



Appendix M

Social Impact Assessment

Social Impact Assessment

Westlink M7 Widening - Modification Report

19-Jul-2022
M7 Motorway Widening

Social Impact Assessment

Client: Transport for NSW

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Glossary and abbreviations

Key terms	Description
Approved project	The Westlink M7 (previously referred to as Western Sydney Orbital) is an existing 39-kilometre-long toll road connecting the M5 Motorway at Prestons, the Hills M2 Motorway at Baulkham Hills and the M4 Motorway at Eastern Creek.
Conditions of Approval (CoA)	These are the current conditions that apply to the approved project. Found here: https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI-663-MOD-5%2120190718T013836.398%20GMT
Construction footprint	The area required for construction of the proposed modification
Modification	Proposed changes to be made to the conditions of approval for the approved project.
Operational footprint	The area required for operation of the proposed modification
Proposed modification	The addition of a trafficable lane in both directions within the existing median of the Westlink M7, from about 140 metres south of the Kurrajong Road bridge at Prestons (southern end) to the Westlink M7 Bridge at Richmond Road in Oakhurst/Glendenning (northern end), excluding at the Westlink M7/M4 Motorway (Light Horse) Interchange.
Transport for NSW	The proponent seeking approval for the modification
Westlink M7	M7 Motorway or formerly known as Western Sydney Orbital.

Acronym	Definition
ABS	Australian Bureau of Statistics
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
CSP	Community Strategic Plan
DPE	NSW Department of Planning and Environment
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement
EMS	Environmental management system
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i> (NSW)
EPA	NSW Environment Protection Authority
EPBC Act	<i>Environment Protection and Biodiversity Act 1999</i> (Commonwealth)
IER	Index of Economic Resources
IRSAD	Index of Relative Socio-economic Advantage and Disadvantage
ITS	Intelligent Transport System
km	Kilometres
LEP	Local Environmental Plan
LGA	Local Government Area

Acronym	Definition
LGA	Local Government Area
m	metres
NSW	New South Wales
PAD	Potential Archaeological Deposit
SEARs	Secretary's Environmental Assessment Requirements
SEIFA	Socio-Economic Index for Areas
SIA	Social Impact Assessment
SSI	State Significant Infrastructure
VMS	Variable Message Signs
WSO Co	WSO Co Pty Limited

Executive Summary

The Westlink M7 is an existing 39 kilometre long toll road connecting the M5 Motorway at Prestons, The Hills M2 Motorway at Baulkham Hills and the M4 Motorway at Eastern Creek ('the approved project'). Transport for NSW (Transport) is seeking a modification to the approved project to widen part of the Westlink M7 into the existing median. This is proposed in response to recent and forecast traffic growth, to improve motorway efficiency, travel time performance and safety.

This technical report comprises the Social Impact Assessment (SIA) of the proposed modification, and has been prepared to inform the Modification Report. The purpose of this report is to assess the potential social impacts of the proposed modification and address the relevant Secretary's Environmental Assessment Requirements (SEARs) provided by the NSW Department of Planning and Environment (DPE). This SIA was prepared in accordance with the *Social Impact Assessment Guideline for State Significant Projects* (DPIE, 2021a).

Social locality

The social locality for the SIA has been defined using the Australian Bureau of Statistics (ABS) geographic boundaries of 'Statistical Area Level 3' (SA3). The following SA3s were chosen as they were overlapped with the proposed modification:

- Blacktown–North
- Mount Druitt
- Blacktown
- Fairfield
- Bringelly–Green Valley
- Liverpool.

The social locality has been developed with view to the likely direct and indirect areas of influence associated with the construction and operation of the proposed modification. Within the social locality two sub-areas have been considered, being the Primary impact area (the area in the immediate vicinity of the Westlink M7 and construction ancillary facilities) and the Secondary impact area (the rest of the social locality).

Consultation

This assessment has been informed by residential interviews and business surveys undertaken specifically to inform the SIA. The surveys were conducted over the course of a week in areas around the alignment over the course of a week. A total of 130 residents and 61 businesses responded to the consultation.

The residential interviews identified that people have concerns for amenity impacts during construction. People also indicated that, when operational, the proposed modification would provide ease traffic congestion in their area, improving their ability to get to work, go shopping and socialise. Businesses raised concerns regarding the potential for traffic congestion during construction to affect their business, however, they also indicated that the proposed modification would improve their ability to do business once complete.

Potential impacts

The SIA has identified the following impacts as having the potential to arise during construction:

- Loss of community cohesion and sense of place
- Impacts to health and wellbeing such as increasing stress and anxiety
- Amenity impacts (traffic and access, noise and vibration, air quality and visual)
- Loss of livelihoods
- Construction fatigue.

The following impacts were identified as having the potential to arise during operation:

- Impacts to health and wellbeing such as increasing stress and anxiety
- Loss of amenity (noise and vibration and visual).

Mitigation and management measures

The mitigation and management measures identified for the proposed modification have been developed to enhance potential positive impacts where possible, and to address potential adverse impacts. The mitigation measures identified for social impacts for the proposed modification include :

- Implementation of the proposed Community and Stakeholder Engagement Plan
- Explore options to add additional lighting on the Westlink M7 shared path
- Investigate opportunities to source construction workers from the local community
- Construction ancillary facilities within private and public reserves and parks would be planned to minimise impacts on existing social infrastructure and would be returned to their original or improved condition following construction.

These mitigation measures would be in addition to those in other parts of the modification report that would address impact with social consequences. For example, noise and vibration, air quality, landscape and visual impacts and traffic.

Conclusion

The key potential social benefits of the proposed modification would include:

- Increased accessibility and connection to the community
- Increased health and wellbeing and community cohesion through improved access to social infrastructure such as medical centres, recreation areas and community halls
- Opportunities for local employment and income.

The potential social impacts that would be addressed by implementing the identified mitigation measures:

- Loss of community cohesion and sense of place during construction
- Impacts to health and wellbeing such as increasing stress and anxiety
- Amenity impacts (traffic and access, noise and vibration, air quality and visual)
- Construction fatigue.

1.0 Introduction

The Westlink M7 is an existing 39 kilometre long toll road connecting the M5 Motorway at Prestons, The Hills M2 Motorway at Baulkham Hills and the M4 Motorway at Eastern Creek ('the approved project'). Transport for NSW (Transport) is seeking a modification to the approved project to widen part of the Westlink M7 in response to current and forecast traffic growth, and to improve motorway efficiency, travel time performance and safety.

1.1 Overview of proposed modification

Transport, as the proponent for the proposed modification, is requesting that the Minister for Planning and Homes modify the planning approval for the Western Sydney Orbital (now referred to as Westlink M7) under section 5.25 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The original approval (DPE reference number SSI-663) was for the construction and operation of the existing four-traffic lane motorway. The proposed modification would provide an additional trafficable lane in both directions within the existing median of the Westlink M7. The motorway would be widened from about 140 metres south of the Kurrajong Road bridge at Prestons (southern end) to the intersection with Richmond Road in Oakhurst/Glendenning (northern end), excluding at the Westlink M7/M4 Motorway (Light Horse) interchange (refer to **Figure 1-1**).

This technical report has been prepared to support the application for the proposed modification.

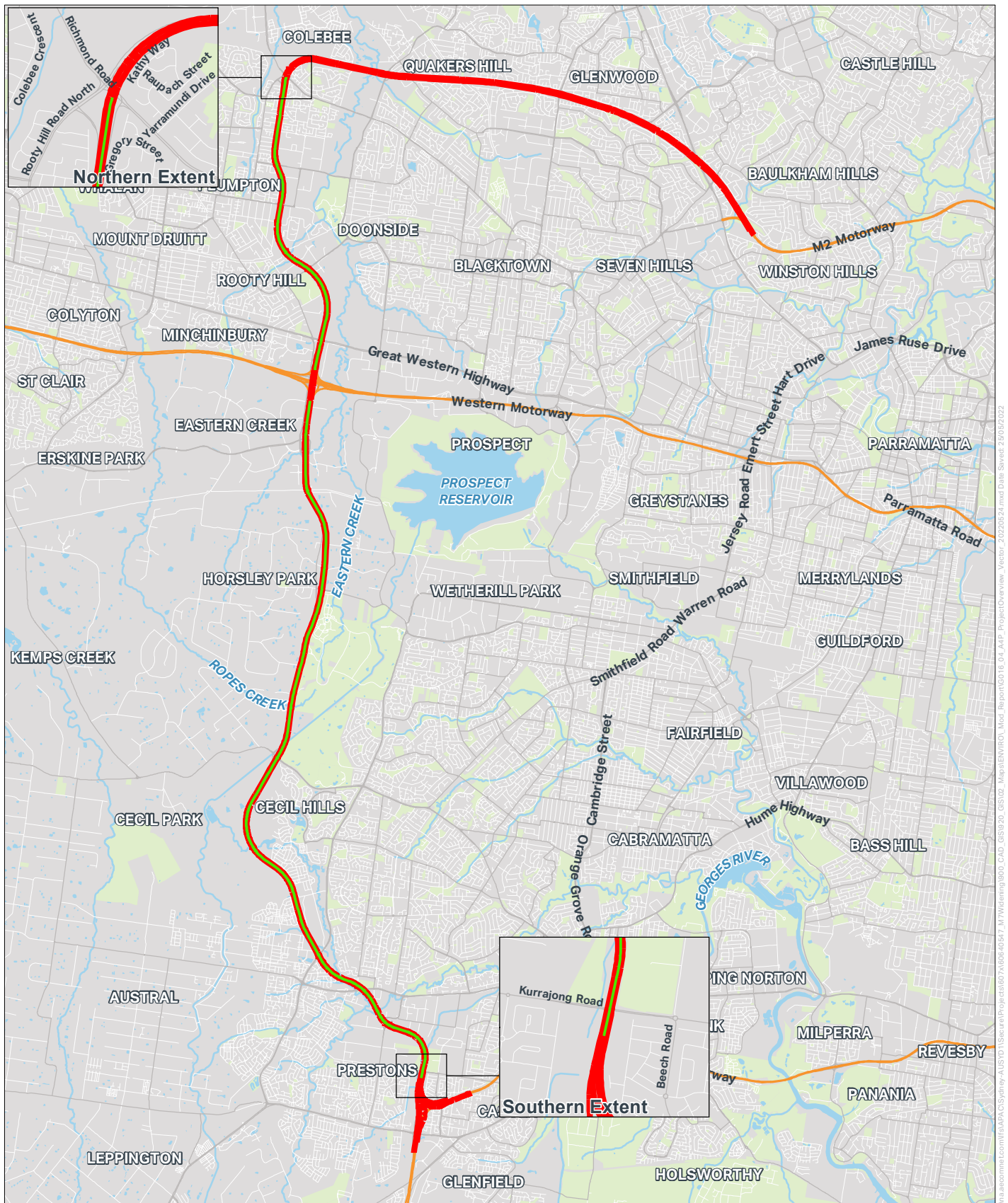


FIGURE 1-1: EXTENT OF THE APPROVED PROJECT AND THE PROPOSED MODIFICATION



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Legend

- Proposed modification
- Approved project
- Motorway
- Primary road

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1.2 Purpose of this technical report

This technical report is the Social Impact Assessment (SIA) for the proposed modification and has been prepared to inform the Modification Report. The purpose of this report is to assess the potential social impacts of the proposed modification and address the relevant Secretary's Environmental Assessment Requirements (SEARs) provided by the NSW Department of Planning and Environment (DPE) (Application number SSI 663).

1.2.1 Secretary's Environmental Assessment Requirements

The relevant SEARs for this report are presented in **Table 1-1**.

Table 1-1 SEARs – Social

Desired Performance Outcome	SEAR	Where addressed within this report
1. Modification Report The modification is described in sufficient detail to enable clear understanding that the modification has been developed through an iterative process of impact identification and assessment and project refinement to avoid, minimise or offset impacts so that the project, on balance, has the least adverse environmental, social and economic impact, including cumulative impacts.	1. The Modification Report must include, but not necessarily be limited to, the following: (i) a concise description of the general biophysical and socio-economic environment that is likely to be impacted by the project (including offsite impacts). Elements of the environment that are not likely to be affected by the project do not need to be described;	Section 7.0 Section 8.0
2. Assessment of Key Issues Key issue impacts are assessed objectively and thoroughly to provide confidence that the project will be constructed and operated within acceptable levels of impact or with appropriate offsets.	2. For each key issue the Proponent must: (b) describe the biophysical, social and economic environment, as far as it is relevant to that issue, including substantiated baseline data that is reflective of current guidelines where relevant;	Section 7.0 Section 8.0
8. Other Issues	1. An assessment of the following issues must be undertaken in accordance with the commitments in Attachment 2 of the Westlink M7 (SSI 663) – Project Modification letter submitted 9 May 2022 (via Major Projects Portal): - Social <i>Extract from Attachment 2 of the M7 Motorway (SSI 663) project modification letter:</i> • Assess potential social impacts of the project from the points of view of the affected community/ies and other relevant stakeholders (i.e. how they expect to experience the project). • How environmental changes and impacts arising from the construction and operation of the project may affect:	Section 7.0 Section 8.0

Desired Performance Outcome	SEAR	Where addressed within this report
	<p>(a) health and wellbeing</p> <p>(b) people's way of life and livelihoods;</p> <p>(c) surroundings (including natural values) and culture, including the connection and value place on the land by local Aboriginal communities;</p> <p>(d) affected communities, including composition, cohesion and people's sense of place;</p> <p>(e) access to and use of infrastructure, local services, and facilities.</p>	

1.3 Structure of this technical report

This technical report is structured as follows:

- **Section 1.0 – Introduction:** This section introduces features of the proposed modification
- **Section 2.0 – Proposed modification:** This section provides a description of the proposed modification including construction and operational activities
- **Section 3.0 – Strategic framework and social policy:** The section describes the strategic and policy context for the SIA, and outlines the guidelines that have been followed to prepare the SIA
- **Section 4.0 – Assessment methodology:** This section defines the social locality and outlines the methods used to assess the proposed modification as it relates to social impacts
- **Section 5.0 – Social baseline:** This section presents the social baseline, including the existing social characteristics of the social locality
- **Section 6.0 – Consultation:** This section provides an overview of the community consultation and engagement undertaken for the SIA and the proposed modification more broadly
- **Section 7.0 – Construction impact assessment:** This section assesses the impacts of the proposed modification during construction as it relates to social impacts
- **Section 8.0 – Operational impact assessment:** This section assesses the impacts of the proposed modification during operation as it relates to social impacts
- **Section 9.0 – Mitigation and management measures:** This section documents environmental management measures that are proposed to mitigate the identified impacts of the proposed modification (taking into account the existing Conditions of Approval for the approved project)
- **Section 10.0 – Conclusion:** This section summarises the construction and operational impacts of the proposed modification as it relates to social impact and briefly describes the recommended mitigation and management measures.

2.0 Proposed modification

The proposed modification would permit the addition of a trafficable lane in both directions within the existing median of the Westlink M7. A full description of the construction activities and operational features are provided in detail in Chapter 4 (Proposed modification) of the Modification Report. Key features of the proposed modification are shown in **Figure 2-1** to **Figure 2-5**, and would include the following key operational components:

- Widening of the motorway into the existing median for a length of about 26 kilometres along the Westlink M7 from about 140 metres south of the Kurrajong Road overhead bridge at Prestons (southern end) to Richmond Road interchange in Oakhurst/Glendenning (northern end), excluding at the Westlink M7/M4 Motorway (Light Horse) Interchange.

Widening the exit from the Westlink M7 northbound onto the M4 Motorway westbound from one lane to two lanes

- Widening of 43 existing northbound and southbound bridges on the Westlink M7 at 23 locations within the centre median, and widening on the outside of the bridges on the approach to the M4 Motorway from Old Wallgrove Road
- Upgrades, additions, and modifications to noise walls
- Utility works and upgrades to drainage
- Intelligent Transport System (ITS) installations, adjustments, and relocations to cover the new lane configurations.

Existing operational features affected by the proposed modification would include:

- Main road alignment, including median and bridge areas
- Interchanges, tie-ins and entry/exit ramps
- Fill embankments and cuttings
- Culverts and drainage structures
- Water quality control measures, including basins
- Landscaping
- Existing public art and landscaping at the M4 (Light Horse) Interchange
- Maintenance access
- Security fencing
- Noise barriers
- Shared path
- Other associated elements required during operation (for example, ITS, utilities and variable message signs (VMS)).

The following activities would be required to facilitate construction of the proposed modification:

- Establishment of several construction ancillary facilities within and adjacent to the Westlink M7 and the M12 Motorway construction area. These would be used for stockpiling, construction support at bridge and median widening locations, project offices and compounds. The precise number and location of construction ancillary facilities would be determined by the construction contractor in accordance with the environmental approval
- Vegetation clearing within the median/widening areas and construction ancillary facilities (including for construction access)
- Demolition of existing structures and infrastructure within the widening areas

- Provision of temporary water management infrastructure including the maintenance of stormwater drainage and establishment of waterway crossings and diversions
- Utility works within Westlink M7 and adjoining roads, particularly around existing motorway bridge substructures
- Earthworks for bridge and road widening within the existing median, and placement and compaction of fill material
- Bridge widening including establishment of substructures such as piles, abutments, piers and headstocks and superstructures including beams, girders, decks and barriers
- Pavement widening works within the road median
- Finishing works including asphaltting the carriageway surface, line marking, signage, permanent barriers and median infill, adjustments to noise walls, installation of communications infrastructure and landscaping treatments.

Temporary road network changes would be required including a reduction in speed limits along the Westlink M7, temporary traffic diversions and lane closures. Two lanes in each direction on the Westlink M7 would be maintained during peak traffic periods. Temporary lane and full local road closures, as well as temporary off-motorway detour routes, would be required to support the construction of widened bridges. Construction access and haulage routes would primarily utilise the Westlink M7, however would also include roads adjacent to the Westlink M7. The existing Westlink M7 shared path would also be closed in places, however appropriate detours would be provided to maintain full north-south connectivity.

Construction would likely commence in 2023 and continue through to the end of 2025. The construction program for the M12 Motorway, and how this interfaces with the Westlink M7, has been considered in the development of this program. It is proposed to construct the proposed modification at this interchange at the same time as the M12 Motorway project works to minimise disruption and achieve efficiencies during construction.

