

Attachment 2 – TfNSW response to questions from Councillors on the PLR Stage 2 alignment. Received 6 June 2022.

On 1 June, the NSW Premier Dominic Perrottet, Treasurer Matt Kean, Minister for Infrastructure, Cities and Active Transport Rob Stokes, Minister for Transport David Elliott and Member for Parramatta Geoff Lee committed an additional \$602.4 million to proceed with the Parramatta Light Rail Stage 2 project (in the upcoming 2022 - 23 NSW Budget, to start works and to move ahead with the Western Sydney megaproject). This commitment will go towards early works and building the vital bridge connection across the Parramatta River between Melrose Park and Wentworth Point, see media release attached for your reference.

Planning and development work is continuing, including utilities and geotechnical investigations, as well as progressing the development of the project's Environmental Impact Statement (EIS), which will be released for public comment by the end of the year.

To assist Council in preparing a submission to the 'Have Your Say' engagement and following Transport for NSW's (TfNSW) briefing to Councillors on 16 May, please see responses below to the Councillor questions.

River bridge at Wentworth Point

- *Is it intended to underground/submarine the high voltage power lines, or will the bridge be located east of the existing power lines?*
- *Will the boat ramp be retained in the existing position, moved, or removed?*
- *On the northern side where will the bridge elevation point begin, and will the mangroves be impacted?*

The project is looking to locate the bridge between Melrose Park and Wentworth Point to the eastern side of the existing 132kV powerline, although the exact location including elevation point on the northern side of the Parramatta River are still to be confirmed. It is not the project's intention to underground or run underwater the 132kV power lines.

The Ermington boat ramp will not be moved or removed as a result of the project. Any impact to the mangrove colony will be assessed in the project's EIS along with mitigation measures outlining how this will be managed.

The project will continue to work with key stakeholders, including Council, to finalise the design and construction methodology of this critical piece of infrastructure. The preferred option, including mitigation measures, will be presented in the project's EIS.

ATL

- *Will there be an ATL along the whole alignment?*

As part of the project, 8.5 kilometres of new active transport link will be constructed, including two new crossings over the Parramatta River, to connect with and enhance existing active transport assets including the Parramatta Valley Cycleway. As the

project progresses, Transport for NSW will work with Council and key stakeholders to finalise connections.

Current consultation

- *Did TfNSW do a letter or pamphlet drop to residents who will be impacted by the rail line going through green space or green corridors, for example the residents backing onto the corridor east of South Street, through Ken Newman Park to Boronia Street?*

As part of the current engagement which commenced on Monday, 2 May 2022, TfNSW commissioned a letterbox drop to 29, 000 properties along the Stage 2 alignment, including South Boronia and Tristram Streets, to encourage residents to 'have your say' and complete the online survey.

The letterbox drop has been supported by social media posts and 14 community pop up sessions held at locations across the alignment. Details of the pop up community information sessions are on the PLR website.

This engagement phase will remain open until Sunday, 26 June 2022. Community views will be collated and considered as part of the EIS process, when more detailed project information will be shared and further consultation undertaken.

- *Does TfNSW have any statistics or knowledge of the level of awareness of residents and business along the alignment, of the actual alignment and how it may impact them?*

TfNSW continuously works to develop its understanding of residential matters and local businesses along the preferred alignment. The project team currently has two dedicated place managers who work directly with business owners and the community to provide information and updates on the project, and answer any questions. The current engagement phase is seeking feedback from residents and businesses alike in relation to the preferred alignment and proposed stop locations. A social and business impact assessment will form part of the EIS.

TfNSW has undertaken research called 'Community Attitudes to Parramatta Light Rail' every year since 2016, to better understand the views of the community including residents and local businesses. Knowledge of the project for both Stage 1 and 2 of the Parramatta Light Rail continues to increase each year. Encouragingly, since the Stage 2 announcement in June 2021 to recommence planning and development works , three quarters of respondents noted they felt more positive about the project and felt Stage 2 provided 'high quality public transport to areas that are currently not well served'.

The project team is always available to discuss project related matters with the community, and can be contacted via the project's community information lines (ParramattaLightRail@transport.nsw.gov.au or 1800 139 389).

- *Apart from the statutory advertising, what other forms of consultation will be carried out with the EIS, for example, letter/pamphlet drop?*

An extensive communication and engagement plan will be delivered to support the EIS public exhibition, including the development of a digital EIS platform to present the EIS documentation in a far more visually interactive way and create a user experience that is more accessible to more people. In addition, TfNSW will undertake community information sessions (both on-line and in-person), one-on-one briefings, media releases (print and social), letterbox drops, project website, community information line, project collateral, social media and email blasts.

The NSW Department of Planning and Environment has regulatory requirements with regard to engaging communities, and specific strategies will be put in place to ensure hard-to-reach groups such as non-English speakers and disability and access groups are engaged during the process.

TfNSW will continue to work with Council and other key stakeholders throughout the process.

Overall alignment

- *Given potential impacts on the community north of the River, is there scope to consider an alignment between south of the River and Parramatta Rd, to SOP, with a bridge to Melrose Park?*

The preferred alignment for PLR Stage 2 will provide much needed public transport infrastructure and bring the vision of a '30-minute city' closer to reality for the communities north of the river – such as the new development at Melrose Park and the proposed Camellia town centre – providing frequent and convenient connectivity to Parramatta CBD and the Sydney Olympic Park precinct, as well as to heavy rail and the future Metro West at Parramatta and Sydney Olympic Park, see map attached.

An alignment between Parramatta Road and the Parramatta River is not being considered.

- *Is there an intent to minimise right angle corners along the alignment, as there was for Stage 1? Can the right angle corners be further reduced?*

TfNSW has considered multiple factors in determining the route and design of the preferred Stage 2 alignment. While it is aspirational to minimise and reduce right angled corners on a light rail project, this is not always the case when existing road network, topography, private property and other constraints are considered. TfNSW is currently seeking feedback from the community in relation to the preferred alignment and proposed stop locations, and welcomes input from Council in relation to any suggestions they may have.