



Summary

Transport for NSW (Transport) proposes to construct and operate the second stage of Parramatta Light Rail (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 critical State significant infrastructure subject to assessment under Part 5, Division 5.2 of the *Environmental Planning and Assessment Act 1979* and approval by the NSW 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 public exhibition from 9 November 2022 to 16 December 2022.

This report documents and considers the issues raised in submissions received during public exhibition of the EIS, in accordance with the requirements of Division 5.2 of the EP&A Act and as directed by the Secretary of the Department of Planning and Environment. Transport has carefully considered the content of the submissions and has prepared responses to the issues raised.

The report also describes the actions taken since the EIS was placed on public exhibition (including community and stakeholder engagement and additional assessment), clarifies certain information provided in the EIS, and provides a final set of mitigation measures.

Following the exhibition of the EIS, Transport refined the concept design for the project. A separate Amendment Report has been prepared to describe and assess the potential impacts of the proposed amendments and to identify how those impacts would be managed and mitigated.

What are the key details from the submissions?

During the exhibition period, a total of 128 submissions were received for the project. Of these submissions, 90 were from members of the public and 34 were from organisations (including special interest groups). Submissions were also received from three local councils and one NSW government agency. Seven NSW Government agencies provided agency advice.

Of the submissions received, 30 submitters (24 per cent) registered support for the project, 35 submitters (27 per cent) registered an objection to the project, and 63 submitters (49 per cent) registered a comment on the project.

The majority of submissions from members of the public (64 per cent) were received from submitters located in suburbs along the project alignment (Rydalmere, Ermington, Melrose Park, Wentworth Point, Sydney Olympic Park and Lidcombe).

What are the main issues and responses?

The analysis of submissions involved identifying the issues raised and grouping the issues into the following five main issue types identified by the *State significant infrastructure guidelines – preparing a submissions report* (DPIE, 2022a):

- the project
- procedural matters
- environmental, social and economic impacts
- project evaluation
- issues beyond the scope of the project.

Each type of issue was then categorised into key issues and sub-issue categories based on the information and environmental aspects considered by the EIS.

Public agency submissions

The majority of issues raised by public agencies related to the potential impacts of the project (45 per cent) and issues about the project itself (42 per cent).

The most frequently raised issues relating to the potential impacts of the project were traffic and transport issues (40 per cent) followed by issues about noise and vibration impacts (27 per cent).

A more detailed breakdown of the traffic and transport impact issues shows that the most frequent sub-issues raised by public agencies related to potential traffic and transport impacts during operation.

A breakdown of the key issues raised about the project in public agency submissions shows that the most frequently raised sub-issues related to issues about the project's design features (75 per cent of issues about the project). A more detailed breakdown of the design feature sub-issues shows that issues about the location of the bridge between Melrose Park and Wentworth Point were the most frequently raised issues (33 per cent).

Summaries of the issues raised in public agency submissions, and responses to these issues, are provided in Chapters 5 (Response to NSW Government agency submissions and advice) and 6 (Response to council submissions) of this report.

Community submissions

Submissions from members of the public and organisations are referred to as 'community' submissions for the purposes of the report.

The majority of issues raised by the community related to the project (50 per cent), followed by issues about the impacts of the project (33 per cent).

A breakdown of the key issues raised about the project in community submissions shows that the most frequently raised sub-issues related to the project's design features (57 per cent of issues about the project). A more detailed breakdown of the design feature sub-issues shows that the most frequently raised issues consisted of:

- issues about the bridge between Melrose Park and Wentworth Point (22 per cent)
- issues about the need for, design and location of stops (18 per cent)
- issues about the track form and alignment (15 per cent).

The most frequently raised issues relating to the potential impacts of the project were traffic and transport issues (30 per cent) followed by land use and property issues (27 per cent). A more detailed breakdown of the traffic and transport impact issues shows that the most frequently raised issues consisted of:

- issues about impacts during operation (35 per cent)
- issues about the traffic and access impacts of closing Ermington Boat Ramp in terms of access to other ramps, and queries and suggestions about mitigation measures (both 20 per cent).

A more detailed breakdown of the land use and property impact issues shows that the most frequently raised issues consisted of issues about the project’s land requirements and acquisition impacts (49 per cent).

