

PDP FOR EASING SYDNEY CONGESTION WILSON STREET CYCLEWAY SOCIO-ECONOMIC IMPACT ASSESSMENT

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Socio-economic Impact Assessment

Wilson Street Cycleway

TfNSW Project Number: P.0082470

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Revision Text

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1 INTRODUCTION

1.1 Background

Transport for NSW (Transport) proposes to extend the existing separated cycleway from east of Erskineville Road to Eliza Street in Newtown (the proposal). The proposal includes upgrade of the Wilson Street's intersections with Erskineville Road and King Street. For the purpose of these works, Transport is the proponent and determining authority under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act).

Key features of the proposal include:

- Installation of an approximately 150 metre bi-directional cycleway along the north side of Wilson Street, from Eliza Street to east of Erskineville Road
- Removal of about 75 metres of existing cycleway along the south side of Wilson Street, east of the intersection of Wilson Street and Erskineville Road, where the existing cycleway would be replaced by the new bi-directional cycleway on the north side of Wilson Street
- Construction of a raised priority cycle crossing on Wilson Street between Erskineville Road and Brown Street, to connect the existing cycleway on the south side of the road carriageway to the proposed cycleway on the north side of the road carriageway
- Installation of a new 12 metre loading zone on Erskineville Road between King Street and Wilson Street to operate during off-peak periods, between Monday to Friday 10am to 3.30pm
- Signalisation of the existing pedestrian crossing across Eliza Street, at its intersection with King Street
- Banning the left turn for vehicles turning left from Wilson Street onto Erskineville Road
- Restricting bike rider turns for the following movements:
 - Turning left from the proposed cycleway on Wilson Street onto King Street
 - Turning right from the proposed cycleway on Eliza Street onto King Street
 - Turning right from the proposed cycleway on Wilson Street (between King Street and Erskineville Road) onto Erskineville Road
 - Turning left from the proposed cycleway on Wilson Street (east of Erskineville Road) onto Erskineville Road
- Pavement resurfacing
- Construction of concrete medians
- Adjustment to utilities and drainage infrastructure
- Realignment of pram ramps and kerbs, and adjustment to linemarking
- Removal of an existing concrete median island on the west side of the Wilson Street and Erskineville Road intersection
- Adjustment of stop line on King Street southbound lane on approach to Wilson Street intersection
- Adjustments to lighting on Wilson Street between King Street and Erskineville Road
- Removal of some existing road signage, and installation of new road signage to identify the cycleway and shared zone.

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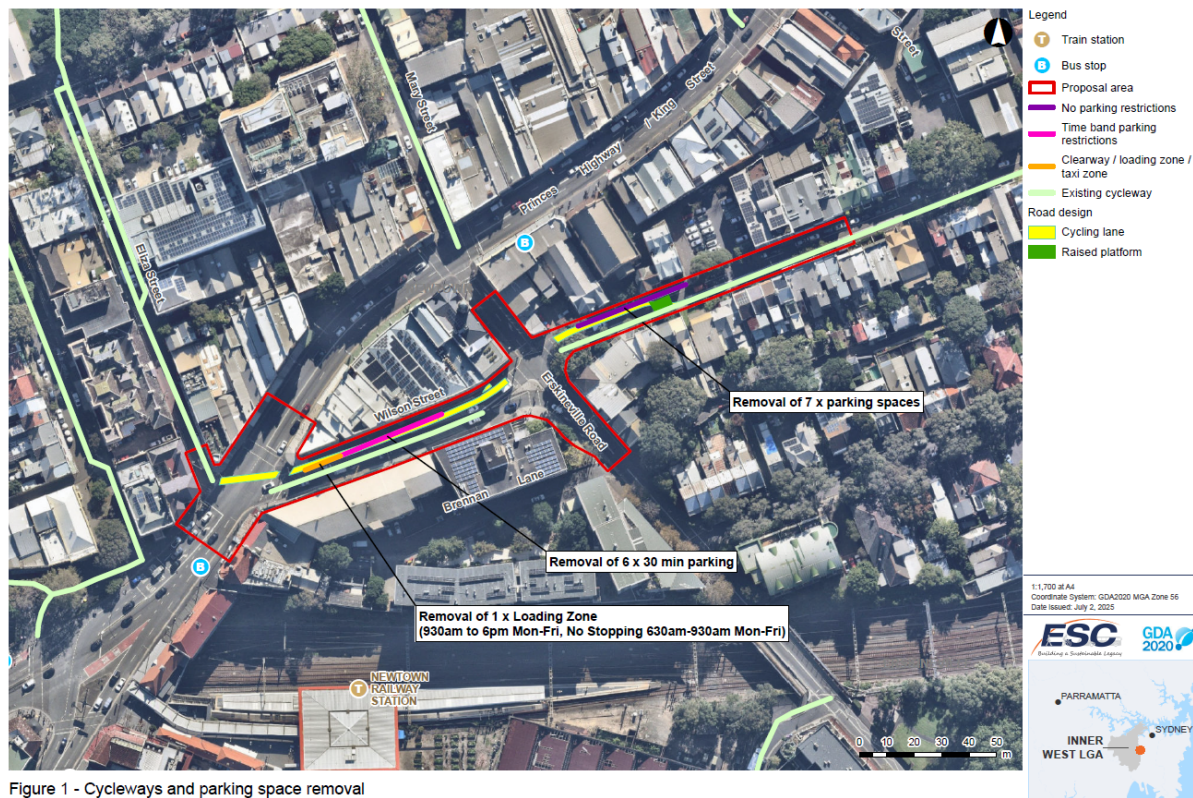


Figure 1: Cycleways and parking space removal

1.2 Purpose of this Report

1.2.1 Scope and objectives

This Socio-economic Impact Assessment (SEIA) report has been prepared by SustainJV as part of the Review of Environmental Factors (REF). The SEIA provides:

- An analysis of the existing socio-economic profile of the regional, local area and communities that would potentially be impacted
- Outcomes from consultation with residents, businesses and key stakeholders
- Identification of potential socio-economic benefits and impacts emanating from the proposal
- Mitigation strategies for each identified impact.

1.2.2 Limitations

This report has been prepared by SustainJV for Transport for NSW and may only be used and relied on by Transport for NSW for the purpose agreed between SustainJV and Transport for NSW.

SustainJV otherwise disclaims responsibility to any person other than Transport for NSW arising in connection with this report. SustainJV also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by SustainJV in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. SustainJV has no

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responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by SustainJV described in this report. SustainJV disclaims liability arising from any of the assumptions being incorrect.

1.2.3 Report structure

The structure of the SEIA is outlined below:

- Section 1 – Introduction: an overview of the proposal and purpose of this report
- Section 2 – Methodology: a brief summary of the methods and guidance used for the assessment of the proposal
- Section 3 – Legislative and policy context: summarises the legislation and policy documents which are relevant to the proposal
- Section 4 – Stakeholder consultation: summarises the outcomes of consultation relevant to this assessment
- Section 5 – Existing environment: an overview of the demographic and community characteristics in the study area
- Section 6 – Assessment of construction impacts: potential socio-economic impacts that may result from construction of the proposal
- Section 7 – Assessment of operational impacts: potential socio-economic impacts that may result from operation of the proposal
- Section 7.3 – Recommended mitigation and management measures: provides recommendations of proposed mitigation options for the construction and operational impacts of the proposal
- Section 9 – Conclusion: presents a summary of the socio-economic assessment findings and sets out the principal conclusions for the study
- Section 10 – References: presents a list of references which have been utilised for this assessment.

1.3 Assumptions

The following assumptions and limitations apply to the preparation of this report:

- The socio-economic baseline has been prepared using publicly available information
- The assessment relies on the outcomes of stakeholder consultation undertaken by Transport for NSW.

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1.4 Glossary and terms

Table 1: Glossary and Terms

Acronym	Name
ABS	Australian Bureau of Statistics
CBD	Central business district
CEMP	Construction Environmental Management Plan
CP	Communication Plan
CSP	Community Strategic Plan
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
IRSAD	Index of Relative Socio-Economic Advantage/Disadvantage
LGA	Local Government Area
Newtown SAL	Newtown Census Statistical Area Level 1
NSW	New South Wales
REF	Review of Environmental Factors
SEIA	Socio-economic Impact Assessment
SEIFA	Socio-economic indices for areas
Transport	Transport for NSW

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2 METHODOLOGY

2.1 Approach to the assessment

This SEIA has been prepared in accordance with the requirements of a moderate level of assessment under the *Environmental Impact Assessment Practice Note: Socio-economic assessment* (Transport for NSW, 2020). The following sections describe the SEIA methodology.

2.2 Steps to prepare this SEIA

2.2.1 Scoping of social issues

The scoping of potential impacts was completed based on a review of the proposal design and activities which would occur during construction and operation. This informed the understanding of potential socio-economic effects, such as changes to local amenity, access and connectivity, community infrastructure facilities and community values. This information was also used in the identification of potential cumulative impacts.

Findings were captured in the Scoping Checklist included as Appendix A.

2.2.2 Determining the study area

The study area for the SEIA includes the communities that are most likely to experience socio-economic impacts and benefits resulting from the proposal. The study area includes a local and regional study area, as outlined in Table 2.

The proposal in relation to the local study and regional study areas are shown in Figure 2.

