Appendix F

Socio-economic assessment
Contents

Terms and abbreviations ............................................................................................................................................................................ ii
Executive summary ................................................................................................................................................................................................... iii

1. Introduction ........................................................................................................................................................................................................................... 1
   1.1 Proposal background ............................................................................................................................................................................................................. 1
   1.2 Boundary Street Upgrade ........................................................................................................................................................................................................ 1
   1.3 Purpose of this report ..................................................................................................................................................................................................... 3
   1.4 Report structure ........................................................................................................................................................................................................... 3

2. Methodology .................................................................................................................................................................................................................. 5
   2.1 Study area ............................................................................................................................................................................................................................ 5
   2.2 Assessment methodology .................................................................................................................................................................................................. 5
   2.3 Data sources .................................................................................................................................................................................................................. 6

3. Policy setting .................................................................................................................................................................................................................. 9
   3.1 NSW 2021: A Plan to Make NSW Number One .................................................................................................................................................................................. 9
   3.2 State Infrastructure Strategy 2012-2032 ................................................................................................................................................................................ 9
   3.3 NSW Long Term Transport Master Plan ....................................................................................................................................................................... 10
   3.4 NSW Bike Plan 2010 .......................................................................................................................................................................................................... 10
   3.5 Draft Metropolitan Strategy for Sydney to 2031 .................................................................................................................................................................... 10
   3.6 Pinch Point Program .................................................................................................................................................................................................. 10
   3.7 Roads and Maritime Corporate Delivery Plan 2012-2013 ................................................................................................................................................. 11
   3.8 Ku-ring-gai Council .................................................................................................................................................................................................... 11
   3.9 Willoughby Council ..................................................................................................................................................................................................... 12

4. Existing environment .................................................................................................................................................................................................... 13
   4.1 Population and demography ................................................................................................................................................................................................ 13
   4.2 Transport and access ..................................................................................................................................................................................................... 14
   4.3 Community values ........................................................................................................................................................................................................... 14
   4.4 Economic profile .......................................................................................................................................................................................................... 15
   4.5 Social infrastructure ....................................................................................................................................................................................................... 16
   4.6 Summary of the existing socio-economic environment ........................................................................................................................................................................ 16

5. Potential impacts ........................................................................................................................................................................................................... 18
   5.1 Design ............................................................................................................................................................................................................................... 18
   5.2 Construction .................................................................................................................................................................................................................... 22
   5.3 Operation .......................................................................................................................................................................................................................... 23

6. Safeguards and management measures ........................................................................................................................................................................ 25

7. Conclusion .................................................................................................................................................................................................................... 26

8. References .................................................................................................................................................................................................................. 28
**Terms and abbreviations**

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABS</td>
<td>Australian Bureau of Statistics</td>
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<tr>
<td>B-Double</td>
<td>A truck and trailer combination consisting of a prime mover connected to two trailers</td>
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<tr>
<td>Carriageway</td>
<td>The portion of a roadway devoted to vehicular traffic generally delineated by kerbs, a verge or a median</td>
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<td>CBD</td>
<td>Central Business District</td>
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<tr>
<td>CEMP</td>
<td>Construction environmental management plan</td>
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<tr>
<td>Earthwork</td>
<td>The process of extracting, moving and depositing earth during construction</td>
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<tr>
<td>EP&amp;A Act</td>
<td>Environmental Planning and Assessment Act 1979 (NSW). Provides the legislative framework for land use planning and development assessment in NSW</td>
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<tr>
<td>Environmental assessment (process)</td>
<td>A specialised part of the decision-making process, where the environmental impact of a development or proposal or activity is considered in detail, together with other aspects of the development</td>
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<tr>
<td>LEP</td>
<td>Local Environmental Plan. A type of planning instrument made under Part 3 of the EP&amp;A Act</td>
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<tr>
<td>LGA</td>
<td>Local government area</td>
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<tr>
<td>OEH</td>
<td>Office of Environment and Heritage (formerly Department of Environment, Climate Change and Water)</td>
</tr>
<tr>
<td>REF</td>
<td>Review of environmental factors</td>
</tr>
<tr>
<td>Roads and Maritime</td>
<td>NSW Roads and Maritime Services</td>
</tr>
<tr>
<td>SEIFA</td>
<td>Socio-Economic Indexes for Areas – an ABS tool which ranks geographic areas in terms of their relative socio-economic advantage and disadvantage</td>
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</table>
Executive summary

Introduction

Roads and Maritime Services propose to upgrade Boundary Street between the Pacific Highway and Melnotte Avenue, Roseville. This will involve the design and construction of 0.38 kilometres of Boundary Street, with associated works to be carried out at Hill Street and the Pacific Highway (between about 200 metres south of Maclaurin Parade and Findlay Avenue, Roseville). These works are hereafter referred to as ‘the proposal’.

The purpose of this report is to identify and assess the potential socio-economic impacts of the proposal, with a focus on the Roseville community and the broader surrounding areas. This report provides a detailed analysis for input into the Review of Environmental Factors (REF), as required under Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

Existing environment

Boundary Street forms the boundary between the Willoughby and Ku-ring-gai Local Government Areas (LGAs) and as such is located in both LGAs. The study area specific to the socio-economic assessment comprises the Roseville State Suburb, as defined by the Australian Bureau of Statistics (ABS). In 2011, the suburb had a population of 9,170 people.

Key characteristics of the study area include:

- A residential population of about 9,170 people, of which 1,434 people are located in neighbourhoods closest to the proposal.
- A predominance of full-time workers and a median weekly household income higher than that of Greater Sydney, indicating the community has relatively high levels of advantage and good access to economic resources.
- Roseville is well connected to surrounding suburbs and Boundary Street plays an important role in connecting the Pacific Highway with northern Sydney, particularly for freight vehicles.
- The majority of Roseville residents rely on private vehicles to travel to work, however a large proportion also use train reflecting the location of the Roseville train station.
- A range of community facilities and local businesses are located near to the proposal, while a key employment and retail hub for the Greater Sydney region is located at Chatswood, to the south of the proposal.
- Residents surrounding the proposal value the peace and quiet of side-streets near to Boundary Street, safety for pedestrians and cyclists as well as Ku-ring-gai Court, which is listed as a local heritage item.
- Residents on Boundary Street currently experience visual and noise impacts from the high traffic volumes and congestion, particularly during peak hours.

Potential impacts

The proposal has the potential for both wider regional and local benefits in the medium to longer term through reduced traffic congestion and improved access and connectivity. However, the project would also result in impacts and changes to the existing socio-economic environment for communities and businesses in Roseville and the wider region.

The benefits of the proposal include:

- Improved access, connectivity and reliability for local and regional freight vehicle movements, particularly between the Pacific Highway and the industrial areas of northern Sydney.
- A reduction in traffic congestion and improvement to traffic flow which would support improved connections for vehicles travelling between the Pacific Highway and northern Sydney in an east-west direction; vehicles
travelling to Archer Street which is used to access the Chatswood town centre; as well as bus manoeuvrability turning at the Pacific Highway, Hill Street and Archer Street.

- Improved safety conditions due to the changed turning arrangements at Hill Street and Boundary Street and for pedestrians and cyclists due to the improvement in shared pathway facilities and crossing light phasing.

The proposal would also have potential impacts during construction and operation, and as a result of the proposal's design, including:

**Design**

- Partial acquisition or adjustments of 12 properties, two of which have already been acquired by Roads and Maritime. This may result in uncertainty for residents and business owners about the property acquisition process as well as possible impacts on future development.

- Potential impacts on community values relating to the local heritage listed item, Ku-ring-gai Court at 3 Boundary Street, Roseville as well as amenity issues, including noise and visual impacts.

**Construction**

- Temporary changes to access and potential for traffic delays and disruptions near to construction works, including for motorists, public transport users, pedestrians and cyclists. Construction works are also likely to disrupt the operation of bus stops, particularly the bus stop located adjacent to the construction compound, as well as commercial and freight transport operators.