The most common sub-issue categories raised in community submissions (that is, individual sub-issue categories with more than 10 issues raised) are summarised in Table S.1, together with a summary of Transport’s responses to these issues.

Further information on the issues raised in community submissions and Transport’s responses is provided in Chapters 7 (Response to key organisations) and 8 (Response to community submissions) of this report.

Table S.1 Most common issues raised in community submissions

Most common issues raised	Key aspects of response
The project	
<p>Location and need for stops – submitters expressed concerns and/or had queries about the proposed design and location of various stops.</p>	<p>An extensive options consideration process to identify the preferred alignment, including stop locations, was undertaken. Stop locations were considered based on a range of inputs, including demand, urban design, access and project operability considerations. Further information about how the proposed stop locations were determined as part of the overall design process is provided in section 4.2 of Technical Paper 1 (Design, Place and Movement).</p> <p>Responses to issues raised about individual stop locations are provided in section 8.2.2 of this report.</p>
<p>Preferred location for the bridge between Melrose Park and Wentworth Point – submitters expressed concerns about the proposed location of the bridge as described in the EIS, particularly in terms of potential property and amenity impacts, and a preference for it to be located further to the west.</p>	<p>Transport acknowledges the concerns raised by a number of stakeholders and community members in relation to the proposed location of the bridge between Melrose Park and Wentworth Point as described in the EIS, and the associated property, amenity and environmental impacts identified.</p> <p>In response to feedback received, and as outlined in section 4.1 of this report, Transport is proposing to amend the project to include a new alignment for the bridge that is located further west than that described in the EIS to avoid direct impacts to residential properties. Further information about the proposed new location for the bridge is provided in the separate Amendment Report.</p> <p>Responses to issues raised about the bridge and its location are provided in section 8.2.3 of this report.</p>
<p>Requests for wire-free sections – submitters requested that the project include sections of wire-free power. Most community submitters who raised this issue requested that wire-free sections be provided in Wentworth Point. Other suggested locations for wire-free sections included Sydney Olympic Park, Ken Newman Park and Boronia Road.</p>	<p>The project would incorporate sections of wire-free power supply. The clarification in section 4.3.2 of this report provides further information about the options to power light rail vehicles (including wire-free power), constraints that influence the extent of wire-free sections that can be provided, and how the location of wire-free sections of the alignment would be confirmed during design development. Key stakeholders have been, and would continue to be, consulted regarding the prioritisation of additional wire-free sections.</p> <p>The mitigation measures commit to actively pursuing opportunities to provide additional wire-free sections during design development, and minimising the use of overhead wiring as far as practicable in areas with biodiversity sensitivity.</p>

