

7.0 Environmental assessment

7.9 Land use and property

This chapter outlines the potential land use and property impacts from the construction and operation of the proposed modification, and identifies mitigation measures to avoid or minimise impacts.

7.9.1 Method of assessment

Legislation and policy

The following legislation, environmental planning instruments and policy documents have been used to identify land use zoning, planning controls, and planned future priorities:

- *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act)
- *Crown Land Management Act 2016* (NSW)
- *Native Title Act 1993* (Commonwealth)
- *Western Sydney Parklands Act 2006* (NSW)
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Industry and Employment) 2021*
- *State Environmental Planning Policy (Precincts – Western Parkland City) 2021*
- *Blacktown Local Environmental Plan 2015* (Blacktown LEP 2015)
- *Fairfield Local Environmental Plan 2013* (Fairfield LEP 2013)
- *Liverpool Local Environmental Plan 2008* (Liverpool LEP 2008)
- *Greater Sydney Region Plan – A Metropolis of Three Cities* (Greater Sydney Commission, 2018a)
- *State Infrastructure Strategy 2018 – 2038: Building Momentum* (Infrastructure NSW, 2018)
- *Future Transport Strategy 2056* (TfNSW, 2020).

Environmental planning instruments (including State Environmental Planning Policies (SEPPs) and LEPs) have been considered in this section, however they do not apply to State Significant Infrastructure (SSI) projects except where they apply to the declaration of SSI or critical SSI. Refer to **Chapter 5** (Statutory) and **Chapter 3** (Need for the modification and strategic context) for further information on the applicability of this legislation and policy, and the planning approval pathway.

Strategic planning policies

The study area and its surrounds have been identified as an area of future growth and development. Future land use and planning in the study area is dictated by several relevant plans and strategies, which have been described in **Chapter 3** (Need for the modification and strategic context), including:

- *The Infrastructure Priority List* (Infrastructure Australia, 2021b)
- *State Infrastructure Strategy 2018 – 2038: Building Momentum* (Infrastructure NSW, 2018)
- *Future Transport Strategy 2056* (Transport, 2020a)
- *Greater Sydney Services and Infrastructure Plan* (Transport, 2018c)
- *Greater Sydney Region Plan – A Metropolis of Three Cities* (Greater Sydney Commission, 2018a)
- *Western City District Plan* (Greater Sydney Commission, 2018b)
- *Central City District Plan* (Greater Sydney Commission, 2018c)
- *NSW Freight and Ports Plan 2018 – 2023* (Transport, 2018b)

- *Western Sydney Infrastructure Plan* (The Department of Infrastructure, Transport, Regional Development and Communications, 2022).

These plans and strategies were created so that current and future developments in the vicinity of the proposed modification are optimised and may support the significantly growing population of Greater Sydney. This population growth, new employment precincts and several planned developments such as Western Sydney International Airport are expected to place significant pressure on the Westlink M7 and the surrounding transport network. Additional pressure on the network may result in increased safety risks, degraded travel outcomes and adversely affected planning and development undertakings in the region. The proposed modification would help achieve the objectives of several plans and strategies by reducing congestion on an existing road asset and improving connectivity to surrounding areas.

Assessment approach

The methodology to identify and assess potential land use and property impacts involved the following:

- Identification of a relevant study area (**Section 7.9.2**)
- A review of the existing land uses and affected properties within the study area (**Section 7.9.3**)
- Assessing the impacts of construction and operation on land use and properties within the study area (**Section 7.9.4**)
- Identifying measures to avoid, minimise or mitigate land use and property impacts that would result from the proposed modification (**Section 7.9.5**).

7.9.2 Study area

For the purpose of this assessment, the proposed modification has been divided into three study area 'sections', based on the local government areas (LGAs) where the proposed modification is located, namely Liverpool LGA, Fairfield LGA, and Blacktown LGA. The study area sections include the construction footprint for the proposed modification and a 500 metre buffer around this area to identify potentially affected land and properties. The study area is shown in Figure 7-82.

7.9.3 Existing environment

This section provides an overview of the existing environment relevant to land use and property.

Overview

The majority of the existing Westlink M7 is zoned as Infrastructure (SP2) within the study area. This includes locations where the Westlink M7 intersects other major existing roads such as the M4 Motorway, Great Western Highway and Elizabeth Drive.

Residential zones are mostly concentrated around the northern and southern portions of the study area. Although primarily comprised of low-density housing, there are areas of medium and high-density zoned land like those located near Rooty Hill train station. Several local and neighbourhood centres are located within these residential areas.

Industrial zoned lands are typically comprised of general industrial zones (IN1) and light industrial zones (IN2) in the northern Blacktown region, and heavy industrial zones (IN3) in the southern Liverpool region.

The open space adjacent to the proposed modification is mostly comprised of areas dedicated to recreation and reserves such as Western Sydney Parklands, and rural uses such as the primary production lots that are located to the west of the Westlink M7 in Fairfield LGA.

Blacktown LGA

Land use and properties

This section of the study area is centred around the Westlink M7 / Richmond Road intersection to the north and the Warragamba to Prospect Reservoir water pipeline to the south. The majority of the motorway is bordered by urban land use zones such as the Western Sydney Employment Area, low density residential land and general industrial areas. Parts of the south-eastern portion of this section are contained within the Western Sydney Parklands and therefore provide recreational land uses.