- Temporary disruption to pedestrian and cycle access near to construction works, including changes to the pedestrian pathway between Hill Street and Archer Street.

- Local amenity impacts on residents and nearby businesses, including noise and vibration as well as visual impacts.

**Operation**

- Access and connectivity – changed turning access arrangements into Hill Street, which is currently a key route for vehicles to access the Roseville train station, businesses and community facilities located to the north of the proposal via Hill Street. Access arrangements would also change for buses which currently use Hill Street as part of a regular route.

- Social infrastructure – a shared pedestrian and cycle pathway would be provided on the northern side of Boundary Street, between Hill Street and Archer Street. There would be no direct impacts on social infrastructure identified within Roseville.

- Local economy - partial property acquisition of the Seven Eleven petrol station property, which would require the relocation of existing signage located on the north-western corner of the property. Indirect impacts on the local economy include changes in the way locals and visitors access business located on Hill Street, due to the changed access arrangements on Hill Street.

**Mitigation measures**

The implementation of mitigation and management measures will assist in avoiding or mitigating potential impacts on the social and economic environment during construction and operation, whilst maximising or enhancing project benefits. In particular, consultation with affected property owners, businesses and communities as well as community participation should be on-going to guide the planning, environmental management and monitoring phases during construction and operation. Consultation with property owners, business and communities to date has assisted with the development of the proposal.
1. Introduction

1.1 Proposal background

Roads and Maritime Services propose to upgrade Boundary Street between the Pacific Highway and Melnotte Avenue, Roseville. This will involve the design and construction of 0.38 kilometres of Boundary Street, with associated works to be carried out at Hill Street and the Pacific Highway (between about 200 metres south of Maclaurin Parade and Findlay Avenue, Roseville). These works are hereafter referred to as ‘the proposal’.

The proposal is required to alleviate traffic congestion and improve traffic flow on Boundary Street. Currently, Boundary Street carries about 37,000 vehicle movements per day and experiences substantial delays during the morning and afternoon peak periods. This is demonstrated by the average Level of Service (LoS) experienced by Boundary Street and Pacific Highway, which is rated as ‘D’, relating to a roadway or intersection that is ‘approaching unstable flows with tolerable delays’. Traffic delays are due to:

- The limited number of traffic lanes.
- The overflow of the right turn bay from Boundary Street to the Pacific Highway, creating delays for traffic turning left from Boundary Street, particularly during peak periods.
- The right turn lane from Boundary Street to Archer Street creating delays for through traffic.
- Right turns in and out of Hill Street creating delays for through traffic on Boundary Street.

Currently a pedestrian pathway is located on the northern side of Boundary Street, between Hill Street and Archer Street. Pedestrian access to the signalised crossing at Archer Street is via a set of steps, which provide access issues for people with mobility difficulties. An upgrade to the existing pedestrian facilities on Boundary Street is therefore required.

The proposal is located at Roseville, with Boundary Street forming the border between the Willoughby and Ku-ring-gai Local Government Areas (LGAs). The area surrounding the proposal is highly urbanised and includes a mix of residential, commercial/business, industrial and transport related uses. Key socio-economic features of the surrounding area include:

- St Andrew’s Roseville Church, Roseville town centre, Roseville train station, Roseville College, Roseville Public School and Bancroft Park located north of Boundary Street.
- Beachamp Park, Chatswood town centre, and Chatswood train station located south of the proposal.
- Commercial/business uses to the east, including an industrial park between Penshurst Street and Eastern Valley Way.
- Residential neighbourhoods, comprising predominantly low density dwellings, located east and west of the Pacific Highway and north and south of Boundary Street.

1.2 Boundary Street Upgrade

1.2.1 Proposal description

The proposal generally extends along Boundary Street from the Pacific Highway to Melnotte Avenue at Roseville, with works also required on Hill Street and the Pacific Highway. Key features of the proposal include the provision of:

- Two dedicated west-bound left turn and two dedicated right turn lanes from Boundary Street into Pacific Highway.
- Two dedicated east-bound through lanes on Boundary Street between Pacific Highway and Archer Street.
- A dedicated right turn lane from Boundary Street into Archer Street.
• Conversion of the Hill Street and Boundary Street intersection into converted to left in/left out access only to Boundary Street.
• A shared pedestrian and bicycle path on the northern side of Boundary Street between Hill Street and Archer Street.
• A retaining wall on the northern side of Boundary Street.
• Landscaping and urban design in consultation with Willoughby Council and Ku-ring-gai Council.
• Property adjustments.
• Drainage and utility relocations.
• Upgrades to the existing signalised intersection at Boundary Street/Pacific Highway and Boundary Street/Archer Street.

1.2.2 Construction methodology

Construction of the proposal is anticipated to commence mid-2014 and would take about 18 months to complete.

The following provides an overview of the methodology and general sequence of activities.

Construction activities

Key activities to be undertaken during construction include:

• Utility relocations.
• Establishment of temporary fencing.
• Installation of environmental controls including temporary erosion, sediment and water quality controls and traffic control plan.
• Establishment of construction compound site and access.
• Vegetation clearing and grubbing.
• Stripping, stockpiling and management of topsoil and unsuitable material.
• Earthworks preparation.
• Bulk earthworks.
• Retaining wall works.
• Drainage works.
• Pavement and concrete barrier construction.
• Sub-grade preparation and pavement works.
• Rehabilitation of temporary stockpiles.
• Topsoil rehabilitation, revegetation and landscaping.
• Installation of permanent traffic control signals.
• Finishing works including installation of safety barriers, fencing, pavement marking, signposting, and street lights.
• Removal of construction compound and site tidy up.
Construction hours and duration

Construction works for the proposal would generally be carried out during standard working hours where practicable. These include:

- Monday to Friday, 7am to 6pm.
- Saturday, 8am to 1pm.
- Sunday and Public Holidays, no work.

However, some night and weekend works would also be required, subject to permitted road occupancy licences and construction staging. Night and weekend works would be required to minimise impacts on the regional road network and minimise disruptions to surrounding land uses, particularly businesses. Any out of hours work would be undertaken in accordance with the Office of Environment and Heritage (OEH, formerly DECCW) *Interim Construction Noise Guideline* (DECC 2009) and the Roads and Maritime’s *Environmental Noise Management Manual* (RTA 2001): Practice Note vii – Road works outside normal working hours. This would include notifying local residents and businesses, prior to any out of hours work commencing.

Ancillary facilities

A single construction compound, located at Lot 1 DP531547 and Lot 19 DP135079 (near 1000 Pacific Highway, Roseville), would be required for construction (refer to Figure 2-2). Access to the site would be from the Pacific Highway (southbound lane only) as well as via a service road from Boundary Street. The construction compound would comprise a combination of demountable offices, meal rooms, toilets/showers and parking facilities (where possible).

Stockpiles and other storage sites may also be required to store materials, plant and equipment such as spoil, stripped topsoil, excavated rock and building materials. These would be located at various locations within the proposal area. A potential stockpile and storage site has been identified at Lot 3 and Lot 7 DP 805061 (1 Boundary Street).

Each site would be fenced for security and safety and signage erected advising any access restrictions. Following construction, the temporary site compound, storage sites and stockpiles would be removed, cleared and restored to its existing condition.