Table 2: Socio-economic study area

Study area	Description of study area and interaction with the proposal	Relevant ABS Census Areas
Local study area	The proposal is located along Wilson Street from east of Erskineville Road to Eliza Street The local study area includes the area immediately surrounding the proposal area, and the broader suburb of Newtown. The local study area has the potential to experience impacts (both positive and negative), particularly during construction, including reduction in parking and changes to access, changes to local amenity and traffic. During operation, residents living in the local study area may have the potential to benefit from new and improved cycle connections, and improved streetscapes.	Newtown Suburb and Locality (SAL) Statistical Areas Level 1 (SA1) Area codes: – 11703164004 – 11703164009
Regional study area	Newtown is located across two Local Government Areas (LGA): Sydney LGA and Inner West LGA. Communities across these LGAs may experience regional impacts (both positive and negative) during construction and operation of the proposal. Greater Sydney is also used in the social baseline to compare and analyse relevant statistical data.	Sydney LGA Inner West LGA Greater Sydney

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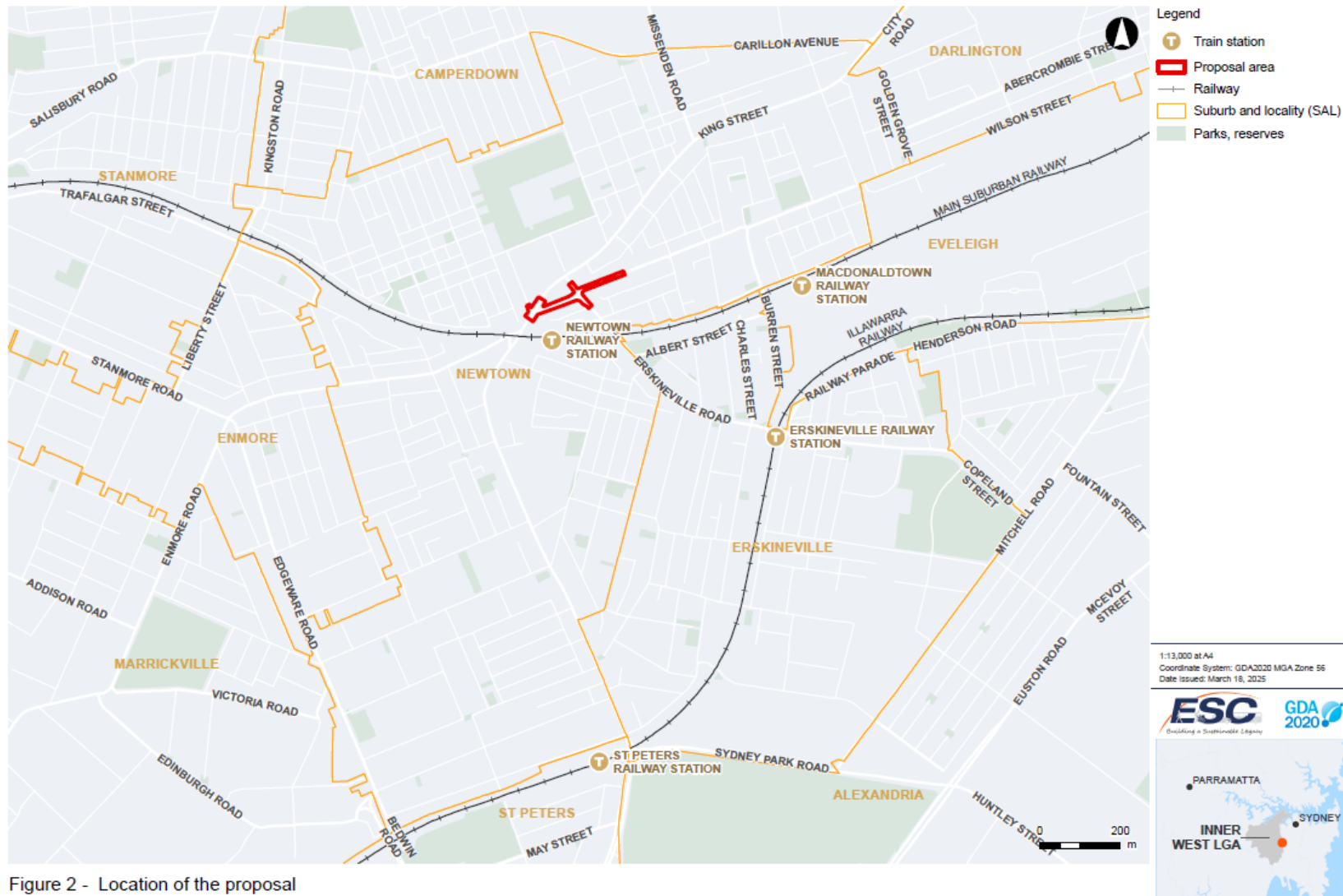


Figure 2 - Location of the proposal

Figure 2: Location of the proposal

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2.2.3 Preparing the socio-economic baseline

The socio-economic baseline establishes the current social and economic characteristics within the study area for the SEIA. The socio-economic baseline is used to identify and inform the potential socio-economic impacts (both positive and negative) associated with the proposal. A socio-economic baseline has been prepared for the local and regional study area.

The study area baseline describes:

- An overview of the local study area including key features and local amenity
- Description of local access and connectivity
- Description of the local economic and business environment
- Select demographic and economic indicators for the suburb of Newtown compared to Sydney and Inner West LGAs
- Discussion about community values.

Data to inform the social baseline has been gathered from the following sources:

- ABS Census, 2021 (ABS, 2021)
- Strategic documents prepared by City of Sydney Council and Inner West Council
- Strategic documents prepared by NSW Government, including relevant reports prepared by Transport for NSW
- Various online sources, including Google Maps
- Parking utilisation survey to understand existing utilisation of parking and capacity in surrounding side streets (see Report 10 Wilson Street Cycleway Parking Study)
- Community and stakeholder engagement undertaken by Transport including businesses (see Section 4).

A full list of references used to inform the baseline and this SEIA is provided in Section 10.

2.2.4 Stakeholder consultation

Transport undertook community consultation for the proposal in April 2024. Wilson Street Cycleway Consultation Report (Transport for NSW, August 2024) describes these activities and provides a summary of the issues raised.

2.2.5 Impact identification and assessment

The identification and assessment of potential socio-economic benefits and impacts of the proposal is based on initial scoping of potential socio-economic issues (see Appendix A), understanding of the existing socio-economic environment (see Section 5), outcomes from community and business consultation (see Section 4), results of stakeholder consultation on the transport study, and review of other technical studies and chapters prepared for the REF.

Potential socio-economic impacts resulting from the construction and operation of the proposal are assessed in Sections 6 and 7. Based on the list of projects within 1.5 kilometres of the proposal (as discussed in Section 6.10 of the REF), it is unlikely that cumulative socio-economic impacts would occur, and therefore have not been assessed in this SEIA. Additionally, following scoping (see Appendix A) and a review of the study area, no social or recreational facilities were identified as being impacted and therefore are not considered further in the impact section.

The identified socio-economic impacts have been categorised based on the Practice Note (NSW Government, 2020). For this SEIA, the matters to be considered according to the Practice Note have

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been grouped into categories to ensure they are relevant to the nature of the proposal. The socio-economic impact categories are outlined in Table 3.

Table 3: Socio-economic impact categories

Socio-economic impact category	Matters to be considered
Access and connectivity	Changes to how people move about an area for day-to-day activities. Changes to access can impact people's way of life, access to their place of work and community services, facilities and social networks, community cohesion and perceptions about safety.
Amenity and community values	Changes to the acoustic, air quality or visual environment as a result of the proposal. Changes to amenity can impact people's way of life, and what people value about their community, including sense of place. This has considered the social impacts on residents and general community members.
Economy, business and employment	Social implications of impacts to businesses resulting from property acquisition, and changes to access and amenity. This includes how business owners, employees and customers are affected by these changes. High-level benefits and impacts on the local and regional economy, including business development and employment opportunities.

The assessment of the significance of impacts considers the level of sensitivity of receptors and the magnitude of the proposed changes based on the information available at the time.

For negative impacts, sensitivity refers to the qualities of the receptor which influence its vulnerability to change and capacity to adapt. In this context, the receptor may include the environmental characteristics, communities, businesses, business clusters, social infrastructure or residences. Table 4 describes the levels of sensitivity for negative impacts.

Table 4: Level of sensitivity

Sensitivity	Example
Negligible	No vulnerability and able to absorb or adapt to change.
Low	Minimal areas of vulnerability 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.

Magnitude refers to the scale, duration, intensity and scope of the proposal including how it would be constructed and operated. Qualities of magnitude include, but are not limited to:

- Scale and intensity (the types of works, operational uses and built form etc.)
- Spatial extent (e.g. the geographical area affected, which may be local, suburb, regional, state, international or to community groups etc.)
- Duration (short, medium or long-term, hours of works, frequency, reversibility etc.).

The levels of magnitude are set out in Table 5.

Table 5: Level of magnitude

Magnitude	Example
Negligible	No discernible positive or negative changes caused by the impact. Change from the baseline remains within the range commonly experienced by receptors.
Low	A discernible change from baseline conditions. The tendency is that the impact is on a small proportion of receptors over a limited geographical area and mainly within the vicinity

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Magnitude	Example
	of the proposal. 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. The tendency is that the impact is on a small to large proportion of receptors and may be over an area beyond the vicinity of the proposal. The duration may be short to medium term or some impacts may extend over the life of the proposal.
High	A change that dominates over existing baseline conditions. The change is widespread or persists over many years or is effectively permanent.

Table 6 is used to assess the level of significance of the potential impacts. This is done by combining the level of sensitivity and magnitude.

Table 6: Assessing the level of significance

		Magnitude				
Sensitivity		High	Moderate	Low	Negligible	
	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 level of impact within this SEIA has considered the implementation of recommended mitigation and management measures as outlined in Section 9 and those identified in other relevant technical studies prepared for the REF.

2.3 Recommended socio-economic impact mitigation measures

Specific mitigation and management measures developed to avoid or minimise the socio-economic impacts are identified in Section 7.3. These were formulated based on the findings of the socio-economic baseline study, results of stakeholder consultation, and the outcomes of the impact assessment. They have been developed using adaptive management principles, recognising that impacts may change over time, and that ongoing monitoring of impacts would provide the flexibility to accommodate such changes.

Other technical studies from the REF have been considered with regard to the effect or specific mitigation measures identified in those studies which contribute to mitigating potential socio-economic impacts identified in this report. These measures can be found in the technical components of the REF.

3 LEGISLATIVE AND POLICY CONTEXT

A number of legislative and policy documents were reviewed to identify their relevance to this SEIA. The following sections summarise the relevant NSW legislation and local government policies. Table 7 outlines the State and local government policies relevant to this SEIA.

