

Chapter 24

Justification and conclusion



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24. Justification and conclusion

This chapter presents the justification for the project and conclusion to the EIS. The justification, which incorporates an evaluation of the overall findings of the EIS, considers the requirements of Part 3 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000, the strategic need for the project (as described in Chapter 3 (Strategic context and need), how the project achieves the objectives of Parramatta Light Rail, and a summary of compliance with relevant statutory requirements.

24.1 Justification and evaluation

24.1.1 Biophysical, economic and social considerations

The environmental assessment requirements of the Secretary of the Department of Planning and Environment (the SEARs) requires the EIS to be prepared in accordance with Part 3 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (the Regulation) (see Appendix A (SEARs compliance table)). Clause 7(1)(f) of Schedule 2 requires an EIS to provide *'the reasons justifying the carrying out of the development, activity or infrastructure in the manner proposed, having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development set out in subclause (4)'*.

Detailed environmental investigations have been carried out as described in Chapters 9 to 22 of the EIS to:

- understand the existing environment
- inform design development
- assess the potential impacts of the project
- identify appropriate measures to avoid and minimise potential impacts.

The following sections provides a summary of the biophysical, economic and social considerations of the project justification, including consideration of the project's consistency with the principles of ecologically sustainable development.

Biophysical considerations

To provide a high level of certainty in understanding the environment and identifying potential impacts, investigations were undertaken by technical specialists experienced in impact assessment. Specialists used best practice methodologies in accordance with relevant statutory requirements and guidelines. These included the SEARs and the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Regulation. Assessments included considering the potential for cumulative impacts during construction and operation. Details of the investigations undertaken, methodologies applied, and results in relation to the key biophysical considerations, are described in Chapters 16 to 22.

Key potential biophysical impacts of the project are associated with:

Biodiversity

- clearing about 2.55 hectares of native vegetation during construction, which includes about:
 - 1.59 hectares of endangered ecological communities listed under the *Biodiversity Conservation Act 2016* (BC Act)
 - 0.05 hectares of endangered ecological communities listed under the BC Act and the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and as protected marine vegetation under the *Fisheries Management Act 1994* (FM Act)
 - 0.91 hectares of aquatic habitats classified as protected marine vegetation under the FM Act
- removal of areas of habitat associated with threatened species (Green and Golden Bell Frog, Southern Myotis, Bar-tailed Godwit, Black-tailed Godwit and Curlew Sandpiper)
- the proposed bridges have the potential to result in shading impacts on about 1.3 hectares of mangroves, saltmarsh and Swamp Oak vegetation during operation

Water quality

- construction of the proposed bridges (including piers) and runoff from land-based construction have the potential to impact on water quality in the Parramatta River, Haslams Creek and wetland areas
- in-stream structures (such as bridge piers) may promote channel scouring resulting in channel migration and localised changes to the river bed and instream habitat

Flooding

- minimal to minor localised changes to existing flood hazard conditions, overland flow routes and overland flow path capacities
- minor increases in upstream flood levels of up to 50 millimetres in the one per cent annual exceedance probability event as a result of the proposed bridges at properties that are already impacted by flooding under existing conditions

Soils

- disturbance of contaminated soils as a result of excavation and ground disturbance in Camellia and Sydney Olympic Park and construction of piers in the Parramatta River.

While some negative impacts have been identified, measures have been developed to minimise the potential impacts as far as possible. These measures, and the proposed approach to environmental management during construction and operation, are described in Chapter 23 (Approach to environmental management and mitigation) and Appendix K (Consolidated mitigation measures).

Economic and social considerations

The Greater Parramatta and the Olympic Peninsula area (GPOP), which extends from Westmead and Parramatta in the west to Sydney Olympic Park to the east, was first identified as a priority growth area in the 2014 metropolitan strategy *A Plan for Growing Sydney* (NSW Government, 2014a) to build on existing infrastructure and support the growth of Greater Parramatta.