1.3 Purpose of this report

This report identifies and assesses the potential socio-economic impacts of the design, construction and operation of the proposal. The purpose of this report is to provide a detailed analysis for input into the Review of Environmental Factors (REF), as required under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

1.4 Report structure

- Section 1: Introduction – provides an introduction to the proposal and a description of proposed construction methodology.
- Section 2: Methodology – provides a description of the study area specific to the socio-economic assessment, an overview of the socio-economic assessment methodology, and data sources used.
- Section 3: Policy setting – provides an overview of the strategic policy framework relevant to the socio-economic environment of the proposal.
- Section 4: Existing environment – provides an overview of the existing socio-economic conditions of the study area.
- Section 4: Potential impacts – provides an assessment of the potential socio-economic benefits and impacts of the proposal.
• Section 5: Mitigation measures - outlines the safeguards and management measures for potential socio-economic impacts resulting from the proposal.
• Section 6: Conclusion – provides a conclusion of the findings in the socio-economic assessment.
• Section 7: References
2. Methodology

2.1 Study area

The proposal is located at Boundary Street, Roseville, between the Pacific Highway and Melnotte Avenue. Associated works would also be carried out at Hill Street and the Pacific Highway.

The primary study area for the socio-economic assessment comprises the Roseville State Suburb, as defined by the Australian Bureau of Statistics (ABS). This is shown in Figure 2-2. The study area comprises those residents and businesses that are likely to be most affected by the proposal’s construction or operation. Boundary Street is also an important connection for residents and business in the wider region. As such, the socio-economic assessment also considers the proposal’s wider effects on businesses and communities in the Willoughby and Ku-ring-gai LGAs.

2.2 Assessment methodology

The methodology for this socio-economic assessment is guided by the Roads and Maritime Draft Environmental Impact Assessment Practice Note: Socio-economic assessment (EIA-N05).

Key steps for the assessment include:

- Scoping of the potential socio-economic issues for the proposal and communities likely to be most affected by the proposal. This included consideration of impacts of similar projects elsewhere, outcomes from consultation undertaken for the proposal to date and observations from a site inspection.

- Describing the existing socio-economic environment of the study area to provide a baseline from which impacts of the proposal were assessed. This involved:
  - Review of existing State and local government strategies relevant to the social and economic environment of the study area.
  - Analysis of key population and demographic indicators, including data from the ABS 2011 Census of Population and Housing.
  - Analysis of data and information on local business and industry, employment and income, and dwelling characteristics.
  - Review of existing social infrastructure and community features near to the proposal, including recreation uses, schools, churches, public transport and walking and cycling facilities.

- Identifying and assessing the potential socio-economic impacts of the proposal’s construction and operation. This included consideration of:
  - Impacts on property.
  - Changes to local amenity.
  - Direct and indirect impacts on social infrastructure near to the proposal.
  - Impacts on local business and industry.
  - Changes to local access and connectivity, including for motorists, pedestrians and cyclists.

- Identifying measures to manage or mitigate potential impacts on the socio-economic environment and maximise potential benefits.
2.3 Data sources

The baseline used for this socio-economic assessment is generally based on data for the Roseville State Suburb, along with the Willoughby LGA, Ku-ring-gai LGA, and Greater Sydney as a comparison. Data is generally derived from the 2011 ABSW Census and is supported by the following:

- State government policies and strategies relevant to the study area.
- Willoughby and Ku-ring-gai Council reports, strategies and policies relevant to the socio-economic environment of the study area.
- Previous consultation undertaken for the proposal as outlined in the Boundary Street, Roseville Proposed Upgrade Community Issues Report (Roads and Maritime 2013).
- Observations made during a site inspection on 28 June 2013.
Construction compound site

Access to compound site (left-in / left-out)

Hill Street to be converted to left-in / left-out

Two dedicated left and two dedicated right turn lanes

Two through lanes

Potential secondary access to compound site (left-in / left-out)

Shared pedestrian/ cycle path (from Hill Street to Archer Street)

Utility adjustments

Embankment or retaining wall

Widening left turn lane and footpath reinstated

Potential secondary access to compound site (left-in / left-out)

Road pavement

Pedestrian path

Shared pedestrian/ cycle pathway

Embankment/ retaining wall

Concrete median

Recently widened railway bridge

Figure 2-1 Boundary Street Upgrade key features
Figure 2-2  Roseville Suburb and socio-economic features

REVIEW OF ENVIRONMENTAL FACTORS
Boundary Street Upgrade
3. Policy setting

This section provides an overview of the strategic policy framework relevant to the proposal, including State, regional and local government policies and strategies relevant to the socio-economic environment of the study area.

The proposal would address objectives outlined in:

- NSW 2021: A plan to make NSW Number One.
- NSW State Infrastructure Strategy.
- NSW Long Term Transport Master Plan.
- NSW Bike Plan 2010.
- Draft Metropolitan Strategy for Sydney to 2031.
- Pinch Point Program.
- Roads and Maritime Corporate Delivery Plan 2012-2013

3.1 NSW 2021: A Plan to Make NSW Number One

*NSW 2021: A Plan to Make NSW Number One* (NSW 2021 Plan) (NSW Department of Premier and Cabinet 2011) is the NSW Government’s 10 year strategic business plan which sets priorities for action and guides resource allocation to deliver economic growth and critical infrastructure throughout NSW. NSW 2021 places emphasis on investing in and delivering an efficient and effective transport system including road infrastructure that will relieve congestion, improve safety and expand capacity on road corridors.

The proposal directly addresses two of the objectives relating to transport and infrastructure identified in the NSW 2021 Plan, including:

- Reduction of travel times.
- Improving road safety.

Through the provision of additional lanes on Boundary Street as well as the upgrade to turning arrangements from Boundary Street to Archer Street, there would be a reduction in traffic congestion on Boundary Street and the Pacific Highway. As such, travel times would be reduced. The provision of a shared cycle and pedestrian pathway on the northern side of Boundary Street would improve road safety for cyclists.

3.2 State Infrastructure Strategy 2012-2032

The *State Infrastructure Strategy 2012-2032* (SIS) developed by Infrastructure NSW is a 20 year strategy which identifies and prioritises the delivery of critical public infrastructure to drive productivity and economic growth (Infrastructure NSW 2012). This assessment of the State’s existing infrastructure highlighted critical deficiencies in urban road capacity and provides strategic options to meet the challenges of population growth and substantial increases in freight volumes.

One of the objectives of the SIS is to reduce delays and manage traffic on major arterial roads across Sydney, including at pinch points (peak hour congestion problem areas). The Pacific Highway, which forms part of this proposal is an arterial road and is important for the movement of freight within Sydney. Locally, the Pacific Highway provides a link with Boundary Street which is an important connection to industrial areas in Sydney’s northern beaches. The proposal is consistent with the SIS as it would reduce traffic congestion and delays on Boundary Street and the intersection of Boundary Street/Pacific Highway, which has been identified as a pinch point.
3.3 NSW Long Term Transport Master Plan

The NSW Long Term Transport Master Plan (LTTMP) (TfNSW 2012) provides a framework to deliver an integrated, modern transport system by identifying NSW’s transport actions and investment priorities over the next 20 years.

The LTTMP has identified a number of challenges and actions relevant to the proposal including:

- Congestion and pinch point management in Greater Sydney to respond to the growing pressure on the road network. While Boundary Street has not been targeted as a pinch point within the LTTMP, it has been identified by the Roads and Maritime as part of the Roads and Maritime Pinch Point Program. The proposal is consistent with the aim of the LTTMP of reducing congestion and improving safety at pinch point locations.

- Being able to travel safer, including the provision of safe travel options and networks. Vehicles turning left from Hill Street into Boundary Street are a potential safety issue due to the lack of visibility for motorists. The proposal would allow for safer access from Hill Street into and out of Boundary Street. The removal of the right turn into Hill Street from Boundary Street would also assist in the reduction of risk taking for turning vehicles.

- Increasing network efficiency for freight movements. Boundary Street is identified as a secondary B-Double truck route, linking the major north-south arterial road of Pacific Highway to the industrial areas in northern Sydney, including Brookvale (Roads and Maritime 2012). The proposal would help to relieve congestion and improve network efficiency for freight movements between the Pacific Highway and northern Sydney.