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Table 7: Relevant policies and documents

Policy name	Description	Relevance to this SEIA
State government		
The Future Transport Strategy (Transport for NSW, 2022)	The Future Transport Strategy outlines the strategic direction for investment, services and policy to connect people and goods between cities, to regional centres and villages, within neighbourhoods, to Country, internationally, and to each other. It integrates planning for roads, freight and all other modes of transport and sets out initiatives, solutions and actions to meet NSW transport challenges.	The proposal supports the strategy through its improved connectivity and development of active mobility, which would benefit local and regional communities.
Active Transport Strategy (Transport for NSW, 2022)	The Active Transport Strategy aims to facilitate active transport infrastructure growth to encourage mode shift and double its active transport trips over 20 years. It aims to balance the movement of people and goods with the amenity and quality of streets as places for people.	The proposal supports the objectives of the strategy through delivering connected cycling networks, supporting mode shift and improving the safety and comfort of people riding bikes. The proposal aligns with the strategy by facilitating infrastructure improvements that support active transport for local and regional communities.
Our Greater Sydney 2056 Eastern City District Plan – connecting communities (Greater City Commission, 2018)	This District Plan bridges a gap between regional and local planning initiatives by informing local environmental plans, community strategic plans and the assessment of planning proposals. It also helps councils to plan and deliver for growth and change, and to align their local planning strategies to place-based outcomes.	The provision of a cycleway along Wilson Street aligns with the outcomes sought in the Eastern City District Plan by encouraging the community to be more physically and socially active, improving the health outcomes and enhancing the overall liveability for local and regional communities.
Greater Sydney Services and Infrastructure Plan (Transport for NSW, 2018)	The Greater Sydney Services and Infrastructure Plan is a 40-year plan for transport in Greater Sydney. It is designed to support the land use vision for Greater Sydney. The focus of this Plan is to enable people and goods to move safely, efficiently and reliably around Greater Sydney, including having access to their nearest centre within 30 minutes of public transport, seven days a week.	The proposal aligns with the objective of this plan by providing a cycleway, which sustains and enhances the liveability of Newtown, connecting people and places, and provides a convenient and safe way for people to travel through the suburb. The connection of this new cycleway with the existing one on Wilson Street makes use of an existing resource and building on it to enhance local and regional community connection.
Staying Ahead: State Infrastructure Strategy 2022-2042 (Infrastructure NSW, 2022)	The State Infrastructure Strategy 2022-2042 recommends that green open spaces and quality civic places should be part of the core plan for all precincts and neighbourhoods. The strategy also supports the idea of '15-minute neighbourhood' approach, which represents ensuring residents can access most services and facilities by walking or cycling for 15 minutes.	The proposal is aligned with relevant objectives of the NSW State Infrastructure Strategy 2022 – 2042 as it would enhance the existing active transport infrastructure by extending from the existing Wilson Street cycleway and promote a healthier lifestyle for the local and regional community.
Connecting to the future: Our 10 Year	Connecting to the Future – Our 10-year Blueprint lays out desired outcomes,	The proposal aligns with the key strategic priorities of the Blueprint

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Policy name	Description	Relevance to this SEIA
Blueprint (Transport for NSW, 2020)	ambitions and strategic priorities for Transport to deliver on the NSW Government's focus area of 'well-connected communities with quality local environments'.	including working in partnership with impacted communities in a more meaningful way, and place-based integrated service design. The cycleway would contribute towards a more sustainable and better quality of life for the community.
Premier's Priorities	The Premier's Priorities represent the NSW Government's commitment to making a significant difference to enhance the quality of life of the people of NSW and accompany outcomes that track the NSW Government's achievements, including connecting communities with quality local environments. Specific priorities related to this proposal include well connected communities with quality local environments, building infrastructure and improving road travel reliability.	The proposal would contribute to the accessible transport and successful places outcomes. It would build on connecting the community within Newtown.
Strategic Cycleway Corridors Eastern Harbour City (Transport for NSW, 2022)	The NSW Government vision is to provide a safe and connected cycleway network across Greater Sydney to enable more people to safely ride their bicycle as part of their everyday travel. This program identifies the strategic cycleway network for the Eastern Harbour City and will identify how each corridor should be prioritised. The primary focus is to provide safe cycleways for people of all ages and abilities and better connect centres, precincts, and places.	The proposal forms part of the Newtown and Green Square Connection which has been identified as an immediate opportunity in the Strategic Cycleway Corridors Eastern Sydney Harbour City. The proposal aims to provide a safe connection for the local and regional community between Newtown and Green Square to support the forecasted growth in the Green Square and Waterloo precincts.
Local Government		
City Plan 2036 – Local Strategic Planning Statement (City of Sydney, 2020)	The City Plan 2036 vision is to create a Green, Global and Connected Sydney. It aims to create a connected city with a local network for walking and cycling, and opportunities and activities are connected by transit routes between the villages, city centre and the rest of Sydney	The proposal would support outcomes for this strategic direction of creating a connected cycling network for people travelling through Newtown along Wilson Street.
Inner West Local Strategic Planning Statement (Inner West Council, 2020)	The Inner West Local Strategic Planning Statement vision it to create a place of creative, connected, sustainable and productive neighbourhoods - as vibrant, innovative and diverse as our community. One of the planning priorities in the strategy is to provide improved and accessible sustainable transport infrastructure.	The proposal would support outcomes for this strategic direction by promoting sustainable active transport and improving its current accessibility to travel along Wilson Street.

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Policy name	Description	Relevance to this SEIA
Community Strategic Plan (City of Sydney, 2022)	The Community Strategic Plan (CSP) is a high-level plan, developed in partnership with the community, to outline the future vision for the community of the Sydney. The plan sets out all the strategic directions, principles and measures to meet the needs of the future for the local community.	The proposal is consistent with the aspirations of the Community Strategic Plan through its alignment with direction 5 – a city for walking, cycling and public transport.
Our Inner West 2036 - Community Strategic Plan (Inner West Council, 2022)	Our Inner West 2036 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.

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4 COMMUNITY AND STAKEHOLDER CONSULTATION

4.1 Consultation approach

This section provides an overview of consultation undertaken by Transport with local community and stakeholders, including businesses, in April 2024. Community and stakeholders were invited to provide feedback on the proposed design from Tuesday 2 April to Tuesday 16 April 2024. The consultation period was then extended for a further ten days due to the number of comments received and some requests from community. During this additional period, Transport carried out further door knocking of surrounding businesses.

The consultation activities included:

- Distribution of a community notification to approximately 1904 properties
- Email distribution to project database
- Project webpage
- Face to face meetings with key stakeholders
- Door knock of surrounding businesses.

Transport consulted directly with businesses impacted by the proposed loading-zone changes via phone calls, emails, survey and an in-person meeting.

4.2 Consultation outcomes

Transport provided a summary of the consultation carried out, feedback received and responses to frequently asked questions in the Wilson Street Cycleway Consultation Report (Transport for NSW, August 2024), which can be found on the project website.

Transport received 927 submissions about the proposal. Of this, 56 per cent were positive and 44 per cent were negative.

It included that:

- Positive feedback noted the cycleway would provide much needed safety for people riding bikes through the area.
- Negative feedback noted concerns about the impact to parking including the loading zone for local businesses.
- Clarity around the design and the interface between people bike riding and vehicles on Wilson Street, east of Erskineville Road, was also a common theme noted within the feedback received.

The key topics raised by the community and businesses in their feedback included:

- Connection to existing cycleway on Wilson Street
- Clarification on design elements of the new cycleway
- Parking and loading zone loss
- Traffic light timings.

Transport provided responses to Frequently Asked Questions in the consultation report, including that Transport would investigate options to provide additional loading zone options as part of the continuing development of the project to address businesses concerns.

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5 EXISTING ENVIRONMENT

The following sections provide an overview of the area immediately surrounding the proposal area, before discussing the local and regional study area.

5.1 Overview of proposal area

The proposal area is located in the suburb of Newtown along Wilson Street between King Street and Erskineville Road, with a section of works also on Wilson Street east of Erskineville Road. The proposal area is zoned under the City of Sydney's *Sydney Local Environmental Plan 2012* as 'SP2 Classified Road – Infrastructure' and 'R1 - General Residential', with the immediate surrounds being zoned as 'E1 - Local Centre' and also 'R1 - General Residential' (City of Sydney, 2023).

The area immediately surrounding the proposal is characterised by retail and hospitality shop fronts, with some medium density residential uses (see Figure 3). As described in section 5.2.3, the businesses located closest to the proposal area include office, hospitality, retail, health and medical stores.

Wilson Street is classified as a State Road between King Street and Erskineville Road, although functions as a local road to the east of Erskineville Road. It forms a signal-controlled intersection with King Street at its western end, where the left turn into Wilson Street and right turn out of Wilson Street movements are not permitted. Wilson Street also forms a signal-controlled intersection with Erskineville Road. Eliza Street is also within the proposal area, is a local road owned by Inner West Council.

This section of Wilson Street provides a link between King Street and Erskineville Road, with a high volume of pedestrians and vehicles travelling between King Street and continuing on Wilson Street or turning onto Erskineville Road. This includes bus route 355 which connects Marrickville to Bondi Junction.

