waste management and recycling services.

Many of these businesses are likely to serve the needs of residents and workers in the study area and surrounding region, although some businesses are likely to also service customers from across Greater Sydney due to their more specialised nature, for example, the motorcycle store, cargo transport, studio and gallery, and dentist.

The reliance of businesses on 'passing trade', that is customers who access a business because they see it while walking or driving past, is likely to be influenced by the nature of the business. Those businesses that are likely to have a higher reliance on passing trade include the service station, cafes, restaurants and takeaway stores, and bottle shop.

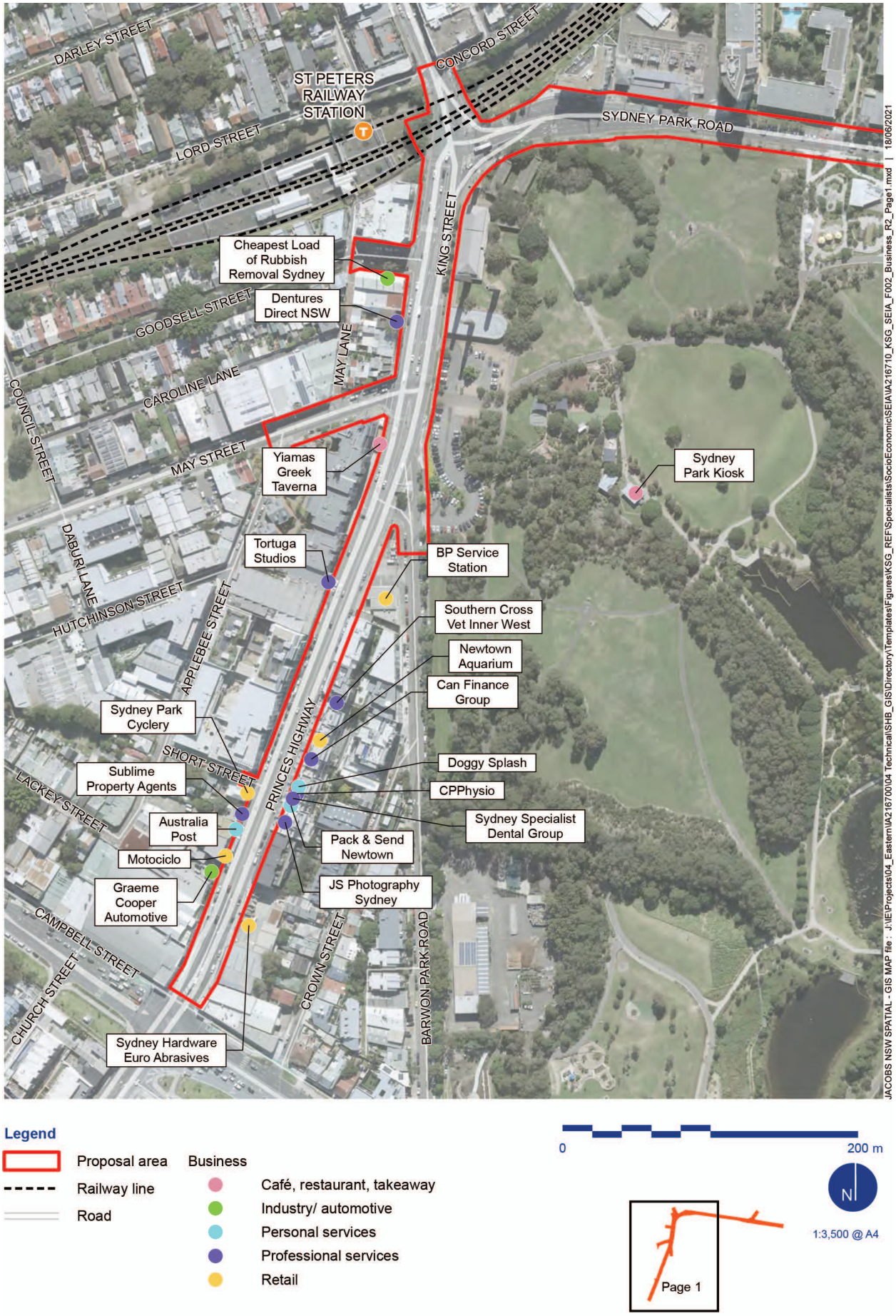

Figure 4-5 Local businesses, (Page 1 of 2)