Notable land use within or surrounding the study area in Blacktown LGA include:

- The suburbs of Oakhurst, Dean Park, Glendenning, Plumpton, Rooty Hill, Doonside, Bungarribee, Michinbury, Arndell Park, Huntingwood and Eastern Creek
- Glendenning, Doonside and Michinbury Public Schools and Little Fishes Swim School
- Childcare located in Oakhurst, Glendenning, Plumpton, Rooty Hill, Michinbury and Eastern Creek
- Aged care facilities located in Rooty Hill and Doonside
- Mount Druitt Hospital and Michinbury Community Hospital
- Nurragingy Reserve
- Glendenning Industrial Area
- Blacktown International Sportsark
- Rooty Hill historic site
- Westlink M7/M4 Motorway (Light Horse) Interchange.

Land zoning

Land zones within this section of the study area include Infrastructure (SP2), Special Activities (SP1), General Industrial (IN1), Light Industrial (IN2), Low Density Residential (R2), Medium Density Residential (R3), High Density Residential (R4), Public Recreation (RE1), Environmental Conservation (C2), Environmental Management (C3) Primary Production Small Lots (RU4), Neighbourhood Centre (B1) and Local Centre (B2) under the Blacktown LEP 2015. The land use zoning for the Blacktown section of the study area is presented in Figure 7-83.

In addition, under chapter 7 of the *SEPP (Precincts – Western Parkland City) 2021* the eastern part of this study area is considered unzoned land, including land within which the Westlink M7 is located. According to the *SEPP (Industry and Employment) 2021*, portions of the southwest section of the study area are located within land zoned as General Industrial (IN1).

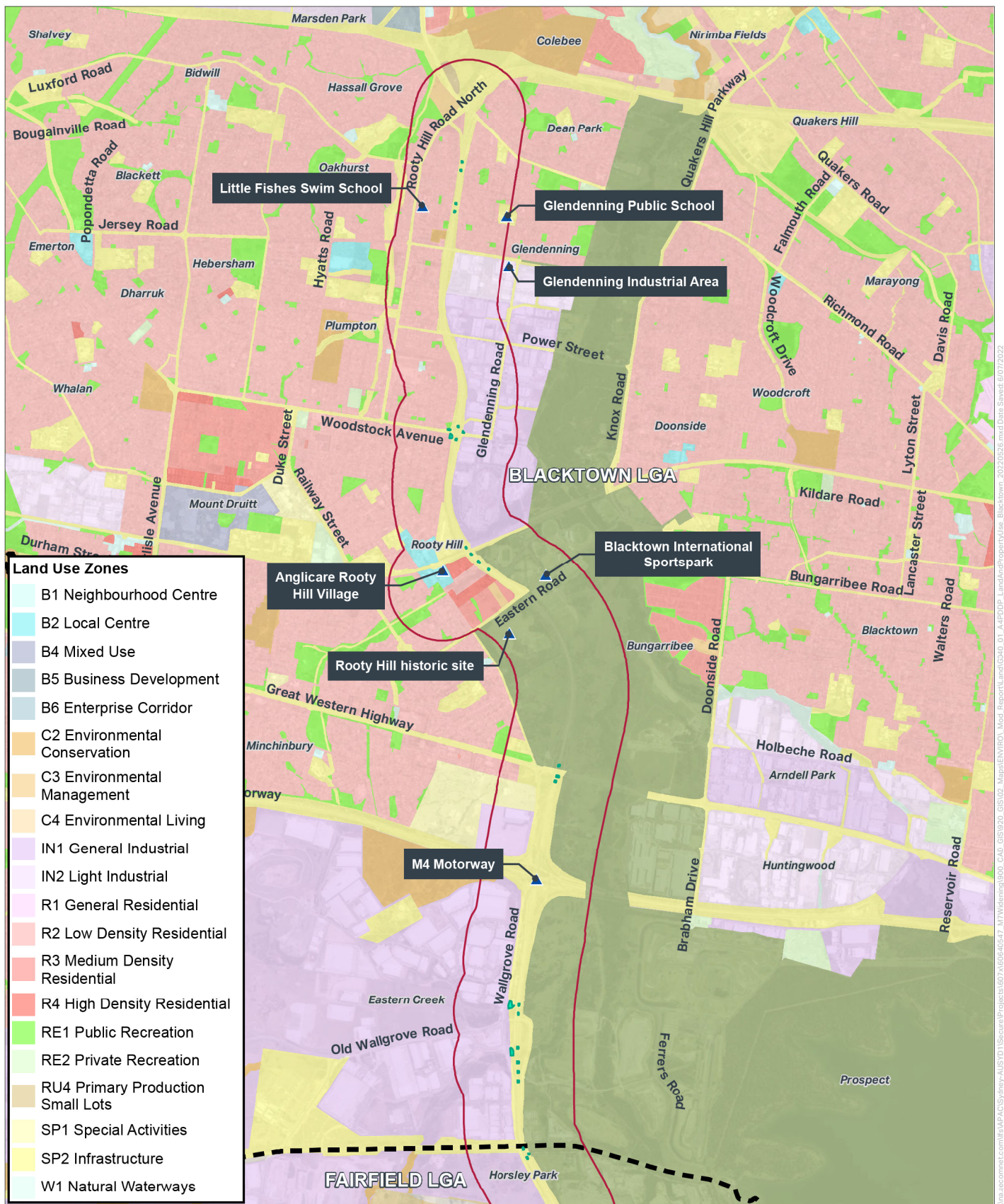


FIGURE 7-83: LAND USE ZONES - BLACKTOWN LGA

Legend

- Study area
- Construction compound
- LGA Boundary
- Crown Land
- Trust Land (Unzoned)
- Notable land use



