Epping Road widening between Essex Street and Blaxland Road, Epping

Appendix L
Socio-economic impact assessment report

November 2015
Rocks and Maritime Services

Epping Road Westbound Widening between Essex Street and Blaxland Road at Epping
Socio-economic Impact Assessment Report

November 2015
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Executive summary

**Introduction**

Roads and Maritime Services (Roads and Maritime) is proposing to widen Epping Road between Blaxland Road and Essex Street, and upgrade the intersection of Epping Road and Essex Street. The proposal is part of the Epping Town Centre Urban Activation precinct, which aims to improve traffic flow, reduce traffic delays and improve road safety. Currently Epping Road is two lanes in both eastbound and westbound directions.

The proposal involves widening Epping Road over a distance of about 500 metres from Blaxland Road to the east of Essex Street. The key features of the proposal include:

- Providing an additional westbound lane by widening the southern side of Epping Road by about 3.7 metres between Essex Street and Blaxland Road
- Upgrading the intersection of Epping Road and Essex Street to provide the following:
  - Widening on the north-eastern side of the intersection to provide an additional right turn lane into Epping Road (westbound) resulting in two marked right turn lanes, and an unmarked shared left turn/through lane
  - Widening on the south-western side of the intersection to provide an additional left turn lane from Essex Street onto Epping Road (westbound)
  - Removing the right turn movement from Epping Road to Essex Street in both directions
  - Providing three new traffic light controlled pedestrian crossings
- Removing the right turn movement from Langston Place into Epping Road in the westbound direction
- Constructing a raised median (about 340 metres long) along Epping Road, between Langston Place/Blaxland Road and just west of Essex Street. This would restrict access from Epping Road to Forest Grove and Smith Street, and to residential properties along this section of Epping Road, to left-in and left-out only
- Constructing a raised median about 20 metres long on Essex Street north of Epping Road intersection
- Constructing a 1.2 metre wide pedestrian pathway
- Property adjustments
- Utility adjustments within the proposal site
- Temporary construction compounds and stockpile sites.

At least one compound would be required for the proposal. Four potential compound location options are being considered. One or more of these sites may be used:

- Compound A on part of lot 1 deposited plan (DP) 1192833 (2 Epping Road), which is occupied by an automotive garage (Tuffy’s Auto Centre) located on the corner of Epping Road and Blaxland Road. The area of the site which may be used as a compound currently comprises a grassed area and service centre parking
- Compound B at lot 5 DP 1033683 (36 Essex Street), which includes one residential property owned by Roads and Maritime located on the corner of Epping Road and Essex Street
• Compound C at lot 20 DP 10385 (38 Essex Road) which includes one residential property owned by Roads and Maritime located on the corner of Epping Road and Essex Street
• Compound D on lot 10, 11 and 12 DP 10385 (2 and 4 Forest Grove) which includes two residential properties.

The proposal would require partial acquisition and related property adjustments of 14 properties and the total acquisition of one property.

Two properties may require demolition due this proposal.

Roads and Maritime has engaged GHD to prepare a Socio-Economic Impact Assessment (SEIA) to consider impacts on the local community and businesses and provide recommendations to minimise negative impacts.

This report presents the findings of the SEIA for the proposal. The SEIA provides an analysis of the current socio-economic profile of the local area, findings from community consultation, and findings from noise, traffic and visual studies to identify potential socio-economic impacts. Potential benefits and negative impacts are identified, along with the stakeholder groups which may be affected by each impact. Mitigation or enhancement strategies are then identified for each impact.

**Community profile**

Analysis of the local community profile for the study area indicates that the resident community is more advantaged, younger and fewer people require assistance with core activities compared to the broader district of Pennant Hills-Epping (ABS 2011). The profile found that residents have low to moderate levels of car dependency. In addition, there is a relatively high proportion of rented properties.

The community profile analysis also found that local social infrastructure is primarily located within the Epping Town Centre, in the northern portion of the study area. Social infrastructure includes community facilities, places of worship, educational institutions and local open space and parks.

The local study area is well-serviced by train and a number of bus routes, with a higher proportion of people commuting to work using these modes than the broader district. Overall these factors indicate that the ability of the local community to adapt to the changes in access is greater than the wider district.

**Property acquisition**

The total acquisition of one property located on Essex Street would be required for this project.

Fourteen properties including businesses and residences located on the southern edge of Epping Road between Essex Street and Blaxland Road, and some properties on both sides of Essex Street would also need to be partially acquired. This would be a direct and permanent impact affecting a small proportion of residents at the local level.

Partial acquisition would result in the loss of the roadside strip of the properties affecting driveways and yard areas however people would not need to relocate from their properties. The affected properties are primarily larger residential blocks with significant rear yards so with partial acquisition most will retain private open space.

Property acquisition and adjustment requirements would be refined during detailed design.
Summary of consultation outcomes

Roads and Maritime undertook the first round of consultation with the community and stakeholders in August and October 2014 with a total of 218 comments received. Community consultation revealed the following key concerns:

- Changes to access, particularly the removal of the right turn from Langston Road and the removal of the right turn from Epping Road to Forest Grove.
- Congestion in the local area as additional traffic flows onto local roads, particularly Essex Street and Pembroke Street, and the safety implications for local residents and school students.
- Suggestions to improve or alter the design.

Some comments were raised about the justification for a new traffic light controlled pedestrian crossing for Epping Road and Essex Street. Few comments related to environmental concerns such as noise, heritage and air quality.

Following modifications to the design, Roads and Maritime undertook a second round of community and stakeholder consultation in December 2014 with a total of 93 submissions received. Feedback mostly related to the original proposal and as a result, raised similar concerns as the first round of consultation. Additional community concerns raised in December 2014 include:

- Changes to access, particularly the removal of the right turn movements from Epping Road into Essex Street in both directions.
- Longer term impacts from increased housing density in the future.

The consultation outcomes from the *Epping Town Centre Urban Activation Precinct Finalisation Report* (NSW Department of Planning and Infrastructure, 2013) were also reviewed, indicating that traffic congestion is a key issue for the community.

Key findings of the assessment

The key findings of the SEIA indicate the following potential socio-economic impacts may result from the proposal.

Construction impacts

- During construction, local residents and road users who travel via Epping Road to access Epping Town Centre and surrounding areas are likely to experience increased delays and travel times and minor increased construction traffic.
- Residences with driveway access to Epping Road may experience temporary reduced access into and out of the property. Property access would be maintained using temporary arrangements. Property access would change to left-in/left-out only, therefore residents would be required to use detour routes.
- General pedestrian access along Epping Road and at the intersection of Epping Road and Essex Street may be temporarily impacted. Pedestrian access would at times be diverted as construction occurs.
- Businesses and social infrastructure within or adjacent to the proposal site may experience temporary access and amenity impacts due to construction activities.
- Properties and road users within and adjacent to the study area are likely to experience temporary negative amenity impacts from construction activities including noise, dust, vibration, visual and traffic impacts. Further, noisy activities at potential compounds would
result in temporary noise impacts to adjacent residents. As construction activities are expected to take place through a mix of day and night works including Monday to Friday (7am to 6pm) and Saturday (8am to 1pm). Some works outside standard construction hours may also be required (7pm to 5am). Potential amenity impacts are expected to be lower during the daytime due to current high levels of vehicle traffic and noise.

**Operational impacts**

- The removal of the right turn from Langston Place on to Epping Road, and Epping Road on to Smith Street, Forest Grove and Essex Street (in both directions) would permanently alter the access of local residents and road users. This is considered a minor negative impact as alternative routes are available such as Pembroke Street and Blaxland Road and the small proportion of road users that would be affected by the changes to access.

- The removal of the right turn from Langston Place on to Epping Road, Epping Road on to Smith Street, Forest Grove and Essex Street (in both directions) may result in reduced access to some local social infrastructure particularly in the north of the study area. As social infrastructure is concentrated to the north, local residents and road users travelling from the north of Epping Road are less likely to experience reduced access. Overall local residents and road users would be able to use alternative routes such as Pembroke Street, Essex Street and Blaxland Road to access social infrastructure in the local area.

- Local residents are likely to experience a long-term benefit due to the new traffic controlled pedestrian crossings at the intersection of Epping Road and Essex Street. The intersection upgrade would improve pedestrian and driver safety, as drivers would be able to safely right turn into Epping Road from Essex Street using the new dedicated lanes without compromising the safety of pedestrians.

- The central median strip along Epping Road may result in a permanent negative impact to local residents and road users currently turning right from Langston Place on to Epping Road, and Epping Road on to Smith Street, Forest Grove and Essex Street (in both directions) to access adjacent areas. This would permanently restrict access to properties along Epping Road due to the loss of right turns into and out of their driveways. Access would require detours via the local road network of up to one kilometre.