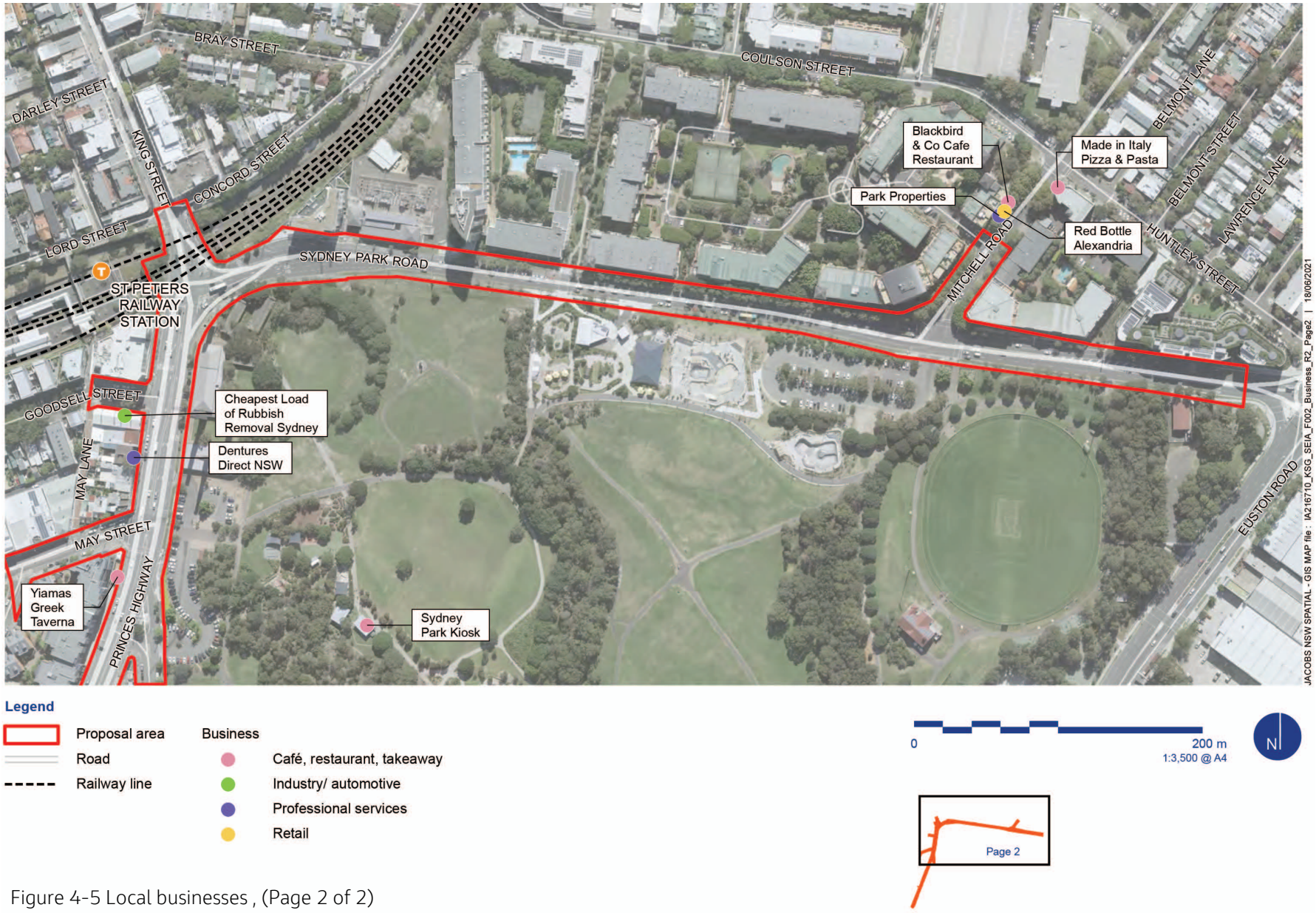

Figure 4-5 Local businesses , (Page 2 of 2)

4.4 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.

A desktop review of social infrastructure near the project was undertaken in May 2020 based on internet searches and review of spatial mapping. Social infrastructure located within 500 metres of the proposal are shown in Figure 4-6.

Sydney Park is a historically and culturally significant precinct in the area. Formerly used as a brickmaking site, Sydney Park consists of around 40 hectares of open space, including wetlands, memorial gardens, and formal and informal recreation facilities. A number of recreational and leisure facilities are supported by the parklands including Sydney Park Wetlands, sporting facilities, skate park, playgrounds and dedicated dog park areas. Cycle tracks and walking paths also run throughout the park. Key features of Sydney Park include:

- Kilns and brickworks chimneys at the corner of Sydney Park Road and King Street associated with past brickmaking and industrial uses
- Sydney Park Wetlands, which were created through the City of Sydney water reuse project and are an important part of the park's ecosystems and flood management
- Alan Davidson Oval at the corner of Sydney Park Road and Euston Road, which provides facilities for cricket and Australian Rules football
- The AIDS Memorial Grove, which includes a grove of Australian Native trees as a permanent memorial to people lost to AIDS and provides a contemplative place of respect and remembrance, where people can go to grieve for lost loved ones
- Children's playground
- Sydney Park Cycling Centre near Sydney Park Road, which provides a safe place for children to learn about cycling and road safety
- Sydney Park skate park, which is due to be completed mid this year and will provide skate facilities for all levels and styles
- Sydney City Farm, which is an urban agriculture project for food production, community events, workshops and farmers' markets
- Sydney City Council Sydney Park Nursery Depot on Barwon Park Road.

King Street and Sydney Park Road form the western and northern boundary of Sydney Park. Existing traffic on these roads creates a perceived barrier to movement between Sydney Park and surrounding residential and commercial areas for some pedestrians and cyclists.

A range of other local and district level open space and recreation areas are located near the proposal that cater for the needs of communities in the study area and surrounding region. These include Camdenville Park, May Street Reserve, Pearl Street Reserve, and Darley Street Playground.

There are a number of education facilities near the proposal. St Peters Public School is located south of the proposal area and caters for students from Kindergarten to Year 6. Camdenville Public School is located west of the proposal and also provides education for primary school students from Kindergarten to Year 6. A private primary school, St Pius X Catholic Primary school is located nearby at Edgeware Road.

Figure 4-6 Social infrastructure near the proposal

4.5 Transport and access

The study area is well serviced by transport services and facilities that provide a high level of access and connectivity to destination within the study area, surrounding suburbs and wider Sydney area. Key transport corridors and facilities in the study area include:

- Major road corridors such as King Street, Princes Highway and Sydney Park Road, which provide access for motorists, public transport services between the CBD and key centres, and active transport functions
- Active transport facilities, including footpaths and pedestrian crossings along the major road corridors, off-road shared paths along Sydney Park Road and through Sydney Park (refer to Figure 4-7)
- Public transport facilities, including St Peters train station, which provides passengers access to the Sydney CBD and Liverpool / Lidcombe via T3 Bankstown Line services, and bus routes and bus stops at Princess Highway, Sydney Park Road and King Street.

On-street car parking is currently provided along the Princes Highway, King Street and Sydney Park Road. There are about 77 car park spaces along Princes Highway and King Street, and about 38 car park spaces along Sydney Park Road. Along the Princes Highway and King Street, parking is generally unrestricted outside of the morning weekday peak period clearway restrictions on the western side of the Princes Highway, and outside of the evening weekday peak period clearway restrictions on the eastern side of the Princes Highway. On the western side of King Street parking restrictions are generally in place during the weekday morning peak period and for two hours in the afternoon.

Further detail about existing transport facilities is provided in Section 6.1 of the REF.

Figure 4-7 Pedestrian and cycle networks near the proposal

4.6 Community values

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 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.

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.

As indicated in Section 4.4, Sydney Park is a historically and culturally significant precinct in the area. Formerly used as a brickmaking site, Sydney Park comprises open space, including wetlands, memorial gardens, and formal and informal recreation facilities. The protection of these cultural heritage values and natural environments is likely to be important to local and regional communities. These areas also provide spaces for people to walk and cycle through, which are fundamental to *Sustainable Sydney 2030 – Community Strategic Plan 2017-2021* (City of Sydney Council, 2016) and *Our Inner West 2036* (Inner West Council, 2018).

