



## Summary

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Transport for NSW (Transport) proposes to amend the Parramatta Light Rail Stage 2 project (the project). The project would connect the Parramatta CBD and the first stage of Parramatta Light Rail to Camellia, Rydalmere, Ermington, Melrose Park, Wentworth Point, Sydney Olympic Park, and the Carter Street precinct in Lidcombe, adjacent to Sydney Olympic Park. Most of the project is located in the City of Parramatta local government area (LGA). A small section is located in the City of Ryde LGA. The project is located on the land of the Burramattagal and the Wangal and the Wategora clans of the Dharug nation.

The project is subject to assessment under Part 5, Division 5.2 of *the Environmental Planning and Assessment Act 1979* (EP&A Act) and approval by the Minister for Planning.

The project also requires approval by the Australian Government Minister for the Environment and Water under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Transport prepared an environmental impact statement (EIS) to assess the potential impacts of the project. The Department of Planning and Environment placed the EIS on exhibition from 9 November 2022 to 16 December 2022.

A Response to Submissions report (the Response to Submissions) was prepared to identify and respond to submissions raised during the public exhibition of the EIS and submitted to Department of Planning and Environment with this Amendment Report. The main issues raised by public agencies and the community were issues related to the project's design features and construction (including the bridge between Melrose Park and Wentworth Point), traffic and transport, and land use and property.

Transport has undertaken further investigations and is proposing a number of design amendments and refinements. The aim of these amendments/refinements is to address issues raised during engagement and in submissions, take into account further design development, and minimise the potential impacts of the project where practicable, particularly in respect of land use and property, traffic and access, and biodiversity.

This Amendment Report describes and assesses the potential impacts of the amendments and identifies how those impacts would be managed and mitigated.

### What amendments and refinements are proposed?

Transport identified a number of amendments to the project described in the EIS, which are summarised in Table E.1 and shown in Figure E.1 to Figure E.3. The project with all proposed amendments is referred to as the amended project.

Table E.1 Summary of proposed amendments

Feature	Overview
<p>Camellia foreshore to Rydalmere alignment and bridge (see Figure E.1)</p>	<p>As described in section 5.4.2 and Appendix D (Camellia foreshore to Rydalmere option – preliminary environmental scoping) of the EIS, investigation of an alternative alignment between Camellia and Rydalmere (the ‘Camellia foreshore to Rydalmere option’) was ongoing in parallel with development of the EIS. It is now proposed to amend the project to incorporate this alternative alignment of the light rail track, active transport link and bridge over the Parramatta River.</p> <p>The new alignment extends along the Sandown Line corridor in Camellia; however, instead of crossing south over to Grand Avenue, it continues along the Parramatta River foreshore in Camellia before extending across a new bridge structure and along the boundary of Eric Primrose Reserve in Rydalmere.</p> <p>The bridge design has been amended and includes different pier arrangements in the river. It is also proposed to locate the light rail stop at John Street closer to Rydalmere Wharf.</p>
<p>Bridge between Melrose Park and Wentworth Point (see Figure E.2)</p>	<p>The project as described in the EIS included a bridge located between the southern end of Wharf Road in Melrose Park and the northern end of Wentworth Point. It is proposed to amend the alignment and locate the bridge further to the west to avoid direct impacts to residential properties. The works would also include removing the existing high voltage transmission tower at Melrose Park and relocating the wires to three new poles located to the west of the original tower.</p>
<p>Bridge at Hill Road (see Figure E.3)</p>	<p>The project as described in the EIS included retaining the Hill Road bridge in Sydney Olympic Park and providing a new bridge for light rail vehicles on the western side of the existing bridge.</p> <p>It is now proposed to remove the existing bridge at Hill Road and construct a new bridge, which would accommodate road traffic and light rail vehicles in an on-road (segregated) running corridor to reduce impacts on Narawang Wetland.</p>

In addition, refinements are proposed to the location of the traction power substation near Atkins Road, and the cut and fill volumes generated during earthworks.