- The central median strip on Essex Street may permanently remove the right turn access into and out of six properties, including the Christian Chinese Community Service Centre. This may result in a permanent negative impact. Access would require detours via the local road network of up to 450 metres.

- Property acquisition is likely to be a direct, short-term negative impact on residents living in affected properties. Older people, people with a disability or people from Culturally and Linguistically Diverse (CALD) backgrounds may live in these properties and may be more vulnerable to the impacts resulting from property acquisition.

- Partial acquisition of land at a garage business on the corner of Epping Road and Blaxland Road has the potential to create a negative impact on its operation. The potential use of the site as a construction compound may also disrupt its operation.

While there is potential for some individual households and businesses to experience temporary or permanent negative socio-economic impacts during construction and operation of the proposed project, the proposal may also deliver benefits to residents and businesses in Epping Town Centre and the wider region. These potential benefits include improving the connectivity and amenity of Epping Town Centre, and improving pedestrian and driver safety along Epping Road and adjacent streets.
Recommendations

The following mitigation measures would minimise the potential negative impacts in the longer term:

- Roads and Maritime would consult with affected landowners prior to and throughout the project. All property acquisition would be completed in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*. Landowners and tenants at 36 and 38 Essex Street would be consulted on an ongoing basis to ensure that suitable relocation of these households occurs. Assistance would be provided to these households, with a focus on any vulnerable groups identified (older people, people with a disability, people from CALD backgrounds), to minimise any stress or anxiety caused by the impacts of the relocation process.

- Targeted communication with Essex Street Kindy and Christian Chinese Community Service Centre located on Essex Street in regard to timing of the most noise intensive works and in management of adjacent parking and access issues. In addition, communication with Epping Public School in regard to road access changes and any risks to pedestrian safety especially for young children.

- Roads and Maritime would communicate with the community and stakeholders with regard to timing and duration of works, changed traffic conditions, availability of alternative routes and parking prior to and through the project.
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Appendices

Appendix A – Property acquisition required for the proposal
1. **Introduction**

Roads and Maritime Services (Roads and Maritime) are proposing to widen Epping Road between Blaxland Road and Essex Street, and upgrade the intersection of Epping Road and Essex Street.

Roads and Maritime has engaged GHD to prepare a Socio-Economic Impact Assessment (SEIA) to consider impacts on the local community and businesses and provide recommendations to minimise negative impacts.

This report presents the findings of the SEIA for the proposal.

1.1 **Background**

The proposal involves widening Epping Road over a distance of about 500 metres from Blaxland Road to east of Essex Street. The key features of the proposal are shown in Figure 1 below and in summary include:

- Providing an additional westbound lane by widening the southern side of Epping Road by about 3.7 metres between Essex Street and Blaxland Road
- Upgrading the intersection of Epping Road and Essex Street to provide the following:
  - Widening on the north-eastern side of the intersection to provide an additional right turn lane into Epping Road (westbound) resulting in two marked right turn lanes, and an unmarked shared left turn/through lane
  - Widening on the south-western side of the intersection to provide an additional left turn lane from Essex Street onto Epping Road (westbound)
  - Removing the right turn movement from Epping Road to Essex Street in both directions
  - Providing three new traffic light controlled pedestrian crossings
- Removing the right turn movement from Langston Place into Epping Road in the westbound direction
- Constructing a raised median (about 340 metres long) along Epping Road, between Langston Place/Blaxland Road and just west of Essex Street. This would restrict access from Epping Road to Forest Grove and Smith Street, and to residential properties along this section of Epping Road, to left-in and left-out only
- Constructing a raised median about 20 metres long on Essex Street north of Epping Road intersection
- Property adjustments and property acquisition (see Section 3.1).
- Utility adjustments within the proposal site.

At least one compound would be required for the proposal. Four potential compound location options are being considered, one or more of these sites may be used:

- Compound A on part of lot 1 deposited plan (DP) 1192833 (2 Epping Road), which is occupied by an automotive garage (Tuffy’s Auto Centre) located on the corner of Epping Road and Blaxland Road. The area of the site which may be used as a compound currently comprises a grassed area and service centre parking
• Compound B at lot 5 DP 1033683 (36 Essex Street), which includes one residential property owned by Roads and Maritime located on the corner of Epping Road and Essex Street

• Compound C at lot 20 DP 10385 (38 Essex Road) which includes one residential property owned by Roads and Maritime located on the corner of Epping Road and Essex Street

• Compound D on lot 10, 11 and 12 DP 10385 (2 and 4 Forest Grove) which includes two residential properties.

Two properties may require demolition to accommodate construction compounds for this proposal. These are listed in Table 1. 36 Essex Street is historically owned by RMS and has not been acquired for this project.

Table 1 Properties potentially requiring demolition

<table>
<thead>
<tr>
<th>Address</th>
<th>Justification</th>
</tr>
</thead>
<tbody>
<tr>
<td>36 Essex Street (lot 5 DP 1033683)</td>
<td>This property is historically owned by Roads and Maritime. This property lies within the footprint of the road widening and would require demolition. Any land remaining outside of the road corridor would be turfed. Any future development of this lot will be assessed under a separate development application.</td>
</tr>
<tr>
<td>2 Forest Grove (lot 10 DP 10385 )</td>
<td>This property may require demolition to provide space for Compound site D. Demolition is the worst case scenario assessed within this REF. Any future development of this lot would be assessed under a separate assessment process.</td>
</tr>
</tbody>
</table>
Figure 1  Key features of the proposal

Source: NearMap 2015, modified by GHD
1.2 **Purpose of this report**

This report presents the findings of the SEIA for the proposal and would form part of the Review of Environmental Factors (REF) for the proposal. The SEIA provides:

- An analysis of the current socio-economic profile and social infrastructure of the local and district study areas
- An analysis of the consultation outcomes and findings from traffic, noise, vibration and visual studies undertaken as part of the REF
- Identification of potential benefits and negative impacts, along with the stakeholder groups which may be affected by each impact
- Mitigation strategies for each impact.

1.3 **Proposal site**

The following definitions have been used in this report:

- The ‘proposal site’ refers to the area that may be directly impacted by the proposal including compound facilities
- The ‘study area’ consists of land in the vicinity of, and including, the proposal site. The study area is a wider area surrounding the proposal site, including land that has the potential to be indirectly impacted by the proposal (for example, as a result of any noise impacts). The study area is discussed in Section 2 below.

The proposal site is located within the Hornsby Local Government Area (LGA), about 23 kilometres north-west of the Sydney CBD.

The proposal site includes the existing road corridor of Epping Road, a small section of Essex Street, Forest Grove and Blaxland Road; and a strip of private land along the southern side of Epping Road, and along the western and north-eastern sides of the Epping Road and Essex Street intersection. The proposal site is primarily surrounded by residential and commercial land uses.

Epping Town Centre and Epping Station are located about 130 metres to the north-west of the western end of the proposal site.

Epping Road is about nine kilometres long, and is a State road linking the north-western suburbs and the Hills district to the lower North Shore and Sydney’s central business district. The section between Blaxland Road and Essex Street has four traffic lanes (two lanes in both eastbound and westbound directions), and is congested in peak periods. Epping Road is one of the main access roads to the Epping Town Centre. Figure 2 shows the proposal site.
1.4 Methodology

This SEIA has been developed in line with the Roads and Maritime Services’ (2013) Socio-economic assessment practice note, which identifies a range of potential impacts, with those most relevant to this proposal providing a framework for this assessment. This SEIA presents a “basic” investigation (as defined in the practice note).

The assessment of potential socio-economic impacts has also been informed by current best practice guidelines for socio-economic impact assessment, which highlight the importance of integrating socially sustainable outcomes and benefits for communities into infrastructure projects (for example, the emerging Infrastructure Sustainability Council of Australia (ISCA) infrastructure rating tool).

The SEIA has involved the following:

- Development and analysis of a community profile from information sourced through a desktop review of 2011 Census data by the Australian Bureau of Statistics (ABS). The study area is made up of six Census districts. 2011 ABS Census data was also sourced for the broader Pennant Hills-Epping district to provide a point of comparison to the community profile for the study area.

- A review of the Epping Town Centre Study by Hornsby and Parramatta councils and the (then) Department of Planning and Infrastructure (JBA Planning, 2010 and 2011).

- A review of the Epping Town Centre Road and Intersection Upgrades: Project 2 – Widening Epping Road westbound between Essex Street and Blaxland Road and the upgrade of the Essex Street and Epping Road intersection: Community Consultation Report (GHD, 2015).