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 open space and recreation facilities located within Sydney Park, and residential neighbourhoods within easy reach of local services, employment and major centres such as the Sydney CBD.

5. Impact assessment

5.1 Property impacts

The proposal would be within the existing road reserve and would not require any property acquisition. Access would be provided to existing properties along King Street, Princes Highway and Sydney Park Road, although minor adjustments may be required to some driveways.

Ancillary facilities would be located at Venice Street, Mascot (Lot 2121, DP 591060) and 12-18 Burrows Road, St Peters (Lot 501, DP1224849). These sites would be used for materials storage and administration purposes. The sites comprise existing industrial uses and use of the sites for the project is consistent with their current use.

5.2 Construction

This section describes potential benefits and impacts on communities and businesses of the proposal's construction. The construction is expected to commence in early 2021 and take around 18 months to complete.

5.2.1 Local business and industry

During construction, the proposal would have temporary benefits and impacts for some local businesses closest to construction activities.

Construction of the proposal is likely to have benefits for some businesses through increased demand for local goods and services. In particular, 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-today needs of construction workers. Businesses supplying goods and services to construction works may also experience benefits from increased construction activity.

Construction noise, dust and construction traffic may have temporary adverse impacts on amenity for businesses near to the proposed works at Princes Highway and King Street. Activities likely to cause the highest noise levels mainly relate to works for utilities relocation, road works and pavement works. The effect of this impact would depend on such things as the nature and type of business but could include 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. Two cafes/ restaurants are located near the proposal at Princes Highway and Mitchell Road that have outdoor dining areas, including:

- Yiamas Greek Taverna at the corner of Princes Highway and May Street
- Blackbird & Co at Mitchell Road.

A range of other business and commercial uses are located at Princes Highway and Mitchell Road that may experience disruptions to business amenity due to noise, vibration and dust from construction activities. These include:

- Personal and professional services on the eastern side of Princes Highway at St Peters, including photography studio, dentist, physiotherapist, veterinary clinic, and commercial offices
- Motorcycle and bicycle retailers on the western side of Princes Highway at St Peters
- Tortuga Studios at Princes Highway, St Peters, which includes a gallery and studio space for artists, designers, musicians, and film, television and theatre artisans
- Denture clinic on the western side of Princes Highway at St Peters
- Retail, takeaway and commercial uses at Mitchell Road.

Access to businesses near the proposal would be maintained during construction, although temporary changes to local roads and footpaths could temporarily impact access to some businesses for workers, customers and service vehicles, including:

- On-street parking zones at Princes Highway
- Traffic access, including closure of traffic lanes
- Pedestrian and cyclist access near to construction works for safety.

The project would result in the loss of some on-street parking along some sections of the Princes Highway from the construction phase, with potential temporary impacts likely on remaining on-street parking. A reduction in on-street parking would particularly impact customers, staff and delivery drivers of businesses with limited on-site parking. This may make finding a convenient car park more difficult for some customers, staff and delivery drivers of businesses near the proposal and potentially require some people to walk further to access businesses. The need to walk further or take longer to search for a convenient car park may deter some people from accessing some businesses, particularly where visits are for a short duration or where goods or services are readily available from other nearby locations with easier and more convenient parking access.

Further discussion about changes to local access and connectivity during construction are described in Section 5.2.5.

5.2.2 Employment

During construction, the proposal would impact positively on employment through the creation of direct construction related employment opportunities and indirect employment opportunities in businesses and industries that support the construction work. The construction workforce would vary depending on the stage of construction and associated activities, although is expected to be between about 35 personnel and 40 personnel at any given time. As such, increased employment opportunities locally may assist in supporting improved social and economic outcomes for some individuals.

5.2.3 Social infrastructure

During construction, potential impacts on social infrastructure would mainly relate to temporary access changes and amenity impacts on Sydney Park associated with construction noise and dust.

Access would be maintained to social infrastructure near the proposal, including to facilities within Sydney Park. Temporary traffic disruptions and changes to local roads may affect access for some people to social infrastructure near the proposal and in the broader study area through temporary traffic delays. Any impacts are expected to be minor and are not expected to impact on the overall use of social infrastructure.

Noise and dust from construction activities has potential to impact on the use and enjoyment of some recreation facilities and other spaces within Sydney Park, particularly those located near to Sydney Park Road, King Street and Princes Highway. These impacts would be temporary and for most areas within Sydney Park any impacts on formal and informal recreation activities (for example, the skate park and playground) are likely to be minor. Construction noise and dust has potential to temporarily impact on the peace and tranquillity of areas within the park that are used for reflection and remembrance such as the AIDS memorial grove. Any impacts on amenity are generally expected to be minor and occur for a short period only, although have potential to disrupt the use of these spaces for some people.

5.2.4 Community values

Temporary changes to local amenity may be experienced by residents, staff and customers of local businesses, and users of social infrastructure near the proposal 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 the night-time amenity for nearby residents
- The presence of construction infrastructure and activities
- Use of local roads by construction traffic.

Reduced amenity may temporarily impact on the use and enjoyment of some residential properties, businesses and community facilities closed to the proposed works, particularly within outdoor areas. High density residential uses are located along the proposal at King Street, Princes Highway, Sydney Park Road and Mitchell Road.

Construction works would mainly be undertaken during standard day-time work hours, although some construction activities associated with works in the road median and to support temporary traffic changes, would need to be undertaken outside of standard day-time work these hours, for example at night and weekends, to minimise traffic impacts. Noise and lighting from night works may temporarily impact on night-time amenity or disrupt sleeping patterns for some residents closest to the construction works.

Ancillary facilities would be located at Venice Street, Mascot and Burrows Road, St Peters, which would be used for materials storage and administration purposes. The sites are surrounded by industrial land uses and potential impacts from the use of these sites are expected to be negligible.

During construction, there is potential risk to some heritage places near the project due to incidental impacts from nearby construction activities. These impacts would generally be managed with the implementation of management measures. Further discussion about potential impacts on heritage values is provided in Chapter 6.3 of the REF.