3.4 NSW Bike Plan 2010

The NSW Bike Plan 2010 (Bike Plan) outlines a ten year bicycle infrastructure plan for NSW (NSW Government 2011). Objectives include connecting Sydney's district centres by building missing links in the Metro Sydney Bike Network and completing neighbourhood cycleway networks. The Bike Plan identifies cycling as important to combat congestion as well as improving quality of life.

The Metro Sydney Bike Network shows Boundary Street as part of a ‘missing link’ to connect Pacific Highway with Brookvale and Dee Why. The section of Boundary Street between Hill Street and Archer Street is part of a local bicycle route (Sydway Publishing 2010). The proposal includes provision of a shared cycle and pedestrian pathway between Hill Street and Archer Street providing a link for the future bike plans proposed by Willoughby and Ku-ring-gai Council.

3.5 Draft Metropolitan Strategy for Sydney to 2031

The Draft Metropolitan Strategy for Sydney to 2031 (Draft Metropolitan Strategy) (NSW Government 2013) was released for public comment in March 2013 and sets the framework and strategic planning foundation for Sydney’s housing and job growth to 2031.

Boundary Street is linked to the Pacific Highway, which is located within the Global Economic Corridor. The Global Economic Corridor is identified as a key ‘city shaper’ connecting Global Sydney (including Port Botany and Sydney Airport) with employment hubs and housing to the north-west, with Chatswood identified as a ‘major centre’. The proposal would expand capacity on Boundary Street, which would allow for improved connection with Pacific Highway.

3.6 Pinch Point Program

The traffic Network Management Strategy (also known as the Pinch Point Program) is identified in the NSW Urban Transport Statement (NSW Government 2006). The Pinch Point Program targets 23 corridors within the Sydney Region which experience congestion and poor traffic flow at peak hours (Roads and Maritime 2011). The objectives of the program are to reduce delay for road users, manage congestion, improve safety, and maintain consistent travel times along about 23 road corridors identified by the NSW Government.
Boundary Street has been identified by Roads and Maritime as a road corridor which experiences traffic congestion, causing travel delays and build-up of traffic on the wider road network. Boundary Street therefore forms part of the Roads and Maritime Pinch Point Program.

3.7 Roads and Maritime Corporate Delivery Plan 2012-2013

The Roads and Maritime 2012–2013 Corporate Delivery Plan outlines the delivery approach for the first year of the Roads and Maritime 2012–2016 Corporate Strategy. These two documents are intended to clearly outline what Roads and Maritime would deliver over the coming years. The Corporate Delivery Plan is structured around the transport result areas and contains direct responses to the strategy statements set out in the Roads and Maritime Corporate Strategy, setting out the deliverables and standards committed to in 2012–2013.

Strategy statements include achieving value for money, minimising impact on the environment, and improvements to the efficiency of the road network during peak times on Sydney’s road corridors. The objectives of this proposal are consistent with the strategy statements outlined above. In addition, the corporate delivery plan outlines the delivery of the Pinch Point Program as a key deliverable.

3.8 Ku-ring-gai Council

3.8.1 Draft Community Strategic Plan 2030

The Draft Community Strategic Plan 2030 is the long-term strategic plan for the Ku-ring-gai LGA. The plan outlines the community’s objectives and aspirations for the area’s future.

The Draft Community Strategic Plan identifies themes, which group key areas of concern or priority identified by the community, as well as long term objectives and performance indicators. Themes relevant to the proposal include:

- Places, spaces and infrastructure – maintenance of established infrastructure provisions, including roads, parks, drains and community buildings has been identified as a key challenge for Ku-ring-gai Council. The long term objective involves the provision of an improved standard of infrastructure that meets the community’s service level standards.

- Access, traffic and transport – the ability to move around is identified as an important factor in quality of life for local communities. Reduction in the use of private motor vehicles, through accessible footpaths, bikeways and a reliable public transport system, are identified as important.

3.8.2 Draft Social Impact Assessment Policy 2013

The purpose of the Draft Social Impact Assessment Policy 2013 (the policy) is to ensure that social impacts are assessed as part of Ku-ring-gai Council decision-making. The policy responds to the priority for Ku-ring-gai LGA to be a creative, healthy and liveable place, as identified in the Draft Community Strategic Plan 2030. The policy applies to proposals requiring varying levels of assessment, including planning proposals, Council policies, plans or projects and development or activities permitted under Part 5 of the Environmental Planning and Assessment Act 1979.

The policy indicates a commitment by Ku-ring-gai Council to ensure social impacts are considered as part of council decision making and planning within the Ku-ring-gai LGA. While Roads and Maritime is not required to obtain consent from Ku-ring-gai Council, the policy confirms the social impact assessment process followed for this proposal. It also confirms the consideration Roads and Maritime has given to the community through various information sessions and consultation with relevant stakeholders.
3.9 Willoughby Council

3.9.1 Willoughby City Strategy (2013-2029)

The Willoughby City Strategy (the strategy) is the community strategic plan for the Willoughby LGA. The strategy establishes a 16 year vision for the future of Willoughby City. The overarching principles guiding the strategy include sustainable development and social justice.

The strategy provides for six key areas including community and cultural life; natural environment; homes; infrastructure; economic activity; and governance. Themes relevant to the proposal include:

- Infrastructure – the Willoughby LGA is well connected with major arterial roads as well as bus and train infrastructure. The Council acknowledges that there has been a continued increase in car use within the Willoughby LGA which is causing logistical, economic, environmental and social issues. One of the goals of the strategy which relates to the proposal is to provide efficient asset management through efficient planning, maintenance and operation of infrastructure. Roads and Maritime has involved Willoughby Council in the development of the proposal to ensure it is consistent with goals relating to infrastructure planning, maintenance and operation.
4. Existing environment

This section provides an overview of the existing socio-economic conditions of the study area. Key characteristics considered include population and demography, local and regional economy, recreational uses, and social infrastructure.

4.1 Population and demography

4.1.1 Population and growth

At the 2011 Census, Roseville had an estimated residential population of about 9,170 people, of which about 1,434 people live in those neighbourhoods closest to the proposed works on Boundary Street.

In 2011, the Willoughby and Ku-ring-gai LGAs had a population of about 64,859 people and 109,109 people respectively.

The Ku-ring-gai LGA experienced a growth in population of about nine per cent between 2006 and 2011. Over the same period, the rate of population growth in the Willoughby LGA was also about six per cent. This is compared to about seven per cent increase in Greater Sydney for the same period.

The population of both LGAs is projected to grow to 2031, although at considerably lower rates than NSW as a whole. By 2036, the population of Willoughby LGA is forecast to grow to about 85,500 people, an increase of about 18 per cent from 2011. At the same time, the population of Ku-ring-gai LGA is project to increase by about 23 per cent to about 139,000 people. This is compared to a projected growth rate of about 29 per cent in NSW as a whole (NSW Department of Planning and Infrastructure, 2011).

4.1.2 Age and cultural diversity

In 2011, Roseville’s population had a median age of 39 years, compared to Greater Sydney at 36 years. Roseville had an older population compared to the Willoughby LGA (at 37 years) although younger than the population of Ku-ring-gai LGA (at 41 years). In 2011, Roseville had a slightly higher proportion of older people compared to the wider Sydney region, with about 15 per cent of people aged 65 years or over, compared to about 13 per cent in Greater Sydney. The suburb also had a relatively high proportion of children aged 0-14 years, with this group comprising about 22 per cent of the population in 2011, compared to 19 per cent in Greater Sydney.

Roseville is culturally diverse containing a large proportion of residents being of Asian descent. About 65 per cent of Roseville residents were born in Australia, with the remainder born in England, New Zealand, China, Hong Kong and Korea. Compared with Greater Sydney, Roseville comprises a larger proportion of residents of Asian descent. About 70 per cent of residents speak English at home, with other languages including Cantonese, Mandarin, Korean, Armenian and German. There is a low proportion of Aboriginal residents, when compared to Greater Sydney.