Most common issues raised	Key aspects of response
<p>Requests and support for green track –submitters requested that green track be provided in Wentworth Point. Other submitters noted that they are in favour of as many sections of green track as possible across the project, and that permeable/green track should be considered wherever possible.</p>	<p>The project would incorporate sections of permeable track, including areas of green track. The design development of track forms such as green track are informed by technical assessments, some of which require the design to be further developed before they can progress. The extent of green track in the vicinity of the Atkins Road stop, and the potential to provide other areas of permeable and green track, would be investigated during design development in consultation with key stakeholders and as part of the development of the project’s urban design requirements.</p> <p>Responses to issues raised about the track form, including the use of permeable and green track, are provided in section 8.2.1 of this report.</p>
<p>Concerns regarding the closure of Ermington Boat Ramp (justification and duration queries) –submitters raised objections and expressed concerns about the proposed closure of Ermington Boat Ramp associated with construction of the bridge between Melrose Park and Wentworth Point, including the perception that closure is proposed to provide the construction contractor with land for construction facilities and car parking.</p>	<p>Transport acknowledges the impact of the proposed closure of Ermington Boat Ramp for up to three years. Transport also understands that Ermington Boat Ramp is a highly sought after river access point, particularly for Western Sydney residents.</p> <p>The closure of Ermington Boat Ramp for up to three years is a reasonable worst-case assumption used in the EIS for assessment purposes. As part of the procurement process for construction of the bridge, Transport would require tenderers innovate their design and construction processes to minimise the duration of bridge construction and any impacts on the boat ramp and navigational channel closures, particularly during the peak boating season.</p> <p>The clarification in section 4.3.4 of this report provides further information on why Ermington Boat Ramp would need to close during construction, the options that have been considered to avoid closure, and how this would be managed.</p>
<p>Requests to expedite the delivery program –submitters expressed concerns about how long it would take to construct the project and requested that the project be delivered as soon as possible.</p>	<p>Transport is committed to delivering the project as soon as reasonably possible.</p> <p>The indicative construction program provided in the EIS is similar to Parramatta Light Rail Stage 1. The construction program has been developed based on Transport’s experience constructing major infrastructure projects, including light rail projects in Sydney, Parramatta and Newcastle, and takes into account current market capacity. The program has considered the complexity of the project, that it would be constructed along or adjacent to road corridors for most of its length with a significant number of interfaces with surrounding land uses, utilities and landholders, and that it would involve constructing two bridges over the Parramatta River. The program also provides flexibility to plan works around events, including in Sydney Olympic Park and Sydney Showground.</p> <p>The construction program would continue to be refined during design development and construction planning. The refinements would consider further construction staging to further minimise disruptions, and the potential to further accelerate work.</p>
<p>Project corridors beyond Carter Street (Lidcombe) and Sydney Olympic Park (including to Lidcombe Station) –submitters requested that, rather than terminate at Carter Street close to Sydney Olympic Park, the project should extend further and connect to other locations, such as Lidcombe Station and/or Strathfield.</p>	<p>A key development during the original project corridor assessment process was confirmation by the NSW Government of the preferred route for Sydney Metro West, which will connect Greater Parramatta and the Sydney CBD.</p> <p>As described in the EIS, four potential corridors beyond Sydney Olympic Park were originally considered for the project. These corridors all showed some benefits but also presented technical and property acquisition challenges. Analysis showed that the introduction of Sydney Metro West would result in substantial changes to travel behaviour and movement patterns.</p> <p>A corridor terminating at Carter Street in Lidcombe was identified as the preferred option as it connected Sydney Olympic Park and the Carter Street precinct, providing a transport connection to this growing residential population. It also enhanced the catchment of the Sydney Metro West station at Sydney Olympic Park, integrated with the <i>Carter Street Precinct Development Framework</i> (DPIE, 2020a), and avoided substantial property impacts associated with corridor extensions to Lidcombe Station.</p> <p>Future extensions may be considered in line with NSW Government integrated transport and land use planning.</p>

Most common issues raised	Key aspects of response
<p>Wentworth Point alignment – submitters indicated a preference for the alignment to extend east along Foreshore Boulevard and through the Sanctuary Wentworth Point development to connect directly with the Sydney Olympic Park Wharf.</p>	<p>Two options for the alignment were considered in response to the ongoing and planned development at Wentworth Point as described in the EIS. The option that extended east along the proposed Foreshore Boulevard (through Sanctuary Wentworth Point) was not selected as the preferred option due to operational, design and safety issues. The preferred alignment, located to the west and south of Sanctuary Wentworth Point, would result in better public domain and amenity outcomes.</p> <p>A light rail stop is proposed at Hill Road near Footbridge Boulevard, about 340 metres (about a four minute walk) to Sydney Olympic Park Wharf. In line with City of Parramatta Council’s preference, Transport is investigating providing a 240 metre long light rail stub (spur) and a terminus along Hill Road on the eastern side of the development to offer light rail services closer to the wharf.</p> <p>The mitigation measures for the project confirm Transport’s commitment to ongoing collaboration and design refinement to ensure that the project is integrated with existing and future developments and land uses.</p>
<p>Impacts of the project</p>	
<p>Impacts of closing Ermington Boat Ramp –submitters expressed concerns about the potential social and community impacts associated with the proposed closure of Ermington Boat Ramp during construction, including impacts on wellbeing, quality of life and participation in boating and recreational activities. Submitters also expressed concerns about the traffic, transport and access impacts of closing Ermington Boat Ramp, particularly in relation to access to, and the capacity of, suggested alternative boat ramps.</p>	<p>Transport acknowledges that closing Ermington Boat Ramp during construction would have the potential to impact a valued community recreational facility and increase the use of other boat ramps.</p> <p>Transport has carried out further investigations regarding the feasibility of providing additional capacity at the alternate boat ramps to inform mitigation measures for the closure. The closure of Ermington Boat Ramp is not expected to occur until 2024 and is subject to planning approval. Transport engaged with key maritime stakeholders and local community groups during the EIS exhibition period to identify six alternative boat facilities which are available within a 25-minute drive of Ermington Boat Ramp, collectively with more than 175 available trailer parking spaces. Transport is reviewing opportunities to ease the impacts of the closure on the local boating community, including reviewing constructability options to minimise the duration of the closure and investigating options to increase capacity at neighbouring boat ramps.</p> <p>The clarification in section 4.3.4 of this report provides further information on why Ermington Boat Ramp would need to close during construction, and how Transport is working to minimise the impacts on users of Ermington Boat Ramp and other boat ramps.</p> <p>Responses to issues raised about the traffic and access, and social and community impacts of closing Ermington Boat Ramp are provided in sections 8.6.1 and 8.10.1 of this report, respectively.</p>
<p>Property specific acquisition issues –submitters expressed concerns and raised objections to the proposed acquisition of their properties and requested clarification and additional justification regarding potential impacts.</p>	<p>Transport acknowledges that the project’s land requirements (both temporary and permanent) have the potential to result in impacts on landowners and landholders.</p> <p>The permanent land requirements are related to project infrastructure, including stops, tracks and substations. Land identified as permanently required is necessary to facilitate operation of the project.</p> <p>The design would continue to be refined to minimise the project’s land requirements and associated property impacts as far as practicable. Engagement with affected property owners, interest holders and occupants would be ongoing to identify opportunities to minimise impacts on properties, where practicable.</p> <p>Other key mitigation measures, which have been developed with consideration of learnings from other projects (including Parramatta Light Rail Stage 1), include developing property-specific measures in consultation with landowners, appointing relationship managers to assist property owners and tenants, and developing property adjustment plans.</p>