Source: NearMap 2015, modified by GHD

Note: The proposal site is shown in red.
A review of other specialist studies undertaken as part of the REF to identify potential socio-economic impacts. These studies include:

- *Epping Road Widening between Essex Street and Blaxland Road at Epping: Noise Impact Assessment* (GHD, 2015)
- *Epping Road Widening between Essex Street and Blaxland Road at Epping: Traffic and Transport Impact Assessment* (GHD, 2015)
- *Epping Road Widening between Essex Street and Blaxland Road at Epping: Pedestrian Access Study* (GHD, 2015)

- Site observations and assessment of the land use context in proximity of the study area
- An audit of the social infrastructure to understand potential impacts on access and operations for local facilities, organisations and businesses
- Identification of potential socio-economic impacts and benefits that may result from the proposal
- Recommendations and mitigation measures to minimise potential negative socio-economic impacts identified from the impact assessment.
2. **Community profile**

This section presents a profile of the existing local community which is likely to be impacted by the proposal. For the purpose of this SEIA, the local study area is immediately adjacent to the project and thus potentially directly impacted by the proposal. It is bounded by the Epping railway line to the east; Chester Street and Pembroke Street to the north; Stanley Road to the east; and Brigg Road and Brucedale Avenue to the south. It is made up of six ABS Census 2011 Statistical Area Level 1 (SA1) districts (one of the smallest levels of population data collection by the ABS). Figure 3 shows the local study area in blue and SA1 districts in green. The SA1 districts are also listed in Table 2.

This community profile includes a summary of the key demographic indicators for the study area, an overview of the key social infrastructure located in the area, travel behaviour for the study area and broader Pennant Hills-Epping district, as well as a summary of various transport users.

**Table 2  Census districts and corresponding areas within the study area**

<table>
<thead>
<tr>
<th>Area number</th>
<th>Statistical area level 1 (SA1) number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1149502</td>
</tr>
<tr>
<td>2</td>
<td>1149503</td>
</tr>
<tr>
<td>3</td>
<td>1149504</td>
</tr>
<tr>
<td>4</td>
<td>1149505</td>
</tr>
<tr>
<td>5</td>
<td>1149536</td>
</tr>
<tr>
<td>6</td>
<td>1149537</td>
</tr>
</tbody>
</table>
Figure 3  Census districts within the study area

Source: Whereis 2014, modified by GHD

Note: The Epping Road section affected by this proposal is shown in red.
The local study area is located in the Pennant Hills-Epping area (ABS Census 2011 Statistical Area Level 3 no. 12601). Figure 4 below shows the boundary of the Pennant Hills-Epping catchment.

**Figure 4 Census district for Pennant Hills-Epping**

Source: ABS 2014, modified by GHD

Note: The study area is shown in red.

### 2.1 Demographic summary

An overview of the residential community of the local study area compared to the broader Epping Pennant Hills district is provided below. This builds a picture of the community that may potentially be affected by the proposal and the demographic indicators that impact their ability to adapt to change. The population of the study area can be described as follows:

#### 2.1.1 Overall population

The population of the study area in 2011 was 1,981 people. As seen in Figure 5 Age profile below, residents in the study area are predominantly adults aged between 18 to 24 years (14.9 per cent compared to 10.4 per cent), 25 to 34 years (20.5 per cent compared to 10.7 per cent), and 35 to 49 years (20.8 per cent compared to 20.1 per cent).
The age profile also demonstrates that compared to the district, there are slightly more babies and young children aged 0 to 4 years.

There are fewer people over 60 years (14.2 per cent compared to 21 per cent). Consistent with the age profile showing a small population of older people, there are fewer people living in the study area who require assistance with core activities (1.2 per cent) compared to Pennant Hills-Epping (3 per cent).

**Figure 5 Age profile**

![Age profile chart]

2.1.2 Cultural diversity

The study area is culturally diverse as almost half of the population (45.7 per cent) are from non-English speaking backgrounds. Aboriginal and Torres Strait Islander people make up 0.5 per cent of the study area’s population, which is consistent with the Pennant Hills-Epping district at 0.3 per cent.

2.1.3 Households and families

The proportion of family households (69.4 per cent) is lower than Pennant Hills-Epping (79.5 per cent), whilst lone person households (22.3 per cent) and group households (8.3 per cent) are both more prominent than in Pennant Hills-Epping (17.9 per cent and 2.6 per cent).

The most prevalent family type in Epping is couples with children (46.7 per cent), which is lower than Pennant Hills-Epping (56.2 per cent). This is reflected in the occupancy rate for the study area of 2.6 persons per dwelling. There is a larger proportion of one parent families in the study area (17.4 per cent) compared to Pennant Hills-Epping (10.7 per cent).

The average household size is 2.6 people, less than Pennant Hills-Epping at 2.9 people.

2.1.4 Dwellings and tenure

Partially located within Epping Town Centre, the most common dwelling types within the study area are flats, units or apartments (56.7 per cent). This is significantly higher than Pennant Hills-Epping (15.6 per cent). Within the study area and adjoining the town centre, separate houses make up one third of the dwellings (32.7 per cent), which is less than half of that for Pennant Hills-Epping (71.4 per cent).
The rate of home ownership is lower in the study area (30.3 per cent) compared to Pennant Hills-Epping (43.1 per cent). At 26.1 per cent, the proportion of people with mortgages is also lower in the study area compared to Pennant Hills-Epping at 34.9 per cent.

The proportion of people renting in the study area (43.6 per cent) is almost double that for Pennant Hills-Epping (22.0 per cent). There are no people living in the local study area renting public housing.

### 2.1.5 Employment and education

At $665 per week, median individual incomes in the study area are slightly lower than Pennant Hills-Epping ($697 per week) yet higher than NSW ($561 per week). Similarly, median household incomes ($1,650 per week) in the study area are lower than Pennant Hills-Epping ($1,897 per week) and higher than NSW ($1,237 per week).

The rate of participation in the labour force is 67 per cent in the study area. This is slightly higher than Pennant Hills-Epping at 63.7 per cent. The unemployment rate is 7.4 per cent in the study area, higher than Pennant Hills-Epping (5.3 per cent). However, given the small population of the study area, this represents a low number of unemployed persons (84 people).

The employment profile of working residents in the study area shows employed residents primarily work in professional, clerical and administrative roles in the study area (58.6 per cent) which is slightly higher than Pennant Hills-Epping (54.7 per cent).

At one third (30 per cent) of the population, the proportion of people in the study area without post-school qualifications is consistent with Pennant Hills-Epping (32.7 per cent). However, more residents within the study area have completed year 12 (78.2 per cent), compared to Pennant Hills-Epping (71.2 per cent).

### 2.1.6 Mobility

There is a lower level of car ownership in the study area, with 83.7 per cent of residents owning one or more cars. This is compared to the rate of ownership in Pennant Hills-Epping (92.9 per cent).

Public transport usage in the study area is higher than the Pennant Hills-Epping average, which is likely due to the proximity to public transport options and living in higher density dwellings. The majority of workers who travel to work by one mode only from the local study area travelled by car (49.8 per cent). This is lower than Pennant Hills-Epping (60.1 per cent). This was followed by workers who travelled only by train (36.8 per cent), bus (4.4 per cent) or tram (0.3 per cent). There were also slightly higher proportions of people who cycled (1.0 per cent) or walked (3.9 per cent), compared to Pennant Hills-Epping (0.6 per cent and 2.6 per cent respectively).

### 2.1.7 Socio-economic indexes for areas

The Index of Relative Socio-economic Disadvantage is derived from Census variables related to disadvantage, such as low income, low educational attainment, unemployment, and dwellings without motor vehicles (ABS, 2014). A higher score on the index indicates a lower level of disadvantage, while a lower score indicates a higher level of disadvantage.

The 2011 Index of Relative Disadvantage score for the study area ranged from 980 to 1101. A score is not available for the Pennant Hills-Epping SA3 district. For the purpose of comparison, the score of Hornsby LGA is 1085.

The 2011 SEIFA scores show that Area 1 (bounded by Cambridge and Oxford Streets at the north-west portion of the study area) has a higher level of disadvantage compared to the other
areas. The scores for the other areas are consistent with Hornsby Shire LGA indicating low levels of disadvantage. This is reflected in the 2011 SEIFA scores detailed in Table 3.

