

Appendix D

Key issues raised during engagement on the amendments



Parramatta Light Rail Stage 2

Amendment Report



Summary of key issues and findings from engagement for the proposed amendments

Table D.1 provides a summary of the key issues raised and the findings of engagement activities in relation to the proposed amendments.

Table D.1 Summary of key issues and findings from stakeholder and community engagement

Stakeholder or community group	Category	Finding or issue raised	Response
Camellia foreshore to Rydalmere alignment and bridge			
City of Parramatta Council	Amendment features	Recommendations for active transport connections to be provided as part of the project for Eric Primrose Reserve, including provision of a consolidated cycle and pedestrian path closer to the river foreshore.	Transport has incorporated Council's active transport link connections in the design presented in Figure 1.2 of Appendix A (Updated project description) of this report.
	Potential impacts – land use	Concern about the impact to the open space at Eric Primrose Reserve and support for an alternative alignment which runs immediately south of Antoine Street.	<p>Transport considered a light rail alignment immediately south of Antoine Street during development of the Camellia to Rydalmere foreshore option and has presented the outcomes of this options analysis to the City of Parramatta Council.</p> <p>The suggested alignment south of Antoine Street would affect additional commercial and industrial properties, with the potential for full acquisition of about six additional commercial properties. The supply of commercial and industrial land in the area is limited, and it is unlikely that this number of businesses would be able to relocate locally, resulting in additional business impacts.</p> <p>This option was not preferred due to the land requirements and associated business impacts, which would not be consistent with Council planning documents, including the <i>City of Parramatta Employment Lands Strategy – Review and Update</i> (City of Parramatta Council, 2020).</p> <p>Design development has focused on minimising impacts on open space where possible, as well as improving the quality of open space directly affected by the project. Despite the loss of existing open space in Eric Primrose Reserve, there would be an increase in open space in Rydalmere overall as a result of the project, with additional areas provided around Antoine, Jean and John streets. The open space improvements proposed for the reserve include active transport links, landscaping and recreation facilities.</p> <p>The amended design balances offsetting the project's impacts on open space with minimising private land acquisition (including commercial properties), impacts on business operations, and impacts upon biodiversity.</p>

Stakeholder or community group	Category	Finding or issue raised	Response
	Potential impacts – land use	Council plans to retain land between Eric Primrose Reserve and Antoine Street as part of Council's commercial land strategy.	The amended alignment would generally not directly impact the commercial / industrial properties between Eric Primrose Reserve and Antoine Street. However, the project's land requirements include three commercial / industrial properties east of Jean Street, which would impact Council's commercial land strategy.
	Potential impacts – flooding	Concern about the flooding immunity of the amended alignment and bridge location and mitigation proposed.	The project would result in some changes to flood behaviour, with impacts mostly limited to properties immediately adjacent the Parramatta River and nearby waterways. In accordance with mitigation measure W1, Transport has committed to undertaking further design refinement and modelling to achieve the flood management objectives and the flood immunity standards defined in section 5 of Technical Paper 10 (Hydrology, Flooding and Water Quality). Mitigation measure W1 has also been amended to confirm that the flood management strategy will be based on revised flood modelling, taking into account further design development and construction planning, and that design responses and management measures will be developed in consultation with affected landowners/landholders.
	Potential impacts – non-Aboriginal heritage	Opportunity for heritage interpretation in this area to include heritage columns which council has salvaged.	In accordance with mitigation measure NAH6, a heritage interpretation strategy will be developed to guide incorporating appropriate interpretation and integration of heritage in the design. The strategy will be developed in consultation with relevant stakeholders, including City of Parramatta Council. Further information is provided in mitigation measure NAH6 (see Appendix B (Updated mitigation measures) of this report).
	Justification and evaluation	Council supports the creation of an opportunity for people to connect with the river. Council advised they value contiguous areas of the park with flexibility for future improvements.	The amended light rail alignment follows the western and northern border of Eric Primrose Reserve, with a new contiguous area of open space provided east of Jean Street and south of Antoine Street.
Department of Planning and Environment (DPE)	Amendment features / Strategic context	Concern that the amended alignment in Camellia would service a smaller catchment and may necessitate the need for an additional stop further east, as heavy industrial land transitions to lighter industrial uses and urban services.	The Camellia foreshore to Rydalmere alignment and bridge amendment does not include changes to stop locations in Camellia; therefore, the stop catchment for the amended project is the same as the exhibited project. As described in section 6.3.1 of the EIS, the project has futureproofed space for a possible future stop at Camellia East. This stop may be constructed after the project commences operation based on demand and surrounding development.