Potential impacts on the use and enjoyment of facilities within Sydney Park are described in Section 5.2.3.

5.2.5 Access and connectivity

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

- Traffic delays and disruptions for motorists, including from changes to roads and increases in construction vehicles
- Minor increases in travel times for bus users
- 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 proposal throughout construction, although construction activities may result in temporary delays and disruptions for some motorists, cyclists and pedestrians. This may cause a level of inconvenience for some motorists although impact on the overall road network is expected to be minor.

The presence of construction works and changes to local road conditions may influence perceptions of road safety for some motorists, pedestrians and cyclists. 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 4.1.5 and Section 4.2.2, 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. Management measures would be implemented near to

construction works to maintain traffic safety near to proposed works and minimise impacts for motorists, pedestrians and cyclists. Minimising the extent and length of pedestrian and cycle path diversions would also be important in minimising potential impacts on pedestrians and cyclists.

As indicated in Section 4.1.5 and Section 4.2.2, public transport is an important mode of transport for residents and workers in the study area. Potential impacts on bus users would mainly be associated with minor increases in travel times due to changed road conditions and increased congestion. Any disruptions to bus services during construction are expected to be minimal and are not expected to impact on bus use or the wider bus network. Existing bus stops are expected to remain operational during construction. Any changes to bus stops required during construction, such as temporary relocation, would be carried out in consultation with the local bus operator and would be planned to minimise disruptions for bus users. 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.

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.

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

5.3 Operation

This section describes potential benefits and impacts on communities and businesses of the proposal's operation.

5.3.1 Local business

Operation of the project would result in reduced traffic volumes on King Street (south of Lord Street), Princes Highway (north of Campbell Street), Sydney Park Road and Mitchell Street. This would reduce the number of motorists travelling past businesses on these roads, potentially impacting on businesses that rely on passing trade for their customers. Businesses along these roads mainly comprise service-related businesses (for example financial services, automotive repairs), specialty retailers (for example, bicycle and pet stores) and cafes and restaurants. The nature of these businesses means that they are likely to have a lower reliance on passing customers for their business and are more likely to attract customers that specifically choose to access these businesses due to factors such as convenience to home or work. Customers of these businesses are likely to benefit from improved access provided by reduced traffic volumes on these roads and enhancements to the overall business amenity.

The main exception to this is the service station at Princes Highway and Barwon Park Road. It is expected that a proportion of customers to this business would be from motorists travelling along Princes Highway. A reduction in traffic volumes on King Street and Princes Highway may impact on the level of passing customers for this business. At the same time, it is likely that this service station would attract customers from surrounding residential and commercial uses, with the nearest alternate service station located on Princes Highway about one kilometre south. A reduction in traffic on King Street and Princes Highway and new traffic signals at the intersection of Barwon Park Road and Princes Highway is likely to make access to this business easier for some residents and workers in the surrounding area.

On-street parking access to local businesses for customers, staff and deliveries would be slightly reduced along King Street, Princes Highway and Sydney Park Road. Parking restrictions would generally be in accordance with current clearway hours restrictions. This has the potential to impact customers, staff and delivery drivers of businesses with no or limited on-site parking and may reduce the convenience of businesses for some customers, particularly where visits are for a short duration. This would be balanced in part by an increase improved access for people who pedestrians and cyclists, which may encourage some people to walk or cycle for some local trips they otherwise would not. On-street parking towards the eastern section of May Street would

also be increased as a result of the proposal, which would provide a sufficient alternative to parking on King Street, Princes Highway or Sydney Park Road.

During operation, businesses near the proposal would benefit from enhanced urban amenity and streetscape improvements, including widened footpaths and additional landscaping. The character of these corridors is currently compromised by high traffic volumes. A reduction in traffic using King Street, Princes Highway and Sydney Park Road and associated road traffic noise and landscape improvements along the proposal would support improved safety and amenity for customers of businesses along these roads. The provision of community spaces along Princes Highway as part of the project would also provide opportunities for temporary commercial uses such as eateries (for example, food trucks) to be established. This would impact positively on the local business environment and surrounding businesses by contributing to the amenity, vitality and vibrancy of the streetscape, particularly outside of the normal trading hours of existing service related businesses. These changes would contribute to the attractiveness of the local business environment and commercial properties near the proposal and support opportunities to revitalise the business environment of this area and attract new businesses and customers.

5.3.2 Social infrastructure

Once complete, the proposal would improve access and connectivity for pedestrians and cyclists to social infrastructure in the study area, including facilities within Sydney Park. In particular, the proposal would provide safer and more convenient access to Sydney Park for pedestrians and cyclists through the provision of crossing facilities at key intersections along King Street, Princes Highway as well as signalised pedestrian and cycle crossings of King Street, Princes Highway and Sydney Park Road. The importance of pedestrian access into Sydney Park and surrounding areas was identified during council consultation for the project. Improved connectivity to community facilities such as Sydney Park would have beneficial impacts for local and regional communities supporting enhanced access to formal and informal recreation facilities and open space for residents and workers of surrounding suburbs.

The proposal would alter access to the car park for Sydney Park on Sydney Park Road by removing the current right-turn restriction and allowing eastbound motorists on Sydney Park Road to access the car park and restricting right-turn movements from the car park to Sydney Park Road. This would improve access and safety for motorists travelling from suburbs west of the park. Car park users who want to travel east would need to use Mitchell Street and Maddox Street to travel to Euston Road. This may cause an inconvenience for some motorists, but is not expected to deter people using the park. The car park for Sydney Park on King Street would also be altered by swapping the current entry and exit points, resulting in an entry through Barwon Park Road and exit on King Street.

The proposal would also support enhanced landscape, visual and urban amenity within Sydney Park through the reduction in traffic lanes and traffic volumes on King Street, Princes Highway and Sydney Park Road and landscape improvements along the proposal. This would benefit users of Sydney Park by contributing to the attractiveness of the park for informal recreation and leisure activities and the sense of peacefulness and tranquillity in areas used for reflection and remembrance such as the AIDS memorial grove.