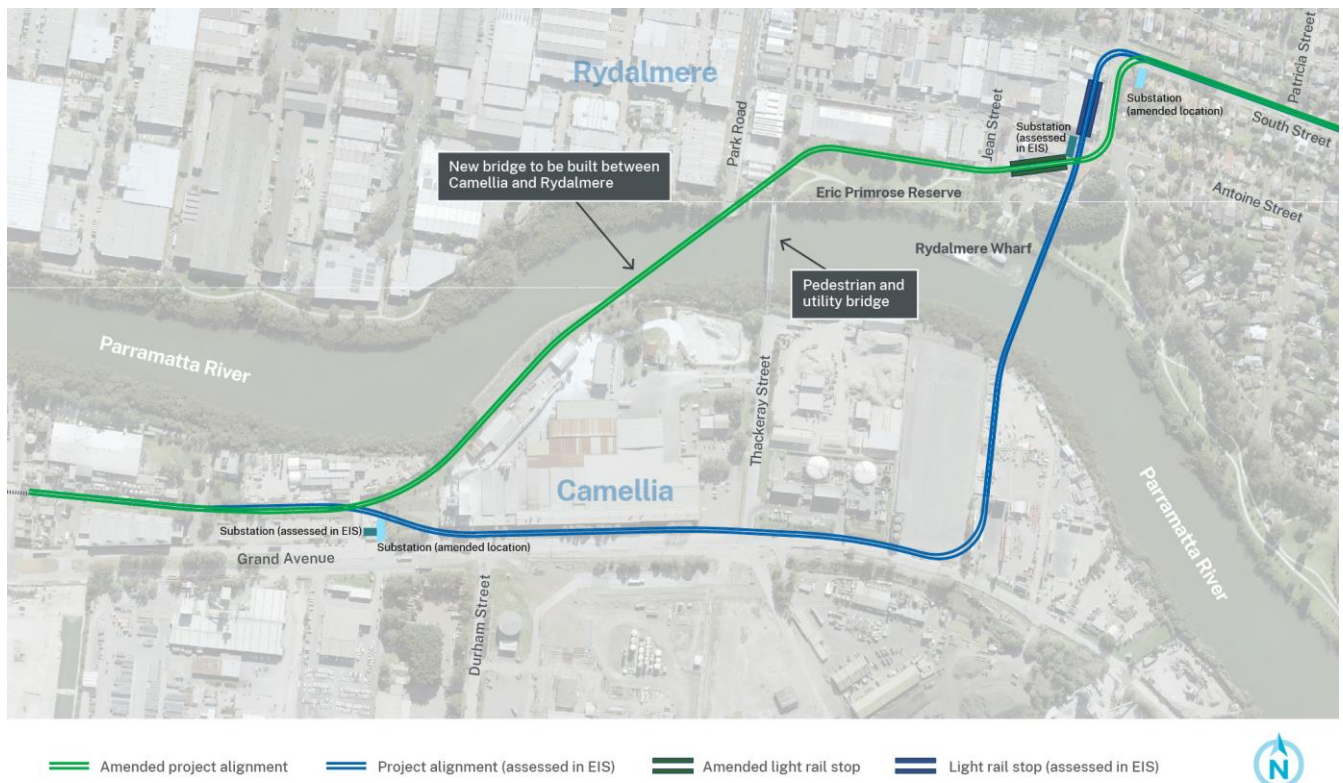


Figure E.1 Camellia foreshore to Rydalmere alignment and bridge amendment



Amended project alignment

Project alignment (assessed in EIS)

Amended light rail stop

Light rail stop (assessed in EIS)