Stakeholder or community group	Category	Finding or issue raised	Response
	Potential impacts – land use	Concern about reduced amount of open space along the foreshore, noting an opportunity for residual land to be repurposed as open space.	<p>Design development has focused on minimising impacts on open space where possible, as well as improving the quality of open space directly affected by the project. Despite the loss of existing open space in Eric Primrose Reserve, there would be an increase in open space in Rydalmere overall as a result of the project, with additional areas provided around Antoine, Jean and John streets (see Figure 24 in Technical Paper 1 (Design, Place and Movement)). The open space improvements proposed for the reserve (see section 1.8.2 in the updated project description in Appendix A of this report) include active transport links, landscaping and recreation facilities.</p> <p>Along the Parramatta River foreshore the project would provide open space in the form of an active transport link that connects to the bridge between Camellia and Rydalmere and the Parramatta Valley Cycleway, which is consistent with the <i>Camellia-Rosehill Place Strategy</i> (DPE, 2022).</p> <p>The project would not result in residual land in the Camellia area.</p>
	Amendment features	The interface between the project and active transport is critical.	<p>The project would provide about 9.5 kilometres of new active transport links (footpaths, cycleways or shared paths) and connections to existing active transport links, including to the Parramatta Valley Cycleway at Rydalmere and Melrose Park, and to Louise Sauvage Pathway via the River Walk at Wentworth Point.</p> <p>In Camellia, the project would provide a new active transport link which would connect with the James Ruse Drive bridge in the west and the proposed bridge between Camellia and Rydalmere in the east.</p>
	Potential impacts – biodiversity	Recommendation that the project consider the provision of a riparian buffer for the foreshore area.	<p>The Camellia foreshore to Rydalmere alignment and bridge amendment would maintain a continuous corridor of mangrove vegetation along the southern foreshore, avoiding connectivity impacts on riparian vegetation in this area.</p> <p>The project has committed to the development of a habitat restoration and rehabilitation strategy which will include active revegetation of mangroves at the proposed bridges over the Parramatta River.</p>
	Potential impacts – flooding	Recommendation that flooding impacts are managed to ensure operation of the project is not affected.	<p>The project would result in some changes to flood behaviour, with impacts mostly limited to properties immediately adjacent the Parramatta River and nearby waterways.</p> <p>In accordance with mitigation measure W1, Transport has committed to undertaking further design refinement and modelling to achieve the flood management objectives and the flood immunity standards defined in section 5 of Technical Paper 10 (Hydrology, Flooding and Water Quality). Mitigation measure W1 has also been amended to confirm that the flood management strategy will be based on revised flood modelling, taking into account further design development and construction planning, and that design responses and management measures will be developed in consultation with affected landowners/landholders.</p>