GPOP is undergoing a major transformation, with significant investment in urban renewal, employment, education and cultural infrastructure. It includes significant areas of new development, both proposed and underway, and is set to grow and change significantly over the next 20 years.

The potential for growth within GPOP is constrained by a range of issues, which in turn affect development opportunities. Growth precincts within GPOP are geographically and functionally separated by natural and human-made barriers such as the Parramatta River, the M4 Motorway, rail lines and other major arterial roads. The vision for this important growth corridor is currently being delivered without an effective city-serving transport network in the eastern areas of GPOP, affecting connectivity between the planned growth precincts, and contributing to worsening congestion.

There is a growing urgency to address the challenges and opportunities in GPOP, improve transport connectivity, and deliver a transport solution that will address the needs of the community. Between 2008 and 2018, 24,000 dwellings were delivered within GPOP. By 2041 many of the nominated growth areas within GPOP are anticipated to be densely populated, driving increased demand for public transport services.

A number of urban renewal developments are already being constructed, increasing population and growth. New or improved destinations within GPOP that will benefit from better transport will be operational within the next few years. This city-shaping growth demonstrates the growing urgency of addressing the transport connectivity challenges in the corridor.

Parramatta Light Rail will deliver an integrated light rail service that meets the needs of population and employment growth expected throughout GPOP. The project would form part of this integrated light rail network connecting the areas served by Parramatta Light Rail Stage 1 with the growing precincts to the east of Parramatta, including Camellia, Rydalmere, Ermington, Melrose Park, Wentworth Point, Sydney Olympic Park up to Carter Street.

The project would integrate with existing and future modes of transport, including buses, trains, ferries and active transport (pedestrian and cycle networks), as well as Sydney Metro West services and the existing road network.

In summary, the project would offer the following benefits to the community of GPOP and the Central River City:

- enable the vision for GPOP as a connected and liveable city to be realised, building on the benefits of Parramatta Light Rail Stage 1 and Sydney Metro West, and the planning and investments in places and precincts across GPOP
- provide frequent and reliable transport services to jobs, education, and facilities in Central River City, and beyond, through connections with Sydney Metro West and Sydney Trains services
- address growing connectivity needs and improve cross-river connectivity, providing frequent and reliable public transport in the eastern areas of GPOP, and providing additional active transport links
- improve transport choice for people living and working within suburbs along the route
- improve public transport accessibility, attracting people away from the use of cars and reducing congestion
- support additional housing growth in line with current planning for the planned urban growth precincts
- support more affordable, attractive, healthy, and sustainable communities
- facilitate upgrades and improvements to the public realm, existing parks, and through the creation of new active transport connections.

Notwithstanding the benefits, constructing and operating the project would have the potential for a range of impacts on the community (including cumulative impacts). Potential impacts, including a range of economic, social and cultural heritage considerations, have been assessed in accordance with the SEARs and relevant guidelines. Details of the investigations undertaken, methodologies applied, and results obtained, are described in Chapters 9 to 15. Key potential impacts of the project are associated with:

Transport and traffic

- potential impacts on parking (during construction and operation) associated with removing spaces to accommodate the light rail infrastructure and local traffic movements
- full or partial road closures at various locations along the route to construct the light rail infrastructure, with detours for vehicles, pedestrians and cyclists put in place as required
- closure of car parking areas at Rydalmere Wharf and Ermington Boat Ramp, which would be used as bridge construction compounds for about three years – while Rydalmere Wharf would be able to be used for most of the bridge construction period, Ermington Boat Ramp would be closed for up to three years
- short-term closures of the navigational channel of the river to facilitate bridge construction

Aboriginal heritage

- potential impacts to two listed sites and seven areas with sub-surface Aboriginal archaeological potential (potential archaeological deposits)