Figure E.2 Melrose Park to Wentworth Point bridge amendment

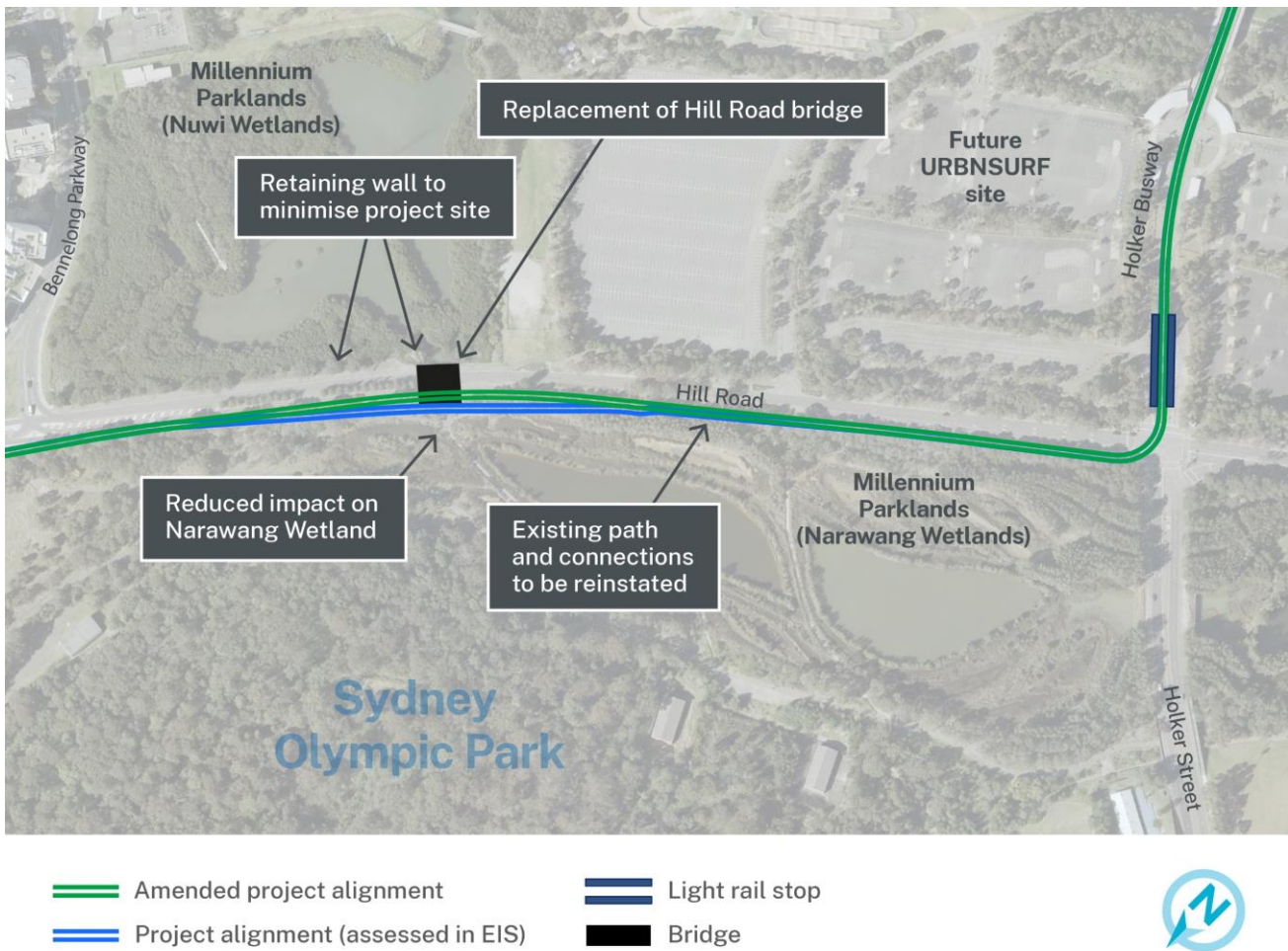


Figure E.3 Bridge at Hill Road amendment

## Why are the amendments needed?

The amendments are in response to:

- consultation with the stakeholders and/or community prior to and during the EIS exhibition
- submissions and agency advice received during the EIS
- further review of the reference design outlined in the EIS
- additional assessment undertaken by Transport.

## What is the approval process?

The project is critical State significant infrastructure and requires assessment and approval from the Minister for Planning under Part 5, Division 5.2 of the EP&A Act as discussed in Chapter 4 (Statutory context) of the EIS.

The project was referred to the Australian Government Department of Climate Change, Energy, the Environment and Water for the potential to impact on three matters of national environmental significance (Commonwealth-listed threatened species and ecological communities). Transport was notified in October 2022 that, by decision made on 30 September 2022, the project is a controlled action, which requires assessment and approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The NSW Government confirmed the action will be assessed under the Assessment Bilateral

Agreement (as amended in 2020) between the Australian and NSW governments. However, approval is required from the Australian Government Minister for the Environment and Water.