5.3.3 Community values

The proposal would have beneficial impacts on safety and amenity for pedestrian and cyclists in the study area through the reduction in traffic lanes, provision of pedestrian and cycle crossings, and landscaping and streetscape enhancements. This would make it safer, easier and more attractive for people to walk and cycle supporting:

- Opportunities for social interaction, by making some local trips by walking and bicycle more attractive, encouraging people to make trips they may have otherwise avoided, and improving access to meeting and gathering places such as Sydney Park

- Opportunities to increase community wellbeing through improved access to recreation and leisure facilities within the study area, including pedestrian and cycle paths and other formal and informal recreation facilities within Sydney Park.

Safer and easier access for pedestrians and cyclists would also help to encourage increased walking and cycling trips. As indicated in Section 4.1.6, about 27.3 per cent of adults reported to have undertaken insufficient physical activity in 2019, while 26.1 per cent of children aged five to 15 years were also reported to have undertaken adequate physical activity in 2018/2019 and 48.6 per cent were reported to have sedentary behaviour. An increase in walking and cycling trips would contribute positively to general levels of physical activity for children and adults and community health outcomes for local and regional communities. Further discussion about local access and connectivity benefits are described in Section 5.3.4.

New street trees and landscaping enhancements provided by the proposal would contribute positively to community values relating to landscape, visual and streetscape amenity with the study area, particularly associated with Sydney Park. Sydney Park is an important community facility and landscape feature within the study area. The proposal would visually link new areas of landscaping with the existing parkland and provide opportunities to extend and enhance existing avenues of trees and canopy cover for pedestrians along the proposal area. The provision of community spaces along Princes Highway as part of the project would also contribute positively to the amenity and vibrancy of the streetscape and provide opportunities for social interaction.

The reduction in traffic on the King Street, Princes Highway and Sydney Park Road would help to reduce road traffic noise along the proposal corridor, resulting in beneficial impacts for residents and businesses near the proposal. This would also benefit night-time amenity at residential properties along the proposal, reducing the potential for disrupted sleeping patterns for residents. Reduced traffic along the Princes Highway and Sydney Park Road would also lead to improvements in air quality with a reduction in vehicle emissions, impacting positively on local amenity.

As indicated in Section 4.4, King Street, Princes Highway and Sydney Park Road create a perceived barrier to movement between Sydney Park and surrounding residential and commercial areas for some pedestrians and cyclists. Removal of two traffic lanes and reduction of traffic along the proposal would reduce the perceived barrier effect of the corridor, improving connectivity between surrounding properties and Sydney Park.

5.3.4 Access and connectivity

Operation of the proposal would have positive impacts on local and regional access and connectivity for residents, workers and visitors in the study area and surrounding region. The proposal would enhance pedestrian and cycle access and connectivity within the study area through:

- The upgrade of existing facilities, including widening of existing footpaths and shared paths
- New shared facilities and an on-road separated cycleway along Sydney Park Road between King Street and Mitchell Road
- Pedestrian and cycle crossings at signalised intersections along King Street and Princes Highway, signalised pedestrian and cycle crossings of King Street, Princes Highway and Sydney Park Road and unsignalised crossings of Sydney Park Road and Princes Highway
- Improvements to the pedestrian environment, including new landscaping and street trees that provide shade for pedestrians.

Reducing traffic lanes along King Street, Princes Highway and Sydney Park Road and reduced traffic volumes would also support a safer and more attractive environment for pedestrians and cyclists.

At a regional level, the proposal would provide connections to the existing regional cycle network, supporting improved connectivity to key destinations within the study area and to employment destinations such as the Sydney CBD. Integration with existing and future cycling networks was identified during stakeholder consultation

for the project. Improved connectivity to the regional cycle network and safer and more convenient access for pedestrians and cyclists would support an increase in walking and cycling for residents, workers and visitors within the study area and wider region, including for commuting, recreation and leisure. As indicated in Section 4.1.5 and Section 4.2.2, residents and workers in the study area are currently more likely to walk or cycle for their journey to work compared to people in Greater Sydney. Improved pedestrian and cycle facilities is likely to encourage a further shift away from private vehicles for some trips and less reliance on private vehicles for commuting, helping to reduce traffic congestion within the study area and surrounding region.

Enhanced pedestrian and cycle facilities provided by the proposal would also support improved access for groups such as young people, students, non-drivers, and households without access or with limited access to a private vehicle. As indicated in Section 4.5, about 27.6 per cent of households in the study area did not have access to a motor vehicle at the 2016 Census, while a further 49.7 per cent of households had access to one vehicle only. This is compared to 11.1 per cent and 37.1 per cent respectively in Greater Sydney. The proposal would improve the safety and convenience of walking and cycling and quality of trips for people that rely on walking and cycling as their primary mode of transport or to access other transport modes such as public transport.

The proposal would restrict right-turn movements at some intersections, requiring some drives to use alternate routes to access local streets. Reduced lane capacity on Princes Highway, King Street and Sydney Park Road would resulting in impacts on the performance of intersections along these roads during the morning and evening weekday peak periods, impacting on levels of congestion or cause changes such as timing of travel to avoid the peak period ('peak spreading'), re-routing of trips to avoid congestion, or deciding not to take some trips. Increased congestion on local roads may also encourage some people to use alternate modes for their trips, such as walking, cycling or public transport. However, the opening of WestConnex M4-M5 and Sydney Gateway in 2023 would result in improvements to the overall road network. Impacts on motorists from the project would be balanced by improvements in local amenity and active transport access, including:

- Enhanced attractiveness of walking and cycling, due to the introduction of new crossings, dedicated cycle paths, widened footpaths and landscaping
- Road user safety improvements, due to the introduction of new crossings, dedicated cycle paths, widened footpaths, and reductions in speed limits
- Environmental improvements such as increased vegetation cover, separation of heavy vehicles and reductions in traffic noise and air pollution
- Changes to the character and form of the streetscape, to improve permeability and scale.

On-street parking would slightly reduce along King Street, Princes Highway and Sydney Park Road, and would generally be in accordance with current clearway restrictions. The proposal would increase on-street parking along the eastern side of May Street, towards King Street. The reduction in overall on-street parking within the proposal area may increase pressure on parking in some surrounding streets, impacting on the availability of parking for surrounding uses, although any potential impacts are likely to be similar to the current situation. The provision of new parallel parking along the eastern section of Sydney Park Road would have beneficial impacts for nearby residents and their visitors.