Non-Aboriginal heritage

- potential for direct impacts of moderate or greater significance to two heritage-listed items (Tram Alignment in Camellia and Bulla Cream Dairy (Willowmere) in Melrose Park) and one potential heritage item (a house in John Street, Rydalmere)
- five areas with a medium to high potential for State significant archaeological resources, or a high potential for locally significant archaeological resources, were identified in the project site – any archaeological remains present in these areas could be impacted by ground disturbing works

Land use and property

- direct impacts associated with property or businesses affected by the project's land requirements and changes to access arrangements – about 20.7 hectares of land outside existing road reserves would be permanently required for the project's operational infrastructure
- about 3.9 hectares of industrial zoned land, 2.7 hectares of land zoned for recreation, three hectares of land zoned for conservation, and 1.1 hectares of residential zoned land would be affected, with a permanent change in land use to transport purposes

Socio-economic impacts

- impacts on community infrastructure as a result of the project's temporary and/or permanent land requirements, including parks/reserves, Ermington Boat Ramp, Parramatta Valley Cycleway / River Walk and facilities in Sydney Olympic Park
- changes to amenity and access arrangements and connectivity, including the availability of on-street parking, has the potential to impact businesses during construction
- changes to residential and community amenity, mainly during construction as a result of noise impacts to sensitive receivers.

Measures have been developed to minimise the potential social and cultural impacts as far as possible. These measures, and the proposed approach to environmental management during construction and operation, are described in Chapter 23 (Approach to environmental management and mitigation) and Appendix K (Consolidated mitigation measures).

Community views

Feedback from community and stakeholder engagement demonstrates a high level of support for the project. From a survey of 1,194 participants, about 80 per cent indicated their support for the project as well as specific project elements, such as the route alignment and stop locations. Key concerns related to potential construction impacts, such as increased local traffic or loss of parking, impacts on biodiversity, and loss or restricted access to public spaces.

The design and construction planning process has, and would continue to, respond to these concerns. The assessments in the EIS included consideration of issues raised, and the mitigation and management measures provided would be implemented to ensure that community impacts are minimised and reflect community preferences for mitigation where practicable.

Principles of ecologically sustainable development

The following sections provide reasons justifying carrying out the project with regard to the principles of ecologically sustainable development, as defined by Schedule 2, clause 7(1)(f) of the Regulation.

Precautionary principle

The precautionary principle is defined as *'...if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation'*.

The EIS has been prepared using a conservative and precautionary approach, including investigating and considering potential worst-case outcomes where relevant. The purpose of this is to ensure that adequate consideration is given to avoiding, minimising and mitigating impacts that could cause temporary or permanent environmental degradation or adverse social impacts.

The assessment of potential impacts has been undertaken in a way that is consistent with the precautionary principle and with accepted scientific and assessment methodologies, taking into account statutory and agency requirements. Assessments have applied a conservative approach with regard to consideration and modelling of project construction and operational arrangements.

The project has been designed to avoid impacts where possible, and to reflect the findings of the assessments undertaken. Mitigation and management measures have been proposed to minimise potential impacts, and these management measures would be implemented during construction and operation.

No threat of serious or irreversible damage to the environment arising from the project has been identified. Lack of full scientific certainty has not been used as a reason to postpone or avoid identification and adoption of design or management measures to avoid or minimise environmental degradation.

Inter-generational equity

The principle of inter-generational equity is defined as *'...the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations.'*

The project has city-shaping, connectivity and placemaking objectives to support existing and future communities. The project's consistency with these objectives is considered in section 24.1.3. While there would be some environmental and community impacts, economic expenditure, and use of materials to construct and operate the project, the net benefit to the community over the project's design life would be positive.

Construction would be associated with some impacts to the community and environment as described in Chapters 9 to 22. However, the area affected, and the extent of these impacts, are considered to be relatively small and justified by the economic, social and environmental benefits over the project's life.

No residual or outstanding impacts have been identified that would adversely affect the health, diversity and productivity of the environment available for the enjoyment and benefit of future generations.