4.1.3 Families and households

Compared to Greater Sydney, Roseville generally had a higher proportion of families with children, with this group comprising about 60 per cent of families compared to about 50 per cent in Greater Sydney. Couple only families comprised about 30 per cent of families which was slightly lower than Greater Sydney at 34 per cent. The majority of Roseville residents live in separate houses, although houses adjacent to the proposal comprise a mix of medium-density and low density housing.

4.1.4 Socio-economic Indices for Areas (SEIFA)

The ABS produces a number of SEIFA that identify areas of relative advantage and disadvantage based on Census data.
The index of relative socio-economic advantage/disadvantage is a continuum of advantage to disadvantage. It considers indicators relating to family income, education, occupation type, wealth and living conditions to determine the relative level of advantage or disadvantage an area may experience relative to all other areas in Australia. A high decile\(^1\) score indicates a relative lack of disadvantage and greater advantage in general, reflecting many households with high incomes, or many people in skilled occupations and few households with low incomes or few people in unskilled occupations.

The index of economic resources reflects the economic resources of households in an area, based on indicators such as income, expenditure and assets including wages and rental costs for families, and variables that reflect wealth (eg dwelling size).

The 2011 ABS Census indicates that the Roseville State Suburb comprises the highest possible score of socio-economic advantage (decile of 10) as well as the highest score of economic advantage (decile of 10). This shows that Roseville residents experience a high level of access to employment, income and living conditions.

4.2 Transport and access

About 46 per cent of Roseville residents rely on a vehicle for travel to work, while about 18 per cent travel via train, and about five per cent via bus. When compared to Greater Sydney, a high proportion of residents rely on public transport to reach work. This reflects the suburb’s high level of access to both train and bus services.

Boundary Street forms part of a road network which services vehicles, commercial and freight vehicles and buses connecting between the Pacific Highway and the northern suburbs. Vehicles also use Boundary Street to access Archer Street, which connects with the Chatswood retail centre and employment hub.

Dedicated off-road cycle path facilities are limited in Roseville. A pedestrian pathway is currently located to the north of Boundary Street, between Hill Street and Archer Street. The Northern Sydney Cycling Map indicates that there is a network of marked on-road routes as well as suggested unmarked on-road routes through many side-streets of Roseville (Sydway Publishing 2010).

The Roseville train station is located north of Boundary Street and Boundary Street itself services a number of bus routes including route 558, which connects Chatswood train station with Lindfield train station. A number of bus stops are also located near the proposal at the following locations:

- Pacific Highway, north of the Boundary Street/Pacific Highway intersection.
- Pacific Highway, adjacent to the construction compound, south of the Boundary Street/Pacific Highway intersection.
- Hill Street.
- Boundary Street.
- Archer Street and adjacent to the Roseville train station.

4.3 Community values

Community values are those elements considered to be important to quality of life and wellbeing. Community values have been informed by the review of social policies and strategies relevant to the Willoughby and Ku-ring-gai Councils as well as the outcomes of consultation previously undertaken for the proposal and observations of the study area.

Residents within the Willoughby and Ku-ring-gai LGAs generally value the lack of crowding, peace and quiet, established trees and gardens, heritage buildings, family friendly environment and access to the natural

\(^1\) Deciles divide a distribution into ten equal groups. The lowest scoring 10 per cent of areas are given a decile number of one, the second-lowest 10 per cent of areas are given a decile number of two, up to the highest 10 per cent of areas that are given a decile number of 10 (ABS, 2008).
environment through urban bushland and National Parks. It is also acknowledged by residents that these qualities are either absent or rapidly disappearing from many parts of the surrounding metropolitan area. Residents want to preserve these aspects of their environment and are deeply concerned about the prospect of over-development (Ku-ring-gai Council 2006).

The Community Issues Report (Roads and Maritime 2013) indicates that the community surrounding the proposal currently value:

- The peace and quiet of streets located adjacent to or near Boundary Street.
- Safety for pedestrians and cyclists, particularly for school students travelling to and from Roseville College.
- Local heritage items, including Ku-ring-Gai Court at 3 Boundary Street, Roseville.

The Community Issues Report also suggests that residents of properties located to the north of Boundary Street currently experience amenity impacts due to the high traffic volume and congestion on Boundary Street, particularly during peak hours. It is suggested that the mature trees bordering these properties currently provide some buffering between residential dwellings and Boundary Street.

4.4 Economic profile

4.4.1 Income and employment

The median weekly household income in Roseville ($2,563) was considerably higher than that of Greater Sydney, which comprises about 20 per cent of households with a gross weekly income of $600 and about 16 per cent of households with a gross weekly income of more than $3,000.

In 2011, about 60 per cent of Roseville’s labour force was employed full time and about 30 per cent were employed part time. This relates to the population who are aged over 15 years and employed. The most common occupations in Roseville include professionals, managers, clerical and administrative workers, sales workers, and community and personal service workers.

The suburb had a relatively high proportion of people who worked from home, with this group representing about seven per cent of workers in Roseville compared to about four per cent in Greater Sydney.

4.4.2 Local business and industry

Roseville is comprised of a number of local businesses which mainly service the local residents of Roseville and surrounding suburbs of Chastwood West, Lindfield and East Lindfield. These are mainly located along the Pacific Highway near the intersection with Boundary Street as well as near the Roseville train station, on the Pacific Highway and Hill Street. Businesses located near the Roseville train station comprise retail, restaurants and local services, such as veterinary, real estate and medical services. Three businesses are located at the intersection of Boundary Street and the Pacific Highway, including:

- Seven Eleven petrol station, comprising fuelling and other vehicle related services as well as a retail shop.
- The Framing Factory (framing and mirror retail).
- White Lady Funerals (funeral director services).

The businesses are likely to serve both local and wider regional catchments.

More broadly, Roseville is connected to Chatswood in the south which is identified as a major centre and an area for future economic growth in the Draft Metropolitan Strategy. Chatswood currently comprises two large mall complexes which form the basis for the second largest retail precinct in Sydney (Willoughby Council 2008). In addition, Chatswood comprises office space for a number of domestic and international businesses as well as a number of local services, including a range of medical services and the Doughtery Community Centre.
As discussed in Chapter 3, Boundary Street is identified as a secondary B-Double truck route, linking the major north-south arterial road of the Pacific Highway to the industrial areas in northern Sydney, including Brookvale.

### 4.5 Social infrastructure

Social infrastructure refers to community facilities, services and networks which help individuals, families, groups and communities meet their social needs, maximise their potential for development and enhance community well-being.

Social infrastructure located within Roseville, close to the proposal includes:

- Public transport facilities, including the Roseville train station to the north and the Chatswood train station to the south. Both train stations service the North Shore line, with the Chatswood train station also servicing the Northern line and providing a major bus transit centre.
- Bus stops located near to the proposal, as outlined in Section 4.2 and shown in Figure 2-2.
- Local parks, including:
  - Bancroft Park at Victoria Street.
  - Roseville Park at Clanville Road.
  - Little Digger Park at Archbold Road.
  - Muston Park at Lord Street.
  - Beauchamp Park at Beauchamp Avenue.
- Roseville Golf Club to the north at Links Avenue.
- St Andrews Church, Roseville to the north at Bancroft Avenue.
- Roseville Public School and Roseville College to the north at Archbold Road and Bancroft Avenue respectively.

An existing pedestrian pathway is also located on the northern side of Boundary Street. The pathway is elevated and includes steps connecting to a pedestrian crossing. It was noted during consultation for the proposal that access via these steps is identified as an issue for elderly people and others with mobility difficulties.