5.4 Evaluation of significance

Once complete, the proposal would enhance pedestrian and cycle access and connectivity within the study area and the wider region. Reducing traffic lanes along King Street, Princes Highway and Sydney Park Road would provide a safer, convenient and more attractive environment for pedestrians and cyclists and allow improved connectivity to the regional cycle network. Safer and easier access for pedestrians and cyclists would contribute to a range of social benefits for local and regional communities, including:

- An increase in walking and cycling for residents, workers and visitors, contributing positively to general levels of physical activity for children and adults and community health outcomes for local and regional communities

- Improved access and quality of trips for groups such as young people, students, non-drivers, and households without access or with limited access to a private vehicle as well as people that rely on walking and cycling as their primary mode of transport
- Opportunities for social interaction, by making some local trips by walking and bicycle more attractive, encouraging people to make trips they may have otherwise avoided, and improving access to meeting and gathering places such as Sydney Park
- Opportunities to increase community wellbeing through improved access to recreation and leisure facilities within the study area

The proposal would also improve access to community facilities such as Sydney Park, supporting enhanced access to formal and informal recreation facilities and open space for residents and workers of surrounding suburbs. New street trees and other landscaping enhancements provided by the proposal would also contribute positively to community values relating to landscape, visual and streetscape amenity with the study area, particularly associated with Sydney Park.

Potential negative impacts of the project would mainly be associated with the construction phase and would generally relate to access disruptions and impacts on amenity. Table 5-1 provides a summary of the evaluation of negative socio-economic impacts from the proposal's construction and operation in accordance with the evaluation framework identified in Section 6.

Table 5-1 Evaluation of significance

	Summary of impact	Impact significance (without mitigation)			Management measure	Impact significance (with mitigation)		
		Sensitivity	Magnitude	Significance		Sensitivity	Magnitude	Significance
Construction impacts								
Business impacts	Impact on local business amenity for businesses near the proposal	Moderate	Moderate	Moderate	▪ Implementation of environmental management measures (e.g. noise, vibration, dust measures) ▪ Consultation and communication with local businesses	Moderate	Low	Moderate-low
	Impacts on business access due to temporary changes to roads and footpaths	Moderate	Moderate	Moderate	▪ Implementation of traffic management measures ▪ Consultation and communication with local businesses	Moderate	Low	Moderate-low
	Impact on on-street parking for customers, staff and deliveries	Moderate	Moderate	Moderate	▪ Maintain on-street car parking during construction where possible	Moderate	Low	Moderate-low
Social infrastructure	Impacts on access to social infrastructure due to temporary changes to roads and footpaths	Low	Moderate	Moderate-low	▪ Implementation of traffic management measures ▪ Communication with communities and social infrastructure users	Low	Low	Low
	Amenity impacts due to noise and dust	Low	Low	Low	▪ Implementation of environmental management measures (e.g. noise, vibration, dust measures) ▪ Communication with local communities and social infrastructure users	Low	Negligible	Negligible

	Summary of impact	Impact significance (without mitigation)			Management measure	Impact significance (with mitigation)		
		Sensitivity	Magnitude	Significance		Sensitivity	Magnitude	Significance
Community values	Temporary reductions in local amenity for residents	Moderate	Low	Moderate-low	▪ Implementation of environmental management measures (e.g. noise, vibration, dust measures) ▪ Consultation and communication with local residents about proposed works	Moderate	Negligible	Negligible
	Impacts on night-time amenity and sleep disturbance	Moderate	Moderate	Moderate	▪ Implementation of environmental management measures in the Noise and Vibration Management Plan ▪ Consultation and communication with local residents about proposed night-works	Moderate	Low	Moderate-low
Access and connectivity	Temporary delays and disruptions for motorists	Low	Moderate	Moderate-low	▪ Implementation of traffic management measures ▪ Communication with local communities and transport users	Low	Low	Low
	Impacts on individuals' perceptions of road safety due to the presence of construction works and access changes	Low	Low	Low	▪ Implementation of traffic management measures ▪ Communication with local communities and transport users	Low	Negligible	Negligible
	Impact on public transport services due to road changes and temporary changes to bus stops	Low	Low	Low	▪ Implementation of traffic management measures ▪ Communication with local communities and transport users	Low	Negligible	Negligible
	Temporary changes to private property access	Low	Low	Low	▪ Implementation of traffic management measures ▪ Communication with local communities and transport users	Low	Negligible	Negligible

	Summary of impact	Impact significance (without mitigation)			Management measure	Impact significance (with mitigation)		
		Sensitivity	Magnitude	Significance		Sensitivity	Magnitude	Significance
Operational impacts								
Business impacts	Potential reduction in passing trade due to reduction in traffic volumes	Low	Low	Low		Low	Low	Low
	Reduction in on-street parking	Moderate	Low	Low-moderate		Moderate	Low	Low-moderate
Social infrastructure	Access changes for motorists using the car parks for Sydney Park	Low	Low	Low		Low	Low	Low
Access and connectivity	Reduction in on-street parking increasing pressure on surrounding streets	Low	Low	Low		Low	Low	Low
	Impacts on intersection performance and congestion levels	Low	Moderate	Low-moderate	Undertake ongoing network optimisation by minimising intersection and midblock delays	Low	Low	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
- 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 6.2 (Noise and vibration), Section 6.8 (Landscape character and visual amenity) and Section 6.10 (Other impacts – Air quality) of the REF.