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Fairfield LGA

Land use and properties

This section of the study area is bordered by the Warragamba to Prospect Reservoir water pipeline to the north and Elizabeth Drive to the south. Along the eastern length of the motorway is the Western Sydney Parklands, and the majority of the western side is comprised of land zoned as 'Primary Production Small Lots' (RU4). Notable land use within or surrounding the study area in Fairfield LGA include:

- The suburbs of Horsley Park, Cecil Park and Abbotsbury
- Horsley Park Public School and Marion Catholic Primary School
- Horsley Kids Early Childhood Centre
- Sydney International Equestrian Centre
- Places of worship including Our Lady of Victories Horsley Park and Bethel Mar Toma Church Sydney
- Panditarama Sydney Meditation Centre
- Calmsley Hill City Farm.

Land zoning

Land zones in this section of the study area include Infrastructure (SP2) General Industrial (IN1), Environmental Conservation (C2), Rural Landscape (RU2) and Primary Production Small Lots (RU4) under the Fairfield LEP 2013. The land use zoning for the Fairfield section of the study area is presented Figure 7-84.

Additionally, under chapter 7 of the *SEPP (Precincts – Western Parkland City) 2021* the eastern part of this section of the study area is considered unzoned land, including land within which the Westlink M7 is located. According to the *SEPP (Industry and Employment) 2021*, the north-western portion of this section of the study area is located within land zoned as General Industrial (IN1).

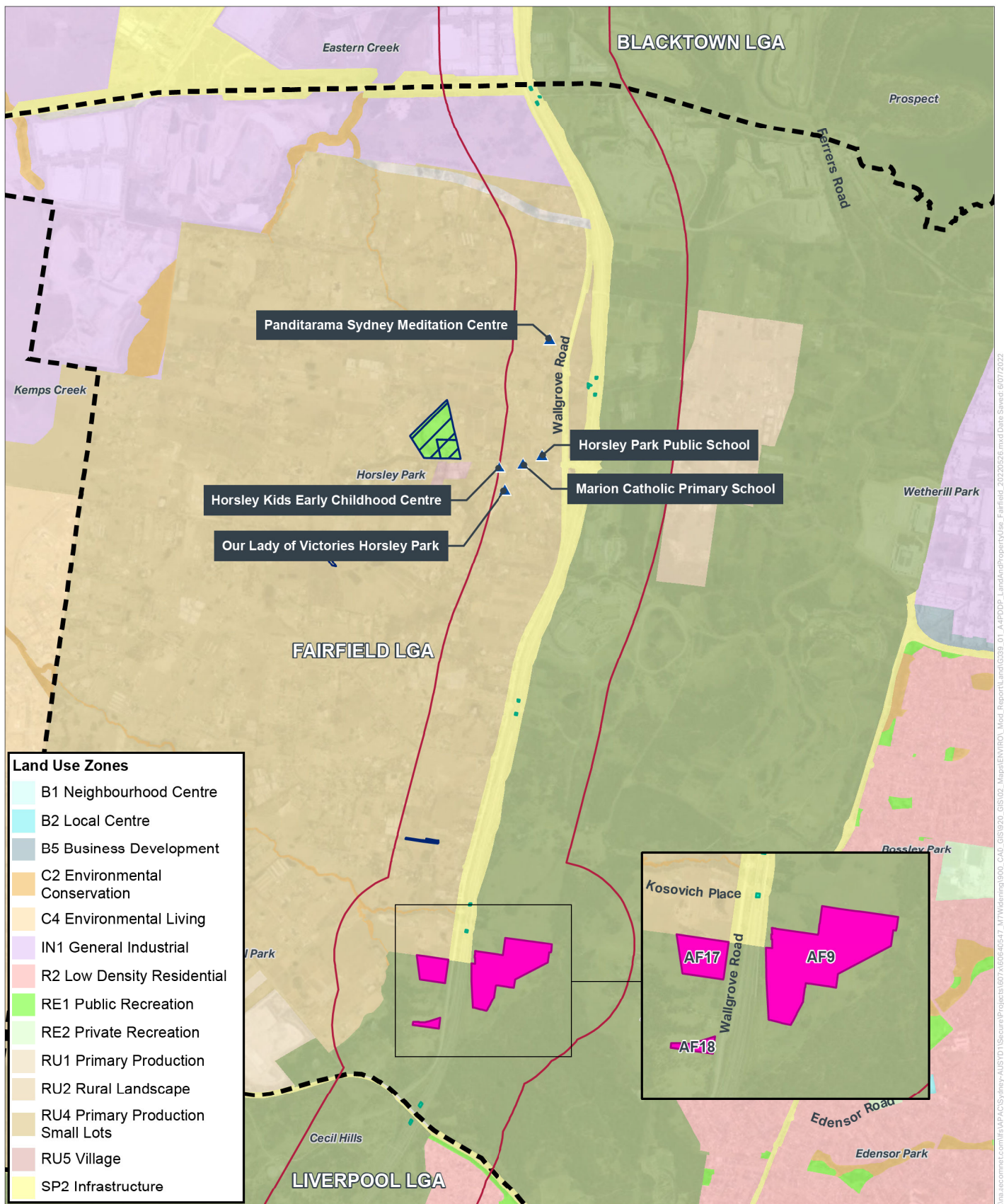


FIGURE 7-84: LAND USE ZONES - FAIRFIELD LGA



Legend

- Study area
- Construction compound
- Construction compound - to be leased
- LGA Boundary
- Crown Land
- Trust Land (Unzoned)
- Notable land use