### 4.6 Summary of the existing socio-economic environment

Key characteristics of the study area include:

- A residential population of about 9,170 people, of which 1,434 people are located in neighbourhoods closest to the proposal.
- A predominance of full-time workers and a median weekly household income higher than that of Greater Sydney, indicating the community has relatively high levels of advantage and good access to economic resources.
- Roseville is well connected to surrounding suburbs and Boundary Street plays an important role in connecting the Pacific Highway with northern Sydney, particularly for freight vehicles.
- The majority of Roseville residents rely on private vehicles to travel to work, however a large proportion also use the train reflecting the location of the Roseville train station.
- A range of community facilities and local businesses are located near to the proposal, while a key employment and retail hub for the Greater Sydney region is located at Chatswood, to the south of the proposal.
- Communities within the Willoughby and Ku-ring-gai LGAs value the quality of the natural environment, the built and natural heritage of the area as well as the quiet and peaceful surrounds of their communities.
Residents surrounding the proposal value the peace and quiet of side-streets near to Boundary Street, safety for pedestrians and cyclists as well as Ku-ring-Gai Court, which is listed as a local heritage item. Residents on Boundary Street currently experience visual and noise impacts from the high traffic volumes and congestion, particularly during peak hours.
5. Potential impacts

The proposal has the potential for both wider regional and local benefits in the medium to longer term through reduced traffic congestion and improved access and connectivity. However, the project would also result in impacts and changes to the existing socio-economic environment for communities and businesses in Roseville and the wider region.

This section describes the potential benefits and impacts of the proposal’s design, construction and operation for local and regional communities.

5.1 Design

Potential impacts of the proposal’s design mainly relate to:

- Property acquisition.
- Impact on community values, including those relating to local heritage and vegetation.

5.1.1 Property acquisition and adjustments

The proposal would require the partial acquisition or adjustments of 12 properties. This includes relocating property boundary fencing, driveway adjustments and loss of roadside trees and landscaped areas. Properties impacted by partial acquisition and adjustments are listed in Table 5.1 and shown in Figure 5-1. All property adjustment works to offset impacts will be undertaken in consultation with the property owner. All acquisition will be undertaken in accordance with the RMS Land Acquisition Policy and the *Land Acquisition (Just Terms Compensation) Act 1991*.

Two properties directly impacted by the proposal have been acquired (strip acquisitions of property frontages) by Roads and Maritime through negotiation with the property owners. The majority of properties impacted by partial acquisition comprise residential uses. It is not anticipated that residents would need to be relocated as a result of the partial property acquisition. One business is affected by partial acquisition, being the Seven Eleven petrol station located at 2 Boundary Street, which is located along the frontage of Boundary Street and the Pacific Highway.
Table 5.1: Property acquisition and adjustments required for the proposal

<table>
<thead>
<tr>
<th>Address</th>
<th>Lot and DP</th>
<th>Acquisition type</th>
<th>Current land use</th>
<th>Area (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Pacific Highway</td>
<td>SP DP 61386</td>
<td>Partial</td>
<td>Residential</td>
<td>70</td>
</tr>
<tr>
<td>2 Boundary Street</td>
<td>Lot 101 DP 1042439</td>
<td>Partial</td>
<td>Business</td>
<td>70</td>
</tr>
<tr>
<td>5 Boundary Street</td>
<td>Lot 15 DP 1143956</td>
<td>Partial</td>
<td>Residential</td>
<td>126</td>
</tr>
<tr>
<td>7 Boundary Street</td>
<td>Lot 16 DP 1143958</td>
<td>Partial</td>
<td>Residential</td>
<td>127</td>
</tr>
<tr>
<td>9 Boundary Street</td>
<td>Lot 17 DP 1143960</td>
<td>Partial</td>
<td>Residential</td>
<td>127</td>
</tr>
<tr>
<td>11 Boundary Street</td>
<td>Lot 18 DP 1143962</td>
<td>Partial</td>
<td>Residential</td>
<td>173</td>
</tr>
<tr>
<td>15 Boundary Street</td>
<td>Lot 19 DP 1143964</td>
<td>Partial</td>
<td>Residential</td>
<td>-</td>
</tr>
<tr>
<td>17 Boundary Street</td>
<td>Lot 20 DP 1143966, Lot 21 DP 1143968</td>
<td>Partial</td>
<td>Residential</td>
<td>151</td>
</tr>
<tr>
<td>19 Boundary Street</td>
<td>Lot 22 DP 1143968, Lot 23 DP 1143968</td>
<td>Partial</td>
<td>Residential</td>
<td>137</td>
</tr>
<tr>
<td>23 Boundary Street</td>
<td>Lot 25 DP 1143970, Lot 24 DP 1143968</td>
<td>Partial</td>
<td>Residential</td>
<td>-</td>
</tr>
<tr>
<td>25 Boundary Street</td>
<td>Lot 26 DP 1143972</td>
<td>Partial</td>
<td>Residential</td>
<td>37</td>
</tr>
<tr>
<td>27 Boundary Street</td>
<td>Lot 27 DP 1143956</td>
<td>Partial</td>
<td>Residential</td>
<td>25</td>
</tr>
<tr>
<td>29 Boundary Street</td>
<td>Lot 29 DP 1143956</td>
<td>Partial</td>
<td>Residential</td>
<td>5</td>
</tr>
</tbody>
</table>

A temporary lease of land would also be required to provide for ancillary construction facilities, including a stockpile and compound site. A preliminary site has been identified at Lot 1 DP 531547 and Lot 19 DP 135079 which is near 1000 Pacific Highway, Roseville. Part of this site is currently used by McCarroll Automotive Group (the owner) for parking of new vehicles, with the remaining area of the site left vacant.

Impacts associated with property acquisition include potential uncertainty for affected residents, property owners and the business owner of the Seven Eleven petrol station about the property acquisition process. Roads and Maritime has been consulting with property owners, business owners and local residents since November 2012 (Roads and Maritime 2013). This has included consultation with directly affected residents and businesses about potential impacts and the property acquisition process and opportunities for property owners, business owners and residents to input into the development of the concept design. It is Roads and Maritime policy that all property adjustment works to offset impacts will be undertaken in consultation with the property owner. All acquisition will be undertaken in accordance with the RMS Land Acquisition Policy and the Land Acquisition (Just Terms) Compensation) Act 1981.

During community consultation, the community expressed concern that partial acquisition could impact on the future development potential of properties located to the north of Boundary Street. Since consultation, these properties have since progressed for redevelopment into three multi-storey apartment blocks. One has been completed (east of Melnotte Avenue). Of the two remaining blocks on the northern side of Boundary Street (between Ku-ring-gai Avenue and Melnotte Avenue), one has had the development application approved and the remaining one has had plans lodged and is being considered for development approval. The location of the developments is shown on Figure 5-1.

5.1.2 Community values

The proposal would require the removal of about 30 mature street trees on the northern side of Boundary Street. The Boundary Street Upgrade Visual Impact Assessment (CLOUSTON Associates 2013) indicates that this would result in the loss of green edge to Boundary Street, impact on the visual amenity for residential properties along Boundary Street as well as road users and pedestrians.
As discussed in Section 4.1, residents within the Willoughby and Ku-ring-gai LGAs value the presence of established trees and gardens and heritage buildings within the local area, and acknowledge that these aspects are rapidly disappearing and are motivated to preserve these aspects of their environment. This is also consistent with the concerns raised by residents during consultation for the proposal about impacts on amenity due to the removal of vegetation on the northern side of Boundary Street (Roads and Maritime 2013).

The proposal would require trenching on the northern and southern side of Boundary Street as well as Archer Street. This may damage the root zones of some trees (generally determined by the dripline of the tree) and potentially require the removal of affected trees. Trenching requirements would be determined during detailed design and an arborist would be consulted prior to vegetation removal to advise whether the tree can be retained.

Removal of the vegetation on the northern side of Boundary Street and the potential for removal of trees due to trenching would result in short-medium term impacts on the community.

The proposal would involve the construction of a retaining wall on the northern side of Boundary Street close to Ku-ring-gai Court (3 Boundary Street, Roseville), which is a local heritage listed item under the Ku-ring-gai Local Environmental Plan 2012. During consultation for the proposal, residents of Ku-ring-gai Court raised concerns around the impact on the heritage values of this property.