Table 6-1 Safeguards and management measures

Impact	Environmental safeguards	Responsibility	Timing
Community engagement	A Communication, Engagement and Stakeholder Management Plan (CSEMP) will be prepared and 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): ▪ 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 ▪ Contact name and number for complaints. The CESMP will be prepared in accordance with the Community Involvement and Communications Resource	Contractor	Pre-construction
	Ongoing consultation will be carried out with managers and users of businesses and community facilities near to the proposal regarding the timing, duration and likely impact of construction activities.	Contractor	Construction
Business impacts	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
Access and connectivity	Consultation with bus operators and notification of bus commuters about any changes to public transport facilities (for example, bus stops) prior to relocation of any bus stops.	Contractor	Pre-construction

7. References

Australian Bureau of Statistics, 2018, Census of Population and Housing: Socio-economic Indexes for Areas (SEIFA) for Australia, 2016 (Cat No. 2033.0.55.001), released on 27 March 2018

Australian Bureau of Statistics, 2018b, Census of Population and Housing: Commuting to Work – More Stories from the Census, 2016 (Cat No. 2071.0.55.001), released on 22 May 2018

Centre for Epidemiology and Evidence. HealthStats NSW. Sydney: NSW Ministry of Health. Physical activity by behaviour type and local health district, trends. Available at: www.healthstats.nsw.gov.au. Accessed 1 June 2020.

Appendix A. Demographic data

Table A-1 Population and demographic data – resident population

Indicator	Newtown-Camperdown-Darlington SA2	Sydenham-Tempe-St Peters SA2	Erskineville-Alexandria SA2	Study area	Greater Sydney
Estimated resident population*					
ERP 2018	28,343	8,494	18,498	55,335	5,225,098
Average annual population change (2008-2018)	2.4%	1.6%	2.8%	2.4%	1.7%
Average annual population change (2013-2018)	3.4%	1.6%	3.3%	3.0%	1.9%
Age profile (2018)*					
Median age (years)	30.2	35.5	33.9		35.8
0-14 years	8.6%	14.7%	11.2%	10.4%	18.7%
15-64 years	85.1%	74.5%	82.5%	82.6%	67.5%
65 years and over	6.3%	10.8%	6.3%	7.0%	13.8%
Birthplace					
Born in Australia	55.9%	59.5%	58.7%	57.4%	57.1%
Born elsewhere	34.8%	33.3%	32.6%	33.8%	36.8%
Main overseas countries of birth	▪ China (excludes Special Administrative Regions (SARs) and Taiwan) (6.2%) ▪ England (5.1%) ▪ New Zealand (2.7%) ▪ USA (1.4%) ▪ Malaysia (1.0%)	▪ England (3.8%) ▪ Vietnam (3.0%) ▪ New Zealand (2.5%) ▪ China (excludes SARs and Taiwan) (2.2%) ▪ The Former Yugoslav Republic of Macedonia (1.8%)	▪ England (6.2%) ▪ New Zealand (3.4%) ▪ China (excludes SARs and Taiwan) (2.6%) ▪ Ireland (1.3%) ▪ USA (1.1%)	▪ England (5.3%) ▪ China (excludes SARs and Taiwan) (4.4%) ▪ New Zealand (2.9%) ▪ USA (1.2%) ▪ Vietnam (1.1%)	▪ China (excludes SARs and Taiwan) (4.7%) ▪ England (3.1%) ▪ India (2.7%) ▪ New Zealand (1.8%) ▪ Vietnam (1.7%)

Indicator	Newtown-Camperdown-Darlington SA2	Sydenham-Tempe-St Peters SA2	Erskineville-Alexandria SA2	Study area	Greater Sydney
Language spoken at home					
Speaks other language	22.7%	29.8%	18.4%	22.4%	35.8%
Speaks English not well or not at all	2.6%	6.7%	2.3%	3.1%	6.5%
Main languages spoken at home	▪ Mandarin (6.6%) ▪ Cantonese (1.6%) ▪ Greek (1.2%) ▪ Spanish (1.2%) ▪ French (0.9%)	▪ Vietnamese (3.5%) ▪ Cantonese (3.3%) ▪ Greek (3.1%) ▪ Macedonian (2.9%) ▪ Thai (1.6%)	▪ Mandarin (2.6%) ▪ Cantonese (1.6%) ▪ Spanish (1.5%) ▪ French (1.2%) ▪ Vietnamese (0.9%)	▪ Mandarin (4.5%) ▪ Cantonese (1.9%) ▪ Spanish (1.4%) ▪ Greek (1.3%) ▪ Vietnamese (1.2%)	▪ Mandarin (4.7%) ▪ Arabic (4.0%) ▪ Cantonese (2.9%) ▪ Vietnamese (2.1%) ▪ Greek (1.6%)
Indigenous persons					
Aboriginal and/ or Torres Strait Islander persons	1.0%	1.8%	1.4%	1.3%	1.5%
Households					
Total households	9,888	2,855	7,026	19,769	1,623,872
Family households	45.5%	64.9%	57.4%	52.6%	73.6%
Group households	37.8%	22.6%	28.6%	32.3%	21.6%
Lone person households	16.6%	12.5%	13.9%	15.1%	4.7%
Families					
Total families	4,550	1,935	4,076	10,561	1,247,047
Couple only family	56.5%	41.7%	61.2%	55.6%	33.4%
Couple family with children	30.7%	40.9%	27.9%	31.5%	49.5%
One parent family	9.5%	14.5%	8.3%	10.0%	15.2%
Other family	3.4%	2.6%	2.5%	2.9%	1.8%
Dwellings					
Total private dwellings	10,972	3,115	7,686	21,773	1,759,927
Occupied private dwellings	90.1%	91.7%	91.4%	90.8%	92.3%
Separate house	3.1%	40.3%	3.1%	8.5%	52.5%

Indicator	Newtown-Camperdown-Darlington SA2	Sydenham-Tempe-St Peters SA2	Erskineville-Alexandria SA2	Study area	Greater Sydney
Semi-detached, row or terrace house, townhouse etc	43.2%	34.6%	33.8%	38.6%	12.9%
Flat or apartment	41.7%	14.9%	53.4%	42.0%	25.9%
Tenure and housing costs					
Owner-occupied (owned outright and owned with a mortgage)	35.0%	64.0%	46.9%	43.4%	62.4%
Rental housing	61.7%	32.4%	50.2%	53.4%	34.1%
Median mortgage payments ($/month)	$2,600	$2,600	$2,500		$2,600
Median rental payments ($/week)	$500	$580	$600		$500
Disadvantage and vulnerability					
SEIFA index of relative disadvantage (decile)	9	7	10		
Has need for assistance	1.9%	4.2%	1.6%	2.2%	4.9%
Travel to work					
Car (driver or passenger) (one, two or three methods)	23.2%	38.3%	29.8%	27.9%	58.8%
Other road-based transport (e.g. taxi, truck, motorbike/ scooter) (one method only)	1.8%	2.0%	2.2%	2.0%	1.7%
Bus (one, two or three methods)	13.8%	7.6%	8.4%	10.9%	8.7%
Train (one, two or three methods)	31.4%	36.0%	38.6%	34.7%	16.2%
Bicycle (one method only)	4.7%	2.8%	4.8%	4.4%	0.7%
Walked only (one method only)	13.8%	4.8%	8.9%	10.7%	4.0%