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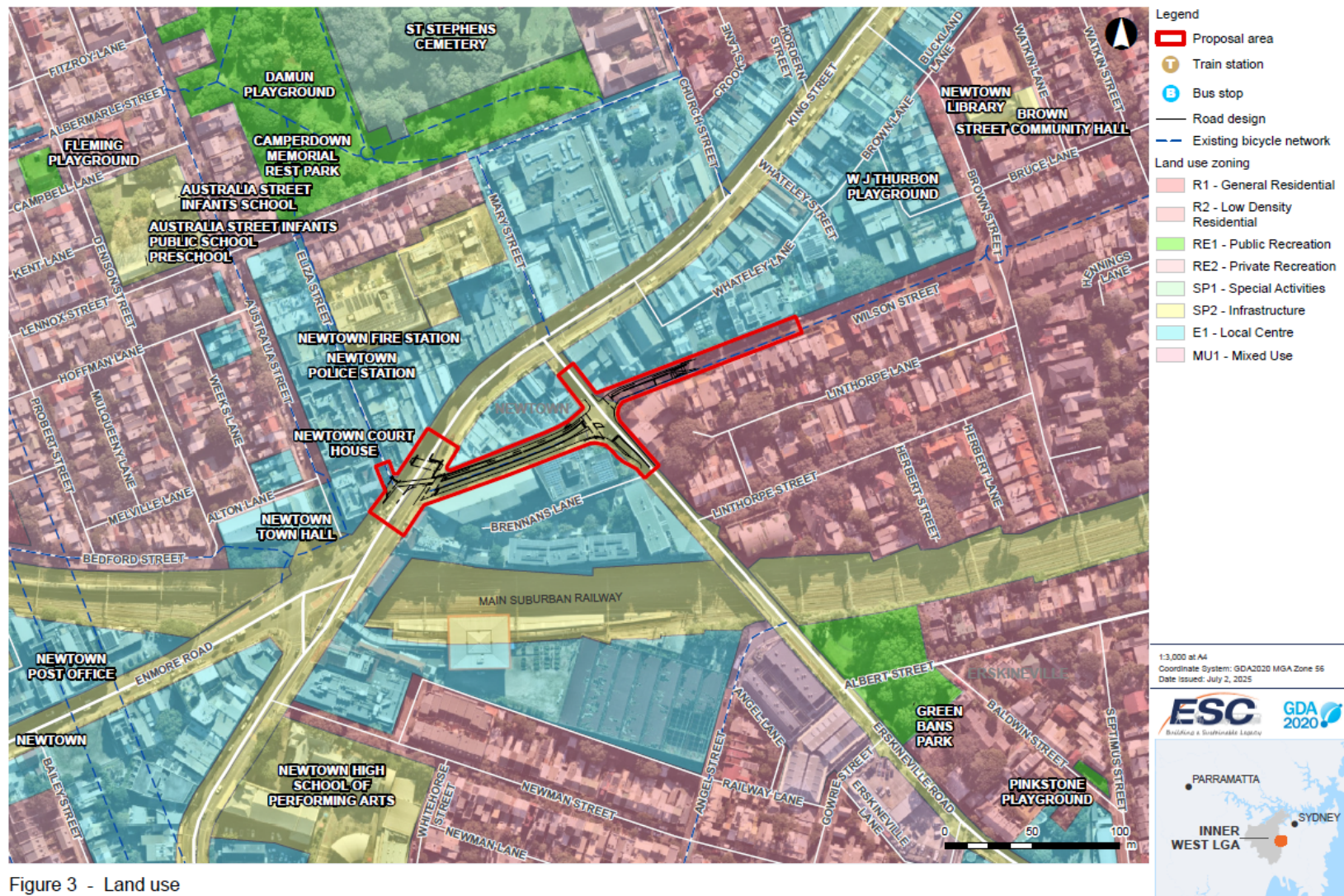


Figure 3 - Land use

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Figure 3: Land use

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5.2 Local and regional study area

5.2.1 Land use

Newtown is an inner-city suburb located in Sydney in NSW. It is located approximately five kilometres southwest of Sydney central business district (CBD), across the LGAs of the City of Sydney and the Inner West Council. The traditional Aboriginal groups of Newtown are the Gadigal and Wangal people (Inner West Council, 2021).

Land use within and surrounding the proposal area is illustrated in Figure 2. King Street is the main shopping strip in Newtown and is a commercial hub with a large number of cafes, bars and restaurants (Visit Sydney, 2023). The University of Sydney is located 1.5 kilometres northeast of the proposal area in Camperdown. The university was founded in 1850 as a public institution for higher education (The University of Sydney, 2023). Travel to work by Newtown residents generally reflects the local 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.

The local 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. There are several medical centres located near the proposal that cater for the health and medical needs of the community. Myhealth Newtown is a general practitioner located at the intersection of King Street and Eliza Street. The closest hospital, Royal Prince Alfred Hospital, is located 1.5 kilometres northeast of the proposal area.

Newtown Police Station is located on Australia Street approximately 100 metres northwest of the proposal area and operates on 24 hour seven days a week basis. The Newtown Fire Station is located next door to the Police Station and provides urban fire and rescue services to the community and has permanent staffing (Fire and Rescue NSW, 2023). There are a number of education facilities within one kilometre of the proposal area, however none within approximately 200 metres of the proposal area.

There are a range of local and district level open space and recreation sites located near the proposal that cater for the needs of communities in the regional study area. Mrs Mollie Swift Reserve is a local park on Erskineville Road, approximately 50 metres south of the proposal area. Camperdown Memorial Rest Park is located approximately 100 metres north of the proposal area and is a large recreational area for the community.

5.2.2 Access and connectivity

Newtown is approximately five kilometres southwest of Sydney's CBD, and is accessible via Princes Highway and Broadway Road. Newtown's main arterial road access is Princes Highway which provides access to and from the south and northeast. In Newtown, Princes Highway merges with Enmore Street, and becomes King Street (Princes Highway, Route 1). King Street is the main street in Newtown and was established in the late Victorian and Federation period of Australia (Visit Sydney, 2023).

Households in Newtown have relatively low levels of car ownership, with 31.2 per cent of households without a motor vehicle as of the 2021 Census, compared to 11.1 per cent in Greater Sydney. In Newtown, 50.3 per cent of households have one motor vehicle only.

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Figure 4 shows the main methods for travel to work for residents aged 15 years or over in Newtown compared to Greater Sydney. Residents in Newtown are more likely to use public transport (train and bus), walk or cycle for their journey to work compared to residents in Greater Sydney.

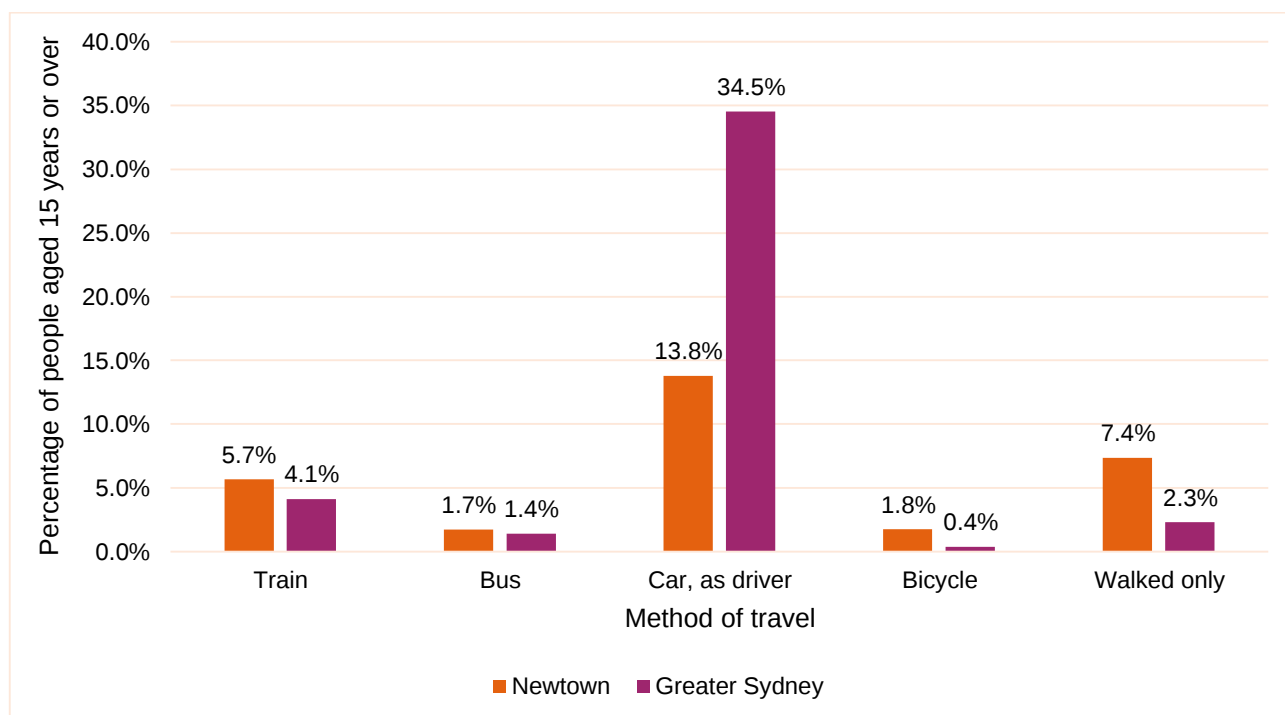


Figure 4: Method of travel to work, 2021

Newtown is well serviced by NSW public transport network. Newtown has one train station and is serviced by the City, Inner West and Leppington train lines (Transport for NSW, 2023). The Newtown train station was one of four original stations on the Sydney to Parramatta line and opened in 1855.

There are four bus stands located outside Newtown train station, with three located on King Street, and one located on Enmore Road. Newtown is serviced by the following bus routes:

- 422, 423, 426, 428 and 430 connecting Newtown to Sydney CBD
- 352 and 355 connecting Newtown running east to Bondi Junction
- 370 which runs north to the University of Sydney and Leichhardt, and south-east to the University of New South Wales and Coogee
- N10, N30 and N40 night service bus routes connecting Newtown to Sydney CBD.

Bus route 355 travels along Wilson Street, while the other bus routes travelling along King Street, intersecting with the King Street, Eliza Street, Wilson Street intersection.

Newtown is served by several cycle routes, including along Wilson Street, as listed in Table 8 (Transport for NSW, 2025).