Table 3  SEIFA scores for Census statistical area level 1 (SA1) districts within the study area

<table>
<thead>
<tr>
<th>Area</th>
<th>Area 1 (SA1 No. 1149502)</th>
<th>Area 2 (SA1 No. 1149503)</th>
<th>Area 3 (SA1 No. 1149504)</th>
<th>Area 4 (SA1 No. 1149505)</th>
<th>Area 5 (SA1 No. 1149536)</th>
<th>Area 6 (SA1 No. 1149537)</th>
<th>Hornsby Shire LGA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Index of Relative Disadvantage Score</td>
<td>980</td>
<td>1044</td>
<td>1051</td>
<td>1055</td>
<td>1093</td>
<td>1101</td>
<td>1085</td>
</tr>
</tbody>
</table>

2.2  Epping Town Centre Urban Activation Precinct

The Epping Town Centre was endorsed by the NSW Government as an Urban Activation Precinct (UAP) in 2013. Epping Town Centre is recognised for its significant level of existing transport infrastructure, as well as future connectivity that will be provided for by the North West Rail Link. Further, the importance of concentrating growth in areas with close proximity to public transport and employment is recognised by a number of NSW and Sydney’s key economic and urban development strategies.

The Epping Town Centre Study was undertaken in 2010 and 2011 by Hornsby and Parramatta councils and the then Department of Planning and Infrastructure (JBA Planning, 2010 and 2011). The study proposed significant increases in residential density and employment growth in the town centre. The study also identified a number of key issues associated with the existing road network in the vicinity of the centre, and identified the main improvements required including the widening of Epping Road between Essex Street and Blaxland Road, removal of the right turn from Langston Place, and upgrade to the Epping Road/Essex Street intersection to improve capacity at pinch points in the precinct. This proposal forms part of the UAP and the study area lies within and adjacent to the precinct. The precinct is generally situated within an 800-metre radius of Epping railway station.

The continued growth and development of the Epping town centre, as proposed in the study and the planning for the Epping Town Centre UAP, will result in an increase in traffic demand on major regional road links. The proposal is intended to improve traffic flows and access to the centre. It is intended to fulfil the commitments of the NSW Government to improving the road network within and in the vicinity of the town centre.

The then NSW Department of Planning and Infrastructure’s rezoning of 22 per cent of the precinct for increased dwelling density was finalised in March 2014. Rezoning of this part of the precinct will support increased residential density with buildings up to 22 storeys within a 400-metre radius of the railway station. The rezoning will provide new dwelling growth within a 10 minute walk of Epping railway station. It is intended to encourage more efficient use of public transport services, as well more walking and cycling, which will help relieve traffic congestion.

2.3  Social infrastructure

Table 4 below provides a summary of the social infrastructure located in or adjacent to the study area and are most likely to be impacted by the proposal. Figure 6 provides a map of the locations of the various facilities. Local social infrastructure is mostly concentrated within Epping Town Centre to the north of Epping Road.
<table>
<thead>
<tr>
<th>Facility type</th>
<th>Within or adjacent to the study area</th>
<th>Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health facilities</td>
<td>Hawkesbury District Health Service Ltd</td>
<td>Palliative care, drug and alcohol, health therapies, dietetics, child protection and violence prevention, Aboriginal health, counselling, community nursing, and child and family health</td>
</tr>
<tr>
<td>Health facilities</td>
<td>Epping Eye Surgery</td>
<td>Medical and surgical eye care</td>
</tr>
<tr>
<td>Health facilities</td>
<td>Peter Gill Medical Centre</td>
<td>General practitioner</td>
</tr>
<tr>
<td>Health facilities</td>
<td>Douglass Hanly Moir Pathology</td>
<td>Medical testing</td>
</tr>
<tr>
<td>Child care facilities</td>
<td>Essex Street Kindy</td>
<td>Long day care</td>
</tr>
<tr>
<td>Community facilities</td>
<td>Christian Chinese Community Service Centre</td>
<td>Parenting seminars, daily living education seminars, daily English conversation class, regular family bus outings</td>
</tr>
<tr>
<td>Community facilities</td>
<td>Epping Community Centre</td>
<td>Venue for social functions, dances, performances, meetings, classes, seminars, community events</td>
</tr>
<tr>
<td>Community facilities</td>
<td>Hornsby Shire Council – Epping Library</td>
<td>Library, activities, community events</td>
</tr>
<tr>
<td>Community facilities</td>
<td>The Shack Youth Outreach</td>
<td>Support for young people, child abuse, crisis accommodation, drug and alcohol addiction, parole, community service, court appearances, employment, government assistance, counselling services</td>
</tr>
<tr>
<td>Community facilities</td>
<td>The Epping Scout Group</td>
<td>Activities, community events</td>
</tr>
<tr>
<td>Community facilities</td>
<td>Camp Quality Limited</td>
<td>Programs for family support, hospital, education and recreation</td>
</tr>
<tr>
<td>Community facilities</td>
<td>BCS Support Services</td>
<td>Residential services, home services, community services, catering, community housing, respite centres, retirement living</td>
</tr>
<tr>
<td>Places of worship</td>
<td>Rejoice City Church</td>
<td>Services of worship, community services and ministries, English classes</td>
</tr>
<tr>
<td>Places of worship</td>
<td>St. Alban's Anglican Church Epping</td>
<td>Services of worship, community activities</td>
</tr>
<tr>
<td>Places of worship</td>
<td>Seventh-Day Adventist Church</td>
<td>Services of worship, community activities and ministries</td>
</tr>
<tr>
<td>Places of worship</td>
<td>Our Lady Help of Christian Parish Church</td>
<td>Masses, community activities, care and support network</td>
</tr>
<tr>
<td>Places of worship</td>
<td>Christ Evangelical Centre of Australia</td>
<td>Services of worship, community activities and ministries</td>
</tr>
<tr>
<td>Educational institutions</td>
<td>Epping Public School</td>
<td>Primary school, before and after school care</td>
</tr>
<tr>
<td>Educational institutions</td>
<td>Arden Anglican School</td>
<td>Pre-school, before and after school care, primary school</td>
</tr>
<tr>
<td>Educational institutions</td>
<td>Arden Anglican School Secondary Campus</td>
<td>Secondary school</td>
</tr>
<tr>
<td>Educational institutions</td>
<td>Our Lady Help of Christians Primary School</td>
<td>Primary school, before and after school care</td>
</tr>
<tr>
<td>Parks and open space</td>
<td>Forest Park</td>
<td>Rose garden, war memorial, playground, picnic tables, public toilets</td>
</tr>
<tr>
<td>Parks and open space</td>
<td>Brigg Road Reserve</td>
<td>-</td>
</tr>
<tr>
<td>Parks and open space</td>
<td>Maida Road Reserve</td>
<td>-</td>
</tr>
</tbody>
</table>
The child care (operating between 8am to 4pm Monday to Friday), Christian Chinese Community Service Centre (operating between 10am to 3pm, Monday to Friday) and Epping Eye Surgery (operating between 9:30am to 5:30pm, Monday to Friday) located on Essex Street are adjacent to the project site. The potential socio-economic impacts on these facilities are addressed in Section 5 of this report.

**Figure 6** Map showing social infrastructure located within or adjacent to the study area

Source: Google Maps 2014, modified by GHD
2.4 Profile of other affected groups

2.4.1 Bus passengers

Epping Road is a regional road and many bus routes travel along the road throughout the week and on weekends. Bus routes which run along Epping Road or intersect with the road are shown on Figure 7 and listed in Table 5.

**Figure 7 Map of bus routes through the study area**

![Map of bus routes through the study area](source: State Transit Authority of NSW 2014, modified by GHD)

**Table 5 Bus routes through the study area and along Epping Road**

<table>
<thead>
<tr>
<th>Route number</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>288</td>
<td>Epping – Macquarie Centre – Freeway – City</td>
</tr>
<tr>
<td>M54</td>
<td>Parramatta – Carlingford – Epping – Macquarie Centre</td>
</tr>
<tr>
<td>290</td>
<td>Epping – Macquarie Centre – Pacific Highway – City</td>
</tr>
<tr>
<td>295</td>
<td>North Epping – Macquarie Centre</td>
</tr>
<tr>
<td>140</td>
<td>Manly – Macquarie University – Epping</td>
</tr>
<tr>
<td>630</td>
<td>Blacktown – Macquarie Park</td>
</tr>
</tbody>
</table>

The bus routes outlined in the table above demonstrate the importance of Epping Road as a major bus thoroughfare. Buses travel through local surrounding suburbs such as Carlingford, and link to Sydney CBD via Macquarie Centre and to outer areas including Parramatta.