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Liverpool LGA

Land use and properties

This section of the study area is centred around Elizabeth Drive to the north and the intersection of the Westlink M7 and M5 Motorway to the south, traversing Elizabeth Hills and Hoxton Park. The southern and eastern portions of this study area predominantly consist of urban land uses supporting residential, industrial and commercial purposes, although there are areas dedicated to public recreation and environmental conservation scattered throughout. The north and north-western portions of this study area are situated within the Western Sydney Parklands, with minimal development within 200 metres of the Westlink M7.

Notable land use within or surrounding the study area in Liverpool LGA include:

- The suburbs of Cecil Hills, Elizabeth Hills, Green Valley, Middleton Grange, Hoxton Park, Miller, Prestons, Lurnea and Casula
- Hoxton Park High School, Amity College Prestons Campus, Good Shepherd Catholic Primary School, Dalmeny Public School, Tomas Hassal Anglican College TAFE NSW – Miller, and Good Samaritan Catholic College
- Childcare facilities in Middleton Grange, Hitchenbrook, Miller, Hoxton Park and Prestons
- Advantaged Aged Care at Prestons Lodge
- Places of worship including Mosque Masjid Bilal and Inspire Church Liverpool
- Greenspaces including Hoxton Park Reserve, Newgate Park and Cessna Reserve.

Land zoning

Land zones in this section of the study area include Infrastructure (SP2), Environmental Conservation (C2), Environmental Management (C3), Primary Production (RU1), General Industrial (IN1), Light Industrial (IN2), Heavy Industrial (IN3), Neighbourhood Centres (B1), Local Centre (B2), Business Development (B5), Enterprise Corridor (B6), High Density Residential (R4), Medium Density Residential (R3), Low Density Residential (R2), General Residential (R1), Public Recreation (RE1) and Private Recreation (RE2). The land use zoning for the Liverpool section of the study area is presented Figure 7-85.

Additionally, chapter 7 of the *SEPP (Precincts – Western Parkland City) 2021* applies to the north and western part of this study area. This area is unzoned land and includes land within which the Westlink M7 is located.

Crown land is also located in this section of this study area. Part of the construction ancillary facility located at Hoxton Park is crown land. Current land use on this land is dictated by lease agreements under the *Crown Lands Management Act 2016*.

Land use zones and objectives within the construction footprint

A list of land use zones found within the construction footprint (and ancillary facility accesses) and their relevant objectives are presented in Table 7-69 and summarised below.

Table 7-69 Land use zoning within the construction footprint (and ancillary facility accesses)

Land use zone and objectives	Location within the study area	Use to support the proposed modification
SP2 Infrastructure (Classified Road) <ul style="list-style-type: none"> To provide for infrastructure and related uses To prevent development that is not compatible with or that may detract from the provision of infrastructure To reserve land for the provision of infrastructure. 	Identified throughout the Westlink M7 footprint: <ul style="list-style-type: none"> Liverpool LGA Fairfield LGA Blacktown LGA 	Various noise walls, existing on-site detention basins, construction ancillary facilities, bridge widening areas, bridge clear and grub, median earthworks, temporary stream crossing/diversions, carriageway widening works and line resurfacing works along the alignment
SP2 Infrastructure (Drainage) <ul style="list-style-type: none"> To provide for infrastructure and related uses To prevent development that is not compatible with or that may detract from the provision of infrastructure To reserve land for the provision of infrastructure. 	Identified off Aviation Road, Elizabeth Hills (outside of the Westlink M7 operational footprint): <ul style="list-style-type: none"> Liverpool LGA 	Construction ancillary facility 'Zone A-3'
R2 Low Density Residential <ul style="list-style-type: none"> To provide for the housing needs of the community within a low-density residential environment To enable other land uses that provide facilities or services to meet the day to day needs of residents To provide a suitable low scale residential character commensurate with a low dwelling density To ensure that a high level of residential amenity is achieved and maintained. 	Off Legendre Parade, Hinchinbrook (outside the Westlink M7 operational footprint): <ul style="list-style-type: none"> Liverpool LGA 	Access routes for construction ancillary facilities within the median
	Off Inverell Avenue, Hinchinbrook (outside the Westlink M7 operational footprint): <ul style="list-style-type: none"> Liverpool LGA 	Access routes for construction ancillary facilities within the median
	Off Station Street at corner of Woodstock Avenue (Rooty Hill) (outside the Westlink M7 operational footprint): <ul style="list-style-type: none"> Blacktown LGA 	Construction ancillary facility 'C2@B902/03'
RE1 Public Recreation <ul style="list-style-type: none"> To enable land to be used for public open space or recreational purposes To provide a range of recreational settings and activities and compatible land uses To protect and enhance the natural environment for recreational purposes 	Off Wilson Road, Hinchinbrook (near Hoxton Park Reserve) (outside the Westlink M7 operational footprint): <ul style="list-style-type: none"> Liverpool LGA 	Construction ancillary facility 'C3@B9829/30'