Table 8: Cycle routes around Newtown

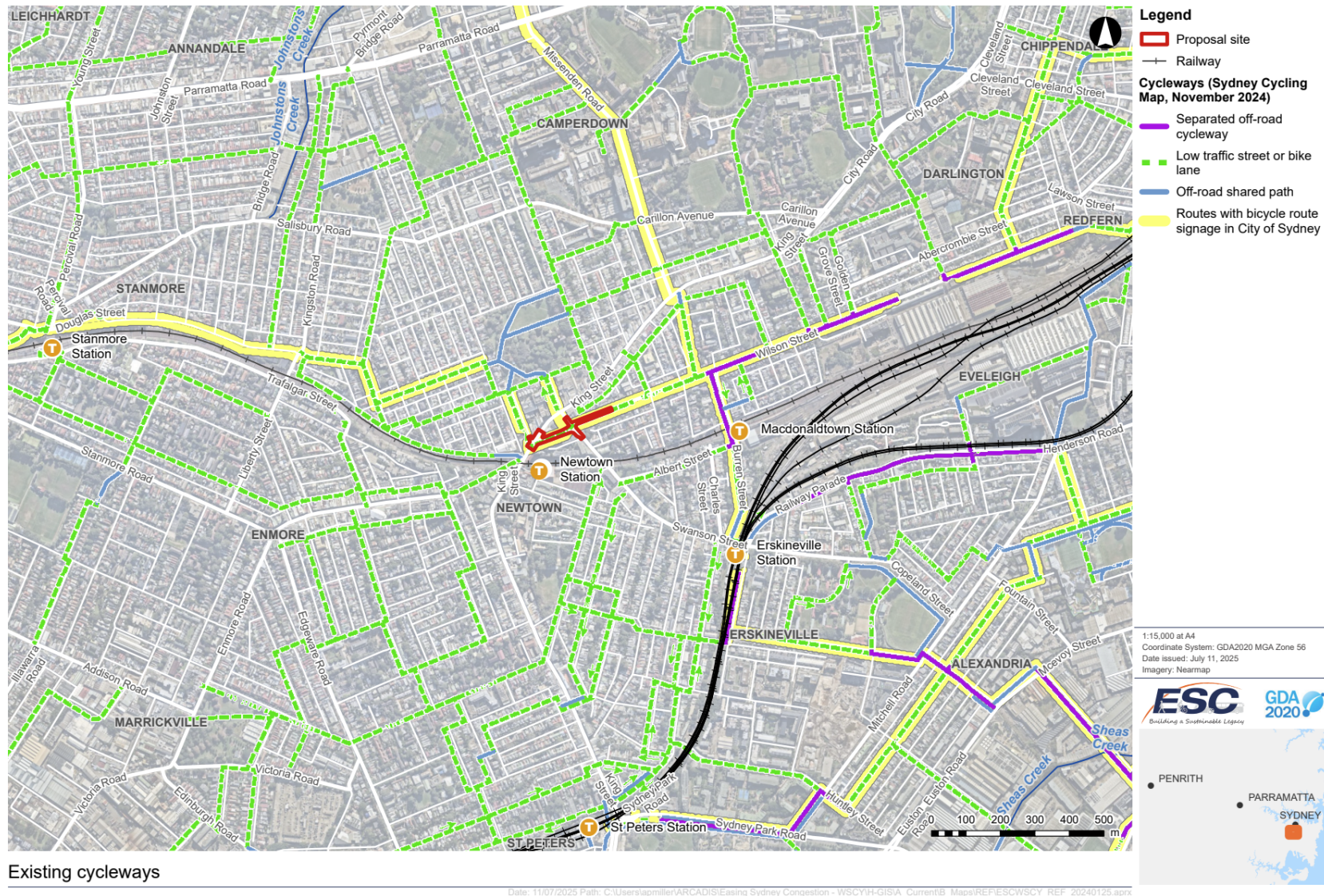
Location	
Quiet streets (A street that provides a quiet traffic environment due to low traffic volumes/speeds).	– Simmons Street – Hawken Street – Laura Street – Commodore Street – Wells Street – John Street

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Location	
	– Union Street – Munni Street – Norfolk Street – Albermarle Street – Bucknell Street – Campbell Street – Prospect Street Margaret Street
Bicycle paths A bicycle facility that is separated from motor vehicle traffic using a physical barrier such as a kerb.	– Burren Street – Wilson Street
Shared paths (A facility that is separated from motor vehicle traffic and is for shared use by people walking or cycling. Dashed lines indicate ferries/boats that provide pedestrian and bicycle access.)	– Camperdown Memorial Rest Park – Whitehorse Street – Angel Street – Australia Street – King Street

Figure 5 below, shows the existing cycleways around the proposal site.

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Existing cycleways

Figure 5: Existing cycleways

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5.2.2.1 Parking

The Wilson Street Cycleway Parking Study (SustainJV, April 2025) found that the existing parking in the area immediately surrounding the proposal area has a high level of utilisation and demand. Within the proposal area, the on-street parking is used by patrons using surrounding businesses, while the loading bays are used for deliveries of goods to these businesses. The parking provisions currently available within the proposal area is:

- Six on-street car 30 minute parking bays along Wilson Street between King Street and Erskineville Road
- Seven unrestricted on-street car parking bays along Wilson Street east of Erskineville Road
- One 'Loading Zone' (9:30am - 6pm Mon-Fri, No Stopping 6:30am - 9:30am Mon-Fri) on Wilson Street next to the intersection with King Street
- One 'No Stopping' zone along Wilson Street (6:30am – 9:30am Mon-Fri)
- One "Loading Zone' (9am – 3pm Wed) on King Street (outside the Bank Hotel)
- Eight parking spaces reserved for motorbikes only along the northern side of Wilson Street
- Sixteen two-hour parking spaces along the northern side of Wilson Street
- Three unrestricted parking spaces northern side of Wilson Street.

It was also found that there are other parking bays and loading zones close to the proposal area, such as:

- On-street parking bays along Eliza Street, King Street, Mary Street and Whateley Street
- Loading bays along Eliza Street, Brennan Lane, Mary Street and King Street

A Secure Parking Car Park located below Newtown Central Shopping Centre just south of the proposal area.

5.2.3 Economy and business

Wilson Street intersects with King Street and Eliza Street, and is characterised by its diverse restaurant options, retail shop fronts, entertainment precinct and medium to high density residential. The immediate surrounds have businesses located on both sides of Wilson Street including office, hospitality, retail, health and medical stores. The majority of shopfronts are located on the southern side of Wilson Street, while the northern side has a small number of businesses, including a Japanese eatery, rear entry to a restaurant located on King Street, and entry to a nightclub.

As discussed in section 4, Transport for NSW doorknocked businesses located on Wilson Street within or adjacent to the proposal area.

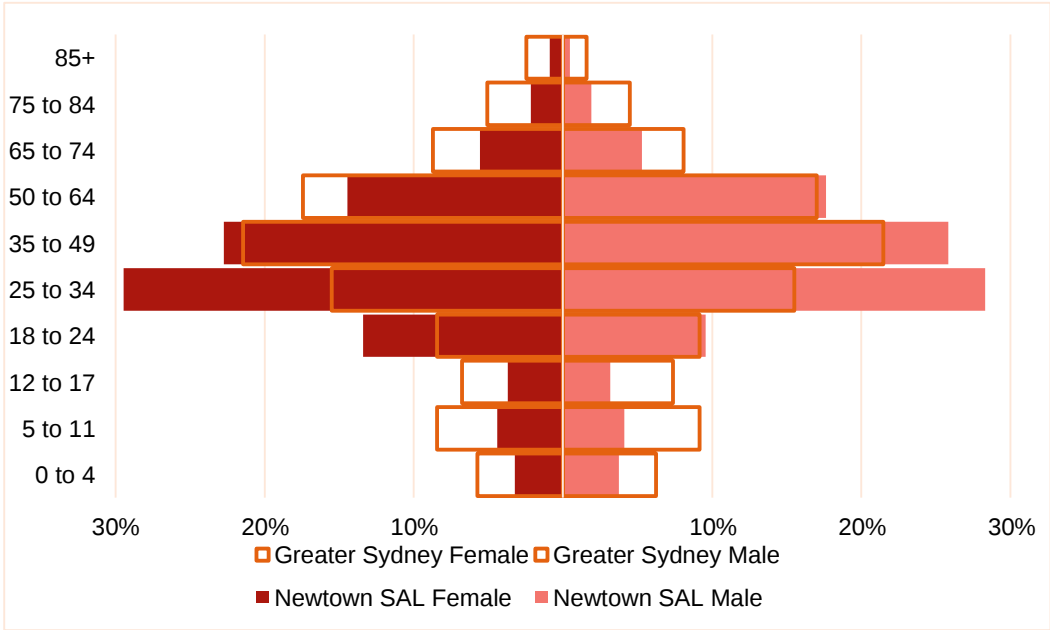
The top three industries of employment in Newtown are professional, scientific and technical services (17.6 per cent), health care and social assistance (12.0 per cent) and education and training (10.8 per cent) (ABS, 2021). This is relatively consistent with the top three industries of employment in the Sydney LGA, which are professional, scientific and technical services (18.9 per cent), financial and insurance services (10.3 per cent) and health care and social assistance (9.4 per cent). It is also relatively consistent with the top three industries of employment in the Inner West LGA, which are professional, scientific and technical services (15.8 per cent), health care and social assistance (12.5 per cent) and education and training (10.6 per cent). The median weekly individual income in Newtown was \$1,309, which is slightly higher than Sydney LGA (\$1,241) and Inner West LGA (\$1,207).

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5.2.3 Key socio-economic indicators

Table 9 highlights key indicators for the local study area, including the suburb of Newtown, and where data is available, for the immediate surrounds (SA1 areas: 11703164004 and 11703164009). This is compared to data for the regional study area (Sydney LGA, Inner West LGA or Greater Sydney). Unless stated otherwise, information provided in Table 9 has been sourced from the ABS, 2021 Census.