Conservation of biological diversity and ecological integrity

The principle of conservation of biological diversity and ecological integrity is defined as '*...conservation of biological diversity and ecological integrity should be a fundamental consideration.*'

The project is located in an environment that has been highly modified, but it still contains biodiversity and ecology that is valuable to this area. Key areas of biodiversity significance include the wetland vegetation along the banks of the Parramatta River, Newington Nature Reserve and wetland areas in the Millennium Parklands. The fact that there are limited areas with high ecological integrity makes it important to ensure that the ecological and biodiversity values of these areas are protected and conserved.

Conservation of biological diversity and ecological integrity has been an important consideration in project planning, design development and construction planning. The alignment and project design has been developed to avoid or minimise impact on areas of high ecological value as far as possible.

A biodiversity assessment was undertaken in accordance with the *Biodiversity Assessment Method* (DPIE, 2020b) as described in Chapter 16 (Biodiversity). Detailed assessments have been carried out to identify biodiversity impacts and a range of mitigation measures have been identified for implementation (see Appendix K (Consolidated mitigation measures)).

The assessment concluded that the project would not significantly impact listed ecological communities or species. Impacts on biological diversity and ecological integrity have been assessed as minor.

Improved valuation and pricing of environmental resources

The principle of improved valuation and pricing of environmental resources is defined as '*...environmental factors should be included in the valuation of assets and services.*'

The value of the environment is inherently considered in the development of a project design that avoids and minimises impacts. The extra cost of alignments, designs, project elements, management measures and impact offset or mitigation packages, selected to avoid and minimise environmental and/or social impacts, are included in the total estimated project cost. Examples include the extra cost of design features and treatments to minimise potential impacts. These costs, plus the cost of implementing management and mitigation measures identified by the EIS, increases the overall capital and operating costs of the project.

The costs of reducing overall waste generated, minimising noise, protecting air quality, biodiversity and heritage, and of ensuring sustainability in procurement and other environment protection measures, are all incorporated into the overall project cost. This is one way of demonstrating that environmental resources have been assigned an appropriate monetary valuation.

24.1.2 Summary of the strategic need

The NSW Government's Greater Sydney Region Plan *A Metropolis of Three Cities* (Greater Sydney Commission, 2018a) outlines a vision for a three-city metropolis, and highlights Greater Parramatta as the focal point for the Central River City, with employment growth and public transport being of key importance. GPOP, at the centre of the Central River City, is one of the fastest growing areas in the city.

In 2016, the Greater Sydney Commission collaborated with key government agencies and other stakeholders to develop a vision for GPOP to become the geographic and demographic centre of Greater Sydney: 'Greater Sydney's true centre – the connected unifying heart' (Greater Sydney Commission, 2016). This role of GPOP is reinforced in *A Metropolis of Three Cities*.

A range of infrastructure is needed to unlock the development potential of GPOP and support population and jobs growth. Public transport infrastructure will need to be delivered to support growth and ensure people can move easily, and access jobs, education, recreation, and services. Additional active transport infrastructure also assists in meeting local access needs, as well as providing health and recreation benefits.

A Metropolis of Three Cities and *Future Transport Strategy 2056* (Transport for NSW, 2018) recognised the importance of public transport to achieving the three cities vision for greater Sydney. The strategies noted that it will be critically important to integrate the mass transit network with the economic corridors (including GPOP), centres, transit-oriented development, urban renewal, and health and education precincts.

Without significant infrastructure investment, existing transport constraints and challenges will worsen. To fully realise the GPOP vision, a catalyst is needed. The Parramatta Light Rail network, including the project, is considered central to achieving the GPOP vision. It would help meet the challenges described in Chapter 3 (Strategic context and need) by providing a connected spine through GPOP and enabling more connected and liveable communities.