2.4.2 Motorists

As a regional road, Epping Road connects road users to Macquarie Park (a major business and education precinct) and further to the Sydney CBD. To the west, Epping Road joins on to Bridge Street, which provides the main east-west connection for road users across the railway line. This provides a link to Carlingford, Parramatta and the M2 motorway. As a result, a significant proportion of vehicles passing through Epping Road have origins and destinations outside the study area.
2.4.3 Cyclists and pedestrians

In the study area, there are slightly higher proportions of residents who cycle or walk to work compared to Pennant Hills-Epping due to its proximity to Epping railway station and bus services. Figure 8 shows the local bicycle network that passes through the study area.

**Figure 8 Existing pedestrian and cyclist infrastructure**

There are no established bicycle links within the proposal site. The main bicycle link is along Pembroke Street, which connects to Epping railway station shown in Figure 8 above, where bicycle lockers are available.

It is likely that many pedestrians are local residents either commuting to work, visiting local businesses, travelling to other activities or walking for recreation, as well as residents from other areas walking through the study area as part of a journey to or from work or for recreation. It can be assumed that cyclists may be travelling through the study area for similar reasons, and may be a combination of local residents, as well as residents and workers from other surrounding areas.

2.5 Summary of the community profile

The community profile indicates that the local community of the study area is more advantaged and includes fewer people requiring assistance with core activities than other areas in the Pennant Hills-Epping district. Residents generally have higher than state median incomes, low rates of unemployment, a primarily ‘white collar’ labour force consisting of professional, clerical and administrative workers, and high levels of education. However, it is noted that Area 1 (northern area of the study area bounded by Cambridge and Oxford Streets) has a lower Index of Relative Disadvantage score, and may be more disadvantaged compared to the broader study area.

Households are primarily couples with babies or young children; and young singles or couples aged 18 to 34 years who are likely to be studying or working. They are more likely to be renting or paying off a mortgage and living in apartments and separate houses.
There is a low to moderate level of private vehicle dependency due to lower rate of vehicle ownership and smaller proportion of residents travelling to work by car than Pennant Hills-Epping. The local study area is well-serviced by train and bus services, with a higher proportion of residents commuting to work using these modes of transport than other areas of Pennant Hills-Epping. Cycling and walking to work is slightly higher in the local study area than the district.

Overall these factors indicate that residents in the study area may be more likely to adapt to the proposed changes to Epping Road compared to people who may be more vulnerable (e.g. disadvantaged groups, older residents) or people who rely heavily on travel by private vehicle.
3. Property acquisition

The proposal would require partial acquisition and related property adjustments for 14 properties and the total acquisition of one property. Properties impacted by partial acquisition/adjustments are listed in Appendix A and are shown in Figure 9.

Property adjustment plans would be developed during detailed design in consultation with the property owners. All land acquisitions would be conducted in accordance with the Roads and Maritime Land Acquisition Policy and compensation would be based on the requirements of the *Land Acquisition (Just Terms) Compensation Act 1991*.

**Figure 9 Property acquisition required for the proposal**

![Property acquisition map](Source: NearMap 2015, modified by GHD)

3.1 Businesses

Two businesses which are located along Epping Road may potentially be subject to partial property acquisition as a result of the proposal (see Table 6 below). It is noted that one business is home-based and is also discussed in Section 3.2 below.
Table 6  Businesses located on Epping Road

<table>
<thead>
<tr>
<th>Business type</th>
<th>Business name</th>
<th>Business hours</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home-based business</td>
<td>Christl Photography Sydney</td>
<td>N/A</td>
<td>On-street parking on Epping Road (during non-clearway hours only) and Forest Grove.</td>
</tr>
<tr>
<td>Automotive garage</td>
<td>Tuffy Mufflers Auto Centre</td>
<td>8:00am to 5:00pm, Monday to Friday 8:00am to 12:00pm, Saturday</td>
<td>On-site parking available.</td>
</tr>
</tbody>
</table>

The home business located on the corner of Epping Road and Forest Grove does not have dedicated parking beyond the property's driveway, and relies on local on-street parking. Business patrons can potentially park in thirteen parking spaces on the southern side of Epping Road during non-clearway hours. The clearway within this section of Epping Road operates between 6.00am and 10.00am and 3.00pm and 7.00pm on weekdays. Forest Grove, Smith Street and Essex Street, which intersect with Epping Road also have on-street parking.

Tuffy’s Auto Centre on the south-east corner of Epping Road and Blaxland Road would be affected by partial acquisition. The site has vehicle access from both roads as well as on-site parking allocated to the business. Acquisition would involve a strip acquisition about 30 metres in length and about 3.0 metres wide. This may result in the loss of up to four parking spaces. This has the potential to negatively impact on its operation by reducing customer parking. The potential use of the parking area as a construction compound (Compound A) may also disrupt its operation.

3.2  Residences

A total of 13 residences may be affected by partial property acquisition, including the home-based business discussed in Section 3.1 and Christian Chinese Community Service Centre discussed in Section 3.3. With the exception of a residential flat building located at 2 Epping Road, all residences are single detached dwellings. Of these residences, 11 properties are located on the southern edge of Epping Road which all have driveway access on to Epping Road. Partial acquisition of these properties would acquire up to about 3.0 metres wide of the frontage strip. The property adjustments include relocating property boundary fencing, driveway adjustments and loss of roadside trees and landscaped areas. Most properties are larger residential blocks and would retain an area of private open space.

Two properties are located on the eastern side of Essex Street and have driveway access on to Essex Street. Partial acquisition would affect the frontage strip of these properties.

Property adjustment plans would be developed during detailed design in consultation with the property owners.

36 Essex Street on the north-western corner of Epping Road/Essex Street is not included in the acquisition list as it is already owned by Roads and Maritime and has not been acquired for this project. This property lies within the footprint of the road widening and would require demolition and result in the relocation of the tenants. This land may be used as Compound B and would be vacated at the completion of this project. Any land remaining outside of the road corridor would be turfed. Any future development of this lot would be assessed under a separate development application.

2-4 Forest Grove is privately owned and currently vacant. Roads and Maritime will not be acquiring this property but may lease it from the landowner for this project. The building located
at 2 Forest Grove may require demolition and the removal of vegetation to provide space for Compound D. The existing building at 4 Forest Grove would be used as a site office for the construction period and would not be demolished under this project. The compound would be vacated at the completion of this project. Any future development of these lots would be assessed under a separate development application.

3.3 Social infrastructure

Partial property acquisition of the eastern portion of the Christian Chinese Community Service Centre located at 41 Essex Street would permanently reduce the length of the driveway (loss of 42m²) and may temporarily reduce access for staff and patrons during the adjustment of the driveway. The construction of the median strip along Essex Street would also permanently remove the right turn access into and out of this property. This would permanently change the access to left-in/left-out only into Essex Street requiring detours via the local road network of up to 450 metres. This is considered a negative impact to staff and users.
4. **Relevant consultation outcomes**

This section provides an overview of the key outcomes of community consultation which are relevant to this SEIA.

Roads and Maritime undertook initial consultation about the proposal with the community and stakeholders in August and October 2014 with a total of 218 comments were received. The purpose of the consultation was to inform and gather feedback from the community about the proposal. The outcomes of the community consultation indicate that the most important community issues include:

- Concern about increased traffic congestion on surrounding local streets including the safety of local school children and motorists, in particular at the intersection of Essex Street and Pembroke Street.
- Concern regarding the impact of removing right turns from Langston Place into Epping Road and Epping Road into Smith Street and Forest Grove. For emergency situations (e.g. evacuation during a bushfire) in particular the removal of the right turn movement from Langston Place into Epping Road.
- Suggestions for adopting broader transport infrastructure changes to enhance local traffic management. Suggestions included:
  - a dedicated bus lane along Epping Road, widening of the bridge over the Epping railway line
  - construction of a bypass or tunnel to reduce traffic congestion in the area
  - installing a right turn movement from Pembroke Street into Epping Road westbound
  - improving the intersections of Pembroke Street with Essex Street and Norfolk Road.
- Safety for pedestrians and motorists, including concerns about increased traffic particularly near Epping Public School, and lack of visibility at the intersection of Pembroke Street and Norfolk Road.

In addition to these key concerns, additional comments were also raised about the justification for a new traffic light controlled pedestrian crossing for Epping Road and Essex Street. Few comments related to environmental concerns such as noise, heritage and air quality.

Since the initial round of consultation, Roads and Maritime refined the proposal to improve traffic flow including:

- Constructing a raised median (about 340 metres long) along Epping Road, between Langston Place/Blaxland Road and just west of Essex Street. This would restrict access from Epping Road to Forest Grove and Smith Street and to residential properties along this section of Epping Road, to left-in and left-out only.
- Constructing a raised median about 20 metres long on Essex Street north of Epping Road intersection.
- Removing the right turn movement from Epping Road to Essex Street in both directions.
- Line marking to provide dual right turn lanes from Essex Street to Epping Road in the westbound direction.
- Widening on the south-western side of the intersection to provide an additional left turn lane from Essex Street onto Epping Road (westbound).