Transport is proposing amendments to the project described in the EIS. This Amendment Report has been prepared in accordance with section 179(3) of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation) and with consideration to the Department of Planning and Environment's State Significant Infrastructure and State Significant Project Guidelines (DPIE, 2021a).

The proposed amendments do not change the permissibility of the project or its declaration as critical State significant infrastructure. The assessment and approval requirements under the EP&A Act, including pre-conditions and mandatory considerations, are described in sections 4.2 and 4.3 of the EIS.

The Department of Planning and Environment will prepare an assessment report for consideration by the Minister for Planning, who will then decide whether or not to approve the project (with the amendments outlined in this report) subject to conditions.

In accordance with the Assessment Bilateral Agreement (as amended in 2020), the Department of Planning and Environment will also provide the Australian Government Minister for the Environment and Water with its assessment report, who will also decide on whether the project should be approved and, if so, what conditions (if any) should be attached.

## What are the main community and stakeholder views?

Transport has undertaken targeted engagement with local residents, stakeholders and businesses with the potential to be affected by the proposed amendments. This has included providing information about potential property and business impacts, and giving people the opportunity to comment.

The targeted engagement also ensured that people who are no longer impacted as a result of the proposed amendments are provided information and the opportunity to comment.

Key issues raised during this engagement included:

- Camellia foreshore to Rydalmere alignment amendment – issues around the use of Eric Primrose Reserve, reduced open space along the foreshore, interface between the project and active transport, residential property impacts, and management of potential flooding impacts
- Bridge between Melrose Park and Wentworth Bridge amendment – issues around the use of open space at Archer Park, provision and design of active transport, and the location and design of the amended bridge including the scope to relocate the existing high voltage transmission tower
- Bridge at Hill Road amendment – concern about impacts on an existing frog pond and the need to use Hill Road for the project.

Further information about the engagement undertaken in relation to the proposed amendments and the key issues raised is provided in Chapter 5 (Stakeholder and community engagement) of this report.

## What are the environmental assessment updates?

An environmental screening assessment was carried out to determine whether the amended project could change the potential impacts presented in the EIS. Additional environmental impact assessment has been provided where a change to potential impacts was identified in the environmental screening assessment. The changes to impacts, and key benefits associated with the proposed amendments compared to those described in the EIS, are summarised below.

### Camellia foreshore to Rydalmere alignment and bridge

The proposed amendment at this location would better meet the project objectives, providing an enhanced customer experience and safer pedestrian and cyclist environment, whilst also avoiding direct impacts to industrial properties along Grand Avenue. A number of other advantages were also identified, including open space improvements, avoiding several major utilities and interactions with contaminated land in Camellia, and less clearing of mangroves.

A number of submitters also supported the proposed Camellia foreshore to Rydalmere option as it would result in less impacts to industrial properties in Camellia, integrate better with Rydalmere Wharf, and avoid impacts to the Rydalmere Wharf and commuter car park during construction.

The additional assessment concluded that, compared to the EIS, the proposed amendment would:

- reduce traffic and access impacts in Camellia by providing separation from Grand Avenue, which would remove the need for partial road closures, impacts to on-street parking on Grand Avenue, and permanent impacts to property access for properties east of Durham Street
- not require closure of Rydalmere Wharf in addition to the navigation channel closures
- reduce the number of highly-affected receivers experiencing construction noise impacts from construction compounds, track works, bridge works and road works
- result in additional operational airborne noise impacts for a place of worship in Rydalmere and residents located closer to the relocated traction power substation in Rydalmere
- mean that one non-Aboriginal heritage-listed item in Camellia previously assessed (the locally-listed Pumping Station (Item I5)) would no longer be impacted
- avoid impacts to historical archaeological management units (HAMUs) of potential State significance at Camellia
- reduce permanent and temporary land requirements in Camellia but increase permanent land requirements and permanent changes to access arrangements for properties in Rydalmere
- increase the total area of Eric Primrose Reserve required as part of the project's operational footprint but users of Eric Primrose Reserve would experience benefits due to the proposed open space improvements
- increase impacts on plant community type (PCT) 1234 (Swamp Oak swamp forest fringing estuaries, Sydney Basin Bioregion and South East Corner Bioregion) at Camellia
- maintain a continuous corridor of mangrove vegetation along the southern foreshore, avoiding connectivity impacts on riparian vegetation in this area
- increase flooding impacts in parts of Camellia and Rydalmere associated with the new bridge; however, Transport has undertaken further preliminary modelling that has confirmed the ability to comply with the project's flood management objectives.