Table 9: Key socio-economic indicators for the local study area

Key indicator	Description
Demographic profile	
Population	At the time of the 2021 Census, the immediate surrounds had a population of 881 people which is 6.0 per cent of Newtown which had a population of 14,690 people (ABS, 2021). In Newtown 1.3 per cent of people identified as Aboriginal or Torres Strait Islander, which is consistent with Sydney LGA (1.4 per cent) and Inner West LGA (1.2 per cent), although lower than NSW (3.4 per cent).
Age profile	Newtown had a median age of 34 years, which is consistent with Sydney LGA (34 years), although lower than Inner West LGA (38 years). Figure 6 shows the age and gender distribution of Newtown population in 2021, compared to Greater Sydney. The data shows that relative to Greater Sydney, Newtown has a greater proportion of people aged 25 to 34 and a lower proportion of people aged under 17 years. The overall age distribution of Newtown includes a large cohort of young working age persons and career builders, with only a small number of persons at school age, older working and retirement ages.  Figure 6: Gender and age distribution of Newtown and Greater Sydney, 2021
Cultural diversity	Newtown 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. In 2021, Newtown had a high proportion of people born in Australia (64.5 per cent) compared to Greater Sydney (56.8 per cent). Apart from Australia, the main countries of birth for residents in Newtown were England, New Zealand, China, United States of America and Ireland. In Newtown, 18.1 per cent of people were born in non-main English-speaking countries which is lower than Greater Sydney (31.8 per cent), and even lower than NSW (23.0 per cent). In Newtown, 16.9 per cent of people indicated that they speak another language other than English at home which is lower than Greater Sydney (37.4 per cent), and lower than NSW (26.6 per cent).

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Key indicator	Description
	Other than English, the main languages spoken at home included Mandarin, Spanish, Greek, Cantonese, and Thai.
Family and housing	
Family and household composition	Compared to Greater Sydney, the local study area generally had a lower proportion of family households and higher proportions of group and lone person households compared at the 2021 Census. This is likely to reflect the inner-city location of Newtown and the presence of the University of Sydney at Camperdown. Over half of the families in Newtown comprise of couple families without children (56.8 per cent), which is above the average of Greater Sydney (34.8 per cent). Newtown had a lower proportion of couple families with children (30.8 per cent) when compared to Greater Sydney (48.4 per cent). The average household size in Newtown is 2.1 persons similar to Sydney LGA (1.9 persons) and Inner West LGA (2.3 persons), and lower than Greater Sydney (2.7 persons).
Dwellings	At the 2021 Census, approximately 95 per cent of dwellings in the local study area comprised higher density dwellings such as semi-detached, terrace houses or townhouses, and flats, units or apartments, reflecting the study area's inner-city location. Newtown's proportion of semi-detached, terrace house and townhouse style dwellings is 52.0 per cent which is high compared to Greater Sydney (12.8 per cent).
Economic profile	
Labour force	Newtown displayed relatively high levels of labour force participation and low levels of unemployment compared to Greater Sydney. Newtown had a higher labour force participation (74.7 per cent) when compared to Sydney LGA (68.7 per cent), and NSW (58.7 per cent). In 2021, 95.9 per cent of the labour force in Newtown was employed which was higher than that of Sydney LGA (94.4 per cent). The proportion of unemployed persons in Newtown (4.1 per cent) was lower than the LGA (5.6 per cent), and of NSW (4.9 per cent).
Income	Median household and individual incomes in the local study area were above the Greater Sydney average. In 2021, the median weekly individual income in Newtown was \$1,309. This was slightly higher than Sydney LGA (\$1,241) and particularly higher than NSW (\$813). The median weekly household income in Newtown was \$2,330, which was also higher than that of the LGA at \$2,212, and of NSW (\$1,829).
Community-vulnerability profile	
Need for assistance	Compared to Greater Sydney, residents in Newtown 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. In 2021, the proportion of the population who require assistance in Newtown was 1.3 per cent, which is lower than Greater Sydney (2.4 per cent). In 2021, Newtown's highest reported long term health condition was mental health at 14.3 per cent, which is high compared to Greater Sydney (6.6 per cent).
Mobility	In Newtown, 66.9 per cent of people lived at the same address as one year ago and 36.9 per cent lived at the same address as five years ago. This is a lower mobility rate compared to Sydney LGA with 61.5 per cent of people who lived at the same address as a year ago and 29.9 per cent for the past five years. Although these are both high when compared to Greater Sydney, indicating high mobility for people who live in Newtown and even higher for those within the Sydney LGA.
Socio-Economic Indexes for Areas (SEIFA)	The ABS produces four socio-economic indices for areas (SEIFA) based on Census data, which identify areas of relative advantage and disadvantage. The Index of Relative Socio-Economic Advantage/Disadvantage (IRSAD) was examined for the local and regional study areas. Socio-economic advantage and disadvantage are defined broadly by the IRSAD in terms of people's access to material and social resources and their ability to participate in society (ABS 2021). In order to capture this broad definition, the IRSAD includes a range of data points, including income, education, employment, occupation, and housing. Newtown, Sydney LGA and Inner West LGA were all placed within decile 10 for Australia and NSW, indicating the highest level of advantage.

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5.2.4 Community values

Values of the local and regional community of Newtown are reflected in the relevant Council community strategic plans. A review of these plans by the City of Sydney and Inner West Council is presented below.

The City of Sydney Community Strategic Plan (City of Sydney, 2022) reflects the community's emphasis on building a sustainable, equitable and resilient future. The community values equity and inclusion to address social disparities and foster a sense of belonging among residents. Of equal importance is fostering a creative and innovative culture aimed to drive economic growth and enhance the cultural life of the city.

Creativity and innovation is also desired to promote transformative change in energy generation, resource consumption and climate adaptation. A key element is reliable systems and infrastructure to respond, recover and adapt to events and stressors, this includes the planning of a city which balances movement and places.

A key direction in the plan is, a city for walking, cycling and public transport. There is a strong desire within community for 'more frequent, reliable and affordable public transport and more walking and cycling networks.'

Similarly, Our Inner West 2036 (Inner West Council, 2022), values liveable, connected neighbourhoods and transport. The plan identifies a vision for the LGA where 'everyone is welcome, people and nature live in harmony, and creativity is a way of life.' Residents of the LGA value being a healthy, resilient and caring community, building and maintaining partnerships and collaboration to create positive change, celebrating creative communities and a strong economy. There are several festivals, artistic events and community activities which take place throughout the year which are important to community including Speaking 4 The Planet, Marrickville Festival, Norton Street Italian Festa, Footprints Ecofestival, Jazz in the Park and Summer Hill Social.

Challenges and opportunities identified for the respective LGA's are based on their metropolitan characteristics. Transport and connectivity remain a key challenge in managing the growth of the area and promoting urban development while preserving unique character. Urban congestion remains a consistent issue and affects residents' quality of life. Additionally, the councils are focused on implementing sustainable practices while imbedding environmental awareness within community.

5.2.5 Key findings

The proposal is located approximately five kilometres southwest of the Sydney CBD, in the suburb of Newtown. Newtown's main arterial road access is the Princes Highway, which provides access to and from the south and northeast. Newtown has high levels of public transport access and proximity to employment and activity centres such as the Sydney CBD, University of Sydney at Camperdown, and Sydney Airport.

Newtown has one train station and is serviced by the City, Inner West and Leppington train lines. Households in Newtown have relatively low levels of car ownership, and higher proportions of residents who use public transport, walk or cycle for their journey to work.

The existing parking in the immediate surrounds to the proposal has high levels of utilisation and high demand. The on-street parking is used by patrons using surrounding businesses, while the loading bays are used for deliveries of goods to these businesses.

Newtown is serviced by several cycle routes including the existing route on Wilson Street but there are missing links between these routes, limiting connectivity and ease in using the cycle routes. Existing cycle routes include quiet streets, bicycle paths and shared pathways throughout Newtown.

Overall, the local study area can generally be characterised by:

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- A younger population, with higher proportions of adults aged between 18 to 34 years
- More people living in group and lone person households
- People living in medium and high-density dwellings, and rental properties
- People who experience high levels of advantage and lower levels of disadvantage
- Less people who need assistance with daily activities
- Households and individuals with relatively high incomes.

Strategic plans for the City of Sydney and Inner West Council reflect community values associated with access to frequent, reliable and affordable public transport, and more walking and cycling networks, supporting community liveability and sustainability.

As a highly urbanised community, managing growth while preserving the local character remains a challenge.

6 CONSTRUCTION IMPACT ASSESSMENT

6.1 Access and connectivity

Change as a result of the proposal	Removal of 14 parking spaces (including loading zone) on Wilson Street			
Summary of the potential impact	The proposal would require the removal of parking spaces and the loading zone on Wilson Street which is likely to affect vehicle and pedestrian access to Wilson Street for local residents. The parking study found that the proposed removal of 14 car parking spaces (which includes six 30 minute parking bays, seven unrestricted parking bays and a loading zone) along Wilson Street could be accommodated within the surrounding area during most of the surveyed periods, except a couple hours on Wednesday (11am to 1pm), Friday (1pm to 3pm) and Saturday (12pm to 3pm). However the parking study also found there were incidents of illegal double parking in the study area, and this also has the potential to occur in surrounding streets due to removal of the spaces on Wilson Street. Some local residents may rely on the seven all day car parking spaces or access to their residences. Residents and visitors would need to find alternate parking spaces in the local study area, which may result in walking a greater distance to their homes. Affected residents are likely to feel frustrated about this change, but most residents are expected to adapt over time. Given six of the 14 parking spaces are time limited to 30-minutes, removal of these spaces is less likely to reduce resident access, and more likely to potentially reduce customer access to businesses (discussed in section 6.3). Some residents may still rely on these spaces for quick access to their homes.			
Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Negative Direct and indirect Long term	Users of on-street parking bays including nearby residents	Low Any residents using the unrestricted parking bays are likely to be able to adapt to the change over time.	Low The loss of parking is permanent, however may only affect some local residents in close proximity to the proposal area.	Low
Change as a result of the proposal	Partial closure of Wilson Street may impact traffic flow during the construction period			
Summary of the potential impact	Wilson Street would be partially closed at times during the construction period from 7am to 6pm Monday to Friday, 8am to 1pm Saturday over the four month construction period. Lane closures would occur out of hours (between 8pm to 5am Sunday to Thursday) to minimise impacts on traffic flow. The intersection of King Street/Wilson Street and Erskineville Road/Wilson Street would also be partially closed at times to facilitate upgrades to traffic control systems during stage 1 of construction (see REF Table 3.2 for outline of stage 1 construction works). During these periods, road users may either be directed to use one lane of Wilson Street, or may be directed to use a detour. This may increase travel times, causing inconvenience and frustration for some road users. However these changes would be temporary during construction.			
Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance