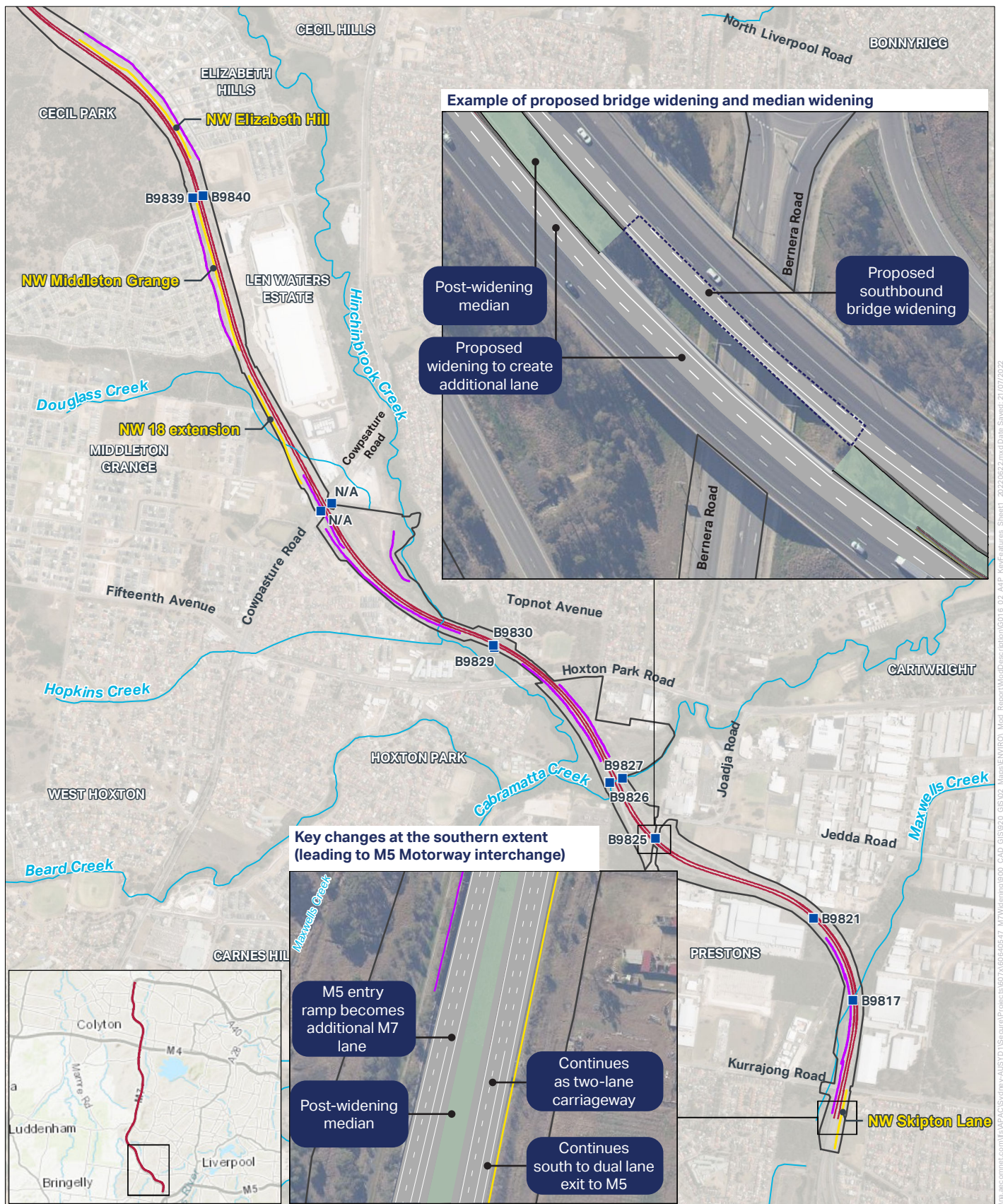


FIGURE 2-1: KEY FEATURES



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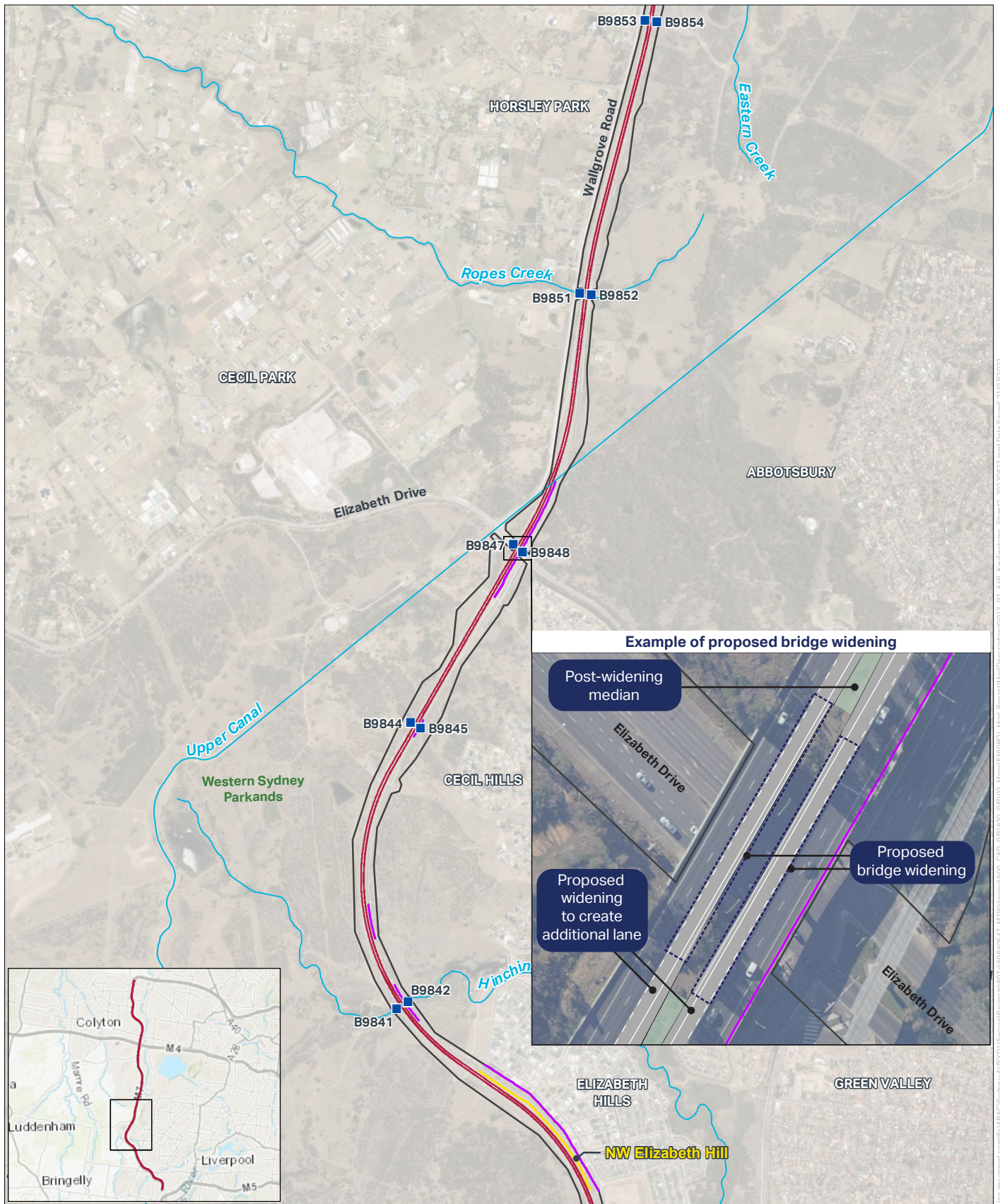


FIGURE 2-2: KEY FEATURES



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Legend

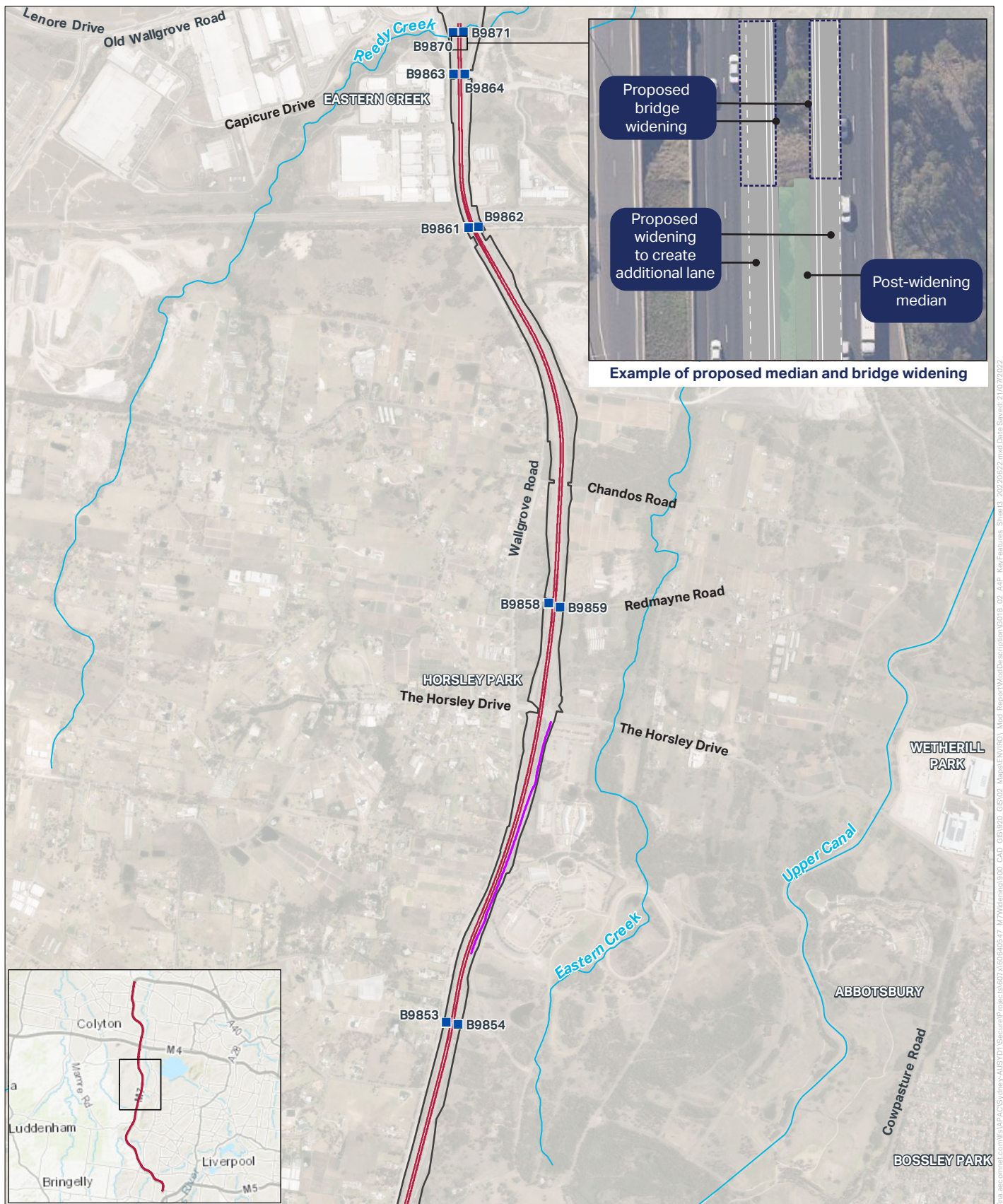
- Proposed widening
- Operational footprint
- Watercourse
- Existing noise wall
- New noise wall (NW####)
- Transport for NSW bridge number B9#### proposed to be widened

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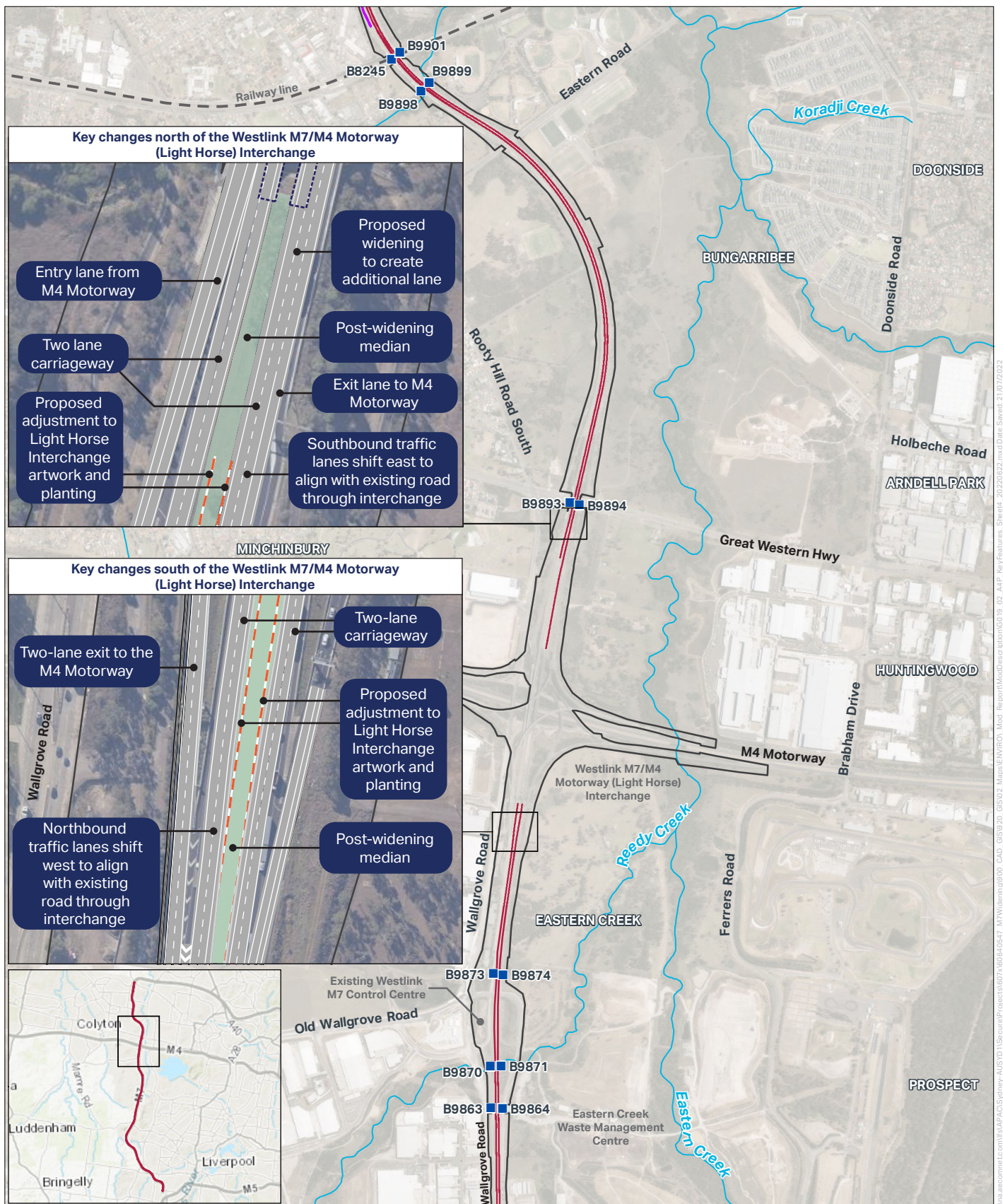


FIGURE 2-4: KEY FEATURES



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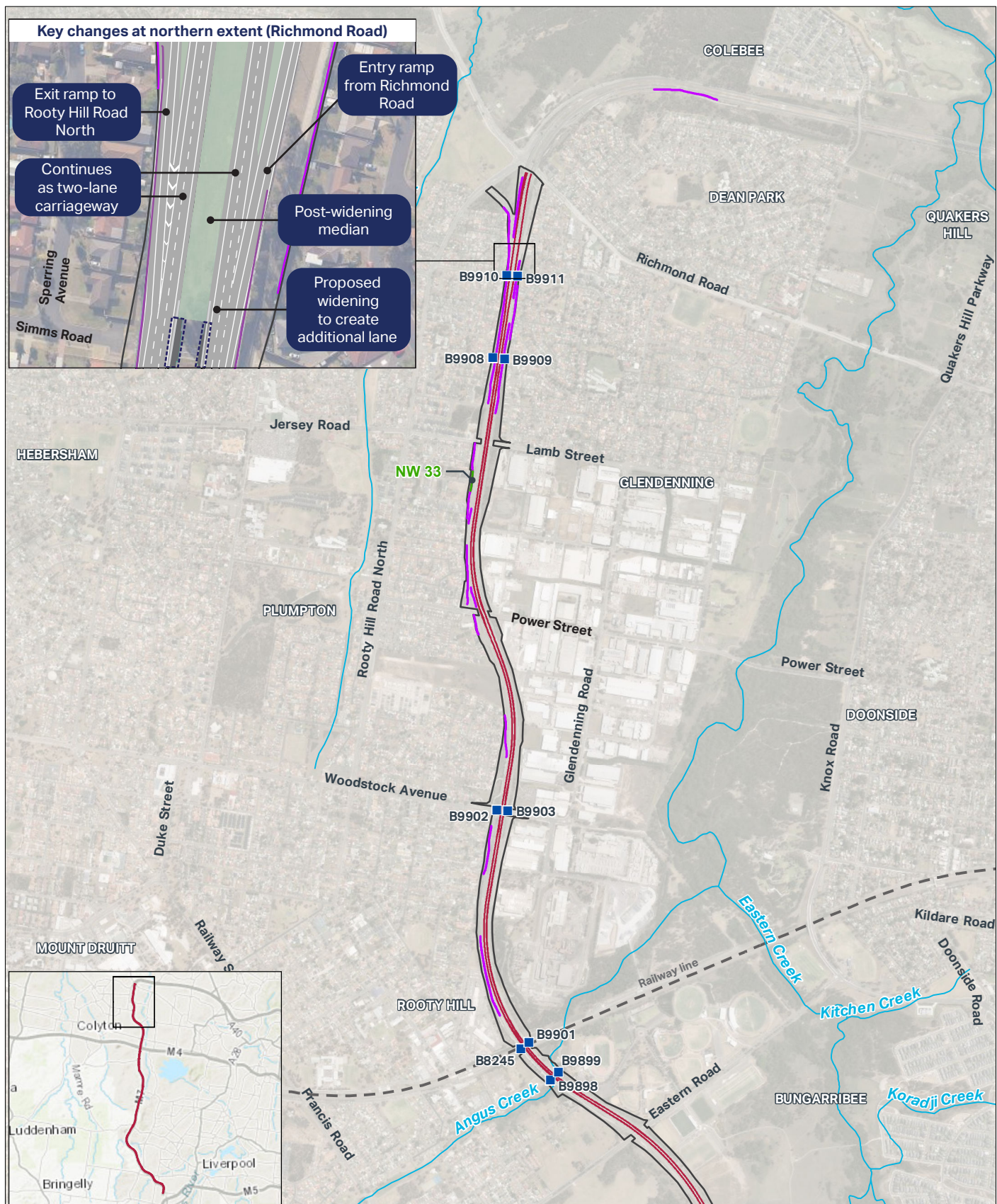


FIGURE 2-5: KEY FEATURES

Legend

- Proposed widening
- Operational footprint
- Watercourse
- Existing noise wall
- Existing noise wall height increase (NW####)
- Transport for NSW bridge number B9#### proposed to be widened



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3.0 Strategic framework and social policy

3.1 Legislative context

The assessment of social impacts is a key element of environmental impact assessment (EIA) under both Commonwealth and NSW environmental planning legislation, whereby ‘environment’ is defined to include the social environment.

The statutory definition of the environment at both Commonwealth and State level is provided in the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act) respectively. Section 528 of the EPBC Act defines the environment as including:

- a. *ecosystems and their constituent parts, including people and communities; and*
- b. *natural and physical resources; and*
- c. *the qualities and characteristics of locations, places and areas; and*
- d. *heritage values of places; and*
- e. ***the social, economic and cultural aspects of a thing mentioned in paragraph (a), (b), (c) or (d).***

Similarly, Part 1 of Section 1.4 of the EP&A Act defines the environment as “*all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings.*” In addition, the *Environmental Planning and Assessment Regulation 2021*, Section 171, requires the consideration of environmental issues that comprise both direct and indirect social impacts.

Direct and indirect social impacts of the proposed modification, including those relating to amenity, the aesthetic qualities of the local environment, and local heritage values, are assessed in **Section 7.0** and **Section 8.0**.

3.2 Relevant guidelines

The *Social Impact Assessment Guideline for State Significant Projects* (DPIE, 2021a) (SIA Guideline) seeks to provide a consistent framework and approach to the assessment of social impacts associated with state-significant projects in NSW. This report has been prepared with reference to guiding principles detailed in the SIA Guideline, as well as the following categories:

- **Way of life** - including how people live, how they get around, how they work, how they play, and how they interact each day
- **Community** - including composition, cohesion, character, how the community functions, resilience, and people’s sense of place
- **Accessibility** - including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation
- **Culture** - both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings
- **Health and wellbeing** - including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health
- **Surroundings** - including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity
- **Livelihoods** - including people’s capacity to sustain themselves through employment or business
- **Decision-making systems** - including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.

These categories have been considered throughout the assessment of social impacts of the proposed modification, in **Section 7.0** and **Section 8.0**.

The SIA Guideline also sets out principles to guide an evidence-based approach to the SIA. An overview of these principles and how they have been considered in this SIA is provided in **Table 3-1**.

Table 3-1 SIA principles

Principle and description	Consideration in this SIA
Action-oriented – defines specific actions to deliver practical, achievable and effective outcomes for people	Section 9.0 of this SIA identifies the mitigation and management measures proposed to address potential social impacts of the proposed modification. These measures have been developed to be action-oriented and achievable.
Adaptive – establishes systems to respond to new or different circumstances to support continuous improvement	The mitigation and management measures proposed in Section 9.0 have been developed to respond to differing circumstances as the proposed modification progresses, and to support continuous improvement in community outcomes.
Culturally responsive – develops culturally informed approaches and methodologies to ensure Aboriginal and culturally diverse communities are engaged appropriately, and their perspectives, insights and feedback are valued	This SIA considers the direct feedback received from the community. The feedback has informed the impact assessment through understanding the way in which people view their community and their role within it. Consultation with Registered Aboriginal Parties would seek to understand their connection to land and how the design of the proposed modification can protect these values.
Distributive equity – considers how different groups will experience social impacts differently (particularly vulnerable and marginalised groups, future generations compared with current generations, and differences by gender, age and cultural group)	Primary research and the assessment of impacts in this SIA has been undertaken with view to understanding and properly considering people from a broad range of backgrounds and vulnerable groups, as well as the needs of future generations.
Impartial – uses fair, unbiased research methods and follows relevant ethical standards	The methodology, research and impact assessment has been undertaken considering the SIA Guidelines and in consultation with relevant topic leads from Transport. Special care has been taken to avoid bias where possible, particularly during community consultation. This report has been prepared by appropriately qualified environmental impact assessment and SIA practitioners (Appendix A).
Inclusive – seeks to hear, understand, respect and document the perspectives of all likely affected people. Uses respectful, meaningful and effective engagement activities tailored to the needs of those being engaged (e.g. being culturally sensitive and accessible)	Consultation for the proposed modification was undertaken within areas of known social disadvantage and cultural diversity, in addition to more affluent areas. This was designed to capture the full suite of opinion and sentiment across groups of people that would be affected in different ways by the proposed modification. Further detail is provided in Section 6.0 .
Integrated – uses and references relevant information and analysis from other assessments to avoid duplication. Supports effective integration of social, economic and environmental considerations in decision-making	The SIA has referenced inputs from technical assessments prepared for other key issues as part of the modification report, as well as relevant data and information from the Australian Bureau of Statistics (ABS) and local councils to identify and assess social impacts of the proposed modification.

Principle and description	Consideration in this SIA
Life-cycle focus – seeks to understand likely impacts (including cumulative impacts) at all project stages, from pre-construction to post closure/operation commencement	Relevant social impacts have been assessed for construction and operational phases of the proposed modification. The assessment has also included consideration of cumulative impacts and has identified mitigation and management measures with respect to the proposed modification's phases.
Material – identifies which likely social impacts matter the most for people and/or pose the greatest risk/opportunity to those expected to be affected	The significance of impacts is based on a risk matrix approach (taking into account likelihood and magnitude) and the results of the consultation identified in Section 7.0 and Section 8.0 .
Precautionary – if there are risks of serious or irreversible environmental damage (including harm to people), avoids using any limits on full scientific certainty as a reason for postponing measures to prevent environmental (including social) degradation	Section 9.0 of this SIA identifies the mitigation and management measures proposed to address potential social impacts of the proposed modification. These measures have been developed to be precautionary based on the technical assessment presented.
Proportionate – ensures the scope and scale of the SIA corresponds to the scope and scale of the likely social impacts	Given the scale of the proposed modification and its potential to result in multiple social impacts, both positive and negative, a 'standard' SIA report, as defined by the SIA Guidance Technical Supplement (DPIE, 2021b), is considered most suitable and has been prepared.
Rigorous – uses appropriate, accepted social science methods and robust evidence from authoritative and trustworthy sources	The SIA has been based on the review and analysis of publicly available data including census data, published reports and consultation inputs as detailed in Section 4.0 . The assessment methodology has been prepared and implemented in accordance with both the SIA Guideline and other relevant guidance documents.
Transparent – explains, justifies and makes available information, methods and assumptions so that people can see how their input has been considered	The impact assessment methodology, baseline data and other information sources considered in the SIA have been clearly detailed in Section 4.0 and Section 5.0 and with impacts discussed in detail in Section 7.0 and Section 8.0 . The results of community inputs, as outlined in Appendix E , have directly informed the assessment of impacts.