As a result of the above findings, one noise and vibration mitigation measure has been updated to reflect the need to confirm the predicted internal noise impacts to buildings, including the place of worship in

Rydalmere, and one new mitigation measure has been provided, requiring traction power substation design to comply with the *Noise Policy for Industry* (NSW EPA, 2017).

### **Bridge between Melrose Park and Wentworth Point**

During exhibition of the EIS, a number of submitters expressed concern about the proposed location of the bridge between Melrose Park and Wentworth Point and a preference for it to be located further to the west. In response, Transport is proposing to amend the alignment and locate the bridge about 50 metres further west to avoid direct impacts (i.e. acquisition) to six residential properties on Wharf Road.

The additional assessment concluded that, compared to the EIS, the proposed amendment would:

- increase active transport impacts during construction as it would require the closure of a portion of the Parramatta Valley Cycleway in Melrose Park and River Walk in Wentworth Point (alternate routes would be provided adding around 300 and 515 metres of travel distance respectively)
- reduce permanent land requirements in Melrose Park, including residential property impacts to a number of properties on Wharf Road
- increase amenity impacts, including noise and vibration and visual impacts, at retained properties on Wharf Road
- reduce the overall footprint, which has avoided a potential area of Aboriginal archaeological sensitivity
- avoid impacts on a previously identified HAMU of potential State significance at Melrose Park
- reduce the impacts on mangroves and saltmarsh due to the realignment of the bridge.

As a result of the above findings, a new landscape and visual mitigation measure is proposed to commit to investigating opportunities during design development to mitigate the high-moderate and high visual impacts to residential properties on Wharf Road south of Andrew Street (such as planting to provide screening of views to the bridge).

### **Bridge at Hill Road**

Sydney Olympic Park Authority expressed concern during meetings with Transport and in their agency advice provided to Department of Planning and Environment during exhibition about the potential impacts to Narawang Wetland. In particular, Sydney Olympic Park Authority requested that the project avoid intruding into Green and Golden Bell Frog habitat.

In response, it is proposed to remove the existing bridge at Hill Road and construct a new bridge along the existing alignment, which would avoid direct impacts to the existing ponds at Narawang Wetland that are an important habitat for the Green and Golden Bell Frog, Latham's Snipe and other local fauna.

The additional assessment concluded that, compared to the EIS, the proposed amendment would:

- increase traffic impacts due to the need for partial and full road closures during construction of the bridge
- reduce impacts on PCT 1071 (*Phragmites australis* and *Typha orientalis* coastal freshwater wetlands of the Sydney Basin Bioregion) at Narawang Wetland
- avoid direct impacts to existing ponds at Narawang Wetland.



## **Other changes to impacts**

In addition to the impacts and benefits summarised above, the proposed amendments and associated project site changes would result in an overall reduction in the:

- total area of native vegetation and planted vegetation that would be impacted
- direct impacts to habitat for migratory waders and Southern Myotis
- total number of receivers with the potential to be affected by sleep disturbance and vibration impacts during construction.

## **Approach to environmental management and mitigation**

Although the proposed amendments would result in some potential additional impacts compared to the exhibited project, overall the proposed amendments would result in reduced impacts or overall benefits when compared to those assessed in the EIS.

The EIS identified the proposed approach to environmental management and the mitigation measures that would be implemented to avoid or minimise the potential impacts of the project. These measures were described in Chapter 23 (Approach to environmental management and mitigation) of the EIS. The mitigation measures have been updated in response to submissions, the findings of further assessments since the EIS was exhibited and the amendments described in this report. The construction and operation of the amended project would be carried out in accordance with the updated mitigation measures and the Minister's conditions of approval.