By aligning with the NSW Government's vision for GPOP, the project supports *A Metropolis of Three Cities*, the *State Infrastructure Strategy* (Infrastructure NSW, 2018; and Infrastructure NSW, 2022a), the *Future Transport 2056* suite of strategies and plans for transport (and the current *Future Transport Strategy* (Transport for NSW, 2022a)), *Central City District Plan* (Greater Sydney Commission, 2018b), the City of Parramatta's *City Plan 2036* (City of Parramatta, 2020a), and the *GPOP Place-based Infrastructure Compact* (Greater Sydney Commission, 2019) (see Appendix B (Strategic planning review)), all of which emphasise the importance of the 30-minute city for GPOP and the significance of transport investment in the corridor.

The project would ensure people and places in Sydney's Central River City, as defined by *A Metropolis of Three Cities*, are connected by an effective, integrated transport network, which is fundamental to supporting growth – providing access to jobs, housing, education, cultural attractions, recreation activities and business interactions. The project would make two key contributions to the Central River City – providing convenient public and active transport connections and creating successful places.

The project would complete the development of Parramatta Light Rail, in accordance with the above strategies. Further information about the strategic need for the project is provided in Chapter 3 (Strategic context and need).

24.1.3 Achieving the project objectives

The NSW Government announced the preferred network for Parramatta Light Rail in 2015. Construction and operation of Parramatta Light Rail Stage 1 was approved by the NSW Minister for Planning in May 2018. Major construction is underway, with the track installation complete and light rail stop construction in progress. Stage 1 is expected to start operating in 2024.

The objectives for Parramatta Light Rail (including the project) are provided in Table 24.1 together with an assessment of this project against the objectives. Subject to approval, the project would enable the overall objectives of Parramatta Light Rail to be realised.

Table 24.1 Assessment of project against the objectives for Parramatta Light Rail

Objective	Assessment of project against objective
<p>City shaping</p> <ul style="list-style-type: none"> • Support the vision for Parramatta as a 21st century city - attract new investment and economic development. • A catalyst for shaping new growth – activate underutilised land and provide transport capacity needed to support sustainable population and employment growth. 	<p>The project is central to realising the NSW Government’s vision for GPOP as the vibrant, sustainable, and healthy connected heart of Greater Sydney (Greater Sydney Commission, 2016). The realisation of this vision is critical to rebalancing access to jobs and housing to Western Sydney.</p> <p>The project would deliver new light rail and active transport facilities along and across the Parramatta River, creating new regionally and locally significant connections for GPOP and the Central River City. By providing frequent and reliable public transport services connecting communities, businesses, and entertainment precincts across GPOP, and integrating with Sydney Metro West and Parramatta Light Rail Stage 1, it would provide city-shaping connectivity.</p> <p>The project would support existing land uses and proposed urban renewal and development areas, which would attract new investment and provide a catalyst for shaping new growth in line with <i>A Metropolis of Three Cities</i>, the <i>Central City District Plan</i> (Greater Sydney Commission, 2018b), <i>City Plan 2036</i> (City of Parramatta, 2020a), <i>Draft Camellia-Rosehill Place Strategy</i> (DPIE, 2021), <i>Melrose Park Northern Structure Plan</i> (City of Parramatta, 2016), <i>Melrose Park Southern Structure Plan</i> (City of Parramatta, 2019), and the <i>Carter Street Precinct Development Framework</i> (DPIE, 2020).</p>
<p>Transport connectivity</p> <ul style="list-style-type: none"> • Connect people and places – support the diverse mix of customer journeys that link employment, cultural, educational, health and supporting precincts with existing and new communities. 	<p>Existing issues with connectivity and accessibility constrain the ability of communities in eastern areas of the Central River City and GPOP (including Melrose Park, Wentworth Point and Sydney Olympic Park) to readily access the Parramatta CBD and services and employment areas to the north and west.</p> <p>The project addresses these connectivity issues, delivering the vision for the future of transport in Greater Sydney, as defined by Future Transport 2056. This vision is for road and transport links to form part of an integrated and connected network across Greater Sydney with each of the three cities described in <i>A Metropolis of Three Cities</i>.</p> <p>The project would improve connectivity in GPOP, with two new river crossings connecting precincts north and south of the river, and light rail enabling more frequent and reliable public transport within GPOP. The project would also interface with Sydney Metro West, providing connectivity to the Parramatta and Sydney CBDs.</p> <p>The provision of about 8.5 kilometres of new active transport would connect stops and provide links to existing cycle routes and key destinations.</p> <p>The project would complement the existing transport network, and other proposed network and active transport improvements, to support growth and respond to the growing travel demands within and beyond GPOP.</p> <p>The project would improve connectivity across GPOP by providing:</p> <ul style="list-style-type: none"> • two additional public and active transport river crossings to connect north and south of Parramatta River • frequent and reliable city-serving light rail services • new active transport links and connections to existing routes • integration with other transport facilities and modes, including Parramatta Light Rail Stage 1, Sydney Metro West, train, ferry and bus routes.