Stakeholder or community group	Category	Finding or issue raised	Response
	Outside scope	Concern that future developers in Camellia may advocate that a vehicle bridge be collocated with the light rail bridge.	<p>The Camellia foreshore to Rydalmere alignment and bridge is consistent with the <i>Camellia-Rosehill Place Strategy</i> (DPE, 2022).</p> <p>Any future road connections in this area will be required to consider integrated transport solutions. Combining light rail with other modes in the same area would likely reduce the efficiency of light rail.</p> <p>The light rail alignment has been designed to service a local residential catchment and runs through industrial areas in Camellia and Rydalmere. These areas often have narrow streets that do not suit transport modes generating significant movements like roads and for private vehicles.</p> <p>In accordance with mitigation measure LP2, consultation with key stakeholders (including City of Parramatta Council and relevant developers) will be ongoing to ensure that the design of the project is integrated as far as practicable with adjoining developments, proposed developments and urban renewal areas. This will include identifying measures and design responses to manage the interface between the project and adjoining land uses and properties as far as reasonably practicable.</p>
	Potential impacts – contamination	Recommendation that the project consider foreshore remediation works in Camellia, including the treatment of groundwater.	<p>In accordance with mitigation measure CS1, additional investigations will be undertaken to inform the design, construction planning, and preparation of remediation action plan(s) (RAP(s)) (if required).</p> <p>Where a remediation action plan is required, it will be prepared and implemented in accordance with the <i>National Environment Protection (Assessment of Site Contamination) Measure 1999</i>, and reviewed by an independent site auditor to certify the appropriateness of the plan and that the site can be made suitable for the proposed use, in accordance with mitigation measure CS5.</p>
Maritime NSW	Amendment features	No concerns were raised regarding this amendment.	Nil.
Residential property owners	Alternatives and options	Oppose property impacts as a result of the amended alignment. Suggested alternate alignments involving Park Road and South Street.	Information regarding route selection and refinement has been provided in Chapter 5 (Design development, alternatives and options) of the EIS and section 4.1 of the Amendment Report.
Antoine Street (commercial) property owners	Alternatives and options	Oppose property impacts as a result of the amended alignment and refutes benefits of this option. Suggested alternate alignments through Park Road, Eric Primrose Reserve and South Street.	Information regarding route selection and refinement has been provided in Chapter 5 (Design development, alternatives and options) of the EIS and section 4.1 of the Amendment Report.

Stakeholder or community group	Category	Finding or issue raised	Response
Guide Dogs NSW & ACT	Potential impacts – active transport	Request for separate cycle and pedestrian lanes. Request to be consulted through design phase.	Active transport links would be designed in accordance with the principles outlined in Technical Paper 1 (Design, Place and Movement), the project's urban design requirements, relevant guidelines and standards (including the <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i> (Austroads, 2017) and AS 1428.1-2009 <i>Design for access and mobility</i>), and crime prevention through environmental design principles.
Active transport groups	Potential impacts – active transport	Feedback on path width and separation. Request for active transport links to be on the waterside of the bridge.	Further information regarding active transport links can be found in section 8.2.4 of the Response to Submissions.
DPE Environment Heritage Group	Potential impacts – flooding	Request for additional Probable Maximum Flood (PMF) background to be included.	Flood modelling, addressing the PMF, is documented in Appendix A3 of Technical Paper 10 (Hydrology, Flooding and Water Quality). Amendment design impacts including the PMF for the reference design and proof of concept is incorporated in the Supplementary Flooding Report.
Bridge between Melrose Park and Wentworth Point			
City of Parramatta Council	Amendment features	Recommendation for further clarity regarding the active transport links within Archer Park.	A concept design for the Archer Park open space, including the active transport links that would be provided by the project, is provided in Figure 32 of the Supplementary Design, Place and Movement Report. These active transport links include a shared path on the bridge between Melrose Park and Wentworth Point, ramp connection to the Parramatta Valley Cycleway, and upgrades to a section of the cycleway.
		Concern that infrastructure, including extensive ramps and car parking spaces, will take over the open space at Archer Park.	The project would result in a net increase in open space, including active transport infrastructure, and would also provide improved open spaces and recreation facilities. The amended concept design for Archer Park includes improvements to this open space that focus on the main function of the park as providing access to the Parramatta River via Ermington Boat Ramp. These improvements include better access to and from the boat ramp, which would be consolidated with the road, improved access to trailer parking, a new amenities building, places for people to rest, and improved active transport connectivity, including upgrades to a section of the Parramatta Valley Cycleway. In developing the amendment design Transport has also sought to balance offsetting the project's impacts on open space with minimising private land acquisition, impacts on business operations, and impacts on biodiversity.
	Amendment features	Concern that shared user paths are narrow, with a request for two paths which are more than 4 metres wide or one path more than 5.5 metres wide.	The design of the amended bridge between Melrose Park and Wentworth Point includes a shared user path on the eastern side of the bridge that is more than 5.5 metres wide.