The community was invited to provide feedback on the proposed modifications to the design from 5 December to 19 December 2014, with a total of 93 submissions received. Comments...
primarily related to the original proposal and as a result, raised similar concerns as the community consultation undertaken in August and October 2014 (see above). Additional concerns that were raised by the community include:

- Concern about reduced access related to the removal of the right turn movements from Epping Road onto Essex Street in both directions and the flow on effects for traffic access for local road users.
- Travel time delays and longer travel distances for drivers and residents due to the removal of right turns from Langston Place into Epping Road and Epping Road into Smith Street, Forest Grove and Essex Street (in both directions).
- Reduced access for residents of North and South Epping, including reduced access to Epping Aquatic and Leisure Centre, Epping Creative Centre, Epping Town Centre and neighbouring suburbs (Carlingford, Beecroft, Ryde or Parramatta).
- Increased traffic would reduce pedestrian connectivity and safety and amenity in the local area.
- Longer term impacts from increased housing density in the future.

Consultation outcomes from the *Epping Town Centre Urban Activation Precinct Finalisation Report* (NSW Department of Planning and Infrastructure, 2013) were also reviewed to gain an understanding about local community values relevant to the proposal. The consultation outcomes indicate that issues related to traffic were the most common issue that was raised in response to the proposed growth in the Epping UAP. Concerns related to the additional population resulting from the renewal of the precinct included increasing traffic volumes and exacerbating the traffic congestion. The community also raised issues relating to accessibility including the safety of children with regard to footpaths and pedestrian crossings.

The outcomes of consultation on the proposal and the Epping Town Centre UAP project indicate that the local community values the accessibility of the road network and road safety for pedestrians and motorists.
5. **Socio-economic impact assessment**

This section provides an assessment of the potential impacts that may result from the proposal. The impacts have been identified through an assessment of the existing demographic profile, locations of potentially affected social infrastructure, review of relevant outcomes of community consultation, site visit, and a review of other specialist studies undertaken as part of the REF to identify potential socio-economic impacts.

Social impacts can be defined as significant events experienced by people as changes to:

- Their way of life – how they live, work, play and interact on a daily basis
- Their culture – shared beliefs and customs
- Their community – its cohesion, stability, character, services and facilities
- Their health - including physical and mental health.

Economic impacts can be defined as changes to:

- Businesses – how they conduct business on a daily basis, including how customers access businesses
- Employment – location and the industries of employment, workforce population.

The potential positive and negative socio-economic impacts during construction and operation of the proposal are outlined below.

### 5.1 Construction

#### 5.1.1 Access

Project construction may result in increased traffic congestion and delays leading to increased travel times (particularly in the westbound direction) for motorists travelling along Epping Road as well as cyclists and bus passengers. Construction of the additional left turn lane from Essex Street onto Epping Road (westbound) and installation of the median strip may also temporarily disrupt traffic along Essex Street. This would be a minor temporary impact on motorists.

Residents who live along the southern side of Epping Road (between Essex Street and Blaxland Road) in properties with driveway access to Epping Road may experience altered access to their properties.

Pedestrian access may be temporarily altered along the southern side of Epping Road between Essex Street and Blaxland Road to accommodate the road widening, and in Essex Street close to the intersection with Epping Road. This may also impact the accessibility to the bus stop within this section of Epping Road.

Thirteen non clearway hours parking spaces on the southern side of Epping Road would be unavailable during road widening construction works. Most properties have parking spaces within their properties or could use the nearby on street parking in Forest Grove, so this impact is expected to be minor. Access to social infrastructure is unlikely to be impacted by the proposal as these are not located within proximity to the proposal site. For local residents whose properties along Epping Road may experience reduced access into and out of their properties due to road widening works, they may experience increased travel distances to access social infrastructure in the area. Property access would change to left-in/left-out only requiring detours via the local road network of up to one kilometre (e.g. using Essex Street or Blaxland Road). This is considered a negative impact. There is also the potential for increased travel times along
detour routes (around three to four minutes during peak hours and off-peak periods) however this is considered a minor and temporary impact.

Residents of the six properties located on the northern side of the Essex Street/Epping Road intersection may also experience increased travel distances to access social infrastructure, due to the construction of the median strip in front of these properties. Property access would change to left-in/left-out only requiring detours via the local road network of up to 450 metres (e.g. using Crandon Road or the roundabout at Essex Street/Pembroke Street). This is considered a negative impact.

For the child care and Christian Chinese Community Service Centre located on Essex Street, staff and users may experience altered access during road widening, installation of the median strip and intersection upgrade works.

5.1.2 Property acquisition

The proposal may require partial acquisition and related property adjustments of 14 properties (including residences and two businesses) and the total acquisition of one property. This would be a direct and permanent impact that would affect a small proportion of residents, business owners and service providers at the local level. Partial acquisitions would result in the loss of the roadside strip affecting the front yards of properties. The affected properties are primarily larger residential blocks and will retain an area of private open space.

For most of these affected properties, partial acquisition would mean the loss of mature vegetation and fencing that provides a separation between home and the road and enhances the aesthetics of the properties. In at least one instance, parking areas may also be impacted. Together with reduced distance to the road, these impacts are considered to be moderate negative long-term impacts for the owners and users of these properties.

The residential property at 38 Essex Street is owned by Roads and Maritime and currently tenanted. This property may be used as Compound C with a site office/staff facilities for this proposal and would require this tenant to relocate. This process can lead to stress and anxiety for this tenant, particularly if the process takes an extended period of time, and if finding a comparable property in a similar location is challenging.

The relatively high proportion of rented properties, low levels of disadvantage and younger population indicate a lower level of vulnerability in the local study area and their likely ability to more easily adapt to change. However older people, people with a disability and people from Culturally and Linguistically Diverse (CALD) backgrounds may be more vulnerable to the impacts of property acquisition, particularly if they are required to relocate outside of their local area, leading to loss of social connections.

Partial acquisition of land at the garage business on the corner of Epping Road and Blaxland Road has the potential to negatively impact on its operation by permanently reducing customer parking (up to four parking spaces) and temporarily reducing access. This is considered a moderate, negative, long-term impact for this business. This is discussed more in Section 5.2.2.

Partial acquisition of land at the Christian Chinese Community Service Centre located at 41 Essex Street to accommodate the widening of the north-eastern side of the Epping Road/Essex Street intersection would permanently reduce the length of the driveway (loss of 42m²) and may temporarily reduce access for staff and patrons during the adjustment of the driveway.

Property adjustment plans would be developed during detailed design in consultation with the property owners. Development of these plans would aim to recognise and respond to the vulnerabilities of any affected property owners or users. All land acquisitions would be conducted in accordance with the Roads and Maritime Land Acquisition Policy and
compensation would be based on the requirements of the *Land Acquisition (Just Terms) Compensation Act 1991*.

### 5.1.3 Utility impacts

Construction activities may result in occasional utility outages (e.g. disruptions to water and electricity supply). This would be a temporary, moderate, short-term impact for local residents. Based on the community profile for the study area, older people, people with a disability and low income residents may live in these properties and may be more vulnerable to potential utility outages.

### 5.1.4 Business impacts

The main impacts to businesses along Epping Road and Essex Street are reduced parking and temporary changes to customer access from construction works, and amenity impacts such as noise, dust and vibration. Three businesses may be impacted by the proposal including the eye surgery on Essex Street, automotive garage on the corner of Epping and Blaxland Roads, and home business on the corner of Epping Road and Forest Grove.

Both the home business and automotive garage may experience reduced access. Customer access to the home business may be slightly reduced as on-street parking along Epping Road may be obstructed by construction work. This is considered a minor temporary impact as on-street parking on Forest Grove adjacent to the business to the west (about six metres away) would continue to be available for staff and customers. Access to the automotive garage on the south-east corner of Epping Road and Blaxland Road may be temporarily reduced due to road widening works encroaching on to the site’s vehicle access points and on-site customer parking area. This may negatively impact on the business’ operation, as it relies on customers being able to drive on to the property to carry out its car servicing activities. This business may also experience reduced amenity from construction work. The potential use of the site’s parking area as a construction compound (Compound A) may also disrupt its operation.

All three businesses (the automotive garage, home business and eye surgery) are likely to experience noise impacts from construction activities. This may impact on their operation as their operating hours generally fall within the construction work hours of Monday to Friday (7am to 6pm) and Saturday (8am to 1pm). Given the existing high level of traffic noise along Epping Road, noise impacts generated from construction works are expected to be minor and temporary. Should construction works be required during night times or on Sundays, impacts to these businesses are not expected as they do not operate during these times.