Land use zone and objectives	Location within the study area	Use to support the proposed modification
<ul style="list-style-type: none"> To provide sufficient and equitable distribution of public open space to meet the needs of residents To ensure the suitable preservation and maintenance of environmentally significant or environmentally sensitive land. 		
IN3 Heavy Industrial <ul style="list-style-type: none"> To provide suitable areas for those industries that need to be separated from other land uses To encourage employment opportunities To minimise any adverse effect of heavy industry on other land uses To support and protect industrial land for industrial uses To preserve opportunities for a wide range of industries and similar land uses by prohibiting land uses that detract from or undermine such opportunities. 	Off Burando Road, Prestons (outside the Westlink M7 operational footprint): <ul style="list-style-type: none"> Liverpool LGA 	Construction ancillary facility access route
C2 Environmental Conservation <ul style="list-style-type: none"> To protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values To prevent development that could destroy, damage or otherwise have an adverse effect on those values To enable the recreational enjoyment, cultural interpretation or scientific study of the natural environment. 	Off Kurrajong Road, Prestons (outside the Westlink M7 operational footprint): <ul style="list-style-type: none"> Liverpool LGA 	Construction ancillary facility access route

Land use zone and objectives	Location within the study area	Use to support the proposed modification
Unzoned lands (i.e. within Western Sydney Parklands boundary) <ul style="list-style-type: none"> Development may be carried out on unzoned land only with development consent In deciding whether to grant development consent, the consent authority— must consider whether the development will impact on adjoining zoned land and, if so, consider the objectives for development in the zones of the adjoining land, and must be satisfied that the development is appropriate and is compatible with permissible land uses in any such adjoining land. 	Near Kosovich Place, Cecil Park, near Toulouse Street, Cecil Hills, and near the Hinchinbrook River crossing in Cecil Park: <ul style="list-style-type: none"> Liverpool LGA Fairfield LGA 	Construction ancillary facilities AF8, AF9 (Zone B), AF17 and AF18 (which are approved as construction ancillary facilities under the M12 Motorway project and are also proposed to be used for the proposed modification)
	Multiple locations	Existing on-site detention basins
	Near The Horsley Drive, Horsley Park <ul style="list-style-type: none"> Fairfield LGA 	Existing noise walls
	Off Dobroyd Drive, Elizabeth Hills and Endurance Drive, Blacktown (partially outside the Westlink M7 operational footprint): <ul style="list-style-type: none"> Liverpool LGA Blacktown LGA 	Construction ancillary facility access routes
IN1 General Industrial <ul style="list-style-type: none"> To provide a wide range of industrial and warehouse land uses To encourage employment opportunities To minimise any adverse effect of industry on other land uses. To support and protect industrial land for industrial uses To ensure development is not likely to detrimentally affect the viability of any nearby business centre. 	Near Old Wallgrove Road, Eastern Creek (partially outside the Westlink M7 operational footprint): <ul style="list-style-type: none"> Blacktown LGA 	Existing on-site detention basins

Utilities

There are a number of minor and major utility services crossing the study area, the details of which are provided in **Section 4.2.12** and **Section 4.3.8**.

Crown land and Native Title

Parcels of crown land, roads and waterways are traversed by the construction footprint for the proposed modification and existing operational footprint of the Westlink M7. These parcels are all located within the Liverpool LGA between Cowpasture Road and Kurrajong Road.

Searches of the *National Native Title Register*, *Register of Native Title Claims* and *Register of Indigenous Land Use Agreements* (ILUAs) were undertaken in June 2022 for the Blacktown, Fairfield and Liverpool LGAs. These searches returned no registered native title determinations, claims or ILUAs. Crown land in the study area is shown in Figure 7-83 to Figure 7-85.

Trust land

The *Western Sydney Parklands Act 2006 (NSW)* establishes certain land to be Trust Land. Two sections of the existing Westlink M7 are located within and adjacent to land owned by Western Sydney Parklands Trust (Trust Land) (refer Figure 7-83 to Figure 7-85). This land is 'unzoned land' and is located around the suburbs of Eastern Creek, Abbotsbury, Cecil Park and Cecil Hill. Sections of the construction footprint (including construction ancillary facilities) would also be on and next to Trust land.

7.9.4 Impact assessment

This section provides an assessment of construction and operational impacts from the proposed modification on land use and property. Due to most of the proposed modification occurring within the existing operational footprint of the Westlink M7, there is limited potential for significant impacts on land use and property. Impacts, if any, would mostly be limited to the existing median strip and/or the construction ancillary facilities outside of the existing Westlink M7 footprint.

The proposed activities associated with construction and operation of the modification, for each section of the study area, are presented in Table 7-70.