Indicator	Newtown-Camperdown-Darlington SA2	Sydenham-Tempe-St Peters SA2	Erskineville-Alexandria SA2	Study area	Greater Sydney
Commuting					
Average commuting distance	7.14 km	8.81 km	7.58 km		15.25 km
Median commuting distance	4.71 km	7.00 km	5.01 km		10.61 km
Vehicle ownership					
No motor vehicles	36.3%	15.3%	20.4%	27.6%	11.1%
One motor vehicle	45.2%	48.9%	56.4%	49.7%	37.1%
Two or more motor vehicles	15.3%	31.8%	20.4%	19.5%	48.5%
Income					
Median total household income ($/weekly)	$1,895	$2,092	$2,447		$1,750
Median total personal income ($/weekly)	$922	$926	$1,360		$719
Employment					
Total labour force	15,537	4,750	11,449	31,736	2,418,899
Labour force participation	68.4%	71.2%	79.1%	72.4%	61.6%
Unemployment	6.1%	4.6%	3.5%	4.9%	6.0%

*Sources: *Based on ABS Estimated Resident Population data (2020); Based on ABS 2016 Census of Population and Housing General Community Profile, Greater Sydney, Newtown-Camperdown-Darlington SA2, Erskineville-Alexandria SA2, Sydenham-Tempe-St Peters SA2*

Table A-2 Population and demographic data - worker population (2016)

Indicator	Newtown-Camperdown-Darlington SA2	Sydenham-Tempe-St Peters SA2	Erskineville-Alexandria SA2	Study area	Greater Sydney
Working population					
Number of workers	20,610	5,836	23,631	50,077	2,209,294
Main industries of employment	▪ Education and training (33.9%) ▪ Health care and social assistance (30.9%) ▪ Accommodation and food services (8.2%) ▪ Professional, scientific and technical services (5.3%) ▪ Retail trade (4.1%)	▪ Retail trade (17.6%) ▪ Transport, postal and warehousing (13.5%) ▪ Manufacturing (11.3%) ▪ Construction (9.1%) ▪ Public administration and safety (6.4%)	▪ Retail trade (15.1%) ▪ Transport, postal and warehousing (14.3%) ▪ Wholesale trade (11.2%) ▪ Manufacturing (8.3%) ▪ Professional, scientific and technical services (8.0%)	▪ Health care and social assistance (15.3%) ▪ Education and training (15.2%) ▪ Retail trade (10.9%) ▪ Transport, postal and warehousing (8.5%) ▪ Professional, scientific and technical services (6.5%)	▪ Health care and social assistance (11.7%) ▪ Professional, scientific and technical services (10.1%) ▪ Retail trade (9.5%) ▪ Education and training (8.2%) ▪ Construction (6.9%)
Travel to work - workers					
Car (driver or passenger) (one, two or three methods)	38.1%	64.9%	61.9%	52.5%	58.3%
Other road-based transport (e.g. taxi, truck, motorbike/ scooter) (one method only)	1.2%	2.9%	2.3%	1.9%	1.6%
Bus (one, two or three methods)	15.9%	4.6%	7.4%	10.5%	8.8%
Train (one, two or three methods)	21.7%	16.3%	18.9%	19.8%	16.7%
Bicycle (one method only)	2.9%	1.3%	1.8%	2.2%	0.7%
Walked only (one method only)	12.3%	3.1%	3.8%	7.2%	4.1%
Commuting					
Average commuting distance	13.27 km	15.44 km	17.70 km		15.99 km
Median commuting distance	8.04 km	10.04 km	11.49 km		10.77 km

Sources: Based on ABS 2016 Census of Population and Housing Working Population Profile, Greater Sydney, Newtown-Camperdown-Darlington SA2, Erskineville-Alexandria SA2, Sydenham-Tempe-St Peters SA2; ABS 2018b

Table A-3 Business profile

Indicator	Newtown-Camperdown-Darlington SA2	Sydenham-Tempe-St Peters SA2	Erskineville-Alexandria SA2	Study area	Greater Sydney
Total number of businesses	2,445	1,120	3,302	6,867	544,143
Non-employing businesses	61.4%	53.8%	55.8%	57.4%	59.9%
1-19 employees	36.0%	41.4%	37.9%	37.8%	37.9%
20 or more employees	2.5%	4.5%	6.2%	4.6%	2.1%
Main industries	▪ Professional, scientific and technical services (21.4%) ▪ Health care and social assistance (14.6%) ▪ Rental, hiring and real estate (8.5%) ▪ Accommodation and food services (8.3%) ▪ Retail trade (6.9%)	▪ Professional, scientific and technical services (14.1%) ▪ Construction (12.9%) ▪ Rental, hiring and real estate (10.8%) ▪ Wholesale trade (8.3%) ▪ Manufacturing (8.2%)	▪ Professional, scientific and technical services (18.8%) ▪ Rental, hiring and real estate (15.3%) ▪ Wholesale trade (9.3%) ▪ Retail trade (7.9%) ▪ Construction (7.5%)	▪ Professional, scientific and technical services (19.0%) ▪ Rental, hiring and real estate (12.1%) ▪ Construction (7.8%) ▪ Retail trade (7.4%) ▪ Health care and social assistance (7.2%)	▪ Construction (15.8%) ▪ Professional, scientific and technical services (15.2%) ▪ Rental, hiring and real estate (11.9%) ▪ Financial and insurance services (10.1%) ▪ Transport, postal and warehousing (8.7%)

Sources: Based on ABS Regional Statistics (Cat No. 1379.0.55.001) (2018), Greater Sydney, Newtown-Camperdown-Darlington SA2, Erskineville-Alexandria SA2, Sydenham-Tempe-St Peters