### 5.1.5 Amenity

Construction activities are expected to take place through a mix of day and night works including Monday to Friday (7am to 6pm) and Saturday (8am to 1pm). To minimise disruption to daily traffic and disturbance to surrounding land owners and businesses, it would be necessary to carry out some work outside of these hours. Prior advice would be given to the community if any work is planned to be undertaken outside standard construction hours.

Properties located along Epping Road and adjacent to the Essex Street/Epping Road intersection are likely to experience temporary amenity impacts resulting from construction activities including:

- Increases in noise and vibration from construction activities
- Visual impacts
- Minor increase in construction traffic
• Potential light spill from night construction works
• Potential dust disturbance.

Properties that are located along Epping Road (between Blaxland Road and Crandon Road) or adjacent to the Essex Street/Epping Road intersection, and that may be subject to partial acquisition may be more likely to experience negative amenity impacts as construction activities on the roadway and at site compounds may occur closer to residences.

Noisy activities at potential compounds would be limited to establishing the compound (including potential demolition of existing buildings) and construction vehicles entering and leaving the compound. Minor noise impacts on adjacent residents are expected given the space constraints of the locations. A small number of properties located on Smith Street and Forest Grove which intersect with Epping Road may also experience these temporary amenity impacts to a lesser extent.

Potential amenity impacts from day works are expected to impact social infrastructure located on Essex Street adjacent to the project site (including the child care operating between 8:00am to 4:00pm Monday to Friday and Christian Chinese Community Service Centre operating between 10:00am to 3:00pm, Monday to Friday) would be minor and temporary. Should construction works be required during night times or weekends, impacts to these facilities are not expected given their operating hours.

As discussed in Section 5.1.2 above, the proposal may lead to temporary visual impacts, primarily for adjacent properties. These may include the loss of the roadside strip of some properties affecting yard areas, vegetation and fencing. This would result in these properties being closer to the roadway. Views for residences along Forest Grove near Epping Road, and residences adjacent to the Epping Road/Essex Street and Epping Road/Blaxland Road intersections may be negatively impacted by demolition and construction activities at the four compound sites. This is considered to be a minor and temporary visual impact.

5.2 Operation

5.2.1 Access

The widening of Epping Road is likely to improve travel time for both cars and bus passengers travelling in a westbound direction by decreasing the number of interruptions occurring along Epping Road and increasing road capacity, leading to reduced travel time and traffic congestion. This is likely to improve the east-west connectivity along Epping Road.

Whilst delivering these travel time savings to both local and regional users of Epping Road, the proposal may also lead to changed access to intersecting roads.

The central median strip to be installed along Epping Road would remove the right turn movements into and out of Forest Grove and Smith Street and permanently change private access points along Epping Road to left-in/left-out only. This would result in altered vehicle travel paths for:

• Local residents of Smith Street and Forest Grove who would need to take longer routes
• Residents of Epping Road (both sides) between Blaxland Road and Essex Street
• Road users going to and from Forest Park currently using Epping Road.

Other local drivers travelling through the area may also experience a minor increase in travel distance and time especially if travelling during peak traffic periods in their overall journey from this change to and from places such as Epping Town Centre.
Residents of Epping Road, Forest Grove and Smith Street are likely to experience increased travel time due to the loss of right turn movements from Epping Road into Forest Grove and Smith Street. The project traffic study has found that the alternate routes are likely to increase travel distances between 400 and 1150 metres. Travel times are estimated to increase by around two to six minutes during peak hours and three to four minutes during off-peak periods. Residents may be most affected by the increase in travel time during non-peak times as currently residents are more likely to be able to turn right from Epping Road into Forest Grove and Smith Street due to less traffic congestion than in peak times.

The removal of the right turn movement from Langston Place to Epping Road is likely to improve travel time for road users and bus passengers by decreasing the number of interruptions occurring along Epping Road. For local road users and North Epping residents previously heading west from the town centre, this would result in a one kilometre longer route via Pembroke and Essex Streets and estimated to increase travel times by around six minutes during peak hours and four minutes during off-peak periods. With the peak use of this turn being midday Saturday, this is likely to mostly affect local shoppers and visitors to the town centre.

The removal of right turn movements from Epping Road into Essex Street in both directions would permanently alter vehicle travel paths for local residents of Essex Street. Residents are likely to experience increased travel time and distances using alternate routes such as Pembroke Street or Blaxland Road due to the loss of right turn movements from Epping Road. Residents may be most affected by the increase in travel time during non-peak times as currently residents are more likely to be able to turn right from Epping Road into Essex Street due to less traffic congestion than in peak times. The removal is likely to improve travel time for road users and bus passengers by decreasing the number of interruptions occurring along Epping Road.

The removal of right turn movements from Epping Road into Essex Street in both directions may reduce the access of users and staff to existing social infrastructure and businesses. These may include: Epping Eye Surgery, Christian Chinese Community Service Centre and Essex Street Kindy on Essex Street, and social infrastructure located to the south-east of the project site, including Epping Aquatic and Leisure Centre, Epping Creative Centre and Dence Park. Users and staff are likely to experience increased travel time and distances using alternate routes such as Pembroke Street or Blaxland Road due to the loss of right turn movements.

The removal of right turn movements from Langston Place into Epping Road and Epping Road into Forest Grove, Smith Street and Essex Street (in both directions) is likely to divert vehicles to surrounding local streets such as Essex Street and Blaxland Road particularly during peak hours. This would increase the number of vehicles on these roads, which has the potential to increase the travel time for users of these local roads and those accessing social infrastructure on Essex Street, the area south-east of the project site (mentioned above), and Epping Public School. The additional left turn lane from Essex Street into Epping Road (westbound) would have minimal impact to the operation of the intersection.

Removing the right turn from Langston Place into Epping Road would generate a substantial number of vehicles during peak hours to the Essex Street/Pembroke Street and Epping Road/Essex Street intersections. This has the potential to impact on pedestrian access and safety in particular for young children attending Epping Public School and Essex Street Kindy, who may cross at these intersections.

The central median strip to be installed along Essex Street would permanently remove right turn access into and out of six properties, including the Christian Chinese Community Service Centre. Property access would change to left-in/left-out only into Essex Street requiring detours via the local road network of up to 450 metres (e.g. using Crandon Road or the roundabout of Essex Street/Pembroke Street). This is considered a negative impact. Pedestrian access and
safety for local residents in the south-east of the project area may benefit from the introduction of new traffic controlled pedestrian crossings for Essex Street at the intersection of Epping Road/Essex Street. The upgrade of the intersection may also lead to an improvement in pedestrian and driver safety, as drivers would be able to safely right turn into Epping Road from Essex Street using new dedicated lanes.

5.2.2 Business impacts

The removal of the right turn movements from Epping Road into Essex Street in both directions would permanently reduce customer access to Epping Eye Surgery for customers travelling along Epping Road. Customers may use alternate routes such as Pembroke Street and Blaxland Road. As a result, this is considered a minor impact on this business.

5.2.3 Amenity

Properties located along Epping Road and a small number of properties located on side streets which intersect with Epping Road between Essex Street and Blaxland Road are likely to experience varying degrees of amenity impacts during operation including:

- Visual impacts from the loss of the roadside strip of land for those properties located along Epping Road and Essex Street including removal of vegetation, fencing and yard areas. This includes potential reduction of privacy for these properties.
- Increases in traffic noise and vibration as partial property acquisition would lead to vehicle traffic being closer to the properties. Due to existing high levels of traffic noise along Epping Road, this is considered to be a minor negative, long-term impact.

The loss of fencing, vegetation and yard areas due to partial property acquisition may be a short-term negative visual impact, which would be addressed by landscaping and restoration work within a neighbourhood already visually dominated by the road corridor.

5.2.4 Community values

The community consultation outcomes indicated that key community values relate to accessibility, traffic congestion and safety. The proposal has the potential to impact on these values both positively and negatively.

The proposal may permanently reduce the accessibility of the road network for local residents and motorists due to the removal of right turn movements from Langston Place on to Epping Road, Epping Road on to Smith Street, Forest Grove and Essex Street (in both directions), and for residences along Epping Road and Essex Street. This would require the use of alternative routes such as Pembroke Street and Blaxland Road.

The proposal is likely to improve traffic conditions for road users and bus passengers along Epping Road by decreasing the number of interruptions from cars turning right into surrounding streets from Epping Road. The proposed route alterations however are also likely to divert vehicles to surrounding local streets such as Pembroke Street, Essex Street and Blaxland Road particularly during peak hours, leading to increased vehicles on these roads.