3.3 Strategic context

The proposed modification is broadly consistent with a number of Australian and NSW strategic plans for improving transport and connectivity. Key strategies, policies, and plans have also informed and influenced the objectives and design development of the proposed modification. Chapter 3 (Need for the modification and strategic context) and Chapter 5 (Statutory context) of the Modification Report outline the strategic and statutory context of the proposed modification, with the exception of consideration of the Community Strategic Plans (CSP) for the relevant local government areas (LGA). These plans are considered below.

The proposed modification spans three LGAs, all of which have a CSP which considers the changing needs for the respective LGAs and wholistically sets out the strategic plan for the community into the future. The CSPs are:

- *Our Blacktown 2036* (Blacktown City Council, 2017)
- *2016-2026 Fairfield City Plan* (Fairfield City Council, 2016)

- *Our Home, Liverpool 2027* (Liverpool City Council, 2017).

Table 3-2 describes how the three CSPs align with the proposed modification.

Table 3-2 Alignment of Community Strategic Plans with the proposed modification

Overview	How the proposed modification aligns
Our Blacktown 2036	
<p>The Blacktown CSP is structured around six strategic directions. These are:</p> <ul style="list-style-type: none"> • A vibrant and inclusive city • A clean, sustainable and healthy environment • A smart and prosperous economy • A growing city supported by accessible infrastructure • A sporting and active city • A leading city. 	<p>The proposed modification would be generally consistent with the following goals of the Blacktown CSP:</p> <ul style="list-style-type: none"> • Enhance community wellbeing • Facilitate local jobs • Provide transport networks • Improve road safety. <p>The proposed modification would facilitate local jobs and create more efficient and safe transport infrastructure which would support the connection of the growing population and economy.</p>
2016-2026 Fairfield City Plan	
<p>The Fairfield CSP was developed based on the community's needs and aspirations. The key themes of the Fairfield CSP are:</p> <ul style="list-style-type: none"> • Community wellbeing • Places and infrastructure • Environmental sustainability • Local economy and employment • Good governance and leadership. 	<p>The proposed modification would be generally consistent with the following goals of the Fairfield CSP:</p> <ul style="list-style-type: none"> • An accessible and liveable city • Community assets and infrastructure are well managed into the future • Environmental compliance standards are met • Employment and job opportunities • Decision making processes are open and transparent. <p>The proposed modification would provide better transport infrastructure and provide employment opportunities during construction.</p>
Our Home, Liverpool 2027	
<p>The Liverpool CSP defines the vision and priorities of the community with the following four key themes:</p> <ul style="list-style-type: none"> • Creating connection • Strengthening and protecting the environment • Generating opportunity • Leading through collaboration. 	<p>The proposed modification would be generally consistent with the following goals of the Liverpool CSP:</p> <ul style="list-style-type: none"> • Meet the challenges of Liverpool's growing population • Well-managed development • Improvement to access and safety in public areas • Create jobs • Improve traffic management. <p>The proposed modification would support the connection of the growing population and economy through accessible and safe infrastructure.</p>

4.0 Assessment methodology

4.1 Approach to SIA

This SIA has been prepared to understand the social environment and context within and around the proposed modification's social locality, and to consider its impacts in a broad, inclusive, and culturally sensitive manner. In doing so, the requirements of the SIA Guideline have been closely integrated throughout. The main phases of the assessment and their constituent components are outlined below:

- **Phase 1 - Scoping and initial assessment**, which involved:
 - Defining the social locality of the proposed modification and gaining an understanding of the characteristics of the communities within (refer to **Section 4.2**)
 - Undertaking an initial scoping assessment to identify the key social impacts to be considered in the SIA, and the level to which these need to be assessed (refer to **Section 4.3**)
- **Phase 2 - Social impact assessment**, which involved:
 - Development of a social baseline study to understand the social context of the area without the proposed modification, based on the available ABS Census data and other relevant data (refer to **Section 4.4**)
 - Use of consultation feedback to further understand the social context of the area, and to target the assessment findings to the community's interests. This included undertaking SIA-specific consultation, including residential interviews and business surveys (refer to **Section 4.5**). The aim of this consultation was to further understand key values, aspirations and concerns of the community; as well as the potential for impacts to livelihoods associated with impacts to businesses
 - Predicting and analysing potential social impacts and benefits of the proposed modification, within the relevant social impact categories identified in the SIA Guideline (refer to **Section 3.2** for an overview of these categories). This has been informed by other technical assessments including air quality; traffic and transport; noise and vibration; Aboriginal heritage; non-Aboriginal heritage; and landscape and visual
 - Evaluating the potential significance of social impacts using a risk-based assessment tool involving the likelihood and magnitude of each impact (refer to **Section 4.7**)
 - Identification and assessment of potential cumulative social impacts (refer to **Section 4.6**)
 - Development of mitigation measures for identified negative social impacts, and opportunities to enhance social benefits (refer to **Section 9.2**).

Further detail on key aspects of the methodology is provided in the following sections.

Throughout this SIA, all impact assessment has been undertaken with consideration of the varying demographics, cultural and social groups that exist within the social locality. The impact assessment has been informed by background research and consultation undertaken for the proposed modification. The potential for different groups to experience impacts differently has been carefully considered throughout.

4.2 Social locality

The study area for the proposed modification, hereafter referred to as the 'social locality' in line with the SIA Guidelines, and has been developed with view to the likely direct and indirect areas of influence associated with the construction and operation of the proposed modification.

Data for the social locality has been collected at the level of ABS Statistical Area Level 3 (SA3). This was done to allow for the assessment to encompass the communities surrounding the proposed modification at a reasonable scale.

The social locality for the SIA encompasses the construction footprint, a one kilometre buffer around the construction footprint and the geographic boundaries (see **Figure 4-1**) of the following SA3 areas:

- Blacktown – North
- Mount Druitt
- Blacktown
- Fairfield
- Bringelly – Green Valley
- Liverpool.

Noting the potential for multiple and/or overlapping impacts, this assessment has considered the following sub-categories of the social locality:

- **Primary impact area** – areas within the immediate vicinity of the Westlink M7 and construction footprint. These are the areas which would be most likely to experience high and/or multiple impacts (see **Figure 4-2** to **Figure 4-5**)
- **Secondary impact area** – this encompasses the rest of the social locality where people living or working within this area are expected to experience a minor to moderate level of social impact (see **Figure 4-2** to **Figure 4-5**).

Demographic data for all SA3 areas, Greater Sydney, and NSW, have been provided for context and comparison against that of the social locality, where relevant. **Section 5.1.1** of this report presents key demographic data and **Appendix B** presents all ABS data considered in this assessment.

Despite the limits of the defined social locality, data for social infrastructure has been collated from within a one kilometre radius of the proposed modification's construction footprint (see **Section 5.2**).

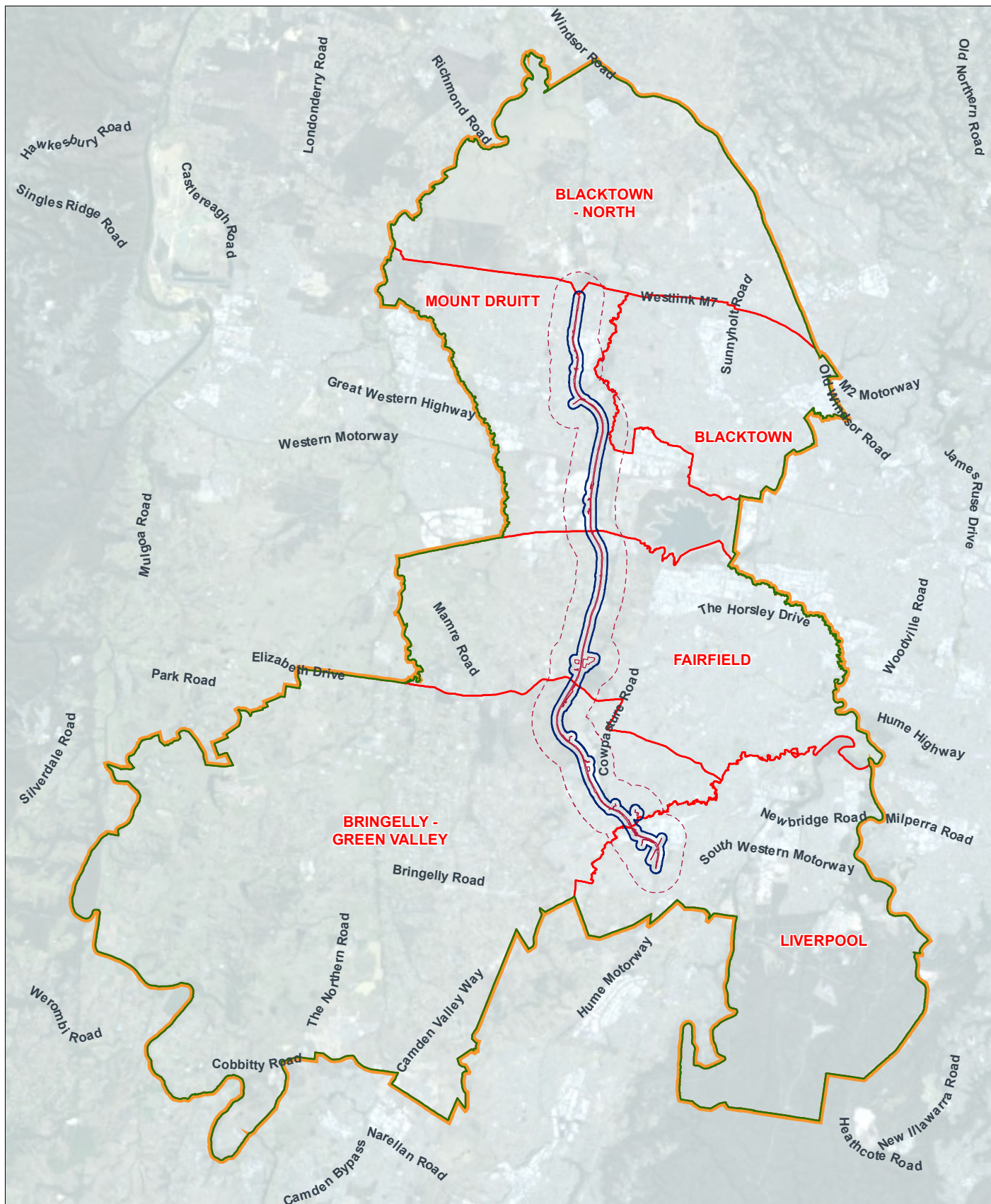


FIGURE 4-1: SOCIAL LOCALITY OVERVIEW



AECOM

Legend

- Construction footprint
- 1km buffer from construction footprint
- Extent of social locality
- Primary impact area
- Secondary impact area
- SA3 outline

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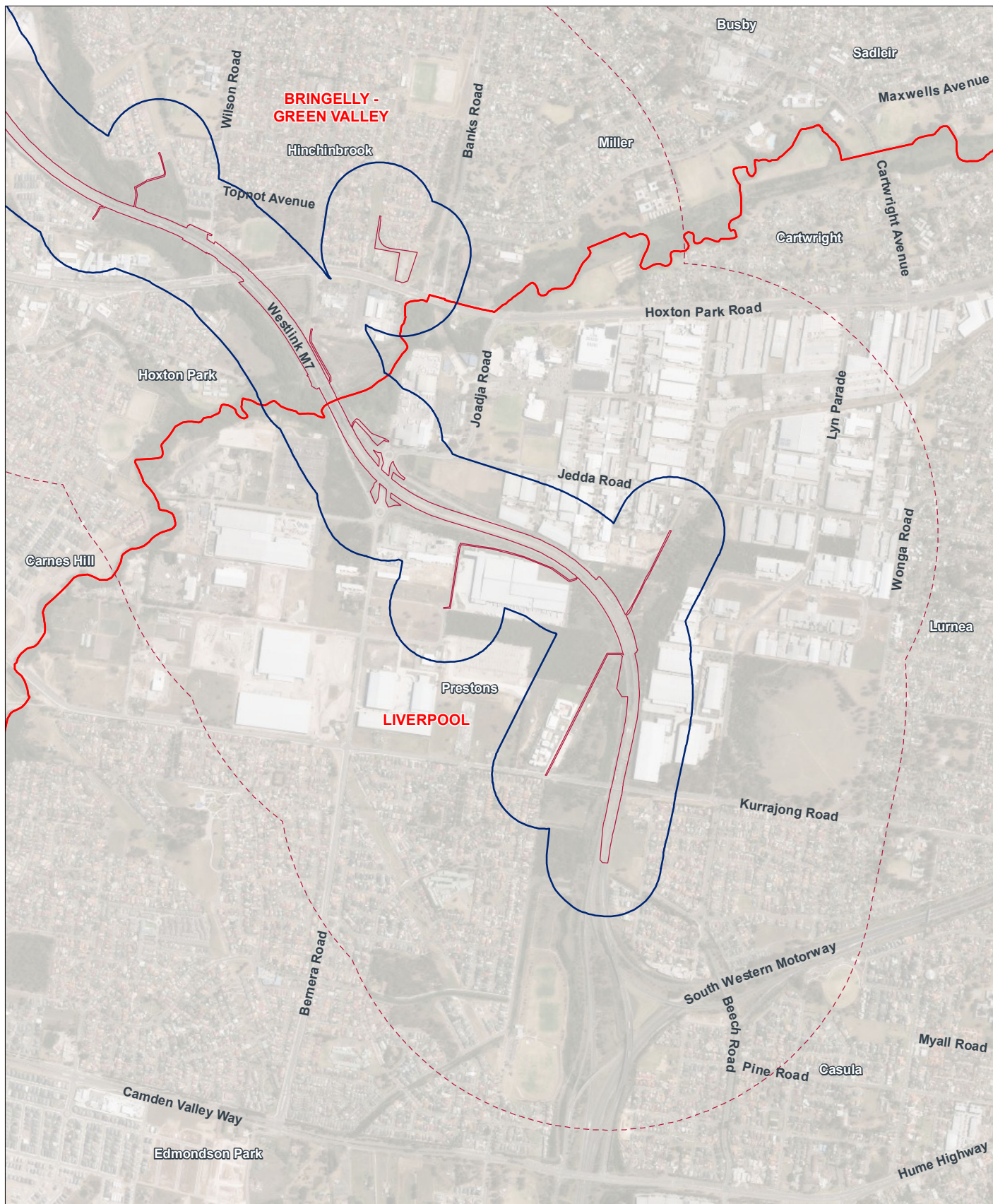


FIGURE 4-2: SOCIAL IMPACT AREA

- LIVERPOOL

Legend

- Construction footprint
- 1km buffer from construction footprint
- Extent of social locality
- Primary impact area
- Secondary impact area
- SA3 outline



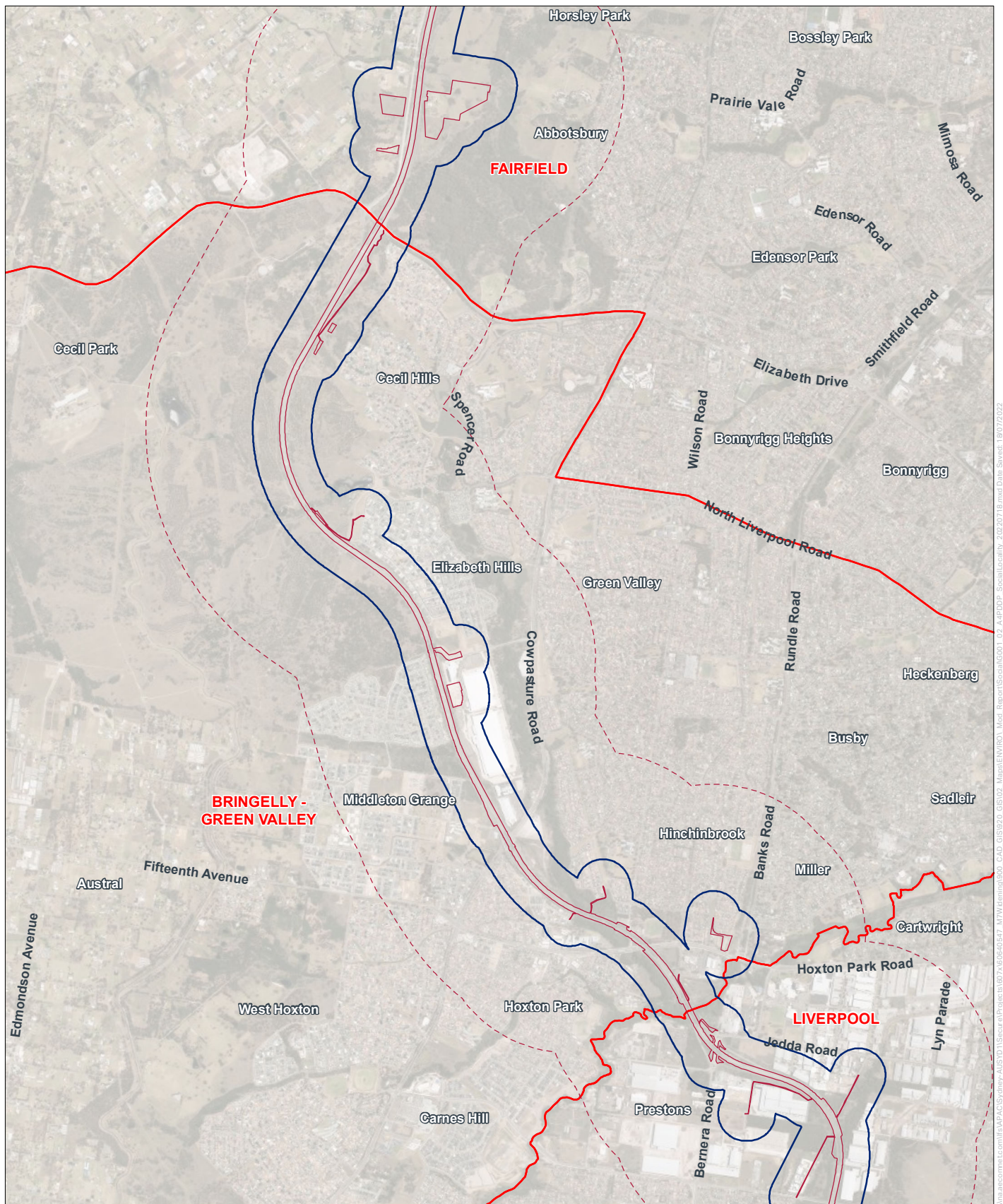
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**FIGURE 4-3: SOCIAL IMPACT AREA -
BRINGELLY - GREEN VALLEY**

Legend

- Construction footprint
- 1km buffer from construction footprint
- Extent of social locality
- Primary impact area
- Secondary impact area
- SA3 outline



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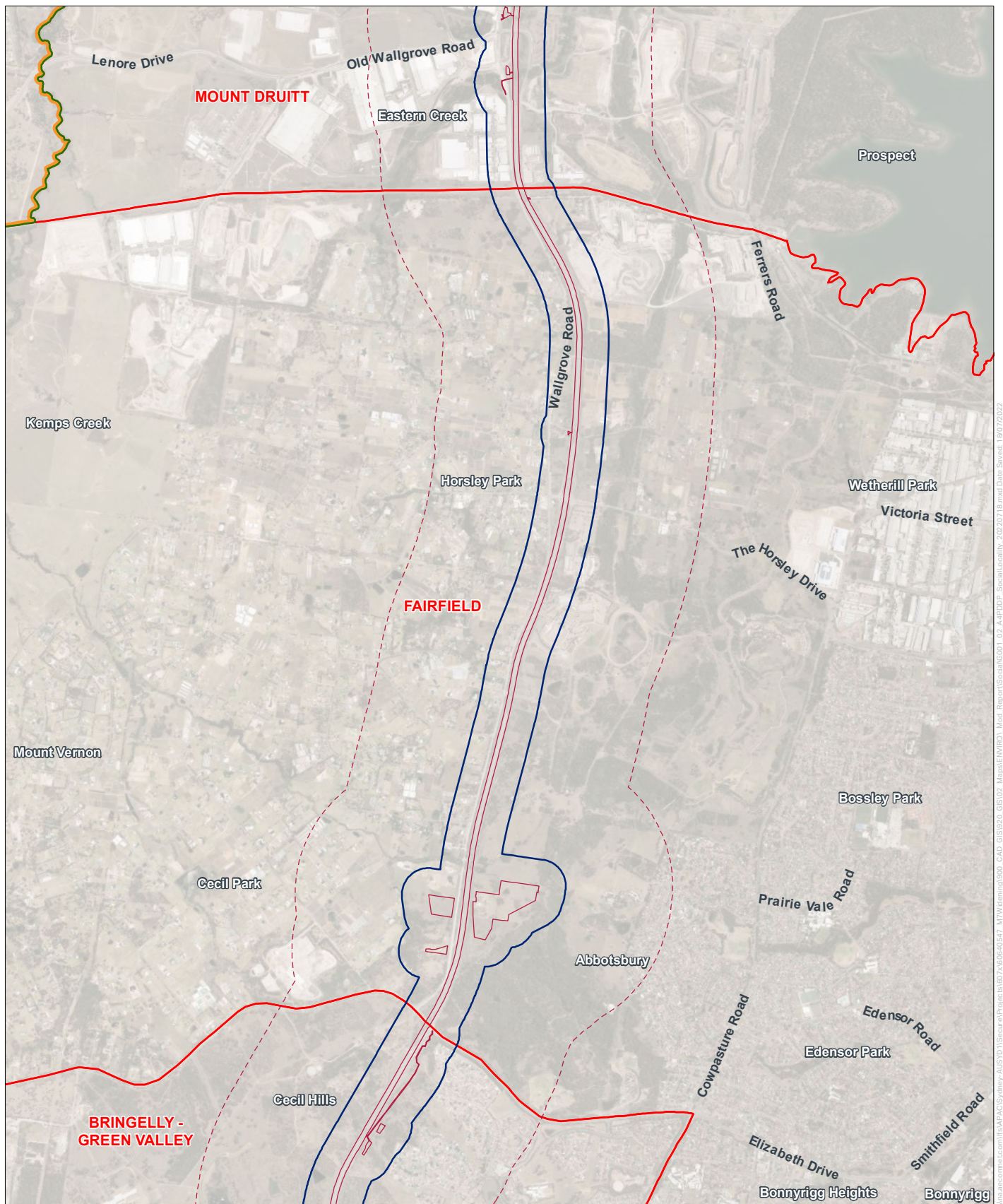