During consultation, the community also queried whether the construction works had the potential to impact the property foundations. The Boundary Street Upgrade Noise and Vibration Assessment (SKM 2013) prepared for the proposal concluded that “the potential for structural or cosmetic damage at the two heritage items (Ku-ring-gai Court and Electricity Substation No. 312) within the proposal area is minimal”. Relevant safeguards have also been included to manage the risk. Impacts to Ku-ring-gai Court include loss of landscaped areas.
Figure 5-1  Property acquisition and development application at 5-15 Boundary Street

REVIEW OF ENVIRONMENTAL FACTORS
Boundary Street Upgrade
5.2 Construction

The construction period is anticipated to take about 18 months. Potential impacts mainly relate to:

- Temporary changes to access and connectivity.
- Delays and disruptions to business and industry.
- Changes to local amenity.

5.2.1 Access and connectivity

Construction works would result in the following access and connectivity related impacts:

- Disruption to local access for motorists and public transport users.
- Changes to access arrangements to community facilities accessed via Hill Street.
- Disruption to the operation of bus stops near the proposed works.
- Disruption to the operation of the existing pedestrian pathway on the northern side of Boundary Street.
- Potential changes to private property access.

These impacts are discussed further below.

The Boundary Street/Pacific Highway, Boundary Street/Hill Street and Boundary Street/Archer Street intersections currently operate as busy intersections, particularly during peak travel times. During construction temporary changes would be required to local access while potential delays and disruptions may occur near to construction works for motorists and public transport users, particularly during the construction of the shared pedestrian and cycle pathway on the northern side of Boundary Street.

During construction, changes may occur to access arrangements for local residents and people accessing services and facilities such as St Andrew’s Church, Roseville College, Roseville train station, and businesses to the north of the proposal. This is due to the potential for temporary closure or restrictions in access to the intersections of Hill Street and Archer Street with Boundary Street. This may require residents and other motorists to use alternate routes to access communities north and south of Boundary Street. This may result in temporary increases in traffic in some local streets such as Spearman Street and Wandella Avenue north of Boundary Street and Spearman Street and Darling Street to the south. Any changes to traffic movement would be carried out in accordance with the approved Road Occupancy Licence.

Construction works may temporarily disrupt the operation of bus stops near to the proposed works. This includes the bus stops located adjacent to the construction compound (Lot 1 DP 531547 and Lot 19 DP135079), at the intersection of the Pacific Highway/Boundary Street, and on Boundary Street. This may require the use of temporary bus stops. Any changes to bus stop locations would need consultation and approval from the relevant bus authority as well as consideration of the needs of elderly people and people with mobility difficulties. Construction activities on Boundary Street and Hill Street may also cause delays for some public transport users. This includes users of bus route 558 (Forest Coaches), which currently uses Hill Street. Notification of public transport users about potential temporary changes to bus services during construction would assist in managing potential impacts. It is anticipated that the delay to bus route 558 would occur during the construction of the shared pedestrian and cycle pathway on the northern side of Boundary Street.

Construction works may require changes to access for pedestrian and cyclists near to construction works. In particular, this includes changes to the existing pedestrian pathway between Hill Street and Archer Street. Consultation for the proposal indicated that the Roseville community are concerned that walking routes for students attending the Roseville College would be changed before and after school hours (Roads and Maritime 2013).
During construction, changes may be required to property access particularly on the northern side of Boundary Street and Hill Street. On-going consultation with residents about potential changes and alternative access arrangements would be undertaken to minimise impacts.

5.2.2 Local economy

Boundary Street forms part of a freight route, providing access for freight trucks and commercial vehicles between the Pacific Highway and the industrial areas in the northern beaches. It is anticipated that construction activities at Boundary Street, the Pacific Highway and Hill Street may result in minor delays and disruption for day-time and night-time freight and commercial traffic.

In addition, parking on Hill Street may be temporarily impacted during construction works at the Hill Street/Boundary Street intersection due to the potential for construction vehicles and plant to occasionally require parking facilities on the eastern side of Hill Street. This may result in impact on parking facilities for businesses located on Hill Street requiring visitors to seek alternate parking elsewhere. Alternative parking for businesses to the north of Hill Street is available on the western side of Hill Street as well as streets to the east of Hill Street, including Victoria Street, Bancroft Avenue, Lord Street and Roseville Avenue.

Access to the Seven Eleven Petrol Station would be maintained at all times.

5.2.3 Local amenity

Construction activities would result in impacts on amenity businesses such as The Mirror Factory, White Lady Funerals and the Seven Eleven Petrol Station. In particular, impacts on amenity may result from increased construction noise as well as visual impacts. The owners of these businesses would be notified prior to the commencement of construction works to ensure that potential impacts are appropriately managed.

Impacts on amenity would be experienced by residents located on the northern side of Boundary Street as well as at residential properties near the intersection of Boundary Street/Pacific Highway. During consultation, residents of Ku-ring-gai Court and houses on Boundary Street, raised concerns about noise impacts and loss of amenity and privacy. As indicated in Section 4.1.2, the study area also has a relatively high proportion of people who work from home and elderly people. These people may experience greater disruption from construction noise given that they are more likely to be at home during key construction periods.

While works would generally be undertaken during day-time hours, some works may be required at night and weekends. This may impact on the sleeping patterns of some residents close to the construction works, particularly those residences located on the northern side of Boundary Street.

5.3 Operation

5.3.1 Access and connectivity

The proposal would provide a range of long term socio-economic benefits for the Roseville community as well as communities and businesses in the wider region. These include:

- Reduced traffic congestion and improvement to traffic flow, improving access and connectivity for motorists travelling east-west between the Pacific Highway and northern Sydney and to the Chatswood town centre via Archer Street; as well as buses turning at the Pacific Highway, Hill Street and Archer Street.
- Improved access, connectivity and reliability for local and regional freight vehicle movements, particularly between the Pacific Highway and the industrial areas of northern Sydney.
- Improved safety for pedestrians, cyclists and motorists due to the changed turning arrangements at Hill Street and Boundary Street and the improved shared pathway facilities and phasing of pedestrian crossings.
- Improved access for pedestrians with mobility difficulties due to the removal of the stairs used to access the pedestrian crossing at the intersection of Boundary Street and Archer Street. The stairs would be replaced.
by a shared pedestrian and cycle pathway, which would provide improved access to the signalised crossing between the pathway and Archer Street.

Locally, the proposal would result in changed access arrangements for motorists and buses, including:

- Hill Street, which would be converted into a left in/left out turning arrangement. This would change access for some motorists that currently use Hill Street to access the Roseville train station, and businesses and social infrastructure located to the north of the proposal. A right turn from Boundary Street would no longer be permitted. In addition, access arrangements would change for private vehicles between Boundary Street and St Andrew’s Church and Roseville College to the north as motorists would no longer be able to turn right from Boundary Street to Hill Street. Changes to these access arrangements would require some motorists to use alternate routes to access these businesses and facilities, such as Victoria Street, Bancroft Avenue or Lord Street, via Wandella Street.

- Changes to the intersection arrangements at Hill Street will mean buses would no longer be able to turn into Hill Street from Boundary Street. This would require a change to the route for Forest Coaches route number 558. Traffic surveys of the Boundary Street intersections with the Pacific Highway, Hill Street and Archer Street were carried out in 2010 between 6-10am and 3-8pm (Roads and Maritime 2012). The survey found that very few bus movements were recorded via Hill Street, which may indicate that a change to the existing bus route 558 may be managed with appropriate forward planning and consultation with Forest Coaches.