There may also be an increase in the number of vehicles passing Epping Public School on Pembroke Street and Norfolk Road during the AM peak, which has the potential to impact on pedestrian access and safety in particular for young children attending the school. During the PM peak, there may also be an increase in the number of vehicles on Norfolk Road only. The number of vehicles passing the school on Pembroke Street is expected to slightly decrease during the PM peak.
The project pedestrian access study has found that with the nearby school and potential increased traffic from the proposal, the Pembroke Street and Essex Street roundabout has been identified as the most important issue that should be addressed as a priority. It recommended that a pedestrian refuge island be installed on the south approach of Pembroke Street and Essex Street roundabout and improving the existing pedestrian refuge on Essex Street on the northern side of the roundabout to be two metres wide.

The upgrade of the Epping Road/Essex Street intersection is considered to contribute to the overall community desire for improved road safety for both pedestrians and motorists. The upgrade has been designed to improve the safety of local residents, bus users, motorists and pedestrians using the intersection.

5.3 Safeguards and management measures

The mitigation measures outlined in Table 7 would be implemented to minimise the potential negative socio-economic impacts that may result from the proposal.

Table 7 Safeguards and management measures

<table>
<thead>
<tr>
<th>Impact</th>
<th>Environmental safeguards</th>
<th>Responsibility</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acquisition impacts</td>
<td>All property valuations, lease fees and acquisition payments would be carried out in accordance with the Roads and Maritime Services’ Land Acquisition Information Guide (2011) and the Land Acquisition (Just Terms Compensation) Act 1991. Property acquisition plans would be prepared for each of the properties to be acquired as part of the detailed design.</td>
<td>Roads and Maritime</td>
<td>Detailed design</td>
</tr>
<tr>
<td>Acquisition impacts</td>
<td>Roads and Maritime would liaise and consult on an ongoing basis with landowners/tenants at 36 Essex Street (RMS-owned) and 38 Essex Street (potential total acquisition) to ensure that suitable relocation of these households occurs. Assistance would be provided to these households, with a focus on any vulnerable groups identified (older people, people with a disability, people from CALD backgrounds), to minimise any stress or anxiety caused by the impacts of the property acquisition and/or relocation process.</td>
<td>Roads and Maritime</td>
<td>Detailed design</td>
</tr>
<tr>
<td>Impact</td>
<td>Environmental safeguards</td>
<td>Responsibility</td>
<td>Timing</td>
</tr>
<tr>
<td>--------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Construction related amenity impacts</td>
<td>Develop a project communications strategy to include:</td>
<td>Construction Contractor</td>
<td>Pre-construction and construction</td>
</tr>
<tr>
<td></td>
<td>• Communication with the community with timely and relevant information to enable them to understand the likely nature, extent and duration of vibration, dust, noise and utility impacts and access changes</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Targeted communication with the child care and Christian Chinese Community Service Centre located on Essex Street in regard to timing of the most noise intensive works and in management of adjacent parking and access issues. In addition, communication with Epping Public School in regard to road access changes and any risks to pedestrian safety especially for young children</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Particular attention should be given to ensuring any vulnerable (elderly or low income) households are appropriately targeted</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Communications would include roadside signage, letterbox dropped newsletters, newspaper advertisements, Roads and Maritime web based information, a complaints line, and advice to specific service providers such as community transport and seniors organisations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction related traffic changes and impacts to parking</td>
<td>Consultation with local residents, businesses and organisations should be undertaken with regard to timing and duration of works, likely impacts on car parking and alternate routes of travel. For residents and businesses directly impacted by changes to access (in and out of their properties), Roads and Maritime would consult with owners and tenants regarding alternate access arrangements.</td>
<td>Construction Contractor</td>
<td>Pre-construction and construction</td>
</tr>
<tr>
<td>Altered pedestrian access on the southern side of Epping Road in the proposal site</td>
<td>Provide timely information to road users with information about changes to access including the bus stop along Epping Road. Where changes to access arrangements are necessary, Roads and Maritime would advise owners and tenants and consult with them in advance regarding alternate access arrangements to maintain safe pedestrian passage along this section.</td>
<td>Construction Contractor</td>
<td>Pre-construction and construction</td>
</tr>
<tr>
<td>Changed road network and travel delays for road users</td>
<td>Provide timely information to road users with information about changes to access or travel delays. Where changes to access arrangements are necessary, Roads and Maritime would advise owners and tenants and consult with them in advance regarding alternate access arrangements.</td>
<td>Construction Contractor</td>
<td>Pre-construction</td>
</tr>
</tbody>
</table>
6. Conclusion and recommendations

This SEIA has identified the likely socio-economic impacts of the proposal. Both positive and negative impacts have been identified for the local community, businesses, and transport and road users.

The positive impacts are considered to be:

- Decreased traffic congestion along Epping Road from additional westbound road capacity, improving the east-west connectivity for the area and access to Epping Town Centre and surrounding areas. This positive impact may be experienced by local residents and the many users of Epping Road including public transport users and motorists.

- Improved travel times for motorists and public bus users due to fewer interruptions from drivers wishing to turn right from Langston Place on to Epping Road, and Epping Road on to Smith Street and Forest Grove.

- Improved safety and accessibility for pedestrians due to the introduction of new traffic controlled pedestrian crossings for the intersection of Epping Road/Essex Street.

- Improved driver safety for motorists making right turns into Epping Road from Essex Street using new dedicated lanes.

A number of negative impacts have also been identified, and in summary include:

- Permanent negative amenity impacts resulting from partial acquisition of 14 properties (including residences and two businesses), however it is not expected these would require relocation of people from their properties.

- Two residential properties located on the western side of Essex Street would be relocated due to their proximity to the road widening footprint. This process can lead to stress and anxiety for residents, particularly if the process takes an extended period of time, and if finding a comparable property in a similar location is challenging. Residents from vulnerable groups, such as older people, people from with a disability, and people from Culturally and Linguistically Diverse (CALD) backgrounds may be more vulnerable to the impacts of relocation, particularly if they are required to relocate outside of their local area, leading to loss of social connections.

- Permanent access impacts on local residents and road users due to the construction of central median strips on Epping Road and Essex Street and the removal of right turn movements from Langston Place on to Epping Road; Epping Road on to Smith Street and Forest Grove; and Epping Road on to Essex Street in both directions. Overall this is considered a minimal impact as alternative routes are available such as Pembroke Street and Blaxland Road. However for staff and users of the Christian Chinese Community Service Centre and residents for whom the impact will be direct (loss of right turns into and out of their properties on Epping Road and Essex Street), and for residents of Forest Grove, Smith Street and Essex Street, these impacts will be higher.

- Increased travel times/delays as a result of construction works and minor increased construction traffic over the six-month construction period for local residents and road users that travel via Epping Road to access Epping Town Centre and surrounding areas.

- Three businesses may experience temporary reduced customer access from construction work.
Properties located along Epping Road are likely to experience temporary amenity impacts resulting from construction activities including noise, dust, vibration, visual and traffic impacts. A small number of properties located on side streets which intersect with Epping Road between Essex Street and Blaxland Road may also experience these as minor temporary impacts. Further, noisy activities at potential compounds would result in temporary noise impacts to adjacent residents.

Mitigation measures provided in Table 7 would minimise the potential negative impacts that may occur as a result of the proposal.
7. References


GHD 2015, *Epping Road Widening between Essex Street and Blaxland Road at Epping: Noise Impact Assessment*.

GHD, 2015, *Epping Road Widening between Essex Street and Blaxland Road at Epping: Traffic and Transport Impact Assessment*.

**Appendix A** – Property acquisition required for the proposal
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<table>
<thead>
<tr>
<th>Address</th>
<th>Lot and DP</th>
<th>Acquisition type</th>
<th>Current land use</th>
<th>Approximate area (m²)</th>
<th>Acquisition area (m²)</th>
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</thead>
<tbody>
<tr>
<td>2 Epping Road</td>
<td>Lot 1 DP 1192833</td>
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<td>Commercial</td>
<td>1197</td>
<td>140</td>
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<tr>
<td>4 Epping Road</td>
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<td>1508</td>
<td>112</td>
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<td>6 Epping Road</td>
<td>Lot B DP 308840</td>
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<td>8 Epping Road</td>
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<td>10 Epping Road</td>
<td>Lot 6 DP 10385</td>
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<td>Residential</td>
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<td>74</td>
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<td>803</td>
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<td>41 Essex Street</td>
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<td>Residential</td>
<td>922</td>
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<tr>
<td>43 Essex Street</td>
<td>Lot 1 DP 430745</td>
<td>Partial</td>
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