Objective	Assessment of project against objective
<p>Transport choice</p> <ul style="list-style-type: none"> Provide attractive transport choices for customers – deliver a turn-up-and-go, safe, reliable, all-day light rail service that is integrated with roads, buses, trains and active transport. 	<p>An integrated transport network with light rail at its heart would provide those living, working and visiting GOP with greater modal choice and travel flexibility.</p> <p>The project would improve transport choice for people living and working within suburbs along its route. The project would provide an attractive public transport option to serve future residents and jobs in GOP. Stops would be located close to where people work and live, providing quick and direct access to public transport.</p> <p>The project would provide more frequent and reliable services within GOP, and to other areas in Greater Sydney, via the proposed connections and interchanges with other forms of public transport, including trains, buses, ferries and Sydney Metro West.</p> <p>The project would improve public transport accessibility, attracting people away from cars, which would have the potential to reduce congestion and contribute to improving the reliability of bus services.</p> <p>The project provides an opportunity for growing and new communities to have a higher use of public transport, walking and cycling, by providing better public and active transport facilities, and an efficient, frequent and reliable alternative to private vehicle use.</p> <p>The benefit of transport choice would be particularly evident in the Melrose Park and Wentworth Point communities, where current road constraints lead to congestion and long and unreliable journey times. In addition, several communities north of the Parramatta River, including Melrose Park, Ermington and Rydalmere, are primarily reliant on Victoria Road for access to Parramatta, which is also prone to congestion and unreliable journey times.</p>
<p>Placemaking</p> <ul style="list-style-type: none"> Contribute to the creation of local hubs – supporting the creation of attractive and memorable public spaces that are better utilised by communities. 	<p>The project, as part of the Parramatta Light Rail network, presents an opportunity to create more transit-orientated and better designed communities that are less car dependent and more attractive to live, work and play. By improving access in GOP, providing an attractive public transport mode and improving public spaces around the light rail corridor, project would deliver a range of place-based benefits.</p> <p>The project would support urban renewal and placemaking, particularly in areas north of the river such as Rydalmere, Ermington and Melrose Park. Sustainable transport would be promoted with the provision of 8.5 kilometres of new active transport links that would connect stops and provide links to existing cycle routes (such as the Parramatta Valley Cycleway/River Walk) and key destinations.</p> <p>The public (light rail) and active transport proposed would provide for greater land use and placemaking potential than other surface-based modes of transport. With light rail at their core, the precincts through which the project passes would evolve to adopt sustainable modes of transport that foster better places and healthier communities.</p> <p>The project would also play a role in enhancing the liveability and attractiveness of neighbourhoods by improving on-street amenity and provide more green space and tree coverage. It would assist in promoting healthier, sustainable communities with more people walking and cycling and fewer local transport emissions.</p>

24.1.4 Statutory compliance

The project is State significant infrastructure subject to approval by the NSW Minister for Planning under Part 5, Division 5.2 of the EP&A Act. Transport for NSW is seeking that the project be declared by the Minister for Planning as critical State significant infrastructure under section 5.13 of the EP&A Act.