5.3.2 Social infrastructure

During operation of the proposal there would be no direct impacts on social infrastructure identified within Roseville. Indirect impacts include changed access arrangements to community facilities located to the north of the proposal, which is discussed in Section 5.3.1. In addition, access arrangements would change at Hill Street for vehicles which currently rely on a right-turn to access Roseville College and St Andrew’s Church. Potential alternative streets to access the school and church are identified in Section 5.3.1 and it is anticipated that there would be changed traffic conditions, such as more vehicles required to use alternate streets particularly near to Roseville College and residential properties.

An upgrade to the existing pedestrian pathway would be provided on the northern side of Boundary Street, between Hill Street and Archer Street. Currently, this facility is elevated above Boundary Street, making it difficult for less mobile pedestrians to access at the Archer Street end (Roads and Maritime 2013). The upgraded shared pathway would be constructed at the same level as Boundary Street therefore providing an improved facility for cyclists and pedestrian. At a strategic level, it also provides an improved cycle facility for the ‘missing link’ in the Metro Sydney Bike Network (NSW Government 2010).

While 2011 ABS data indicates that there are a small number of cyclists within Roseville, the Community Issues Report indicates that the upgrade to cyclist facilities would be welcomed by residents and cyclists who commute to work, particularly for cyclists using Boundary Street between Hill Street and Archer Street during peak hour traffic (Roads and Maritime 2013).

5.3.3 Local economy

Direct impacts on businesses include partial property acquisition of the Seven Eleven Petrol Station property, which would require the relocation of existing signage located on the north-western corner of the property. The partial property acquisition and relocation of the existing signage would not impact on the viability or operation of the Seven Eleven fuelling activities or retail component.

Indirect impacts on the local economy include:

- Changed access arrangements at Hill Street, which could change the way vehicles access businesses located on Hill Street to the north of the proposal. As discussed in Section 5.3.2 vehicles would be required to use alternate routes to access businesses located on Hill Street, which could temporarily impact way-finding for vehicles to access these businesses and services.
6. Safeguards and management measures

Table 6-1 outlines the safeguards and management measures for potential socio-economic impacts resulting from the proposal.

**Table 6.1: Safeguards and management measures**

<table>
<thead>
<tr>
<th>Impact</th>
<th>Environmental safeguards</th>
<th>Responsibility</th>
<th>Timing</th>
</tr>
</thead>
</table>
| Property acquisition             | • All property adjustment works to offset impacts will be undertaken in consultation with the property owner.  
• All acquisition will be undertaken in accordance with the RMS Land Acquisition Policy and the Land Acquisition (Just Terms) Compensation) Act 1981. | Roads and Maritime        | Pre-construction and construction |
| Access and connectivity          | • The community will be kept informed about upcoming road construction activities, including through advertisements in the local media and by prominently placed advisory notices and/or variable message signs.  
• Pedestrian and cyclist access will be maintained throughout construction.  
• Provision of signage outlining the pedestrian and cyclist diversion routes would be displayed during construction.  
• There will be advance notification of any construction works that affect pedestrians and cyclists.  
• Property access will be maintained at all times where feasible.  
• Where temporary access impacts are necessary, owners and tenants would be consulted regarding alternate access arrangements.  
• The traffic management plan will include measures to minimise heavy vehicle usage and parking on local roads. Where practicable, deliveries of construction plant and materials will be undertaken outside of peak traffic periods.  
• Access to appropriate bus stop locations would be maintained during construction in consultation with bus operators.  
• Ongoing updates on locations and access to bus stops would be provided to the community during construction period to ensure that disruption is minimised. | Roads and Maritime        | Pre-construction and construction |
| Local economy                    | • Where temporary access impacts are necessary, owners and tenants would be consulted regarding alternate access arrangements. | Roads and Maritime        | Pre-construction and construction |
| Community values and amenity     | • It is recommended that shadecloth or similar be affixed to construction boundary fencing to maintain privacy and minimise impact from dust during construction adjacent to Ku-ring-gai Court. | Roads and Maritime and construction contractor | During construction |
7. Conclusion

This report provides an assessment of potential socio-economic impacts associated with the design, construction and operation of the Boundary Street Upgrade. The assessment of socio-economic impacts involved:

- Scoping the range of issues relevant to the socio-economic environment of the Roseville State Suburb, as defined by the Australian Bureau of Statistics.
- Describing the existing socio-economic environment of the study area to provide a baseline from which impacts of the proposal can be assessed.
- Identifying and assessing potential socio-economic impacts of the proposal’s construction and operation on local communities.
- Identifying measures to manage or mitigate potential impacts on the socio-economic environment and maximise potential benefits.

The proposal is expected to provide a range of benefits for the socio-economic environments on the Roseville community as well as the broader economy, including:

- Improved access, connectivity and reliability for local and regional freight vehicle movements, particularly between the Pacific Highway and the industrial areas of northern Sydney.
- A reduction in traffic congestion and improvement to traffic flow which would support improved connections for vehicles travelling between the Pacific Highway and northern Sydney in an east-west direction; vehicles travelling to Archer Street to access the Chatswood town centre; as well as bus manoeuvrability turning at the Pacific Highway, Hill Street and Archer Street.
- Improved safety conditions due to the changed turning arrangements at Hill Street and Boundary Street and for pedestrians and cyclists due to the improvement in shared pathway facilities and crossing light phasing.

The design of the proposal would result in the following impacts:

- Partial acquisition of 12 properties, two of which are already owned by Roads and Maritime. This may result in a degree of uncertainty for some residents and business owners about the property acquisition process, such as the timing as well as possible impacts on future development.
- Potential impacts on community values relating to the local heritage listed item, Ku-ring-gai Court at 3 Boundary Street, Roseville as well as amenity issues, including noise and visual impacts. This would be due to the removal of vegetation and the proposal being located closer to properties on the northern side of Boundary Street.

During construction, potential impacts for the Roseville community include:

- Temporary changes to access and potential for traffic delays and disruptions near to construction works, including for motorists, public transport users, pedestrians and cyclists. Construction works are also likely to disrupt the operation of bus stops, particularly the bus stop located adjacent to the construction compound, as well as commercial and freight transport operators.
- Temporary disruption to pedestrian and cycle access near to construction works, including changes to the shared pedestrian and cycle pathway between Hill Street and Archer Street.
- Local amenity impacts on residents and nearby businesses, including noise and vibration as well as visual impacts.
During operation, the proposal has the potential for wider regional and local benefits in the medium to longer term through reduced traffic congestion and improved access and connectivity. In particular, the upgrade to the existing shared cycle and pedestrian pathway would improve accessibility for pedestrians and cyclists. However, the proposal would also result in impacts and changes to the existing socio-economic environment for communities and businesses in Roseville and the wider region. Potential impacts on and changes to the socio-economic environment include:

- **Access and connectivity** – changed turning access arrangements into Hill Street, which is currently a key route for vehicles to access the Roseville train station, businesses and community facilities located to the north of the proposal via Hill Street. Access arrangements would also change for buses via which currently use Hill Street as part of a regular route.

- **Local economy** - partial property acquisition of the Seven Eleven petrol station property, which would require the relocation of existing signage located on the north-western corner of the property. Indirect impacts on the local economy include changed access arrangements to businesses located on Hill Street to the north of the proposal which may result in changes to the way locals and visitors access business located on Hill Street.

The implementation of safeguards and management measures as well as the implementation of traffic management plans would assist in avoiding or mitigating potential impacts on the socio-economic environment during construction and operation, and maximise or enhance the proposal’s benefits.

Consultation has been on-going with affected property owners, businesses and communities. This has assisted with the planning, environmental management and monitoring to avoid and minimise potential socio-economic impacts of the proposal’s construction. Notification to the community and business owners would be required prior to construction.
8. References


NSW Department of Premier and Cabinet (2011), 2021: A plan to make NSW number one, NSW Government, Sydney, Australia.

NSW Government 2010, NSW Bike Plan, NSW Government, Sydney, Australia.


Transport for NSW (TfNSW) 2012, NSW Long Term Transport Master Plan, Transport for NSW, Sydney, Australia.