FIGURE 4-4: SOCIAL IMPACT AREA - FAIRFIELD

Legend

- Construction footprint
- 1km buffer from construction footprint
- Extent of social locality
- Primary impact area
- Secondary impact area
- SA3 outline



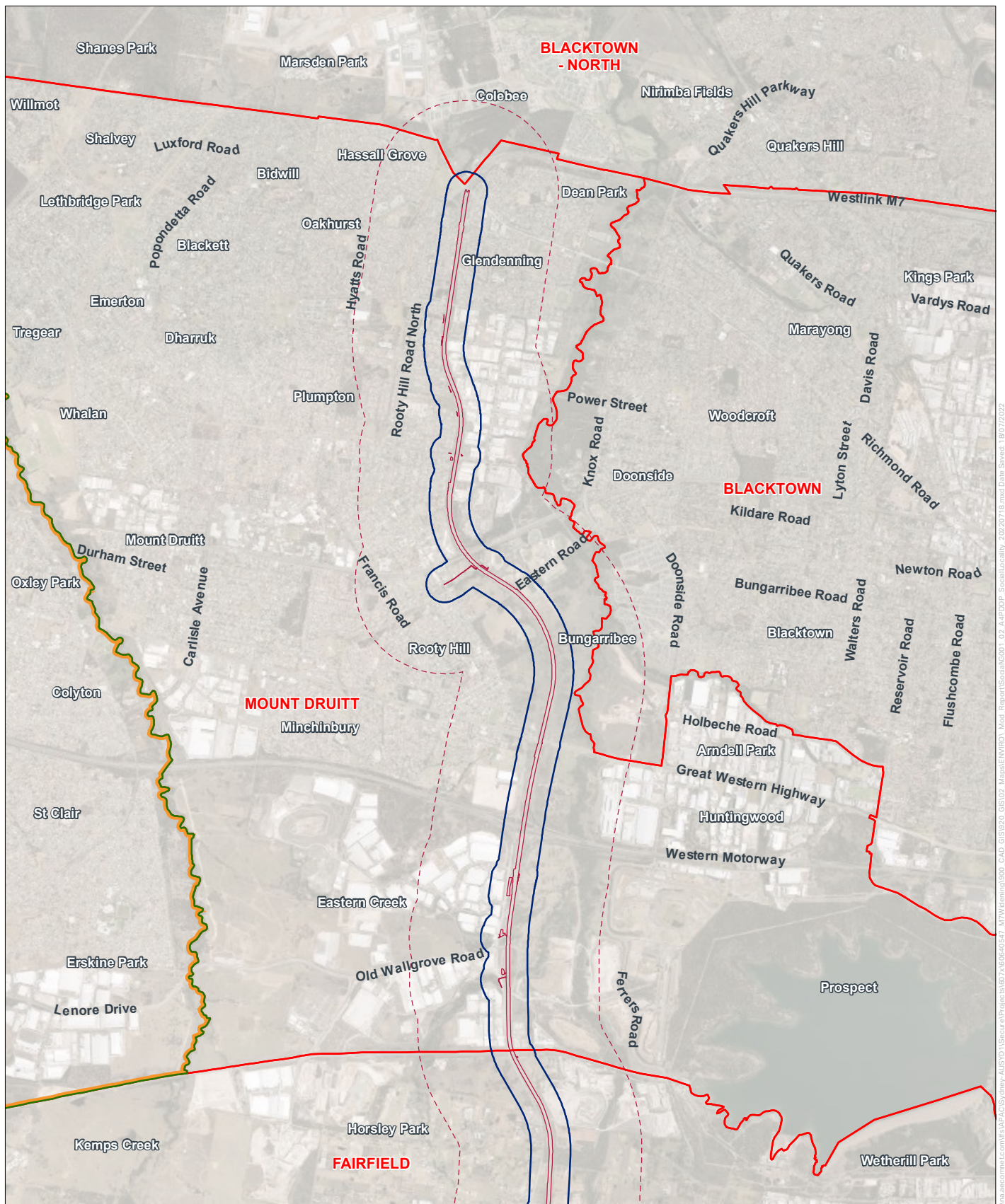
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**FIGURE 4-5: SOCIAL IMPACT AREA -
MOUNT DRUITT**

Legend

- Construction footprint
- 1km buffer from construction footprint
- Extent of social locality
- Primary impact area
- Secondary impact area
- SA3 outline



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4.3 Scoping and initial assessment

An initial scoping assessment was undertaken to identify the key social impacts to be considered in the SIA. This also involved determining the level of assessment required for the SIA with reference to the SIA Guideline and with reference to the likely impacts of the proposed modification during construction and operation.

Identification of the potential social impacts involved:

- A review of Chapter 4 (Proposed Modification) and other environmental impact assessments within the Modification Report
- Consideration of the categories of social impact identified in the SIA Guideline
- Consideration of social impacts assessed on other comparable projects.

Key impacts identified through the scoping process are outlined in **Table 4-1**.

Table 4-1 Key impacts identified for further assessment in the SIA

Key scoped impacts	
Construction	
<ul style="list-style-type: none"> • Potential disruptions to way of life and accessibility, caused by temporary disruptions to road users (including pedestrians and cyclists), and potential changes to access for private properties, businesses, and social infrastructure • Potential disruptions to the surroundings of the proposed modification caused by dust, vehicle and noise emissions • Potential benefits for local construction related businesses, such as construction recruitment agencies, construction companies and resource suppliers • Direct spend by construction workers in the local area • Potential impacts on local businesses, residents, and users of community facilities located close to the construction ancillary facilities and entry/exit ramps due to increased noise and vibration, dust and construction traffic • Direct and indirect employment opportunities in the area, for example to supply goods, services, and materials to the proposed modification's construction • Temporary land use changes related to use of construction ancillary facilities. 	
Operation	
<ul style="list-style-type: none"> • Improvements in people's ability to get around their region due to decreased traffic congestion on the existing road • Improved connectivity in the region, facilitating better movement of goods, workers, and services • Changes to amenity following changes to and additional noise walls and at property treatment 	

4.3.1 Issues scoped out of the SIA

Given the discrete physical extent of the proposed modification, as well as the existing nature of the operational motorway, the following categories have been scoped out of the SIA.

Culture

The proposed modification will be primarily constructed within the median of the existing Westlink M7 motorway. This land has been subject to substantial historical disturbance, including extensive earthworks, as part of the construction of the road in 2002. This included the removal of the majority of native vegetation plant communities within the corridor.

The Aboriginal Cultural Heritage Assessment prepared for the proposed modification (refer Appendix I of the Modification Report) identifies several Aboriginal sites nearby to the construction footprint (include previously recorded open artefact sites 'PAD-OS-4' (45-5-2793), 'PAD-OS-5' (45-5-2723), 'PAD-OS-7' (45-5-2721), 'PAD-OS-9' (45-5-2719), 'PAD-OS-10' (45-5-2718) and newly recorded PAD site 'Pikes Lane PAD' (45-5-5548)). Before the original construction of the Westlink M7, the salvage of Aboriginal heritage items was undertaken within the motorway corridor. None of these sites would be

impacted by the proposed modification (and a potential construction ancillary facility near Pikes Lane was removed from the proposed modification to avoid impacts to the PAD at this location). All construction activities in their vicinity would be restricted to the construction footprint for the proposed modification and/or the refined construction footprint for the approved M12 Motorway project.

The Non-Aboriginal Heritage Assessment prepared for the proposed modification (refer Appendix J of the Modification Report) found four non-Aboriginal heritage sites identified within or adjacent to the construction footprint of the proposed modification. Only one item ("Upper Canal System (Pheasants Nest Weir to Prospect Reservoir)") was identified within the construction footprint. The canal, in the form of a below ground tunnel and air shaft, would not be impacted directly from construction or operational use, due to their depth underground. Similarly, the shallower components of the canal infrastructure, being the concrete shaft and metal cap around 1.5 metres below ground level, do not form part of the listed heritage item. There is the potential for indirect, vibrational, impacts during construction works, however, and so mitigation measures have been recommended to address this risk.

As such, with the implementation of recommended mitigation measures, the proposed modification would have limited to no impact on known Aboriginal or non-Aboriginal heritage sites. See Section 7.7 (Aboriginal Heritage) and Section 7.8 (Non-Aboriginal Heritage) of the Modification Report for further detail.

On this basis the motorway corridor, and specifically the median, has a low incidence of cultural heritage sites or artefacts. Given this, and the existing restriction on public access to this land, as well as the moderate earthworks required to facilitate the widening, it is very unlikely the proposed modification would result in impacts upon Aboriginal cultural heritage values within the site or more broadly.

On the basis of the above, the potential for the proposed modification to affect cultural heritage values is considered to be low.

Transport has commenced engagement with relevant local Aboriginal knowledge holders in order to further understand the potential intangible cultural values of the modification footprint, and identify potential impacts (positive and negative) as a result of the proposal. Opportunities to embed Aboriginal cultural heritage values into the detailed design of the proposed modification would be investigated by Transport and the construction contractor.

As such, impacts to these values have not been considered further within this report.

Decision making systems

Strategically, a future widening of the motorway was planned for in the development of the design of the approved project. The Environmental Impact Statement (EIS) for the approved project (Roads and Traffic Authority (RTA), 2000) and Conditions of Approval (CoA) were produced with future population growth in mind. The EIS outlined that the wide central median would provide sufficient space to allow for public transport or additional traffic lanes to be constructed in the future.

Since its opening in 2005, traffic on the Westlink M7 has grown by around 4.5 per cent per annum to 191,000 average daily traffic (AADT) in 2019. Over this period, traffic on the Westlink M7 has been relatively free flowing, however, over the past five years peak period travel time have reduced. This, combined with the projected growth in the Greater Sydney area, has meant that the decision has been made to propose the modification. Further information on the need for the modification, strategic context, and options analysis is provided in Chapter 3 of the Modification Report.

SIA-specific consultation with the community has been undertaken to understand the potential impacts of the proposed modification. Management and mitigation measures have been put in place to reduce potential disruptions to those affected where practicable (see **Section 9.0**). Continued consultation would occur through a Community and Stakeholder Engagement Plan, where consultation with the community during construction (i.e. website updates and media releases) and contact information will be available to the community to ask questions or to make a complaint.

4.4 Social baseline study

The social baseline describes the social context without the proposed modification. It profiles the existing social characteristics, conditions and trends relevant to the potential social impacts of the

proposed modification. For the purposes of this assessment the social baseline considered local demographics, social infrastructure, business and transport services, community values and relevant local plans and strategies.

Preparation of the social baseline study involved the following:

- Establishing the strategic context of the social locality, as set out in relevant plans and strategies (refer to **Section 3.3**)
- Collating ABS data for relevant social indicators from the 2016 census. These have been analysed at the SA3 level and compared to statistics from Greater Sydney and NSW. The 2021 census results were not available at the time this report was prepared. The data for complex topics that require additional processing such as the Socio-economic Indexes for Areas (SEIFA) were not available, therefore data from 2016 was used.

4.5 Community and stakeholder consultation for the SIA

4.5.1 Residential surveys

Residential surveys were undertaken to better understand the potential social impacts of the proposed modification on local community members. The key aims of these surveys were to:

- Identify features of the community, the social locality and/or landscape which people value
- Understand the way of life of the community, including what a typical day includes, what community facilities are utilised, and modes of transport used within the local area
- Seek input from the community on how the construction and operation of the proposed modification might affect upon their lives (both positively and negatively)
- Seek input on how the proposed modification may most appropriately manage impacts.

Survey questions also sought to obtain additional location-specific demographic detail.

The surveys were carried out using a stratified random approach where residents were randomly chosen to be door-knocked on selected streets. These streets were reflective of the social locality, which was based on areas of the highest impact from the proposed modification. The following suburbs were targeted:

- Abbotsbury
- Busby
- Cecil Hills
- Dean Park
- Eastern Creek
- Elizabeth Hills
- Glendenning
- Hinchinbrook
- Horsley Park
- Middleton Grange
- Miller
- Minchinbury
- Plumpton
- Rooty Hill.

Surveys were undertaken between 30 May and 12 June 2022. A total of 889 residences were approached, from which 130 residents participated in the survey. An overview of the results of the surveys are included in **Section 6.0**, with results presented in **Appendix E**. Results of the surveys have been taken into account throughout the assessment of social impacts.

4.5.2 Business surveys

Surveys were undertaken to understand the potential impacts of the proposed modification on local businesses. The operation of local businesses is a key element of sustaining people's livelihoods and way of life, including their capacity to sustain themselves through employment and businesses. The businesses approached were chosen as they were considered likely to be reliant on the motorway to provide services or transport freight.

Businesses were selected across the following areas for the survey:

- Eastern Creek
- Glendenning
- Marsden Park
- Prestons
- Wetherill Park.

The business surveys were undertaken between 30 May and 12 June 2022. A total of 102 businesses were approached to participate in the survey, of which 61 businesses participated. Information gathered by the business surveys was collated and analysed. An overview of the results of the surveys are included in **Section 6.0**, with results presented in **Appendix E**. Results of the surveys have been taken into account throughout the assessment of social impacts.

4.6 Cumulative impact assessment

A cumulative impact assessment has been undertaken for both construction and operation, to assess the potential cumulative impacts of the proposed modification with other projects in the area. This was undertaken based on a screening of other nearby projects to determine those that have the potential to cause cumulative impacts. The screening took into account projects that have been approved but where construction has not commenced, projects that have commenced construction, and projects that have recently been completed. The screening process is described further in Section 7.17 (Cumulative impacts) of the Modification Report.

The cumulative impact assessment was based on the residual impacts of the proposed modification (i.e. those that are expected to occur after application of management and mitigation measures).

4.7 Evaluation of the significance of social impacts

The potential likelihood and magnitude of each impact has been determined with reference to the definitions in **Table 4-2** and **Table 4-3**. In determining the magnitude of potential impacts, the dimensions of social impact outlined in **Table 4-4** have also been taken into consideration.

Table 4-2 Likelihood level definitions (DPIE, 2021b)

Likelihood level	Meaning
Almost certain	Definite or almost definitely expected (e.g. has happened on similar projects)
Likely	High probability
Possible	Medium probability
Unlikely	Low probability
Very unlikely	Improbable or remote probability

Table 4-3 Magnitude level definitions (DPIE, 2021b)

Magnitude level	Meaning
Transformational	Substantial change experienced in community wellbeing, livelihood, infrastructure, services, health, and/or heritage values; permanent displacement or addition of at least 20% of a community.
Major	Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time, or affecting many people in a widespread area.
Moderate	Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.
Minor	Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Minimal	Little noticeable change experienced by people in the locality.

Table 4-4 Dimensions of social impact magnitude (DPIE, 2021b)

Dimensions	Details needed to enable assessment
Extent	Who specifically is expected to be affected (directly, indirectly, and/or cumulatively), including any vulnerable people? Which location(s) and people are affected? (e.g. near neighbours, local, regional, future generations).
Duration	When is the social impact expected to occur? Will it be time-limited (e.g. over particular project phases) or permanent?
Severity or scale	What is the likely scale or degree of change? (e.g. mild, moderate, severe)
Sensitivity or importance	How sensitive/vulnerable (or how adaptable/resilient) are affected people to the impact, or (for positive impacts) how important is it to them? This might depend on the value they attach to the matter; whether it is rare/unique or replaceable; the extent to which it is tied to their identity; and their capacity to cope with or adapt to change.
Level of concern/interest	How concerned/interested are people? Sometimes, concerns may be disproportionate to findings from technical assessments of likelihood, duration and/or intensity.

The assessment matrix in **Table 4-5** has been used to determine the significance of each social impact, as a function of the potential likelihood and magnitude levels.

Table 4-5 Social impact significance matrix (DPIE, 2021b)

		Magnitude level				
		Minimal	Minor	Moderate	Major	Transformational
Likelihood	Almost certain	Low	Medium	High	Very High	Very High
	Likely	Low	Medium	High	High	Very High
	Possible	Low	Medium	Medium	High	High
	Unlikely	Low	Low	Medium	Medium	High
	Very unlikely	Low	Low	Low	Medium	Medium

5.0 Social baseline

5.1 Social profile

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.

5.1.1 Key demographic data

Key demographic indicators of relevance to the proposed modification as derived from ABS 2016 census data, are provided in **Table 5-1**. Demographic data for the Greater Sydney metropolitan area and all of NSW has also been provided to allow for comparison with the selected demographic indicators within the study area.

5.1.2 Socio-Economic Indices for Areas

The Socio-Economic Index for Areas (SEIFA) (ABS 2016) is produced by the ABS as an indicator of relative socio-economic advantage and disadvantage. SEIFA broadly defines relative socio-economic advantage and/or disadvantage in terms of people's access to material and social resources, and their ability to participate in society. SEIFA aids in providing an assessment of the welfare of Australian communities and helps in determining and prioritising areas that require funding and services.

The SEIFA publication consists of four indexes. The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) and the Index of Economic Resources (IER) have been used for this assessment.

Index of Relative Socio-economic Advantage and Disadvantage

The IRSAD assesses the socio-economic conditions of people and households within an area, including both relative advantage and disadvantage measures. A low score indicates disadvantage. For example, an area could have a low score if there are many households with low incomes or few houses with high incomes. An index score of 1000 represents the median score across Australia (ABS, 2018).

Blacktown

The IRSAD statistics identify Blacktown as scoring 993, indicating slight relative disadvantage compared to the Australian average for 2016. Blacktown had a decile of 8 for both Australian and NSW State rankings, indicating that 80% of suburbs within Australia and NSW are more disadvantaged¹. Due to the nature of the IRSAD ranking, measuring both advantage and disadvantage, Blacktown may have a higher socio-economic advantage to other LGAs within NSW.

Fairfield

The IRSAD statistics identify Fairfield as scoring 896 indicating slight relative disadvantage compared to the Australian average for 2016. Fairfield had a decile of 1 for the NSW State ranking, and a decile of 2 for the Australian wide ranking. This indicates that 10% and 20% of LGAs within the State of NSW and

¹ Low deciles values (1-3) generally represent areas of disadvantage while high values (7-10) represent areas of least disadvantage. Areas are ordered from lowest to highest score, then the lowest 10% of areas are given a decile number of 1, next 10% are given a percentile number of 2 and this continues upwards. The highest 1% of areas has a percentile of 100 (ABS, 2018)

Australia respectively are more disadvantaged. Due to the nature of the IRSAD ranking, measuring both advantage and disadvantage, Fairfield may have a lower socio-economic advantage to other LGAs within NSW.

Liverpool

The IRSAD statistics identify Liverpool as scoring 972 indicating slight relative disadvantage compared to the Australian average for 2016. Liverpool had a decile of 7 for the NSW State ranking, and a decile of 6 for the Australian wide ranking. This indicates that 70% and 60% of LGAs within NSW and Australia respectively are more disadvantaged. Due to the nature of the IRSAD ranking, measuring both advantage and disadvantage, Liverpool may have a higher socio-economic advantage to other LGAs within NSW.

Index of Economic Resources

The IER summarises variables relating to the financial aspects of socio-economic advantage and disadvantage by summarising variables related to income and wealth. Areas with higher scores generally have relatively greater access to economic resources, with higher incomes and/or wealth, compared to areas with lower scores. This index excludes education and occupation variables because they are not direct measures of economic resources.

Blacktown

According to the IER interactive map provided by the ABS, Blacktown has a Quintile of 4 and has a 76 IER percentile, which is close to the 'most advantaged' range.

Fairfield

According to the IER interactive map provided by the ABS, Fairfield has a Quintile of 1 and has an 18 IER percentile, which is close to the 'most disadvantaged' range.

Liverpool

According to the IER interactive map provided by the ABS, Liverpool has a Quintile of 4 and has a 72 IER percentile, which is close to the 'most advantaged' range.