Table 7-70 Activities and features of the proposed modification in each study area section

Study area section	Key construction activities proposed	Key operation activities proposed
Blacktown LGA	<ul style="list-style-type: none"> • Bridge widenings both northbound and southbound • Construction of new noise walls • Increasing height of existing noise walls • Widening into the existing median • Use of construction ancillary facilities • Changes to lane alignments and motorway exit at the Westlink M7/M4 Motorway (Light Horse) Interchange, including impacts to existing artwork installation and removal of some fig trees • Upgrade of utilities and drainage infrastructure. 	<ul style="list-style-type: none"> • Widened bridges • Additional northbound and southbound lanes • Two-lane exit northbound to the M4 Motorway • Noise walls • Intelligent Transport System (ITS) installations
Fairfield LGA	<ul style="list-style-type: none"> • Bridge widenings both northbound and southbound • Widening into the existing median • Use of construction ancillary facilities • Upgrade of utilities and drainage infrastructure 	<ul style="list-style-type: none"> • Widened bridges • Additional northbound and southbound lanes • Noise walls • ITS installations
Liverpool LGA	<ul style="list-style-type: none"> • Bridge widenings both northbound and southbound • Construction of new noise walls • Increasing height of existing noise walls • Widening into the existing median • Use of construction ancillary facilities • Upgrade of utilities and drainage infrastructure 	<ul style="list-style-type: none"> • Widened bridges • Additional northbound and southbound lanes • Noise walls • ITS installations

Construction

Property

Many of the sites required to support the construction of the proposed modification are already located within the existing Westlink M7 footprint and/or existing operational maintenance boundary. This approach has helped avoid potential for impacts to neighbouring properties.

Permanent acquisition of land would not be necessary for the proposed modification however 11 parcels of land would be subject to lease for use as construction ancillary facilities (outlined in Table 4-9 in **Chapter 4** (Proposed modification)). This includes seven parcels of land already approved as construction ancillary facilities for the M12 Motorway and four parcels of land located outside the operational footprint of the motorway. All of these properties are located within the Liverpool LGA and Fairfield LGA study areas; none are within the Blacktown LGA study area. The number and location of leases would be confirmed during detailed design and in consultation with property owners.

All areas leased for the modification would be rehabilitated upon completion of construction and restored to their existing condition, or as otherwise agreed with the landowner. Transport would complete a survey of all leased areas prior to leasing the land to document the pre-leased condition and share this survey with the landowner prior to construction commencing. The landowner would have the opportunity to comment on the survey and their comments would be documented within the survey report.

Impact of temporary leases

Landowners of the leased land would experience a temporary loss of property use once their land is leased. However, as mentioned previously, properties would be rehabilitated and restored to their existing condition, unless otherwise agreed with the landowner. This would occur within six months of completion of the construction phase, and therefore residual impacts to property would be negligible.

Land use

Potential impacts on land use attributed to the construction of the proposed modification include:

- Direct physical impacts within the construction footprint due to the construction and/or upgrade of median earthworks and widening, lane alignment changes, temporary stream crossing/diversions, bridge widening, noise walls and existing on-site detention basins along the alignment
- Direct impacts from use of construction ancillary facilities. This is presented in Table 7-71
- Temporary interruptions to traffic and transport, which is discussed further in **Section 7.1** (Traffic and transport)
- Temporary changes to access for properties and businesses near the construction footprint, due to temporary variations in traffic conditions. The potential impact of construction access and haulage routes to businesses are discussed further below and outlined in **Section 7.1.5** (Traffic) and **Section 7.12.5** (Social)
- Temporary impacts to local amenity for some land uses close to the construction ancillary facilities, access routes and construction works, including visual impacts, construction traffic noise, flooding and changes to air quality. These are discussed in **Section 7.2** (Noise and vibration), **Section 7.3** (Air quality), **Section 7.4** (Hydrology and flooding), **Section 7.6** (Biodiversity), **Section 7.10** (Urban design, landscape, and visual amenity), and **Section 7.12** (Social).

Impacts to land use would result from the temporary establishment of construction ancillary facilities, construction access and haulage routes. Table 7-71 outlines that there would not be any significant impacts to land use caused by the temporary establishment of construction ancillary facilities for the proposed modification.

Table 7-71 Temporary impacts to land use from proposed construction ancillary facilities

Ancillary Facility	Study area location (LGA)	Current land use	Temporary impacts to land use
Ancillary facilities at individual work fronts within the Westlink M7 median/ existing motorway footprint	All	Westlink M7 motorway	The presence of construction activities at these sites would introduce a temporary conflicting use that would interrupt traffic (e.g. lane closures, traffic delays) along the motorway. Refer to Section 7.1 (Traffic and transport) for further assessment of traffic-related impacts.
AF17, AF18, Construction Zone B (AF9) and AF8.	Fairfield LGA	Rural/ recreational land within Western Sydney Parklands	Temporary loss of rural/ recreational land. These areas are all sparsely vegetated, and AF9 contains a potential dwelling, however all of these areas are approved to be used as construction ancillary facilities as part of the M12 Motorway project. Their continued use for the proposed modification would increase the length of time they are occupied for construction purposes. The temporary change in land use also has potential to impact the visual amenity, noise, air and traffic/access conditions of surrounding land uses. The land use impacts are likely to be negligible to minor.
C2@B9844/45 and C2@B9841/42	Liverpool LGA	Unzoned, Trust land within Western Sydney Parklands	Temporary loss of unzoned land within Western Sydney Parklands. These areas are sparsely vegetated, located within the existing operational and maintenance footprint of the Westlink M7, and do not require leases. Given the location and condition of these areas, the potential impact to land use is considered to be minor and temporary. The operation of these ancillary facilities may have an impact on surrounding recreational land use, however given the lack of any major walking tracks or recreational facilities in their vicinity, impacts would be negligible to minor. The land would be rehabilitated and would form part of the operational footprint following construction.
Zone A-3	Liverpool LGA	Vacant reserve land for drainage	This construction ancillary facility would use the end of an existing no-through road (Aviation Road) and road shoulder, which is located along a large drainage basin. Potential impacts to land use would be the removal of public access to the end of Aviation Road. This may affect access to neighbouring commercial centres (e.g. distribution warehouses). Given the isolated location of Aviation Road, the potential impact to land use is considered to be minor and would be temporary. Potential access impacts would be managed through the implementation of mitigation measures (refer Section 7.1 (Traffic and transport)).