The project is also a controlled action under the EPBC Act and requires approval from the Australian Minister for the Environment and Water.

The EIS has been prepared to support an application for approval of the project in accordance with Division 5.2 of the EP&A Act. It addresses the SEARs and the form and content requirements of Part 3 of Schedule 2 of the Regulation. It has been prepared with regard to the *State Significant Infrastructure Guidelines* (DPIE, 2021) (in particular *State significant infrastructure guidelines – preparing an environmental impact statement* (DPIE, 2021a)), and other relevant technical guidelines.

The statutory pre-conditions relevant to the application for approval of the project, which must be met by Transport for NSW before the approval authority can exercise its power to grant approval, are described in Chapter 4 (Statutory context). The project's compliance with the statutory requirements is defined in the statutory compliance table (see Appendix C (Statutory compliance)). This includes consideration of the objects of the EP&A Act, which are guiding principles that need to be considered by planning authorities when making decisions under the Act. The objects and their relevance to the project are detailed in Appendix C (Statutory compliance) (Table C-3).

24.1.5 Summary of justification

The justification for the project has been considered within the context of the project objectives, impacts and benefits over the project design life. In summary, the project is considered to be justified for the following reasons:

- potential environmental and socio-economic impacts have been avoided and minimised as far as is reasonable and feasible (including during design development as described in Chapter 5 (Design development, options and alternatives)), and appropriate consideration has been given to the potential for biophysical, economic and social impacts (see section 24.1.1)
- the project would deliver long term transport, economic and social benefits to current and future generations as described in section 24.1.1
- there is a demonstrated strategic need for the project, which is consistent with relevant strategic plans and policies at the metropolitan, district and local levels (see Chapter 3 (Strategic context and need) and section 24.1.2)
- the project achieves the objectives for Parramatta Light Rail (see section 24.1.3).

Although constructing and operating the project would result in some impacts, with implementation of the proposed management and mitigation measures (see Chapter 23 (Approach to environmental management and mitigation)), and in the context of the need and benefits, the potential impacts are considered acceptable.

24.2 Concluding statement

The project, as part of Parramatta Light Rail, is needed to respond to growth in the Central River City and provide necessary public transport infrastructure to achieve the NSW Government's vision for GPOP to become the geographic and demographic centre of Greater Sydney.

The project would connect Parramatta Light Rail Stage 1 and Parramatta's CBD to Sydney Olympic Park via Camellia, Ermington, Melrose Park and Wentworth Point. It would link communities north and south of the Parramatta River to the Parramatta CBD, the Camellia town centre, and the sport, entertainment, education and employment hub at Sydney Olympic Park.

The project alignment, design and construction methodology have been developed to avoid and minimise impacts on the local and regional environment, and impacts on the local community and businesses, as far as possible.

A project of this scale would inevitably have some impacts on the local environment and community, particularly during construction. This EIS has been prepared to assess the potential impacts of the project and develop measures to mitigate the impacts and enhance the benefits of the project. It addresses the key issues identified in the SEARs issued under Part 5, Division 5.2 of the EP&A Act and the relevant provisions of Part 3 of Schedule 2 of the Regulation.

Measures to minimise the identified potential impacts would be implemented through the design development and construction planning phases, taking into account the input of stakeholders and the local community.

To manage the potential impacts identified by the EIS, and in some cases remove them completely, the assessment chapters outline a range of mitigation measures that would be implemented during design, construction and operation. The majority of the potential construction related impacts would be effectively mitigated by the implementation of best practice management, including the implementation of the environmental management approaches described in Chapter 23 (Approach to environmental management and mitigation) and the mitigation measures compiled in Appendix K (Consolidated mitigation measures).

The environmental performance of the project would be managed by implementing the CEMP and Operational Environmental Management System (see Chapter 23), which would also ensure compliance with relevant legislation and any conditions of approval. With the implementation of the proposed mitigation and management measures the potential environmental impacts of the project would be adequately managed.