Table 5-1 Demographic information for social locality precincts (ABS, 2016)

Demographic information	Blacktown - North	Mount Druitt	Blacktown	Fairfield	Bringelly – Green Valley	Liverpool	Greater Sydney	NSW
Population								
Population	92,823	112,066	134,753	185,802	102,811	117,356	4,823,991	7,480,228
Median age	33	32	35	37	33	34	36	38
Aboriginal or Torres Strait Islander population	1.5%	4.7%	2.1%	0.7%	1.7%	1.3%	1.5%	2.9%
Speaks only English at home	56.7%	53.3%	51.6%	25.2%	44.8%	41.9%	58.4%	68.5%
Labour force and employment								
Employed full time	65.4%	60.6%	62.3%	56.5%	61.9%	62.0%	61.2%	59.2%
Employed part time	25.0%	25.0%	25.6%	28.1%	26.0%	25.5%	28.2%	29.7%
Unemployed	5.4%	9.2%	7.3%	10.4%	6.8%	7.5%	6.0%	6.3%
Top three employment industries	<ul style="list-style-type: none"> •Health care and social assistance •Retail trade •Construction 	<ul style="list-style-type: none"> •Health care and social assistance •Retail trade •Manufacturing 	<ul style="list-style-type: none"> •Health care and social assistance •Retail trade •Construction 	<ul style="list-style-type: none"> •Manufacturing •Retail trade •Construction 	<ul style="list-style-type: none"> •Construction •Retail trade •Health care and social assistance 	<ul style="list-style-type: none"> •Health care and social assistance •Retail trade •Construction 	<ul style="list-style-type: none"> •Health care and social assistance •Professional, Scientific and Technical Services •Retail trade 	<ul style="list-style-type: none"> •Health care and social assistance •Retail trade •Construction
Dwellings								
Separate house	18,636	26,445	34,091	38,916	25,466	23,572	924,225	1,729,820
Semi-detached, townhouse, terrace house, etc.	6,945	3,962	5,603	6,987	1,866	4,393	227,235	317,453
Flat or apartment	757	1,811	2,863	6,819	744	7,037	456,231	519,390
Other	291	83	77	433	50	68	9 132	23 580
Home ownership and household structure								
Owned outright	5,262	6,370	11,236	17,521	6,840	8,279	472,635	839,665
Owned with a mortgage	14,703	12,306	15,739	15,573	12,702	13,236	539,917	840,004

Demographic information	Blacktown - North	Mount Druitt	Blacktown	Fairfield	Bringelly – Green Valley	Liverpool	Greater Sydney	NSW
Rented	6,143	12,475	14,231	18,197	7,654	12,317	553,249	826,922
Other tenure type	94	221	260	349	183	256	14,183	23,968
Tenure type not stated	573	987	1,320	1,770	919	1,087	43 899	73,763
Family household	23,533	26,580	33,925	44,170	24,369	28,251	1,195,662	1,874,524
Single (or lone)	2,768	5,084	7,625	8,074	3,550	6,207	351,423	620,778
Group household	473	694	1,234	1,173	383	729	76,795	109,004
Journey to work and vehicle ownership								
Top three transport method to work	<ul style="list-style-type: none"> •Car (driver) •Train •Bus 	<ul style="list-style-type: none"> •Car (driver) •Train •Car (passenger) 	<ul style="list-style-type: none"> •Car (driver) •Train •Bus 	<ul style="list-style-type: none"> •Car (driver) •Train •Car (passenger) 	<ul style="list-style-type: none"> •Car (driver) •Car (passenger) •Train 	<ul style="list-style-type: none"> •Car (driver) •Train •Car (passenger) 	<ul style="list-style-type: none"> •Car (driver) •Train •Bus 	<ul style="list-style-type: none"> •Car (driver) •Train •Car (passenger)
No motor vehicle	2.4%	8.9%	8.5%	10.0%	4.9%	9.2%	11.1%	9.2%
One motor vehicle	26.1%	34.6%	34.9%	32.1%	22.4%	32.4%	37.1%	36.3%
Two motor vehicles	47.1%	34.2%	35.1%	31.5%	39.3%	35.9%	32.8%	34.1%
Three or more motor vehicles	22.0%	18.0%	17.7%	22.6%	29.3%	18.7%	15.7%	16.7%

5.2 Social infrastructure

Social infrastructure comprises social services or facilities that are used for the physical, social, cultural or intellectual development or welfare of the community. Social infrastructure includes educational facilities, childcare centres, hospital and medical facilities, aged care, sporting and recreational facilities, community halls, clubs, and libraries, and services, activities and programs that operate within these facilities. Open spaces, parks and sporting fields that support sport, recreational and leisure uses are also identified as social infrastructure.

Social infrastructure facilities generally operate at a local, district and/or regional level and are defined by the scale of the population catchment they serve. Social infrastructure can often be classified as a sensitive receiver and may be directly or indirectly affected by the proposed modification.

This section provides an overview social infrastructure located within a one kilometre radius of the proposed modification's construction footprint, as shown on **Figures 5-1 to 5-3**, and including the following:

- **Educational facilities** – 52 educational facilities are within one kilometre of the proposed modification's construction footprint; the facilities include primary schools, high schools, combination schools and child-care centres
- **Health, medical and emergency services** – 17 healthcare and emergency services are within one kilometre of the proposed modification's construction footprint; they are predominantly general practitioners and fire brigades
- **Aged care facilities** – Four aged care facilities are within one kilometre of the proposed modification's construction footprint
- **Places of worship** – 23 places of worship are within one kilometre of the proposed modification's construction footprint, these are predominantly of Christian denomination
- **Community service facilities** – 13 community service facilities are within one kilometre of the proposed modification's construction footprint, the majority of the facilities are neighbourhood or community centres
- **Sporting and recreational facilities** – there are 71 sporting and recreational facilities within one kilometre of the proposed modification's construction footprint.

The audit of social infrastructure facilities listed in this section is based on the data available at the time of preparing this report. The audit has been prepared based on desktop research, including reviewing Google Maps and local council social infrastructure lists (refer to **Appendix D**).

One element of social infrastructure not outlined in the figures below is the Light Horse Sculpture Parade, located at the Westlink M7/M4 Motorway interchange. This is a war memorial dedicated to those who served in the Australian Light Horse Brigades. The sculpture has a central mast and four sets of radiating markers representing the Australian Light Horse on parade. The 55 metre high mast with its reflective crown, located at the centre of the Light Horse Interchange, provides a focus to the sculpture.

The sculpture commemorates a key part of Australian military history and is likely to have social value to people in the broader community. This element has been considered separately from the other elements of social infrastructure due to its central focus within the proposed modification.

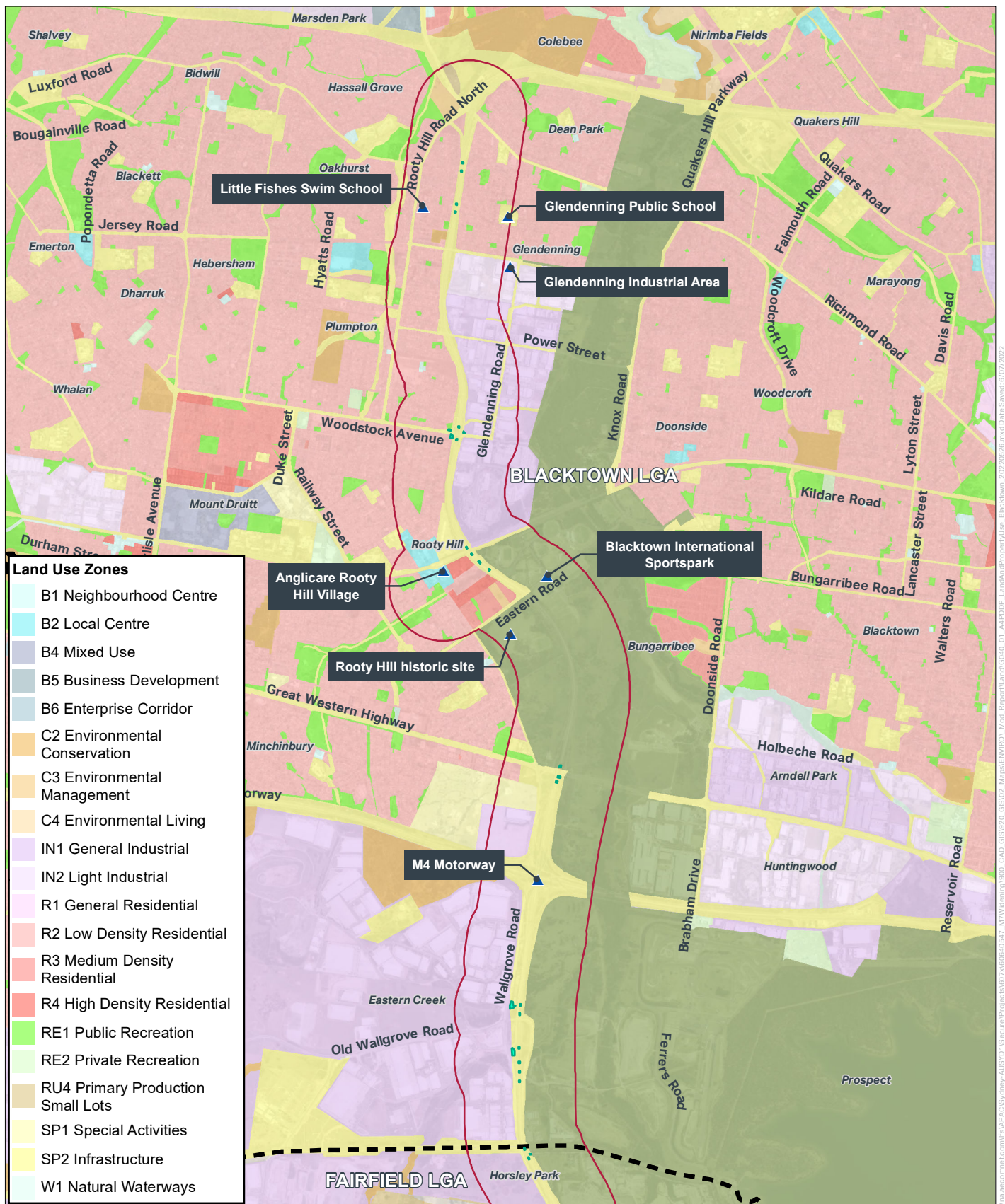


FIGURE 5-1: KEY SOCIAL INFRASTRUCTURE AND USE ZONES - BLACKTOWN LGA

Legend

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



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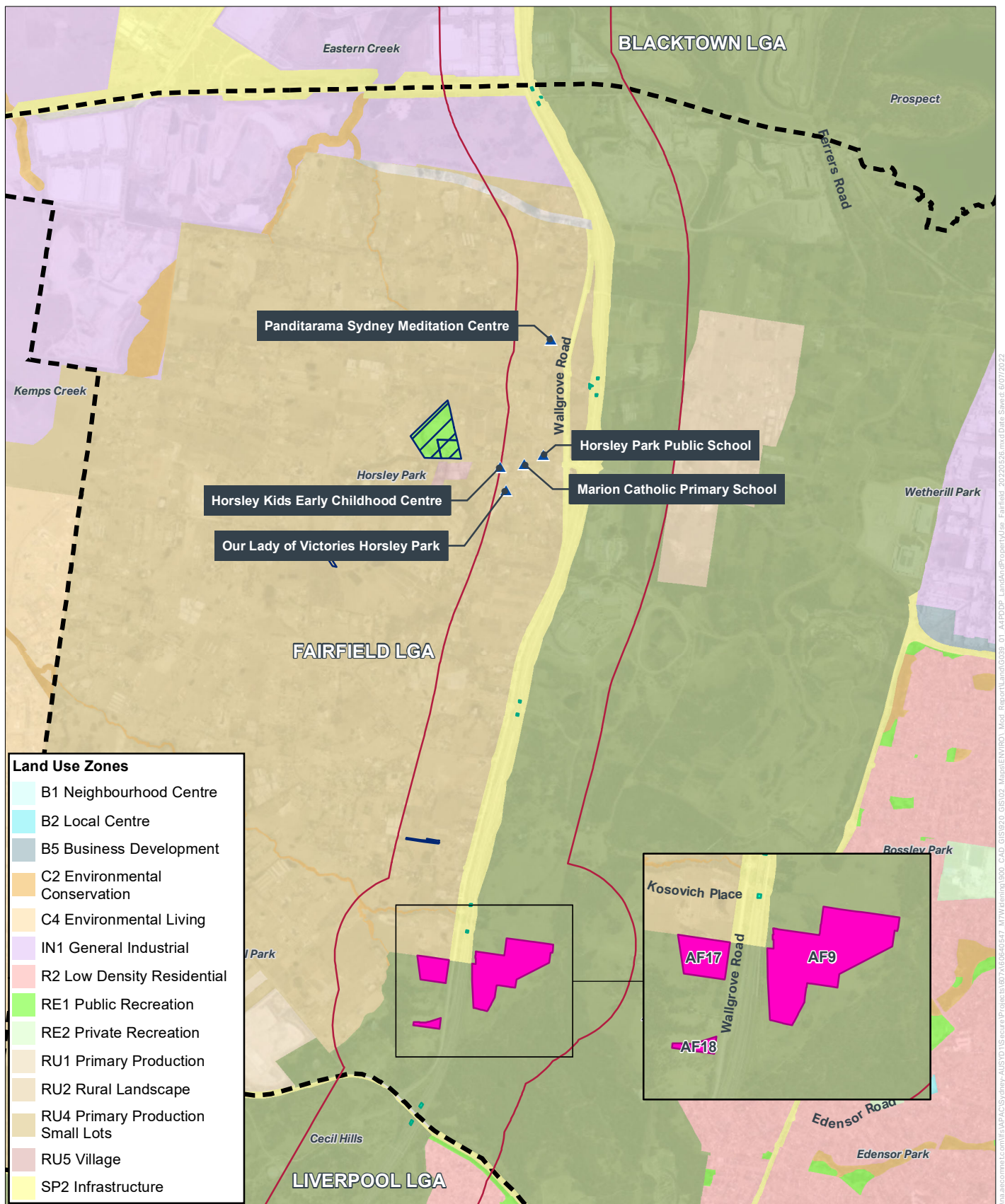


FIGURE 5-2: KEY SOCIAL INFRASTRUCTURE AND USE ZONES - FAIRFIELD LGA

Legend

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



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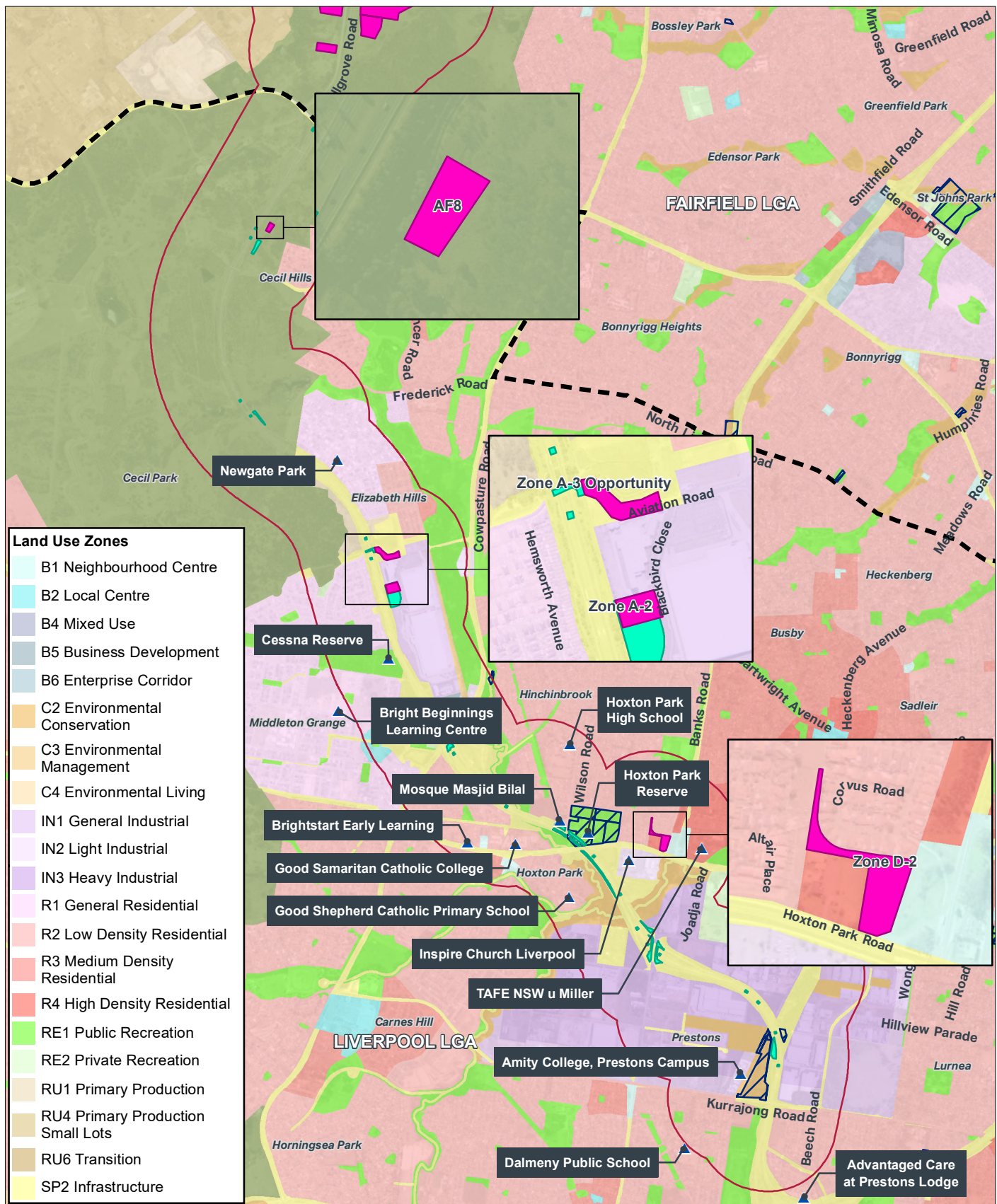


FIGURE 5-3: KEY SOCIAL INFRASTRUCTURE AND USE ZONES - LIVERPOOL LGA

Legend

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



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5.3 Economic characteristics

5.3.1 Local businesses / employment centres

Several local centres and employment hubs are within the social locality of the proposed modification. There are retail and hospitality, industrial and primary production hubs which provide employment opportunities for those living within and near the social locality. The location of the employment hubs are listed below for some of the key suburbs in the social locality of the proposed modification:

- **Retail and hospitality** – Marsden Park, Liverpool, Leppington, Edmondson Park and Blacktown
- **Industrial** – Erskine Park and Wetherill Park
- **Primary production** – Horsley Park and Kemps Creek.

5.4 Access and connectivity

5.4.1 Road and freight network

The Westlink M7 is a major road infrastructure corridor on Greater Sydney's orbital motorway network. Compared to other forms of transport, Greater Sydney's road network carries, and will continue to carry, most of the movements made across Greater Sydney, as identified in the *Future Transport Strategy 2056* (Transport, 2018a). The arterial road network, including the orbital motorway network, provides connectivity between communities and to dispersed employment areas that are more difficult for customers to reach using public transport, walking and cycling. The arterial road network also provides the primary connections to enable road-based freight movements. An efficient road network is therefore critical to ensuring the economic growth of Greater Sydney.

The Westlink M7 has a key role in providing connections to both existing and future transport infrastructure across Greater Sydney. The Westlink M7 connects the M5 South-West Motorway with the M4 Motorway and the Hills M2 Motorway. It is identified as a primary freight route in the Department of Infrastructure, Transport, Regional Development and Communications map of the National Land Transport Network, and is identified in the *NSW Freight and Ports Plan 2018-2023* (Transport, 2018b) as one of Greater Sydney's key freight corridors. The interchanges between the Westlink M7 and other major arterial roads also provide connectivity between Greater Sydney and regional areas.

Along with the future Elizabeth Drive connection, the Westlink M7 will also provide a motorway to motorway connection to the approved M12 Motorway, improving access to planned growth areas in Western Sydney, the future Western Sydney International (Nancy-Bird Walton) Airport (Western Sydney International Airport) and other motorways in Western Sydney.

5.4.2 Public transport

There are no known bus routes that utilise the Westlink M7 within the study area and that would be affected by construction of the proposed modification. Bus routes service the broader social locality, as well as the Sydney Trains network (lines T1, T2 and T5).

5.4.3 Active transport

The Westlink M7 has a dedicated shared path that runs nearly the entire length of the motorway, from Prestons to Baulkham Hills. It runs alongside the Westlink M7 and is separated from road traffic. Cyclists can access the Westlink M7 mainline and ride along the motorway. Other shared paths and footpaths exist in the social locality which connect residential and local centres.

6.0 Consultation

6.1 Residential surveys

The residential surveys were carried out using a stratified random approach where 889 residents were approached randomly by door-knocking on selected streets, of which 130 participated. These streets were reflective of the social locality, and were selected in areas of the highest impact from the proposed modification. **Section 4.5** outlines which suburbs were targeted and **Appendix E** presents the results of the survey.

The survey approach sought to gain a cross section of groups within the community who are likely to be most directly affected by the construction and operation of the proposed modification, with proportionate representation of potentially vulnerable and marginalised groups.

The first few questions in the survey asked if the resident uses the Westlink M7 and for what purpose. Of the residents surveyed, 86 per cent use the Westlink M7, most frequently to visit family, friends and to get to and from work.

Key findings from the residential surveys are as follows:

Values

The top three values residents have in their local community are:

- Feeling safe and secure (21 per cent)
- Sense of community (18 per cent)
- Parks and landscape features (18 per cent).

Concerns and aspirations

Residents commented on concerns that have for their community and would like aspects of their community to be improved. The top three aspirations of residents are:

- Reduction of congestion (20 per cent)
- Better services for children and/or elderly people (18 per cent)
- Lower crime and improve safety in their community (17 per cent).

Construction impacts

Residents were asked how they think the proposed modification may affect them and their community during construction.

The following responses are the top three themes of how residents thought the construction of the proposed modification would affect their day to day lives:

- Traffic impacts (35 per cent)
- No impact (29 per cent)
- Noise impacts (28 per cent).

The following responses are the top three themes of how residents thought the construction of the proposed modification would affect their community:

- Traffic impacts (42 per cent)
- Noise impacts (23 per cent)
- No impact (18 per cent).

Operation impacts

Residents were asked how they think the proposed modification may affect them and their community during operation.

The following responses are the top three themes of how residents thought that the operation of the proposed modification would affect their day to day lives:

- Improve traffic (48 per cent)
- No impact (26 per cent)
- Unsure (eight per cent).

The following responses are the top three themes of how residents thought that the operation would affect their community:

- Improve traffic (56 per cent)
- No impact (14 per cent)
- Noise impacts (11 per cent).