Ancillary Facility	Study area location (LGA)	Current land use	Temporary impacts to land use
Construction Zone A-2	Liverpool LGA	Industrial (vacant lot adjacent to manufacturers and distribution centres)	This construction ancillary facility would be located on disturbed land, which is partially paved, sparsely vegetated and surrounded by industrial land-uses. Negligible land-use impact are expected from the use of this land as a temporary construction ancillary site. Depending on where the ancillary facility is accessed from, access to neighbouring commercial centres (e.g. distribution warehouse) may be temporarily impacted. This would be managed through the implementation of mitigation measures (refer Section 7.1 (Traffic and transport)).
C3@B9829/30	Liverpool LGA	Recreational land (car park and grassy vegetated area on the edge of Hoxton Park Reserve)	Construction ancillary facility C3@B9829/30 would be located on land that is disturbed and sparsely vegetated. It is currently used as a paved car park, grassy vegetated road verge, and under-bridge area. Impacts to surrounding land use would be related to changes in access, parking conditions and amenity at the Hoxton Park Reserve. These impacts are considered to be moderate and temporary, and would be managed through the implementation of mitigation measures (refer Section 7.1 (Traffic and transport)). Recreational access would be reinstated following construction.
Construction Zone D-2	Liverpool LGA	No current land use (vacant)	This ancillary facility would be located on vacant and sparsely vegetated residential (R2 and R4) and 'neighbourhood centre (B1)' zoned land. As the land is currently vacant and the site would be returned to its pre-construction use after completion of construction, the modification would have a temporary and overall negligible impact on land use. Surrounding residential land use may be moderately impacted due to increased noise and traffic levels, which would be managed through the implementation of mitigation measures (refer Section 7.1 (Traffic and transport) and Section 7.2 (Noise and vibration)).

Haulage and access routes

Construction site access and haulage routes would primarily use the existing road network near the Westlink M7, the median strip and the Westlink M7 itself. Additionally, access would be sought off-road through private land in some locations, and via the existing Westlink M7 shared path. Off-road accesses would be primarily located in vacant/unoccupied land within open space areas, nature strips adjacent to the Westlink M7, and rural and recreational areas. Access and haulage routes would be located within various land zones including SP2 Infrastructure, Trust (unzoned) land, Primary Production Small Lots (RU4), General Industrial (IN1), Light Industrial (IN2), Heavy Industrial (IN3), General Residential (R1), Low Density Residential (R2), High Density Residential (R4), Public Recreation (RE1), Local Centre (B1) and Environmental Conservation (C2).

Impacts to land use from access routes may include disruptions to existing developments (e.g. temporary traffic delays, changes to access arrangements and temporary loss of current land use) and localised changes in surface conditions due to the movement of heavy vehicles. Where access routes are proposed on private land these would be established in consultation and agreement with relevant landowners.

Of the local and regional roads, Wilson Road, Aviation Road and Blackbird Close would experience the greatest impact. As Wilson Road and Blackbird Close are in an industrial area, the additional construction related traffic volumes and minor increases of heavy vehicle movement would have minimal impact on properties and businesses located within the region. Wilson Road provides local access between Hoxton Park Road and the local residential area in Hinchinbrook, and although no residential properties have frontages to the areas planned for use as access routes, several community facilities do, such as Hoxton Park Reserve and Bilal Mosque Masjid Bilal (Figure 7-1). Therefore, the use of Wilson Road should be coordinated to minimise concurrent timing with large gatherings that may occur at adjacent community facilities, as discussed in **Section 7.1** (Traffic and transport).

Generally, road closures would occur at bridge widening locations and would be for short durations and occur during workday nights or on occasional weekends. Local detours are available for most road closures, although no local detours are available for the Elizabeth Drive and Cowpasture Road closures. Moderate impacts are expected for properties and businesses located in areas where no local detours are available. Potential access impacts would be managed through the implementation of the mitigation measures discussed in **Section 7.1** (Traffic and transport).

Temporary lane closures and full road closures would occur on the following property access roads:

- Austral Bricks access road
- Suez Waste Management site access road.

Impacts to businesses using these access roads would be negligible as temporary alternative driveways would be constructed prior to closures to provide continuity of access to affected properties.

Shared path impacts

Impacts on the use of the existing Westlink M7 shared path would include temporary detours from the existing pathway. This would involve placement of signage and barriers to redirect pedestrians and cyclists along alternative routes. The shared path would be re-established once construction has been completed. Potential impacts to pedestrian and cyclist access associated with alterations to the shared path are assessed in **Section 7.1** (Traffic and transport) and **Section 7.12** (Social).