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Change as a result of the proposal		Removal of 14 parking spaces (including loading zone) on Wilson Street		
Negative	Road users	Low	Low	Low
Direct		Most road users are expected to have minimal areas of vulnerability and a high ability to absorb or adapt to change.	While the changes may affect a large number of road users, they would be temporary and would be limited to the proposal area.	
Temporary				
Change as a result of the proposal		Delays to public bus services due to construction activities		
Summary of the potential impact	As discussed in Section 5.2.2, bus route 355 which connects Marrickville to Bondi Junction travels along Wilson Street. The partial closure of King Street/Wilson Street intersection is likely to disrupt several bus routes which travel along King Street (refer to Section 5.2.2). However construction has been staged to avoid daytime traffic impacts and partial road closures would occur during out of hours periods, which would affect less bus services than during peak periods. These disruptions may slightly increase travel times for buses during these times, which may inconvenience bus passengers, and cause frustration for some. As discussed in Section 5.2.1, residents of Newtown have a high reliance on public transport for travel. Public transport is also often relied on by vulnerable community members, such as younger people, people who experience disability, older people and people with mobility issues, and people on low incomes.			
Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Negative	Bus passengers	Moderate	Negligible	Negligible
Direct		Bus passengers are likely to include vulnerable people who may be less able to adapt to change.	Changes are expected to be temporary and limited to a small geographical area.	
Temporary				
Change as a result of the proposal		Changes to pedestrian and bicycle access		
Summary of the potential impact	During construction, closures of existing footpaths or pedestrian crossings on King Street, Wilson Street, and Erskineville Road would be required. There would be pedestrian detours and temporary ramps installed during works to facilitate pedestrian crossing. Lane closures and detours will affect bike riders use of the existing cycleway on Wilson Street east of Erskineville Road, as well as access to Wilson Street within the proposal area. Detours will be put in place during the construction phase and will result in potential delays and longer travel times for people bike riding. Detours may cause inconvenience and frustration for some people walking and bike riding, and some individuals may feel less safe due to the presence of construction works and access changes. A Traffic management plan would include measures such as signage to guide people walking and bike riding to appropriate detours and ramps, as well as lighting.			
Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Negative	People walking and bike riding	Moderate	Low	Moderate-Low
Direct				

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Change as a result of the proposal	Removal of 14 parking spaces (including loading zone) on Wilson Street	
Temporary	Some people walking and bike riding may have a number of vulnerabilities and some ability to adapt to changes.	Changes are expected to be temporary and limited to a small geographical area.

6.2 Amenity and character

Change as a result of the proposal	Increased noise, vibration and dust, and visual impacts, due to construction activities			
Summary of the potential impact	Increased noise, vibration and dust, together with visual changes due to construction activities, may reduce amenity in the area surrounding the proposal area during construction. This may affect local communities, such as businesses, nearby residents, and people walking and bike riding travelling through the area. Impacts to businesses are discussed in Section 6.3. Increased noise, vibration and dust may lead to residents in close proximity changing their behaviours, spending more time indoors and closing windows to prevent excess noise and dust entering their property. During the nighttime, residents in close proximity may experience increased noise and vibration, which can disturb people's night-time peacefulness, relaxation or sleep, which can affect some people's wellbeing and quality of life. Visual changes would include views of construction activities. These visual changes may reduce some people's enjoyment of views from their properties and their surrounds. However given the highly urbanised location of the proposal, most residents are expected to adapt to these changes, which would primarily be temporary during construction. Longer term visual changes are discussed in section 7.2. These impacts would be temporary, with noise and vibration also expected to be intermittent depending on the activities. Increased noise, vibration and dust would be managed through a Construction Environment Management Plan, however even with management, it is likely that some residents may experience frustration. While people walking and bike riding may also experience decreased amenity while travelling through the area, this would be temporary during construction, and is not expected to deter most people walking and bike riding who would be able to move on past the construction activities.			
Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Negative Direct Short to long term	Local community including residents in close proximity, and people walking and bike riding.	Low - Moderate Some community members may have minimal or a number of vulnerabilities, with a high or some ability to absorb or adapt to changes to amenity.	Low Changes are expected to be temporary and limited to a small geographical area.	Moderate - Low

6.3 Economy, business and employment

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Change as a result of the proposal		Combined changes to parking, traffic, and access due to construction activities may reduce local amenity surrounding the proposal area.		
Summary of the potential impact		During construction, the combined effects of reduced access and amenity due to loss of parking and construction activities may deter some people from visiting some businesses in the immediate area. Reduced amenity is less likely to affect retail and other businesses but could affect restaurants if customers perceive construction activities to reduce their enjoyment of their surroundings. This may be a concern to business operators if they perceive a potential reduction in customer patronage and revenue. This may result in stress and anxiety for some individuals. Business operators and employees may also experience disruptions due to access and amenity changes, which may cause inconvenience and frustration.		
Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Negative Direct Temporary	Businesses on Wilson Street and other businesses in close proximity	Moderate Businesses are likely to be sensitive to but have some ability to adapt to potential reduction in customer patronage and revenue, and disruptions affecting staff.	Moderate Changes are expected to be temporary and limited to a small geographical area.	Moderate
Change as a result of the proposal		Potential for minor increase in revenue for local businesses due to presence of construction workforce		
Summary of the potential impact		The presence of construction workers may lead to a minor, temporary increase in demand for local food and beverage and other retail services close to the site of the proposal. This may lead to a minor increase in revenue for some local businesses, particularly those located in the immediate surrounds.		
Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Positive Direct Temporary	Businesses in close proximity to proposal area.	Moderate Businesses are likely to be sensitive to potential increases in customer patronage.	Negligible Changes are expected to be temporary.	Negligible (Positive)

7 OPERATIONAL IMPACT ASSESSMENT

7.1 Access and connectivity

Change as a result of the proposal	Improved active transport connectivity and safety			
Summary of the potential impact	The proposal would improve connectivity and safety for people bike riding who travel through Newtown, as it would connect a missing link between the existing cycleway on Wilson Street. This would support increased and safer connectivity for people bike riding, as they would be able to continue to travel along Wilson Street on a separated cycleway, whilst supporting active and healthy lifestyles in the local and regional communities. During consultation, community noted that the cycle way would provide much needed safety for people riding bikes through the areas.			
Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Positive Direct Long term	People bike riding in local and regional community	Moderate People bike riding are expected to be sensitive to these changes.	Moderate This would be a permanent change which would be experienced by people bike riding in the local and regional area.	Moderate (Positive)

7.2 Amenity and character

Change as a result of the proposal	Changes to visual amenity			
Summary of the potential impact	The proposal would result in long term visual changes, which may reduce some people's enjoyment of views from their properties and their surrounds. These changes would result from operation of the bi-directional cycleway. As discussed in section 6.2, some community members may experience reduced enjoyment of views, which would start to occur during construction. Landscaping for the proposal will be designed in line with Transport's <i>Landscape design guideline</i> (2023), which is expected to support improved views of the proposal area. Overall, it is expected that most community members would adapt to these visual changes over time.			
Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Negative Direct Long term	Local community including residents in close proximity, and people walking and bike riding	Low Some community members may have minimal vulnerabilities, with a high ability to absorb to changes to amenity.	Low Changes would be discernable and limited to the vicinity of the proposal	Low (Negative)

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Change as a result of the proposal	Changes to visual amenity			
Change as a result of the proposal	Improved streetscape along Wilson Street			
Summary of the potential impact	The removal of the loading zone and car parking from Wilson Street and inclusion of the cycleway is also expected to enhance the overall visual amenity of the area, which may support a more attractive and vibrant place for local residents, businesses and the broader community. This would contribute to and enhance community values associated with accessibility, sustainability and liveability (section 5.2.4).			
Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Positive Direct Long term	Local communities including businesses and residents	Moderate Local communities are expected to be sensitive to these changes.	Moderate The changes would be long term and would be noticeable for local communities, particularly businesses and residents in the immediate area.	Moderate (Positive)

7.3 Economy, business and employment

Change as a result of the proposal	Removal of one loading zone on Wilson Street			
Summary of the potential impact	The removal of the loading zones and parking spaces on Wilson Street would affect direct access to the businesses located on Wilson Street, and potentially other businesses in close proximity. The businesses located along the proposal area include food and drink, beauty and wellness, retail and fashion, music and entertainment, arts and craft and a fitness business. According to Transport for NSW consultation, many of these businesses, and other nearby businesses, rely on the Wilson Street loading zone for deliveries. Transport for NSW consultation also found that the 30-minute parking spaces are also often used by businesses for loading (section 4). The parking study utilisation surveys undertaken for nearby loading zones (including along Eliza Street, Brennan Lane, Mary Street and King Street) found that the loss of general parking spaces could not be accommodated on the surrounding streets between 11am to 1pm on Wednesday, 1pm to 3pm on Friday and 12pm to 3pm on Saturday. However, outside these hours, there is generally sufficient capacity to accommodate the loading zone demand from Wilson Street. These alternate loading zones range from 50 to 250 metres in distance from Wilson Street and include: – Eliza Street – two spaces – Brennan Lane – two spaces – King Street – seven spaces – Mary Street – four spaces. Despite the findings of the parking study, Transport for NSW consultation with local businesses found there is general concern from businesses about the removal of the loading zone (section 4). It is likely that business owners/operators may be inconvenienced due to the loss of the loading zone, as they would have to adapt to using other nearby loading zones for business deliveries. This may increase the required time to transport goods to and from their businesses, which may cause frustration for business staff. The parking study recommends that the 30-minute time restrictions are enforced at the loading zones in the vicinity of the proposal, to improve vehicle parking turnover and allow for more loading activities. This could potentially provide additional capacity for loading in the area, which could help offset the proposed removal of the loading zone on Wilson Street.			
Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Negative Direct Long term	Businesses on Wilson Street in the proposal area, and other businesses in close proximity	High Businesses on Wilson Street rely on the loading zone for business deliveries, and are sensitive to the loss of loading zones.	Moderate Removal of the loading zone is permanent.	High-moderate
Change as a result of the proposal	Removal of 14 parking spaces on Wilson Street			
Summary of the potential impact	The removal of parking spaces on Wilson Street would affect direct access to the businesses located on Wilson Street, and potentially other businesses in close proximity. Transport for NSW consultation with local businesses found there is general concern from businesses about removal of the parking spaces and reduced customer access			

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(section 4). Consultation indicated that many businesses rely on these parking spaces to facilitate customer access, with some businesses indicating these parking spaces are particularly important for mobility-impaired or older customers.