What amendments and refinements are proposed?

During and subsequent to public exhibition of the EIS, 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. The amendments/refinements have been developed taking into account consultation with the community and key stakeholders, and submissions made.

The proposed amendments are summarised in Table S.2. An Amendment Report has been prepared to consider the amendments to the exhibited project. Further information about the proposed amendments is provided in the Amendment Report.

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.

Table S.2 Summary of proposed amendments and refinements

Feature	Overview
Camellia foreshore to Rydalmere alignment and bridge	<p>As described in section 5.4.2 and Appendix D 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>
Bridge between Melrose Park and Wentworth Point	<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>
Bridge at Hill Road	<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>

Updated mitigation measures

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.

After consideration of the issues raised in the submissions and additional work undertaken since exhibition (described in Chapter 4 (Actions taken since exhibition) of this report), the mitigation measures have been updated to:

- make additional commitments to respond to issues raised in the submissions and improve the project's environmental performance
- modify the wording in some instances so that the intent of the measure is clearer

- respond to the findings of further assessments since the EIS was exhibited and the amendments described in the separate Amendment Report.

Some new measures have been added, and the wording of some measures has been updated.

The full set of updated mitigation measures is provided in Appendix B (Updated mitigation measures) of this report. These are Transport's commitments to avoiding and minimising the potential impacts of the project as far as practicable.

Project justification summary

The proposed amendments, refinements and clarifications described in Chapter 4 (Actions taken since exhibition) of this report, issues raised in agency and community submissions and advice, and responses to the issues raised, do not change the justification of the project as outlined in the EIS.

In summary, the project, as part of Parramatta Light Rail, is needed to respond to growth in Sydney's Central River City and provide necessary public transport infrastructure to achieve the NSW Government's vision for the Greater Parramatta and the Olympic Peninsula area (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.

By aligning with the NSW Government's vision for GPOP, the project supports key strategic land use and transport planning strategies, as described in Chapter 3 of the EIS, 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 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.

What are the next steps?

This Response to Submissions is available on the Department of Planning and Environment's Major Projects website [Parramatta Light Rail Stage 2 | Planning Portal](#). The Department of Planning and Environment will consider this Response to Submissions and the separate Amendment Report during its assessment of the project.

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 and refinements 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 whether the project should be approved and, if so, what conditions (if any) should be attached.

If approved, Transport would continue to engage with the community, government agencies and other stakeholders during the design and construction phases of the project.