Utilities

There are a number of minor and major utility services crossing the construction footprint that would need to be protected or adjusted to accommodate the proposed modification, and also so that access and serviceability of the utilities are maintained.

These utility services are described in **Section 4.3.8**. The following utilities would require specific consideration during construction:

- Overhead electrical transmission lines at sites including Cabramatta Creek, Hoxton Park Road, and Villers Road bridges
- The Warragamba to Prospect Water pipelines may require significant protection measures and working restrictions (e.g. no vibratory compaction)
- WaterNSW Upper Canal, which runs north–south within an easement and crosses under Westlink M7 (see **Section 7.8** (Non-Aboriginal heritage) for protection measures and consultation proposed with WaterNSW)
- Westlink M7 Intelligent Transport System
- Existing stormwater box culvert near Woodstock Avenue/Westlink M7 overbridges
- Existing stormwater box culvert near Great Western Highway/Westlink M7 overbridges
- Jemena Eastern Gas Pipeline and Wilton to Horsley Gas Trunk Main, crossing beneath Elizabeth Drive on western side of Westlink M7.

Consultation with the relevant utility providers would be undertaken to confirm the presence of utilities and refine potential utility adjustments and utility protection measures (with a view to avoiding impacts if possible and protecting or adjusting if required) during detailed design.

All utility works would be within the construction footprint (within the existing Westlink M7 corridor and around existing bridge piers), and therefore impacts to surrounding land uses are expected to be minimal. The extent of impact would be confirmed during detailed design.

Crown land

Approximately 750 square metres of Crown land outside of the current Westlink M7 footprint is required for the temporary establishment of a construction ancillary facility at the edge of the Hoxton Park Reserve. Several crown waterways (creeks) are also traversed by the existing Westlink M7 and would be subject to in-creek works for bridge widening. As described in **Chapter 5** (Statutory requirements), a temporary licence and/or easement under the *Crown Land Management Act 2016* would be required for use of Crown land during construction. Transport would consult with NSW Crown Lands to obtain the relevant authorisation, and use of this land would be in accordance with applicable conditions.

Trust land

Portions of the construction footprint would be located within Trust land within the Western Sydney Parklands, which include sections of the Westlink M7 that are to be modified and construction ancillary facilities that would be used to support the proposed modification. The use of areas within the Western Sydney Parklands during construction would largely occur on the edges of fields and reserves near the existing Westlink M7 road corridor. The majority of construction ancillary facilities within Trust land have also already been assessed and approved for construction use as part of the M12 Motorway project.

Temporary leases would be required for construction ancillary facilities within the Western Sydney Parklands, however there would not be a requirement for any permanent acquisition of Western Sydney Parklands land.

Following construction, the land would be returned to Western Sydney Parklands Trust in accordance with temporary lease agreements in place (and any applicable conditions of approval). Further consideration of the statutory planning framework governing the Western Sydney Parklands is provided in **Chapter 5** (Statutory requirement). Consultation undertaken with Western Sydney Parklands Trust in relation to the proposed modification is described in **Chapter 6** (Consultation).

Operation

Property

Acquisition and/or lease of private or public property is not required for the operational phase of the proposed modification.

Land use

There would be no change to the use of the Westlink M7 following construction, and therefore there are no predicted impacts to SP2 Infrastructure zoned land during operation.

Cycling would be prohibited on the Westlink M7 mainline between the M5 Motorway and Richmond Road however, which is assessed in **Section 7.1** (Traffic and transport) and **Section 7.12** (Social).

Following construction, leased sites would be returned to their pre-acquisition condition (unless otherwise agreed with the landowners) and therefore, there would be no impacts during operation.

Utilities

There would be no change in operational management of utilities for the Westlink M7 such as supply of water, electricity, telecommunications, and wastewater.

Crown land

There would be no change to the existing operational and maintenance footprint of the Westlink M7 following construction, and therefore there would not be any impact to Crown Land as a result of the proposed modification during operation.

Trust land

Land belonging to Western Sydney Parklands Trust used for construction would be returned to its former use in accordance with lease conditions. There would be no further impact to trust land from operation of the proposed modification.

7.9.5 Management and mitigation

Based on the assessment above, the mitigation and management measures described in Table 7-72 are proposed in order to manage potential impacts to land use and property during construction and operation of the proposed modification.

Table 7-72 Mitigations measures

Impact	ID	Mitigation measure	Responsibility	Timing
Temporary acquisition of properties (leases)	LUP1	A survey of all leased areas will be completed prior to leasing the land to document the pre-leased condition and share this survey with the landowner prior to construction commencing. The landowner will have the opportunity to comment on the survey and their comments will be documented within the survey report.	Construction contractor	Prior to construction
	LUP2	All areas leased for the modification will be rehabilitated upon completion of construction and restored to their existing condition, or as otherwise agreed with the landowner. This will occur within six months of completion of the construction phase.	Construction contractor	Construction Post-construction
	LUP3	Terms and conditions of private land use for construction access will be determined in consultation and agreement with relevant landowners.	Construction contractor	Prior to construction
Utility impacts	LUP4	Consultation with the relevant utility providers will be undertaken prior to construction to confirm the presence of utilities and refine potential utility adjustments and utility protection measures during detailed design.	Construction contractor	Prior to construction
	LUP5	The final construction methodology will consider measures required to protect utilities or avoid impacts on these services during construction.	Construction contractor	Construction