Management measures

Residents were asked where they would like efforts to be concentrated to reduce the impact of the proposed modification:

- During construction:
 - Traffic and congestion (25 per cent)
 - Noise impacts (20 per cent)
 - Clear and frequent communication (21 per cent)
- During operation:
 - Traffic and congestion (33 per cent)
 - Noise impacts (28 per cent)
 - Air quality (21 per cent).

6.2 Business surveys

The businesses approached were chosen as they were likely to be reliant on the motorway to provide services or transport freight. **Section 4.5** outlines which suburbs were targeted and **Appendix E** presents the results of the surveys.

The first few questions in the survey asked if the business uses the Westlink M7, their business type, what their typical trading hours and customer base are. Of the businesses surveyed, 90 per cent used the Westlink M7, with 31 per cent of businesses servicing all of Australia.

Construction

Businesses were asked how they think the proposed modification may affect them during construction.

The following top three benefits were raised:

- No benefits (72 per cent)
- Spend by construction workers on their business (16 per cent)
- Employment opportunities for their business (11 per cent).

The following top three impacts were raised:

- Congestion and slower travel times (32 per cent)
- Changes in access to their business (13 per cent)
- Reduce customer accessibility to their business (11 per cent).

Operation

Businesses were asked how they think the proposed modification may affect them during operation.

The following top three benefits were raised:

- Less congestion and faster travel times for workers and freight (29 per cent)
- Increase reach of staff through improved transport accessibility (17 per cent)
- Improve customer accessibility to their business (16 per cent).

The following top three impacts were raised:

- No negative impacts (49 per cent)
- Congestion and slower travel times (22 per cent)
- Noise from traffic (seven per cent).

7.0 Construction impact assessment

7.1 Way of life

7.1.1 Changes to how people move around

The ability to move around the local community and across the wider region is important to the maintenance of people's livelihoods and way of life. This includes access to work, study, friends, relatives, shopping, health, sporting and social activities.

During construction access to these activities may be disrupted due to temporary changes to traffic arrangements on the Westlink M7. This may also include additional traffic arising from construction traffic and congestion from speed limits and other restrictions.

Residential and business survey responses identified that measures to manage traffic and congestion were considered to be important to the majority of respondents. Survey responses and ABS Census data also indicated a high reliance on private vehicle use in the areas surrounding the motorway.

Potential transport and access impacts during construction have been assessed in Appendix D (Traffic Impact Assessment) of the Modification Report. This report identifies the following impacts that may result in potential disruptions to people's way of life:

- Changes traffic conditions, such as traffic lane closures, detours and speed limit restrictions, which result in increased traffic congestion and reduced travel times
- Change in access arrangements for motorists, pedestrians and cyclists, such as access to properties, social infrastructure, road network.

These impacts would be managed through the application of mitigation measures outlined in the Modification Report, as well as the development of a Construction Traffic and Access Management Plan to guide the delivery of the proposed modification. These would seek to reduce traffic impacts (and subsequently social impacts).

The proposed modification would not require any changes to existing public transport corridors intersecting with the Westlink M7. Impacts to public bus routes would largely result from the temporary increase in congestion on nearby roads when temporary road closures or detours are in place along Westlink M7, resulting in delays to bus services.

Given the potential extent of disruption to the transport network, which people rely on as part of their daily lives, the magnitude of this temporary impact would be moderate. The likelihood of the impact would be almost certain. As such the overall significance of the impact would be a high negative impact.

Impacts to access and connectivity during construction are discussed further in **Section 7.3**.

7.1.2 Property and changes to land use

Property impacts, including details of property leasing and changes in land use are discussed in Section 7.9 of the Modification Report. This section considers the social implications of property impacts.

During construction it will be necessary for property to be temporarily occupied by construction ancillary facilities and other support facilities. Construction ancillary facilities would be predominantly located within the existing Westlink M7 motorway footprint, as the majority of works are to be performed on the median strip and existing motorway bridges. Permanent acquisition of land would not be necessary for the proposed modification however there are several properties that would be leased, for use as construction compounds. The number and location of leases would be confirmed during detailed design and in consultation with property owners. Refer to Section 7.9 of the Modification Report for more details.

The land to be leased during construction is either vacant land zoned for industrial, commercial or residential land use or recreational land which forms part of Western Sydney Parklands and Hoxton Park Reserve. Leasing land from the landowners would result in a temporary loss of land for its existing use. Whilst all proposed construction support sites are currently vacant of industry, businesses, or residences, those located upon land within the Western Sydney Parklands and Hoxton Park Reserve

would reduce the availability of this area for recreational uses. This impact would be minimised through the placement of these facilities on the edges of the fields and reserves, hence avoiding impacts to areas subject to more intense recreational use. The use of this land for this purpose would not alter the long-term land use.

The majority of land within the Westlink M7 construction footprint is zoned as SP2 Infrastructure. The construction of the proposed modification is consistent with the objectives of the SP2 land use zone, as the proposed modification would provide for transport infrastructure. However the construction of the proposed modification would reduce the utility of the motorway, such as lane closures.

Overall, the likelihood of these impacts occurring would be almost certain. The magnitude of this effect is considered to be minor. As such the overall social significance in relation to property and land use would be medium negative impact.

7.2 Community

7.2.1 Community cohesion

Community cohesion refers to the connections and relationships between individuals and their neighbourhoods. Infrastructure that creates a physical or psychological barrier between communities may produce a real or perceived barrier, reducing the capacity for community cohesion, including social and economic interaction.

The existing motorway acts as a physical and psychological barrier between communities in the social locality. This may be exacerbated by the presence of construction ancillary facilities, construction traffic, changes in access, increased congestion and travel times. Vulnerable groups in the community may have an increased sensitivity to the change in access which may lead to a degree of self-exclusion from the community, refer to **Section 7.4** for health and wellbeing impacts.

Overall, the likelihood of these impacts occurring would be possible. The magnitude of this effect is considered to be minor. As such the overall social significance in relation to community cohesion would have a medium negative impact.

7.2.2 Community values and sense of place

The results of the community surveys (available in **Appendix E**) highlighted that the community values the following elements:

- Feeling safe and secure
- Sense of community
- Parks and landscape features
- Community services available (such as shops, sports grounds, places of worship, community halls)
- Public transport, roads, cycleways and footpaths
- Employment.

The values of a community contribute directly to their sense of place and belonging. These values can change over time due to numerous internal or external influences, including changes in amenity or access, amongst others.

The proposed modification would result in minor changes to local amenity. These changes may result in decreased feelings of safety or changes to the sense of community. This could be due to increased noise levels, dust, reduced sightlines as result of construction hoarding (see **Section 7.5.1** for amenity impacts). Changes in access can also potentially affect people's utilisation of social infrastructure, such as community halls where social events or community information sessions which give opportunities for residents to connect with their community, further discussion on health and wellbeing impacts in **Section 7.4**.

The Western Sydney Parklands would be affected as some of the parklands would be used as a construction facility. The temporary loss of land and amenity due to construction works would impact the parks and landscape features which residents of the community value.

The construction of the proposed modification would also impact on a portion of the M4 Light Horse Interchange Sculpture Parade and fig tree plantings associated with the artwork. Transport has commenced a consultation process with key stakeholders in relation to this impact to collaboratively identify a final design response for the artwork, which would also incorporate an educational aspect with the local communities.

Overall, the likelihood of these impacts occurring would be possible. The magnitude of this effect is considered to be moderate. As such the overall social significance in relation to community values and sense of place would be a medium negative impact.

7.3 Accessibility

7.3.1 Access and connectivity

Construction of the proposed modification has the potential to result in impacts to the local traffic network associated with the establishment of traffic management measures, the increase in heavy vehicles and alterations to local road access.

Lane closures, detours, speed limit restrictions and additional construction traffic can also impact upon local travel, including trip duration, wait times at intersections, road safety, access to properties, businesses and social infrastructure. The social implications of these potential impacts are discussed in the following sections.

Access and road network

Temporary road network changes would be required to facilitate the construction of the proposed modification and the requirements of construction traffic and personnel. These would include:

- Reduction in speed limits along the Westlink M7
- Temporary traffic diversions and lane closures on the M7 Westlink and other State and local roads to allow for construction along the existing road alignment, including pavement widening works and road resurfacing
- Temporary closure of Westlink M7 carriageways with off motorway detours or contraflow arrangements.

Lane closures, detours and an increase in light and heavy vehicle traffic movements generated by construction activities would decrease road network performance, increase travel distances and add traffic volumes to surrounding roads in the social locality.

Additionally, changes to traffic and access may disproportionately affect people from non-English speaking backgrounds, as they may have difficulty understanding signposted diversion routes and signs indicating changed road conditions.

Overall, the likelihood of these impacts occurring would be almost certain. The magnitude of this effect is considered to be moderate. As such the overall social significance in relation to access and road network performance would have a high negative impact.

Public transport

Changes to access to public transport services may cause stress and anxiety associated with reduced feelings of safety, change in access arrangements and delays.

The proposed modification would not require any changes to existing public transport corridors intersecting with the Westlink M7. Private and charter buses would continue to be able to access and use the Westlink M7. Impacts to public bus routes would occur primarily at night during out of hours work detours, and would largely result from the temporary increase in traffic and congestion on nearby roads when temporary road closures or detours are in place along Westlink M7.

Rail possession would be required in one location during construction, where the Westlink M7 bridge intersects with the Main Western Railway Line to the west of Rooty Hill Railway Station. The temporary closure of rail services would affect those utilising the T1 Western line services. If rail possessions occur during non-scheduled rail shutdowns, this and the potential addition of temporary bus stops have the potential to cause travel disruptions, increase travel times, affect accessibility due to changed travel

routes, and create additional walking times. The rail possession would likely be of short duration and scheduled and managed to minimise impacts on the rail network and commuters.

Overall, the likelihood of these impacts occurring would be likely. The magnitude of this effect is considered to be minor. As such the overall social significance in relation to public transport access would be a medium negative impact.

Active transport

Changes to the existing cycle and pedestrian network has the potential to cause travel disruptions, increase travel durations, decrease safety and affect movement patterns and accessibility. Depending on the length and terrain of alternative routes, people may be more inclined to take a shorter, less safe option, rather than diverting to follow the recommended detour route. These changes may also disproportionately affect people from non-English speaking backgrounds, as they may have difficulty understanding the signposted diversion routes.

Cyclists would be prohibited along the motorway during construction, and would only be able to use the shared path. Construction of the proposed modification would require temporary detours from the existing Westlink M7 shared path, for distances of between 300 metres to 1.3 kilometres, and along other state and local roads impacted by construction. Shared path detours will be established when closures are required. The changes in access arrangements may affect travel times, increase stress and anxiety, deter the use of active transport and potentially decrease safety. Measures will be put in place to reduce such impacts including the notification of changes and use of clear signage.

Overall, the likelihood of these impacts occurring would be likely. The magnitude of this effect is considered to be minor. As such the overall social significance in relation to active transport access would be medium negative impact.

7.3.2 Access to social infrastructure

Construction of the proposed modification may temporarily affect people's ability to use and access social infrastructure. This may include changes to access, or changes in the surrounding amenity (such as due to noise, vibration or dust impacts).

Social infrastructure such as educational institutions, health care facilities, religious facilities, childcare centres, passive recreation areas and active recreation areas (including parks and sports grounds) can be more sensitive to changes to baseline conditions. The sensitivity of a social infrastructure user to a construction impact would vary dependent on proximity to the construction activity, the individual's sensitivity to the construction impact (e.g., noise, dust, vibration) and the duration of the activity.

Changes in access and amenity for some social infrastructure would occur during construction. This may arise from the introduction of construction sites or modifications to the transport network (such as detours). Changes to access and connectivity in the social locality are considered in **Section 7.3.1**. Social impacts in relation to local amenity more broadly are considered in **Section 7.5.1**.

The change in access arrangements for social infrastructure would disproportionately affect people from non-English speaking backgrounds, as they may have difficulty understanding the signposted diversion routes. This may affect resident's ability to seek medical attention and may affect their health and wellbeing, see **Section 7.4**.

Overall, the likelihood of these impacts occurring would be likely. The magnitude of this effect is considered to be minor, as access to social infrastructure would still be maintained. As such the overall significance of the impact would be a medium negative impact.

7.3.3 Utilities and digital access

Residents and businesses are dependent on public utilities, particularly the supply of electricity, telecommunications and water, to conduct a wide variety of daily activities. The disruption of these services, even for short periods of time, may result in substantial inconvenience to daily life and the operation of businesses. During construction, public utilities and services may be temporarily disrupted while they are temporarily or permanently relocated, or for safety reasons. Transport has initiated consultation with a number of service providers who manage or own utilities within the construction footprint and will continue to liaise with these providers to minimise and plan for potential disruptions during construction of the proposed widening.

Disruptions to utilities have the potential to result in a range of impacts upon resident, businesses and social infrastructure providers/operators. This could include temporary loss of operation of business-critical machinery or equipment, impacts upon residential household routines, or interruptions to classes at education facilities. Certain emergency services or businesses may also be required to call upon backup power supplies or communication arrangements.

Utility disruptions, in particular to telecommunications infrastructure, also have the potential to impact upon people's digital access (i.e. the ability to access digital content such as the internet). This would affect residents that rely on utilities who stay at home, work or study from home, or for the operation of business equipment. 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).

Overall, the likelihood of these impacts occurring would be unlikely. The magnitude of this effect is considered to be minor. As such the overall social significance in relation to utilities and service impacts would be a negative medium impact.

7.4 Health and wellbeing

Impacts to the health and wellbeing of people who live, visit and work in the social locality may arise from direct and/or indirect impacts during construction. Direct impacts are changes to air quality and noise, while indirect impacts can be an increase in stress and anxiety associated with changes to amenity and access.

Key aspects of the proposed modification that may affect community health and wellbeing during construction include:

- Air quality – potential health impacts from dust generated during construction, particularly in areas closest to construction compounds. Residents and visitors with respiratory health issues (for example, asthma or allergies) would be particularly sensitive to these impacts
- Noise – sleep disturbance, annoyance, children's school performances and cardiovascular health
- Traffic and transport – changes in safety for pedestrians, cyclists, and motorists
- Access – detours can induce stress and anxiety, and potential health impacts due to loss/change in access to social infrastructure such as parks and medical facilities
- Potential increase in stress associated with construction impacts, as well as the potential for construction fatigue – particularly in areas closest to the motorway, construction ancillary facilities and other projects near the proposed modification
- People vulnerable to social exclusion or substantial change may be more sensitive to wellbeing impacts.

Changes in access can impact peoples mental and physical wellbeing. Access changes and loss of recreational space such as the shared path along the Westlink M7 and Western Sydney Parklands has the potential to limit people's ability to exercise, which could affect their physical health. Changes in access can impact those in a vulnerable group as they may exclude themselves from the community, affecting their mental health.

Although there would be a change in access arrangements for the shared path and loss of recreational space, those who utilise the shared path and Western Sydney Parklands are considered to be adaptable due to the transient nature in which they would use the shared path and the option to utilise other areas parklands nearby the construction ancillary facilities.

The construction works could lead to mental health issues by inducing stress and anxiety due to loss of sense of place or amenity impacts (see **Section 7.5.1**). The changes in amenity can affect the ability for people to sleep or could change the way residents feel about their community, this can impact their sense of place and belonging to the area.

Additionally, during the residential survey, when asked how residents think that the construction of the proposed modification would affect them, 18 per cent responded that they do not think it will impact them. Overall, the likelihood of these impacts occurring would be likely. The magnitude of this effect is

considered to be moderate. As such the overall social significance in relation to health and wellbeing impacts would be a high negative impact.

7.5 Surroundings

7.5.1 Amenity

Amenity refers to the quality of a place, its appearance, feel and sound, and the way its community experiences the place. Amenity contributes to a community's identity and its sense of place. Impacts upon amenity include factors that affect the ability of a resident or visitor to enjoy their home and daily activities. For example, traffic, noise, vibration, changes to views or changes to air quality would be considered amenity impacts. Changes in amenity may also conflict with community values, contributing to a loss of or change in a community's sense of place, and subsequently a community's perceived identity.

Construction of the proposed modification would affect amenity as a result of changes to traffic; noise and vibration; air quality; and landscape and visual amenity.

Feedback during consultation identified a number of concerns from the local community regarding impacts to amenity during construction. During residential surveys, traffic and noise were commonly raised as potential impacts which the community considered important to be mitigated (as opposed to visual impacts or other impacts).

The following sections describe potential impacts to amenity during construction for affected stakeholders in proximity to the motorway and the construction compounds.

Traffic and access

Feedback received from residents and businesses during project surveys and surveys indicates that congestion on the M7 is a concern for people who use it, particularly during peak periods during the week.

Temporary road network changes would be required to facilitate the construction of the proposed modification. The changes would include reduced speed limits, traffic diversions, lane closures and traffic generation from the delivery of construction materials and for the construction workers to access the construction sites.

The change in traffic and access would increase wait times, levels of stress and anxiety and could lead to people feeling disconnected from their community and wellbeing impacts (refer to **Section 7.4**). The changes are likely to disproportionately affect people from non-English speaking backgrounds, as they may have difficulty understanding signposted diversion routes and signs indicating changed road conditions.

Overall, the likelihood of these impacts occurring would be likely. The magnitude of this effect is considered to be moderate. As such the overall social significance in relation to traffic and access amenity would be a high negative impact.

Noise and vibration

Exposure to noise and vibration has the potential to contribute to a range of impacts to people's work, recreation, social and home lives. This includes interference with daily activities or the enjoyment of these activities and interference with concentration and memory, particularly with regard to children's school performance or business activity that depends on quiet environments. High levels or certain types of disruptive noise may also result in disruption of sleep and rest patterns and may create or exacerbate health concerns such as hearing impairments and cardiovascular health (elevated blood pressure).

Increased levels of noise and vibration would be generated during construction of the proposed modification. Noisy activities from the construction of the proposed modification includes earthworks and bridge works, drainage works, pavement works and noise wall works. Noise would also be generated by construction traffic and workers accessing the construction facilities. All noise sources have been further assessed in Section 7.2 of the Modification Report.

The assessment of noise associated with the construction of the proposed modification indicated that the greatest number of exceedances of applicable noise management levels in each noise catchment area occurred outside standard construction hours (night). These exceedances were attributed to the close proximity of the construction site to some residences, and the duration of construction of the proposed modification.

Overall, the likelihood of these impacts occurring would be likely. The magnitude of this effect is considered to be moderate. As such the overall social significance in relation to noise and vibration would be a high negative impact.

Air quality

During construction, activities such as earthworks and the use of construction machinery have the capacity to generate dust and exhaust emissions.

The construction activities with the greatest potential to generate dust would include:

- Demolition of structures, including bridge barriers pavement, roadway
- Transport, loading and unloading, stockpiling and handling of imported construction materials
- Creation of exposed surfaces through the clearing of vegetation and stripping of topsoil.

Nuisance dust has the potential to affect nearby residents and sensitive receivers, such as those with respiratory illnesses. The perceived impact to air quality as a result of construction activities can also affect residents and visitors to the area by increasing anxiety and reducing their capacity to enjoy the local environment. Receivers in the Primary impact area are likely to be most affected by these impacts.

Air quality has been considered in Section 7.3 of the Modification Report. This air quality assessment outlines the nature of likely impacts, and the mitigation measures to be implemented to minimise impacts. The suburbs of Prestons, Hoxton Park, Glendenning and Oakhurst have sensitive receptors close to the construction footprint who have a 'high' risk of being affected by dust soiling, where the rest of the residents along the motorway have a 'moderate' risk of being affected. Combustion emission from construction traffic is unlikely to result in a notable reduction in ambient air quality. The assessment concludes that with the implementation of appropriate mitigation measures, air quality impacts would be of acceptable levels during construction.

Overall, the likelihood of these impacts occurring would be likely. The magnitude of this effect is considered to be minor. As such the overall social significance in relation to air quality would be a medium negative impact.

Visual

Visual amenity may be described as the pleasantness of the view or outlook of an identified receptor or group of receptors, such as residents or recreational users. Visual amenity is an important part of an area's character and offers a wide variety of benefits to the community in terms of wellbeing, community cohesion and economic activity. Construction activities can affect visual amenity and could lead to people feeling disconnected from their community.

The current visual environment is dominated by existing urban development, transport corridors and the Western Sydney Parklands. Visual impacts would arise primarily from the presence of construction ancillary facilities, construction activity, equipment, workers and plant/machinery. Whilst this would not necessarily prevent people carrying on their day to day activity it may affect their enjoyment of their private spaces and potentially lead to a degree of stress or anxiety.

The main receptors of the visual impacts would be passing traffic, recreational users of the Westlink M7 shared path and residents next to the motorway and construction ancillary facilities. Particular areas where visual impacts of construction would be higher are at interchanges with the M4 Motorway or where perpendicular roads intersect the Westlink M7, where the Westlink M7 is more visible within the surrounding environment due to breaks in the boundary vegetation (e.g. near the Blacktown Sportspark), where the carriageways pass lower landscape areas via bridge.

This impact would be largely transitory and mitigated through appropriate controls such as hoarding to screen construction ancillary facilities and construction activity. Progressive rehabilitation of the

motorway would also be implemented during construction, and construction areas would be maintained in a tidy condition throughout construction.

Overall, the likelihood of these impacts occurring would be likely. The magnitude of this effect is considered to be moderate. As such the overall social significance in relation to visual amenity would be a high negative impact.

7.5.2 Crime and safety

The presence of construction sites may result in changes to perceptions of safety in an area. This may include changes to local sight lines, restrictions in pedestrian traffic reducing passive surveillance, the provision of new surfaces for graffiti, or the attraction of thieves to construction facilities.

No respondents from the surveys raised crime and safety concerns during construction. However 17 per cent of respondents said that they would like for crime and safety to be improved in their community.

Potential safety concerns would be manageable through the application of the principles of Crime Prevention Through Environmental Design at construction sites such as construction sites being well lit at night. Regular communication with the community and stakeholders throughout construction would also allow residents to understand construction plans and therefore be better prepared for the temporary changes to the area.