Businesses which rely on passing trade (such as food and beverage, and retail) may be more affected by removal of these parking spaces, as customers may be less likely to drop into the business if they are unable to find a park in close proximity.

Businesses which rely on customer appointments (such as beauty and wellness) may be less likely to be affected, as their customers would be confirmed. However these customers would need to find alternate parking spots, and potentially walk a further distance from their car to their appointment.

There is potential for reduced customer access to result in reduced revenue for some businesses, which may lead to stress and anxiety for some business operators. Given the proposal area is already a busy area and the parking spaces are often highly utilised, it is likely that most customers would already be somewhat used to accessing other parking spaces to access these businesses. It is expected that most customers and businesses would adapt to this change over time.

Nature, type and duration of impact	Affected stakeholders	Sensitivity	Magnitude	Level of significance
Negative Direct Long term	Businesses on Wilson Street and other businesses in close proximity	High Businesses rely on the parking spaces for customer access, and are sensitive to the loss of customer parking	Moderate Removal of the parking spaces is permanent.	High-moderate

8 RECOMMENDED SAFEGUARDS AND MANAGEMENT MEASURES

As identified in Section 6, the key potential socio-economic impacts resulting from the proposal would occur during construction. Implementing the safeguards and management measures provided in Chapter 7 of the REF would minimise the potential for access and amenity impacts.

Additional recommended measures to avoid, minimise and manage the potential socio-economic impacts of constructing and operating the proposal are provided in Table 10. These measures focus on ongoing consultation and communication with impacted stakeholders. Comprehensive and appropriate communication and engagement with the community and other key stakeholders would play a key role in managing potential socio-economic impacts during construction. Together with the measures provided in the REF, these measures are expected to manage potential socio-economic impacts resulting from the proposal.

Table 10: Recommended mitigation measures

Social impacts / benefits	Environmental safeguard	Timing
Impacts to businesses, residents and local communities	A Communication Plan (CP) will be prepared and implemented as part of the Construction Environmental Management Plan (CEMP) to help provide timely and accurate information to the community during construction. The CP will include (as a minimum): – Mechanisms to provide details and timing of proposed activities to affected stakeholders, including changed traffic and access conditions – Toll free number and email address for enquiries and complaints – How the project webpage will be maintained for the duration of the proposal – A complaint's handling procedure – Consultation activities to be carried out.	Pre-construction/ construction
Impacts to local businesses	On-going communication and consultation with owners of impacted businesses would occur. This would include working with the business owners to manage and plan project construction activities and delivery to minimise impacts on their business operations.	Pre-construction
Local benefits	Opportunities for Aboriginal employees and procurement will be prioritised in accordance with the Aboriginal Procurement Policy (NSW Government, 2021).	Detailed design / pre-construction / construction

9 CONCLUSION

This report provides an assessment of the potential socio-economic impacts of the proposed Wilson Street Cycleway. The report has identified and addressed the key potential socio-economic impacts associated with the proposal (both positive and negative) and provides recommended safeguards and management measures to support those identified by other technical assessments undertaken for the REF.

The potential negative impacts would occur during construction, including temporary impacts due to construction activities, such as changes to access and amenity. These impacts are likely to affect businesses and residents located in close proximity to the proposal area.

Operation of the proposal is expected to result in positive impacts for local communities due to enhanced connectivity and safety for people bike riding, which would support active and health lifestyles, and enhanced amenity due to streetscape improvements in the proposal area. There would be long term negative impacts during operation for businesses and local residents due to the removal of on street parking and the loading zone, as well as visual changes due to operation of the cycleway which may reduce enjoyment of views for some people.

The potential impacts identified and assessed in this report would be managed and mitigated through a range of measures, including those provided in the REF. In addition to the safeguards and management measures provided in the REF, which were developed as an outcome of a range of technical assessments including noise and vibration, traffic and transport, landscape and visual, and air quality, the SEIA has identified other measures to minimise potential negative social impacts, and to enhance positive socio-economic impacts. Measures recommended include procedures in relation to ongoing consultation with businesses and the community.

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APPENDIX A – SCOPING TABLE

Table 11: Scoping Table

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
Property impacts	Are property acquisitions likely?	No	No	No	No		
	Is there a potential for displacement of residents or businesses due to property acquisition?	No	No	No	No		
	Will there be impacts on vulnerable groups (i.e. elderly, people in need of assistance, communities that demonstrate higher levels of disadvantage)?	Unknown	No	No	No	The majority of impacts are likely to occur during construction, and these would be managed with standard construction mitigation measures.	
	Will the project impact upon any property improvements?	Unknown	No	No	No		
	Does the project result in fragmentation of rural properties?	No	No	No	No		
Changes to population and demography	Will residents need to relocate as a result of property acquisition?	No	No	No	No		
	Will the project's construction result in a large influx of workers to the study area?	No	No	No	No		
Economy	Will the project impact on local employment?	Unknown	No	No	No		

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Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
	Will the local population benefit from improvements in income as a result of the project?	No	No	No	No		
Business and industry	Does the project impact (either directly or indirectly) on businesses/ commercial enterprises, including agricultural businesses?	Yes	Yes	No	No	Construction impacts resulting in amenity and access changes would be managed with standard mitigation measures.	Loss of parking spaces and loading zone may impact businesses on Wilson Street.
	Are impacts on businesses likely to have flow on effects for employees?	Unknown	No	No	No		Changes to access may affect some employees of businesses on and close to Wilson Street.
	Is the project likely to have direct or indirect effects on the regional economy?	No	No	No	No		
	Will the project result in changes in access to or bypass of businesses?	Yes	No	No	No		Changes to access may affect some businesses on Wilson Street.
	Does the project impact on the composition of regional industries (ie tourism, agriculture, mining and resources, manufacturing)?	No	No	No	No		

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
Social infrastructure	Will the project impact (directly or indirectly) any community services or facilities such as hospitals, schools, recreational facilities, aged care, etc?	No	No	No	No		
	Will the project impact on places that are used by the homeless for shelter or socially disadvantaged to congregate?	Unknown	No	No	No		
Community values, including community health and safety, and community cohesion/severance	Does the project impact on any places of Aboriginal or non-Aboriginal heritage?	No	No	No	No		
	Does the project impact on any places likely to be of importance to the local community (i.e. environmental areas, local parks, local monuments, etc)?	No	No	No	No		
	Do sections of the community have a strong attachment to place (e.g. large number of generations of a family have lived in the same area)?	Unknown	Unknown	Unknown	Unknown		
	Is there a potential for impacts (real or perceived) on community health or safety due to emissions to air or water, noise or chemical hazards?	No	No	No	No		
	During construction, is there a potential for impacts (real or	No	No	No	No		

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Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
	perceived) on community health or safety due to emissions to air or water, noise or chemical hazards?						
	Is there the potential for severance of communities or towns?	No	No	No	No		
	Will the project change the way people use and access community facilities?	Yes	Yes	No	No		Operation of the project supports cycling for local and regional communities
	Will the project change the unique character of the place or community in which it is located?	Yes	Yes	No	No		Operation of the project likely to enhance the local streetscape character.
	Will the project result in changes to places of commemoration or	No	No	No	No		
Local amenity	Will the project change the amenity for residents, businesses, or community facilities? (i.e. through changes in air quality, visual and landscape impacts, noise and vibration)	Yes	Yes	No	No	Yes – design guidelines	Potential for enhanced visual amenity in project area.
	During construction, will the project change the amenity of		Yes			Construction amenity impacts would be	Potential for increased noise,

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
	residents, businesses or community facilities? (i.e. through changes in air quality, visual and landscape impacts, noise and vibration)					managed with standard mitigation measures.	dust and visual changes for residents and businesses located close to construction activities
Access and connectivity	Will the project change:						
	– travel patterns (e.g. introduce turning restrictions, traffic signals, road closures, new connections, etc)	Yes	Yes	No	No	Yes – through transport management and design measures	The project will provide a new and more direct cycleway connection along Wilson Street to King Street
	– cycling facilities or access	Yes	Yes	No	No		The project will provide a new and more direct cycleway connection along Wilson Street to King Street
	– pedestrian access (i.e. access to public transport, and to/ within commercial precincts, town centres, recreational locations, shops)	Yes	Yes	No	No		Pedestrian access will be included as part of the project design

Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
	– public transport services or facilities	No	No	No	No		
	– parking	Yes	Yes	No	No		Loss of parking spaces on Wilson Street
	– property access	No	No	No	No		
	– access for people with special needs (i.e. people with mobility difficulties, elderly, children, etc).	No	No	No	No		
	During construction, will the project:						
	– generate large volumes of traffic	No	No	No	No		
	– change pedestrian, bike rider or property access	Yes	Yes	No	No	Yes – through construction management plans	Potential for access changes due to construction activities
	– alter public transport services or facilities	No	Yes	No	No	Yes – through construction management plans	Bus route 355 may be impacted as it travels west along Wilson Street in the proposal area
	– alter travel patterns	Yes	Yes	No	No	Yes – through construction management plans	Potential for changes to travel patterns

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Issue	Consideration	Scale of impact				Is the impact manageable using standard mitigation measures? If yes, how?	Comment
		Individuals only	Groups of residents / special interest groups / businesses	Sections of the community/ economy	Towns/ suburbs/ town centres		
							due to detours and delays during construction
	– impact on traffic flow.	Yes	Yes	No	No	Yes – through construction management plans	Potential for changes to traffic flow due to construction activities on and near roads
	– generate large volumes of traffic	No	No	No	No		

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