Stakeholder or community group	Category	Finding or issue raised	Response
	Potential impacts – hazards	Recommendation for further clarity regarding stormwater and other utilities in the vicinity of the works.	<p>The location of all utilities, including stormwater, with the potential to be affected by the project would be confirmed in accordance with mitigation measure LP9. Where they are located within the project site, it may be necessary to:</p> <ul style="list-style-type: none"> relocate utilities with the potential to be directly affected by construction provide physical protection for utilities that may be indirectly affected by vibration or accidental impact modify construction methods to avoid impacting a nearby utility, such as by using smaller plant and equipment, hand excavation and compaction tools. <p>Appropriate treatments would be confirmed during design development and construction planning in consultation with the utility provider/asset owner, and in accordance with relevant standards and requirements.</p>
Sydney Olympic Park Authority	Amendment features	No direct concerns were raised regarding this amendment: however, Sydney Olympic Park Authority made recommendations regarding active transport connectivity, and environmental and contamination management in general.	<p>Transport will ensure compliant environmental and contamination management by implementing the measures provided in Appendix B (Updated mitigation measures) of the Amendment Report.</p> <p>Further information regarding active transport links can be found in section 8.2.4 of the Response to Submissions.</p>
Maritime NSW	Amendment features	Key features of the bridge were agreed between Maritime NSW and Transport, including the location of the bridge, bridge span lengths and the minimum clearance provided.	These features have been incorporated into the design and assessment as presented in this Amendment Report.
	Amendment features	Recommendations for Ermington Boat Ramp parking, including turning radii, and the length and width of parking.	Transport has further consulted with and sought Maritime NSW's agreement on the design specifications for Ermington Boat Ramp parking.
City of Ryde Council	Amendment features	Questions about bridge design, impacts to open space (Archer Park) and connectivity to the Parramatta Valley Cycleway.	Transport will continue to engage with City of Ryde on matters that relate to them and their constituents.

Stakeholder or community group	Category	Finding or issue raised	Response
	Outside scope	Recommendations for ongoing engagement between Transport and City of Ryde through detailed design and construction phases.	Transport will continue to engage with City of Ryde on matters that relate to them and their constituents.
Local community groups (Melrose Park Residents Action Group, Waterfront Action Group, Lancaster Environment Group)	Amendment features	Request for the bridge to be relocated further west of Ermington Boat Ramp.	<p>Transport representatives have met with local community members on several occasions to discuss their concerns and preference for an alternate alignment.</p> <p>At a technical briefing on 25 August 2023, Transport provided reasons why the bridge could not be located further to the west, including:</p> <ul style="list-style-type: none"> • The potential for greater impacts on biodiversity as the northern bridge landing would extend through a larger area of mangrove/wetland vegetation and the southern bridge landing would directly encroach on the Newington Nature Reserve (gazetted under the <i>National Parks and Wildlife Act 1979</i>) and the State heritage-listed Newington Armament Depot and Nature Reserve. • Active transport connections to the north and south of the river (ramps to/from the bridge) would increase the project's footprint in the Millennium Parklands and/or private property that would need to be acquired. • Working below the high voltage electricity transmission lines in two locations would increase safety risks during construction. • The proposed Waratah Street light rail stop may need to be removed, which would be a poor transport outcome, particularly noting the growth predicted as part of the Melrose Park South Precinct. • The bridge would extend through a larger area of an existing electrical easement at Wentworth Point, which would create access issues for Ausgrid. • The bridge would also need to be longer resulting in an extended construction program. • An increased potential for flooding as a result of additional piers. <p>Section 4.2.2 of the Amendment Report provides information on the justification for this amendment. Further information on the bridge between Melrose Park and Wentworth Point can also be found in section 8.2.3 of the Response to Submissions.</p>