Overall, the likelihood of these impacts occurring would be unlikely. The magnitude of this effect is considered to be minor. As such the overall social significance in relation to crime and safety would be a low negative impact.

7.6 Livelihoods

Construction activity can benefit the local economy with associated economic stimulus from increased expenditure at businesses through purchases made by construction workers, and employment and expenditure through the provision of goods and services required for construction.

The size and arrangement of the construction workforce for the proposed modification would vary over the construction period depending on the activities carried out and the staging strategy. It is expected that there would be several different work crews active during construction of the extent of the proposed modification at any one time. The estimated total workforce to be employed would be about 2,400 personnel over the total construction period, split across several locations. Employment opportunities would arise through labour for trades people, and business opportunities could be from supplying materials or renting construction equipment. The construction of the proposed modification would contribute to the financial livelihoods for people involved in the construction.

Construction can negatively affect the livelihoods of those who live near or run a business near the Westlink M7. Noise levels could disrupt focus and interfere in business practices and traffic congestion during construction would impact delivery and freight times for some businesses. Utility disruptions could impact electrical or digital connection which would be essential to the running of some businesses and those who work remotely. Amenity and health and wellbeing impacts are addressed in **Section 7.5** and **Section 7.4** respectively.

Tolls will continue to be charged throughout construction. On the Westlink M7, motorists pay based on the distanced travel with trips capped once 20 kilometres has been travelled. The distance rate in June 2022 was \$0.4351 per kilometre for cars and \$1.3053 per kilometre for trucks. These rates escalate or de-escalate with the consumer price index each financial quarter. The toll arrangements are the same as prior to construction, therefore having a neutral impact on livelihoods.

Overall, construction of the proposed modification may result in both positive and negative impacts on people's livelihoods. Accounting for the factors above the overall likelihood of impacts occurring would be likely. The magnitude of positive impacts is considered to be minor, with the magnitude of adverse impacts to livelihoods also being minor. On this basis the net magnitude is considered to be neutral, resulting in an overall social significance of a low positive impact.

7.7 Cumulative impacts

Cumulative social impacts may arise from other projects occurring at the same time in the social locality. The projects nearby to the proposed modification that may cause cumulative social impacts are as follows:

- M12 Motorway – Dual carriage motorway proposed to directly connect the M7 Motorway with the Western Sydney Airport and The Northern Road
- Mamre Road Upgrade – Upgrade of a 10 km section of Mamre Road between the M4 Motorway and Kerrs Road to support economic and residential growth in the area
- Sydney Metro – Western Sydney Airport – Construction and operation of a metro railway line around 23 kilometres in length between St Marys in the north and the Aerotropolis Core precinct in the south
- Western Sydney Airport – The construction of an airport to cater for ongoing growth in demand for air travel in the rapidly expanding Western Sydney Region
- Horsley Drive Upgrade – Upgrade of Horsley Drive between the proposed modification and Cowpasture Road to a four lane divided road, with the option for six lanes in the future
- Elizabeth Drive Upgrade – Upgrade of Elizabeth Drive between the proposed modification and The Northern Road at Luddenham to a four lane divided road with the addition of active and public transport infrastructure
- The Sydney Zoo Modification – Construction of a new zoological facility with a total area of 16.5 hectares, and modification to existing opening hours
- Light Horse Interchange Business Hub Eastern Creek – Construction of a 165,000 m² of gross floor area business hub for general and light industrial, warehouse and distribution and ancillary offices
- Saint Peter and Paul Assyrian Primary School – Construction and operation of a new school for a maximum of 630 students from Kindergarten to Year 6
- Gazorp Industrial Estate – Construction of a new industrial estate including 16 warehouse building envelopes, landscaping, and associated infrastructure
- Horsley Drive Business Park – Modification of the existing business park to upgrade location and size of buildings and location and configuration of access
- Moorebank Intermodal Precinct West – Stage 2 – The development of intermodal freight terminal facilities, linked to Port Botany, the interstate, and intrastate freight rail network
- Sydney International Speedway – Construction and operation of a new speedway (including a new clay-based racetrack) as a part of the Eastern Creek Motor Sports Precinct.

Further information about each of the projects can be found in the cumulative impact in Section 7.18 of the Modification Report.

Potential cumulative social impacts during construction could include safety risks arising from increased traffic, increased amenity impacts as a result of noise, visual change and dust emissions, and health and wellbeing impacts from construction fatigue. Cumulative traffic and access impacts leading to delays in travel time or difficulties accessing public transport during construction could also lead to indirect social impacts such as anxiety and concern during the construction period.

Cumulative social impacts from nearby projects may include:

- Traffic and access – Traffic generated from other projects construction activities would increase congestion and travel times. The projects that are upgrading roads, like the proposed modification, would require detours therefore changing the road network and access arrangements. These changes can lead to more traffic on local residential roads creating stress and anxiety for motorists and residents alike. Additionally, the changes to traffic and access may disproportionately affect people from non-English speaking backgrounds, as they may have difficulty understanding signposted diversion routes and signs indicating changed road conditions

- Noise and vibration – The cumulative noise assessment found that while most construction activities between projects are expected to occur at separate times and locations, it is possible that noisy construction activities for the proposed modification may occur at the same time as other projects in close proximity to each other. The prolonged exposure to noise can impact the health and wellbeing of residents' impacts, such as disturbing focus and sleep
- Air quality – There is potential for cumulative air quality impacts to occur where construction activities (such as demolition, earthworks, use of construction vehicles and equipment, and waste management) for the proposed modification occur in temporal and spatial proximity to that of another project
- Visual – Visual impacts from the proposed modification are anticipated to predominantly occur for receivers located within and immediately adjacent to the M7 corridor. Projects nearby would also have construction hoarding but are likely to affect receivers not impacted by the proposed modification, therefore limiting cumulative visual impacts
- Livelihoods – Nearby projects would also provide employment opportunities to the local area through labour for trades people, and business opportunities from supplying materials or renting construction equipment
- Construction fatigue – Several of the projects noted above would be under construction at the same time as the proposed modification. This could induce construction fatigue in people living and working in the area. This may be due to the combined impacts of different projects (e.g. traffic impacts from one project and noise impacts from another), or simply from the concurrent or consecutive nature of disruptions in the area. Noting the proposed construction start and duration for each, as well as their proximity, this impact is likely to be most felt by residents and businesses in Horsley Park, Cecil Hills, Eastern Creek and Badgerys Creek. Construction contractors would seek to address construction fatigue through the following means:
 - Coordination of construction – communication with other projects to understand specific project timeframes and to avoid concurrent or immediately consecutive construction activities in close proximity, where feasible
 - Communication – clear and frequent communication with the community, coordinated with other projects to ensure that similar projects retain consistent messaging and complaint mechanisms.

Overall, the likelihood of these impacts occurring would be possible. The magnitude of this effect is considered to be moderate. As such the overall social significance in relation to construction cumulative impacts would be a medium negative impact.

8.0 Operational impact assessment

8.1 Way of life

8.1.1 Changes to how people move around

The proposed modification would provide for smoother and more efficient movement of traffic on and off the Westlink M7 within the social locality.

The operation of the proposed modification would, by design, reduce congestion and improve the flow of traffic along the Westlink M7. The surrounding local road network to Westlink M7 also has the potential to become less congested as motorists use the motorway instead of local roads to avoid congestion. This would provide clear benefits for people who rely upon the motorway for connecting them to work, study, family, friends and shopping along the alignment, and potential benefits of lower traffic on parallel routes in the broader road network. The improvement in this ability to move around the local and regional area would be a clear social benefit of the proposed modification.

During operation, cycling on the shoulder of the Westlink M7 mainline between the M5 Motorway and Richmond Road would be prohibited for safety reasons. Cyclists would instead be required to use the existing shared path. Whilst this may reduce the efficiency of journeys for some cyclists, it would improve their safety, and the overall impact would be limited given the low numbers of cyclists who currently use the motorway.

Overall, the likelihood of these impacts occurring would be almost certain. The magnitude of this effect is considered to have a major positive social impact from congestion reduction and improving safety and a minor adverse impact due to cycling prohibition. As such the overall social significance in relation to the way people move would be a high positive impact.

8.1.2 Property and changes to land use

All areas leased for the proposed modification would be returned to their pre-acquisition condition and land use upon completion of construction, unless otherwise agreed with the landowner. As such there would be no permanent change to the land use type or character of leased land, including both private and public land (such as Western Sydney Parklands).

The likelihood of this having a social impact is unlikely. The magnitude of this effect is considered to be minimal. As such the overall social significance in relation to property changes and land use would be a low positive impact.

8.2 Community

The results of the surveys (available in **Appendix E**) highlighted the following aspirations that may be affected by the operation of the proposed modification:

- Decrease in congestion
- Improve employment opportunities
- Improve public transport.

As discussed above, the proposed modification would introduce an additional lane in each direction which would lead to the decrease in congestion and improve travel times. Refer to Appendix B (Transport and traffic assessment) of the Modification Report for more details.

The proposed modification may assist in the improvement of employment opportunities through better access to employment and for freight. The improvement of access and decrease in congestion would allow for employees to move about with greater ease and for supplies and products to be moved with fewer delays. This would have a flow on positive impact of lowering labour and fuel costs for employees, businesses and ultimately consumers.

The improvement in traffic conditions and accessibility on the widened area of the Westlink M7 could lead to better connectivity between people and social infrastructure within the social locality. This would be expected to result in a subsequent improvement in community cohesion, with flow on effects for health and wellbeing.

Overall, the likelihood of these impacts occurring would be likely. The magnitude of this effect is considered to be moderate. As such the overall social significance in relation to community would be a high positive impact.

8.3 Accessibility

The network performance of the Westlink M7 would substantially improve within the widened area due to the proposed modification. The Westlink M7 is anticipated to carry up to an additional 10 per cent of traffic in 2026 and up to 30 per cent in 2036. The increases in traffic with the proposed modification are as a result of the Westlink M7 attracting traffic from the surrounding network and as a result of traffic generated by forecasted population growth (refer to Section 7.1 of the Modification Report for more detail).

There would be positive flow on social benefits that would arise from improvements in accessibility. This could lead to increased community cohesion, sense of place and health and wellbeing through improved access to social infrastructure (refer to **Section 8.2** and **Section 8.4** respectively).

The expected reduction in congestion on the Westlink M7 could reduce travel times for private bus services. This would also improve reliability, resulting in a benefit to businesses and residents in the social locality.

No operational changes are proposed to the location or alignment of the Westlink M7 shared pedestrian and cycle path. However, as outlined above, cycling on the shoulder of the shoulder of the Westlink M7 mainline would be prohibited between the M5 Motorway and Richmond Road. Cyclists would instead be required to use the existing shared path.

Overall, the likelihood of these impacts occurring would be likely. The magnitude of this effect is considered to be major. As such the overall social significance in relation to accessibility would be a high positive impact.

8.4 Health and wellbeing

The operation of the proposed modification has the potential to affect health and wellbeing through several factors. This includes changes to noise and vibration, changes to visual amenity, changes to air quality and changes to traffic and accessibility.

The Noise and Vibration Technical Assessment modelled noise levels for the operation of the widened motorway (Appendix E of the Modification Report). This indicated that operational traffic noise levels would exceed the L_{Aeq} noise criteria for 996 residents in the 2036 year of design scenario. 329 of those residents would be eligible for the consideration of feasible and reasonable noise mitigation measures. Those residents are located in three residential area categories, listed below:

- Residential areas impacted by existing noise barriers (located in the suburbs of Hoxton Park, Hinchinbrook, Rooty Hill, Plumpton, Oakhurst and Glendenning)
- Residential areas within Elizabeth Hills and Middleton Grange residential subdivisions
- Residential areas without existing noise barriers (located throughout Horsley Park).

An Air Quality Assessment of Pollutant was undertaken to predict pollutant levels with and without the proposed modification in the years 2026 and 2036 (Appendix F of the Modification Report). The results are as follows:

- Nitrogen dioxide: modelled annual average nitrogen dioxide concentrations for the proposed modification in 2026 and 2036 are lower than existing conditions
- Carbon monoxide: results show a predicted increase in carbon monoxide levels however, these predictions are relatively minor in the context of the NSW Environment Protection Authority criteria
- Particulate matter: there are increases predicted for particulate matter concentrations in 2026 and 2036 however, these predictions are relatively minor in the context of the Environment Protection Authority criteria

- Volatile Organic Compounds: modelling predicts a negligible change in benzene levels and a decrease in formaldehyde concentrations
- Polycyclic Aromatic Hydrocarbons: predicted incremental 1-hour 99.9th percentile Polycyclic Aromatic Hydrocarbons concentrations at sensitive receptors were well below NSW Environment Protection Authority criteria.

An Urban Design, Landscape Character and Visual Impact Assessment considered the visual impacts of the proposed modification (Appendix K of the Modification Report). The visual impact assessment assessed 19 viewpoints, where all were rated as either having a neutral or adverse visual impact. The highest adverse impact is anticipated at Viewpoint 16: Westlink M7 shared path at Hinchinbrook Creek, Hoxton Park. The viewpoint would be altered because of the removal of vegetation and the increased width of the Westlink M7 carriageway. This change will have a high impact on pedestrians and cyclists using the shared path, who's attention would be focused on the shared path and the visual surroundings.

With the increase in accessibility and decrease in congestion, some road users may feel more connected to their community. The ease of moving around can lead to an improved sense of place and can facilitate better access to social infrastructure like medical facilities or community halls, increasing physical health and mental wellbeing.

The social impacts of these changes, alone or cumulatively, include:

- Decrease in cardiovascular health arising from stress, anxiety or annoyance
- Decrease in respiratory health
- The placement of real or perceived barriers between people, increasing isolation and reducing sense of community and community cohesion
- Loss of community identity arising from changes to the visual environment
- Beneficial impacts to social connectivity and access to social infrastructure through reduction in congestion on the motorway.

Overall, operation of the proposed modification may result in both positive and negative impacts on health and wellbeing and the follow on social impacts. Accounting for the factors above, the overall likelihood of impacts occurring would be likely. The magnitude of positive impacts is considered to be minor, with the magnitude of adverse impacts to livelihoods also being minor. On this basis, the overall social significance of health and wellbeing would be neutral.

8.5 Surroundings

As outlined above, the proposed modification would result in changes to the amenity of the social locality. The proposed modification would be generally expected to increase accessibility and decrease congestion. The change in traffic and access would allow for motorists to get to their destination safer and more quickly. This may improve community connection, sense of place and lead to decreased levels of stress and anxiety.

The proposed modification may have an adverse visual impact for those living and using social infrastructure close to the Westlink M7, such as the pedestrian and cycling shared path. The proposed modification would increase in visual prominence of architectural elements of the Westlink M7, such as the width of the carriageways and bridges. These elements would be highlighted by the removal of vegetation, particularly trees, as low lying shrubs would be planted to replace the removed trees. The changes in visual amenity would affect receptors differently. Motorists utilising the Westlink M7 would be adaptable to the change due to the transient nature in which they utilise the motorway. Residents and businesses near to the motorway would experience minor changes in visual amenity and are considered adaptable due to the existing visual prominence of the motorway and distance they are from the motorway. Users of the shared path would be the most sensitive receptor due to the nature in which the shared path is utilised. Cyclists and walkers attention would be focused on the landscape to a certain extent, as many would be using the shared path for recreational purposes and the enjoyment of the views. The change in visual amenity could diminish the sense of place for users of the shared path.

Air emissions along the mainline are anticipated to slightly increase when the Westlink M7 is operational compared to the existing condition. However, even without the proposed modification, predicted future concentrations are expected to decrease when compared to existing operations. As such the proposed modification would assist in the improvement of air quality in the social locality. These changes can also be attributed to anticipated changes in vehicle fleets, with expected increased uptake in vehicles with more stringent emission standards, and reduced number of aging vehicles with lower emission standards.

Overall, the likelihood of these impacts occurring would be possible. The magnitude of this effect is considered to have a moderate positive social impact from improved access and air quality with a major adverse impact due to a decrease in noise levels and visual amenity. As such the overall social significance in relation to amenity would be a low negative impact.

8.6 Livelihoods

The operational proposed modification would reduce congestion, facilitating improved movement of people getting to work, as well as goods and other services, and for customer access. This would have positive flow on benefits for the cost of goods and labour for individuals and businesses that use the Westlink M7.

Survey results (**Appendix E**) highlighted that a rise in toll price when the construction of the Westlink M7 is complete was a concern for businesses and residents alike. Changes to the tolling arrangements described in **Section 7.6** are not currently being proposed as a funding source during the operation of the Westlink M7. A range of options for funding the proposed modification are being investigated and would be confirmed once costs are ascertained through a procurement process for delivery of the proposed modification.

Overall, the likelihood of these impacts occurring would be likely. The magnitude of this effect is considered to be moderate. As such the overall social significance in relation to livelihoods would be a high positive impact.

8.7 Cumulative impacts

The cumulative benefit of the proposed modification with other projects during operation is expected to result in a substantial net benefit for the community. Considered together with these other projects, the proposed modification would provide:

- Improved accessibility and connectivity within the social locality – The following projects would aid in the connectivity in the social locality: M12 Motorway, Mamre Road Upgrade, Horsley Drive Upgrade, The Northern Road Upgrade, Elizabeth Drive Upgrade and Western Sydney Airport
- Improved access to employment areas – The M12 motorway will connect the future employment areas of the Western Sydney Airport and aerotropolis to the Westlink M7 and broader areas of Sydney. The proposed widening would also support access to planned employment areas relating to : Light Horse Interchange Business Hub Eastern Creek, Gazorp Industrial Estate, Western Sydney Airport, Horsley Drive Business Park and Moorebank Intermodal Precinct West – Stage 2
- An increase in economic activity, businesses and employment opportunities – All projects mentioned in **Section 7.7** are generally expected to increase the economic activity, businesses and employment opportunities of the social locality.

Potential adverse cumulative impacts of the proposed modification are:

- Traffic and transport – Operational impacts related to the proposed modification would be beneficial, but the increased traffic volumes along the Westlink M7 due to the proposed modification could result in slower vehicle speeds at the northern and southern extents of the motorway. Links between the proposed modification and projects listed in **Section 7.7** are generally expected to have increased capacity, though some intersections (such as those between the Westlink M7 and Horsley Drive) are expected to experience increased delays.
- Air quality – There is potential for other road projects that intersect or lie in proximity to the proposed modification, such as the Proposed Elizabeth Drive Upgrade, to result in cumulative

impacts from vehicle emissions. Both the Proposed Modification of Westlink M7 and the Proposed Upgrade to Elizabeth Drive are aimed at improving traffic efficiency across the wider network.

- Visual – The design of the proposed modification has considered the interface with the approved M12 Motorway/ Elizabeth Drive Interchange. In combination with the urban design plan and other road projects in the vicinity, the proposed modification would have an overall visual change and hardening in the local area.

Overall, the likelihood of these impacts occurring would be possible. The magnitude of this effect is considered to be moderate. As such the overall social significance in relation to operational cumulative impacts would be a medium positive impact.

9.0 Mitigation and management measures

9.1 Performance outcomes

The performance outcomes for social impacts for the proposed modification are as follows:

- Adverse social impacts are minimised through the implementation of standard and proposed modification specific reasonable and feasible mitigation measures as well as ongoing consultation with the community to document, address and develop strategies to address community concerns.

The proposed modification would be designed, constructed and operated with the aim of achieving these performance outcomes.

9.2 Mitigation and management measures

The current Conditions of Approval (CoA) that apply to the approved project require mitigation and management measures to be implemented (either directly in the conditions or through reference to environmental management plans required).

The mitigation and management measures for social impacts are described in **Table 9-1** have been identified to address the impacts identified as a direct result of the assessment undertaken in this report. These measures would be incorporated into existing environmental management plans where they have not been accounted for already. Proposed amendments to the CoA for the proposed modification are described in Chapter 7 (Environmental Assessment) of the Modification Report.

The management of other environmental impacts (such as noise and vibration, traffic and other amenity-related impacts) would contribute to the management of social impacts, due to their interrelated nature. Other mitigation measures identified in the Modification Report which are relevant to the management of potential social impacts include:

- Section 7.1 which specifically outlines measures regarding traffic
- Section 7.2 which specifically outlines measures regarding noise
- Section 7.3 which specifically outlines measures regarding air quality
- Section 7.9 which specifically outlines measures regarding land use and property
- Section 7.10 which specifically outlines measures regarding landscape.

Table 9-1 Mitigation and management measures

ID	Mitigation and management measure	Timing
SE1	A Community and Stakeholder Engagement Plan would be implemented for the proposed modification. The plan would describe where information of the proposed modification is available, would contain a complaints management procedure, contact details for the person responsible for managing and resolving complaints and non-English options.	Pre-construction/ construction
SE2	Opportunities to source construction workers from the local community would be investigated.	Pre-construction
SE3	Construction ancillary facilities within private and public reserves and parks would be planned to minimise impacts on existing social infrastructure, with construction laydown areas located in currently unused areas of open space, where possible. Establishment and use of the laydown areas would consider public safety and maintaining safe access to recreational areas.	Construction

9.3 Residual impacts

A summary of the residual social impacts is included in **Table 9-2** (for construction related impacts) and **Table 9-3** (for operational impacts).

Residual impacts are those that remain after mitigation measures are implemented.

The impact assessment, as presented in **Section 7.0** and **Section 8.0**, considered the significance of impacts *assuming that standard mitigation measures were already applied*. That is, unmitigated impacts were not assessed, as there is no realistic project scenario where this would be deemed appropriate or permissible (by the proponent or regulators). As such the impact assessment in these sections already represents the residual impact significance. As such, the 'potential impact significance' presented in both **Table 9-2** and **Table 9-3** represents an estimate of the significance of the unmitigated impacts. This has been presented to illustrate the effect of the proposed mitigation measures, and to align with the requirements of the SIA Guideline.