Stakeholder or community group	Category	Finding or issue raised	Response
	Amendment features	Questions around the viability of relocating the existing overhead high voltage electricity transmission lines and tower in Archer Park to improve visual amenity. Suggestions to incorporate this into the bridge or underground it beneath the Parramatta River.	<p>Transport representatives have met with local community members on several occasions to discuss their concerns and considerations to relocate the existing overhead high voltage electricity transmission lines and tower.</p> <p>At a technical briefing on 25 August 2023, Transport provided the reasons why the overhead high voltage electricity transmission lines could not be incorporated into the bridge or installed underground beneath the Parramatta River.</p> <p>Section 4.2.3 of the Amendment Report provides information on the amended design where it proposed to remove and relocate the existing high voltage transmission tower in Melrose Park with three new poles of a similar height to the south and west of the existing tower. Further information can be found in section 8.2.3 of the Response to Submissions.</p>
	Outside scope	Concern that the level of detail in the proposed amendments collateral was not detailed enough to make an informed decision.	Transport provided information in addition to the collateral through community engagement pop-up sessions and maintained open lines of communications through the project hotline for the community to ensure they were heard and provided with sufficient detail.
	Amendment features	Disputes some benefits and design aspects of the proposed bridge alignment including environmental (mangrove) impacts and bridge length / shape.	Further information on bridge alignment and impacts can be found in section 8.2.3 of the Response to Submissions.
	Outside scope	Claims that the EIS was misleading and the amended alignment was the Government's preferred option before EIS exhibition.	Further information on Transport's response to the adequacy of the EIS can be found in section 8.5.2 of the Response to Submissions.
Maritime stakeholders and the boating community	Outside scope	Oppose the closure of the Ermington Boat Ramp and car park.	Further information on the closure of the Ermington Boat Ramp can be found in sections 4.3.4 and 8.3.3 of the Response to Submissions.
	Outside scope	If the car park has to close, seeking clarity on the actions Transport is taking to offset the impacts or details of the exact mitigation measures.	Further information on the closure of Ermington Boat Ramp can be found in sections 4.3.4 and 8.3.3 of the Response to Submissions.
Guide Dogs NSW & ACT	Potential impacts – active transport	<p>Request for separate cycle and pedestrian lanes.</p> <p>Request to be consulted through design phase.</p>	Active transport links would be designed in accordance with the principles outlined in Technical Paper 1 (Design, Place and Movement), the project's urban design requirements, relevant guidelines and standards (including the <i>Guide to Road Design Part 6A: Paths for Walking and Cycling</i> (Austroads, 2017) and AS

Stakeholder or community group	Category	Finding or issue raised	Response
Active transport groups	Potential impacts – active transport	Feedback on path width and separation. Request for active transport links to be on the waterside of the bridge.	1428.1-2009 Design for access and mobility), and crime prevention through environmental design principles. Further information regarding active transport links can be found in section 8.2.4 of the Response to Submissions.
Property developer	Open space	Request to minimise the impact to open space at Archer Park.	The Supplementary Design, Place and Movement Report provides an update to the open space concepts. Further information on impacts to open space can be found in section 8.2.6 of the Response to Submission.
Wentworth Point resident	Bridge use	Suggests private vehicles should be allowed on the bridge.	Transport note that there is no current proposal for the bridge to be used by private vehicles.
Melrose Park resident	Visual impacts	Suggests incorporating green track and wire-free options on the bridge.	Transport note that a multi criteria analysis would be undertaken to assess the priority areas for wire free options. This would be done in conjunction with key stakeholders.
Hill Road - adjustments to bridge			
City of Parramatta Council	Amendment features	No concerns or recommendations were raised regarding this amendment	Nil
Sydney Olympic Park Authority	Potential impacts – biodiversity	Concerns about the impacts of the Hill Road bridge duplication (EIS project) on an existing frog pond to the west. Preference for the amended bridge design.	The amended Hill Road bridge results in a smaller project site footprint to the west of Hill Road. Sydney Olympic Park Authority's preference for the amended bridge design is noted.
	Amendment features	Advised that drainage to the west of Hill Road is more significant than that to the east	The amended Hill Road bridge design results in a smaller project site footprint to the west of Hill Road and a lesser impact upon the drainage and pond system to the west.
Wentworth Point resident	Alignment and traffic impacts	Suggestion to avoid Hill Road altogether or terminate the project on Grand Avenue.	Information regarding route selection and refinement has been provided in Chapter 5 (Design development, alternatives and options) of the EIS.