Table 9-2 Residual social impact significance – construction

Impact description	Potential impact significance	Mitigation measures	Residual impact significance
Way of life			
Changes in access arrangements and traffic conditions	Very high negative	<ul style="list-style-type: none"> Implement a Construction Traffic and Access Management Plan, which would include measures to limit traffic impacts and effective ways to present changes in traffic conditions such as detours. 	High negative
Loss of access to private and public spaces	High negative	<ul style="list-style-type: none"> Construction ancillary facilities within private and public reserves and parks would be planned to minimise impacts on existing social infrastructure, with construction laydown areas located in currently unused areas of open space, where possible. Establishment and use of the laydown areas would consider public safety and maintaining safe access to recreational areas. 	Medium negative
Community			
Loss of connection within the community	High negative	<ul style="list-style-type: none"> Clear and frequent communication through the implementation of the Community and Stakeholder Engagement Plan. 	Medium negative
Loss of sense of place and belonging	High negative	<ul style="list-style-type: none"> Clear and frequent communication through the implementation of the Community and Stakeholder Engagement Plan. 	Medium negative
Accessibility			
Change in access and connectivity to the social locality	High negative	<ul style="list-style-type: none"> Clear and frequent communication through the implementation of the Community and Stakeholder Engagement Plan. 	Medium negative
Impact people's ability to access social infrastructure	High negative	<ul style="list-style-type: none"> Clear and frequent communication through the implementation of the Community and Stakeholder Engagement Plan. 	Medium negative

Impact description	Potential impact significance	Mitigation measures	Residual impact significance
Disruption to utilities	High negative	<ul style="list-style-type: none"> • Clear and frequent communication through the implementation of the Community and Stakeholder Engagement Plan • 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 (with a view to avoiding impacts if possible, and protecting or adjusting if required) during detailed design. 	Medium negative
Health and wellbeing			
Impact to the health and wellbeing of people in the social locality	Very high negative	<ul style="list-style-type: none"> • Clear and frequent communication through the implementation of the Community and Stakeholder Engagement Plan • Dust and emission suppression measures implemented • Implement the Construction Noise and Vibration Management Plan • Complaints management procedure implemented through the Community and Stakeholder Engagement Plan • Induction and training will be provided to staff outlining their responsibilities with regards to amenity and dust impacts. 	High negative
Surroundings			
Loss of amenity	Very high negative	<ul style="list-style-type: none"> • Dust and emission suppression measures implemented • Implement the Construction Noise and Vibration Management Plan • Use of construction hoarding to screen construction activities. 	High negative
Crime and safety	Medium negative	<ul style="list-style-type: none"> • Application of the principles of the Crime Prevention Through Environmental Design e.g., well-lit construction sites. 	Low negative
Livelihoods			
Loss of income	High negative	<ul style="list-style-type: none"> • Clear and frequent communication through the implementation of the Community and Stakeholder Engagement Plan • Implement the Construction Noise and Vibration Management Plan. 	Medium negative
Employment opportunities	Low positive	<ul style="list-style-type: none"> • Opportunities to source construction workers from the local community would be investigated by the construction contractor. 	Medium positive

Impact description	Potential impact significance	Mitigation measures	Residual impact significance
Cumulative			
Cumulative social impacts from nearby projects to the proposed modification	High negative	<ul style="list-style-type: none"> Consultation with other project owners, operators, and/ or contractors to understand construction programmes and ensure that conflicting requirements for access, traffic lane closures, high noise and vibration generating activities, and nightworks are avoided or minimised as much as reasonably practical, in order to prevent construction fatigue for local sensitive receptors. 	Medium negative

Table 9-3 Residual social impact significance – operation

Impact description	Potential impact significance	Mitigation measures	Residual impact significance
Way of life			
Return of public and private land to original use	Low negative	<ul style="list-style-type: none"> All areas leased for the modification will be returned to their pre-acquisition condition unless otherwise agreed with the landowner. 	Low positive
Health and wellbeing; Surroundings			
Decrease in amenity	High- very high negative	<ul style="list-style-type: none"> Implement operational noise mitigation measures Design the proposed modification to integrate into the existing visual environment. 	Medium negative
Cumulative			
Integration of the proposed modification with nearby projects	Low positive	<ul style="list-style-type: none"> Design of the proposed modification aligned with other projects (such as the M12) to effectively align and smoothly integrate with one another to improve access and traffic along the Westlink M7. 	Medium positive

10.0 Conclusion

The SIA has been prepared to support the Modification Report and to address the relevant SEARs issued for the proposed modification. Specifically, this report has been prepared to assess the potential impacts of construction and operation of the proposed modification to social matters and to identify appropriate mitigation and management measures to address the impacts identified.

Table 10-1 summarises the significance rating for each of the impacts post-mitigation discussed in **Section 7.0** and **Section 8.0**. For the categories which have more than one subcategory, the average of the impacts have been shown.

Table 10-1 Social impact significance assessment

Impact category	Likelihood	Magnitude	Impact significance
Construction			
Way of life	Almost certain	Moderate	High negative impact
Community	Possible	Moderate	Medium negative impact
Accessibility	Likely	Minor	Medium negative impact
Health and wellbeing	Likely	Moderate	High negative impact
Surroundings	Likely	Moderate	High negative impact
Livelihoods	Likely	Minor (positive) / minor (negative)	Neutral impact
Cumulative	Possible	Moderate	Medium negative impact
Operation			
Way of life	Likely	Minor	Medium positive impact
Community	Likely	Moderate	High positive impact
Accessibility	Likely	Major	High positive impact
Health and wellbeing	Likely	Minor (positive) / minor (negative)	Neutral impact
Surroundings	Possible	Moderate (positive) / major (negative)	Low negative impact
Livelihoods	Likely	Moderate	High positive impact
Cumulative	Possible	Moderate	Medium positive impact

Key potential social benefits of the proposed modification would include:

- Increased accessibility and connection to the community
- Increased health and wellbeing opportunities through improved access and community connection
- Opportunities for local employment and income.

The potential social impacts that would be minimised by implementing mitigation measures identified in this SIA and the Modification Report are:

- Loss of community cohesion and sense of place during construction
- Impacts to health and wellbeing such as increasing stress and anxiety
- Amenity impacts (traffic and access, noise and vibration, air quality and visual)
- Construction fatigue.

These impacts would be managed and minimised through the implementation of appropriate management and mitigation measures as identified in **Section 9.0** and the Modification Report.

Continual monitoring and management of concerns would be assessed throughout the construction and operation of the proposed modification to monitor and manage short and long term impacts on the affected community.

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Appendix A – Certification page

I, Jamie McMahon, certify that this social impact assessment contains all information relevant to the social impact assessment for this proposal, and that the information is not false or misleading. Jamie's qualifications and experiences are listed below.

Qualifications and Professional Memberships

- Bachelor of Environmental Science (Honours)
- Certified Environmental Practitioner – Impact Assessment Specialist (IA11004)
- Member Environment Institute of Australia and New Zealand
- NSW Division Committee member, EIANZ
- NSW Registered Environmental Assessment Practitioner.

Experience

The author is experienced in social science methodologies and has demonstrated social impact assessment skills in government and private settings. The author is a social impact specialist and has managed social impact assessments for numerous transport infrastructure, and energy projects in NSW, including State Significant Projects.

Date: July 2022

Signature:



Appendix B – SIA Guideline: assessment review questions

The following table has been extracted from Appendix C of the SIA Guideline (2021). These review questions are used to confirm that the requirements of the SIA Guideline (2021) have been fulfilled when considering the scale of social impacts of the proposed modification.

Review questions		Reference within this SIA
General		
1	Does the lead author meet the qualification and experience requirements?	Appendix A
2	Has the lead author provided a signed declaration?	Appendix A
3	Would a reasonable person judge the social impact assessment report to be impartial, transparent, and suitably rigorous given the nature of the project?	Appendix A
Project's social locality and social baseline		
4	Does the social impact assessment report identify and describe all the different social groups that may be affected by the project?	Section 5.0
5	Does the social impact assessment report identify and describe all the built or natural features that have value or importance for people, and explain why people value those features?	Section 5.0
6	Does the social impact assessment report identify and describe historical, current, and expected social trends or social changes for people in the locality, including their experiences with this project and other major development projects?	Section 7.0 Section 8.0
7	Does the social baseline study include appropriate justification for each element, and provide evidence that the elements reflect both relevant literature and the diversity of views and likely experiences?	Section 5.0
8	Does the social baseline study demonstrate social-science research methods and explain any significant methodological or data limitations?	Section 4.0 Section 5.0
Identification and description of social impacts		
9	Does the social impact assessment report adequately describe likely social impacts from the perspectives of how people may experience them, and explain the research used to identify them? When undertaken as a part of social impact assessment scoping and initial assessment, has the plan for the social impact assessment report been detailed?	Section 4.0 Section 5.0 Section 7.0 Section 8.0
10	Does the social impact assessment report apply the precautionary principle to identifying social impacts, and consider how they may be experienced differently by different people and groups?	Section 7.0 Section 8.0
11	Does the social impact assessment report describe how the preliminary analysis influenced project design and Environmental Impact Statement engagement strategy?	Section 9.0
Community engagement		
12	Were the extent and nature of engagement activities appropriate and sufficient to canvass all relevant views, including those of vulnerable or marginalised groups?	Section 6.0
13	How have the views, concerns, and insights of affected and interested people influenced both the project design and each element of the social impact assessment report?	Section 7.0 Section 8.0
Predicting and analysing social impacts		
14	Does the social impact assessment report impartially focus on the most important social impacts to people at all stages of the project, without any omissions or misrepresentations?	Section 7.0 Section 8.0

Review questions		Reference within this SIA
15	Does the social impact assessment report analyse the distribution of both positive and negative social impacts, and identify who would benefit and who would lose from the project?	Section 7.0 Section 8.0
16	Does the social impact assessment report identify its assumptions, and include sensitivity analysis and alternative scenarios? (including 'worst-case' and 'no project' scenarios where relevant)	Section 7.0 Section 8.0 Section 9.0
Evaluating significance		
17	Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?	Section 7.0 Section 8.0
18	Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Section 7.0 Section 8.0
Responses, monitoring and management		
19	Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?	Section 7.0 Section 8.0
20	Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Section 7.0 Section 8.0 Section 9.0
21	Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?	Section 7.0 Section 8.0

Appendix C – ABS Data Tables

Appendix C – ABS Data Tables

Table 0-1 Key demographic characteristics of the local and regional study area (2016)

Key Demographic	Blacktown - North	Mount Druitt	Blacktown	Fairfield	Bringelly – Green Valley	Liverpool	Greater Sydney	NSW
Statistics	2016	2016	2016	2016	2016	2016	2016	2016
Median age	33	32	35	37	33	34	36	38
Total Resident Population (no. persons)	92 823	112 066	134 753	185 802	102 811	117 356	4 823 991	7 480 228
Population aged <15 (no. persons)	23 679	28 158	28 605	36 682	25 037	27 359	900 301	4 364 608
%^	24.6%	24.3%	20.6%	19.1%	23.5%	22.5%	18.6%	18.7%
Population aged 15+ (no. persons)	72 256	87 454	110 643	155 559	81 332	94 501	3 923 692	19 037 271
%^	75.3%	75.5%	79.5%	80.8%	76.4%	77.7%	81.2%	81.6%
Population aged 65+ (no. persons)	6 968	11 354	16 839	25 703	9 710	13 189	672 563	3 676 763
%^	7.3%	9.8%	12.2%	13.4%	9.1%	10.8%	13.9%	15.8%
Indigenous population (no. persons)	1368	5 312	2 858	1 385	1 717	1 556	70 135	216 176
%^	1.5%	4.7%	2.1%	0.7%	1.7%	1.3	1.5	2.9%
Speaks a language other than English at home (%)	38.6%	40.4%	43.7%	70.5%	49.1%	50.8%	35.8%	25.2%
Speaks only English at home	52 628	59 717	69 489	46 891	46 020	49 221	2 816 815	5 126 633
%^	56.7%	53.3%	51.6%	25.2%	44.8%	41.9%	58.4%	68.5%

^percentage of total resident population for respective Census year

Table 0-2 2016 Labour Force Statistics

Key Demographic	Blacktown - North	Mount Druitt	Blacktown	Fairfield	Bringelly – Green Valley	Liverpool	Greater Sydney	NSW
Statistics	2016	2016	2016	2016	2016	2016	2016	2016
Total Labour Force	49 537	48 835	66 306	76 036	47 207	51 929	2 418 905	3 605 878
Employed full time (FT)	32 382	29 575	41 285	42 992	29 224	32 204	1 480 218	2 134 521
%^	65.4%	60.6%	62.3%	56.5%	61.9%	62.0%	61.2%	59.2%
Employed part time (PT)	12 387	12 231	16 996	21 389	12 297	13 216	682 605	1 071 151
%^	25.0%	25.0%	25.6%	28.1%	26.0%	25.5%	28.2%	29.7%
Employed away from work*	2 078	2 535	3 205	3 781	2 495	2 623	109 892	174 654
%^	4.2%	5.2%	4.8%	5.0%	5.3%	5.1%	4.5%	4.8%
Unemployed	2 682	4 499	4816	7 879	3 190	3 883	146 187	225 546
%^	5.4%	9.2%	7.3%	10.4%	6.8%	7.5%	6.0%	63.3%

*Employed full time or part time, but away from work at the time of the 2016 Census

^Percentage of total labour force for each geographical location

Table 0-3 Residential dwelling characteristics (number of dwellings)

Category	Blacktown - North	Mount Druitt	Blacktown	Fairfield	Bringelly – Green Valley	Liverpool	Greater Sydney	NSW
Statistics	2016	2016	2016	2016	2016	2016	2016	2016
Separate House	18 636	26 445	34 091	38 916	25 466	23 572	924 225	1 729 820
Semi-detached, townhouse, terrace house, etc.	6 945	3 962	5 603	6 987	1 866	4 393	227 235	317 453
Flat or apartment	757	1 811	2 863	6 819	744	7 037	456 231	519 390
Other dwelling (caravan, cabin, tent, flat attached to a shop)	291	83	77	433	50	68	9 132	23 580
Unoccupied private dwelling	26 765	1 616	2 272	2 857	1 420	1 790	136 055	284 741

Table 0-4 Home ownership and household structure

	Category	Blacktown - North	Mount Druitt	Blacktown	Fairfield	Bringelly – Green Valley	Liverpool	Greater Sydney	NSW
Home Ownership	Statistics	2016	2016	2016	2016	2016	2016	2016	2016
	Owned outright	5 262	6 370	11 236	17 521	6 840	8 279	472 635	839 665
	Owned with a mortgage	14 703	12 306	15 739	15 573	12 702	13 236	539 917	840 004
	Rented	6 143	12 475	14 231	18 197	7 654	12 317	553 249	826 922
	Other tenure type	94	221	260	349	183	256	14 183	23 968
	Tenure type not stated	573	987	1 320	1 770	919	1 087	43 899	73 763
Household Structure	Family household	23 533	26 580	33 925	44 170	24 369	28 251	1 195 662	1 874 524
	Single (or lone)	2 768	5 084	7 625	8 074	3 550	6 207	351 423	620 778
	Group household	473	694	1 234	1 173	383	729	76 795	109 004

Table 0-5 Employment by industry 2016

Industry	Blacktown - North		Mount Druitt		Blacktown		Fairfield		Bringelly – Green Valley		Liverpool		Greater Sydney		NSW	
	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%
Agriculture, Forestry and Fishing	272	0.6	344	0.4	367	0.4	596	0.8	363	1.7	233	0.3	24 680	0.4	96 291	2.1
Mining	88	0.1	51	0.2	40	0.1	N/A	0.1	N/A	0.2	N/A	0.1	3 611	0.2	34 318	0.9
Manufacturing	4 415	7.1	6 496	9.7	6 791	8.1	11 716	11.9	5 958	9.7	5 792	8.6	18 9091	5.8	288 185	5.8
Electricity, Gas, Water and Waste Services	509	1.1	659	1.0	703	1.0	698	0.7	453	0.9	415	0.8	19 982	0.8	37 168	0.9
Construction	4 265	8.1	4 532	7.9	5 729	8.1	7 555	10.4	5 272	11.9	4 450	8.8	201 823	8.2	310 138	8.4
Wholesale Trade	4 536	4.6	4 439	4.6	6 041	4.5	5 803	3.8	3 711	3.9	4 126	3.8	183 881	3.6	235 439	3.1
Retail Trade	6 797	10.6	7 494	11.2	9 481	10.1	10 809	11.1	6 655	10.8	6 576	9.5	313 823	9.3	480 304	9.7
Accommodation and Food Services	3 759	5	4 931	5.7	6 471	6.0	7 122	6.5	3 649	5.5	4 278	5.6	279 309	6.7	436 755	7.1
Transport, Postal and Warehousing	2 579	5.6	4 644	9.7	4 591	7.4	4 882	6.7	3 623	7.6	3 913	7.9	120 132	5.0	178 838	4.7
Information Media and Telecommunications	1 350	2.5	899	1.6	1 577	2.0	1 234	1.4	760	1.3	949	1.6	95 450	2.8	109 942	2.2
Financial and Insurance Services	4 507	7.2	3 316	4.7	5 040	5.4	5 013	4.3	3 199	4.3	3 628	4.8	207 645	6.4	263 266	4.9
Rental, Hiring and Real Estate Services	1 239	1.5	1 134	1.1	1 346	1.1	1 632	1.4	1 251	1.5	1 314	1.3	73 178	1.9	104 980	1.8
Professional, Scientific and Technical Services	5 603	7.7	3 308	3.9	6 150	6.0	5 548	4.6	3 286	4.4	4 185	5.3	335 679	9.8	412 863	8.1

Industry	Blacktown - North		Mount Druitt		Blacktown		Fairfield		Bringelly – Green Valley		Liverpool		Greater Sydney		NSW	
Administrative and Support Services	6 272	2.8	12 655	3.9	12 717	3.6	12 816	3.5	7 262	3.2	8 592	3.5	352 208	3.6	465 856	3.5
Public Administration and Safety	3 981	6.7	3 485	5.5	5 060	6.1	4 051	3.9	3 085	5.0	4 641	7.5	172 580	5.5	297 383	6
Education and Training	4 970	7.7	3 308	5.0	5 407	6.2	5 175	5.3	3 899	6.7	4 769	7.0	266 565	8.0	419 885	8.4
Health Care and Social Assistance	7 465	11.9	8 145	12.8	11 636	13.2	8 116	9.2	5 805	9.9	7 774	12.3	352 029	11.6	565 394	12.5
Arts and Recreation Services	785	1.1	897	1.0	1 086	1.0	1 283	1.1	674	1.0	988	1.4	56 049	1.7	77 436	1.5
Other Services	1 833	3.7	1 718	3.3	2 632	3.7	3 719	4.8	1 809	4.1	1 936	3.6	101 374	3.6	154 072	3.7
Total	67 705		75 049		96 568		103 225		63 935		71 937		3 509 696		5 193 387	

Percentages may not add to 100% due to rounding

N/A denotes that census data is not available

Table 0-6 Journey to work (Single Method only) (2016)

Transport Method	Blacktown - North		Mount Druitt		Blacktown		Fairfield		Bringelly – Green Valley		Liverpool		Greater Sydney		NSW	
	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%
Train	3 166	8.3	3 995	11.0	6 988	13.9	4 967	8.7	1621	4.5	4 349	10.9	247 051	13.5	252 786	9.3
Bus	3 132	8.2	635	1.7	1 637	3.3	1 136	2.0	666	1.8	679	1.7	125 503	6.9	133 903	4.9
Ferry	3	0.01	4	0.01	7	0.01	8	0.01	4	0.01	3	0.01	7 467	0.4	7 752	0.3
Tram (includes light rail)	3	0.01	12	0.03	12	0.02	13	0.02	N/A	N/A	3	0.01	2 617	0.1	2 732	0.1
Taxi	80	0.2	85	0.2	126	0.3	73	0.1	41	0.1	75	0.2	5 301	0.3	6 694	0.2
Car, as driver	28 848	75.2	27 388	75.1	36 328	72.5	43 689	76.1	29 813	82.6	30 183	75.9	1 197 269	65.5	1 953 399	71.6
Car, as passenger	1 815	4.7	2 927	8.0	2 955	5.9	4 650	8.1	2237	6.2	2 149	5.4	89 273	4.9	144 820	5.3
Truck	385	1.0	484	1.3	614	1.2	1 126	2.0	930	2.6	486	1.2	19 540	1.1	32 908	1.2
Motorbike/ scooter	167	0.4	172	0.5	281	0.6	152	0.3	106	0.3	194	0.5	14 890	0.8	21 159	0.8
Bicycle	95	0.3	63	0.2	134	0.3	130	0.2	50	0.1	126	0.3	16 471	0.9	2 332	0.9
Other	206	0.5	182	0.5	264	0.5	330	0.6	185	0.5	224	0.6	11 778	0.6	18 811	0.7
Walked only	434	1.1	501	1.4	795	1.6	1 144	2.0	435	1.2	1 293	3.3	91 577	5.0	130 957	4.8
Total one method	38 339	-	36 447	-	50 137	-	57 421	-	36 082	-	39 777	-	1 828 741	-	2 729 260	-

Percentages may not add to 100% due to rounding

N/A denotes data is not available

Table 0-7 Vehicle ownership count of private occupied dwellings 2016

Vehicle Ownership	Blacktown - North		Mount Druitt		Blacktown		Fairfield		Bringelly – Green Valley		Liverpool		Greater Sydney		NSW	
	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%	No. persons	%
No motor vehicles	632	2.4	2 878	8.9	3 645	8.5	5 316	10.0	1 391	4.9	3 225	9.2	179 500	11.1	239 625	9.2
One motor vehicle	6 997	26.1	11 195	34.6	14 914	34.9	17 126	32.1	6 347	22.4	11 394	32.4	603 062	37.1	946 159	36.3
Two motor vehicles	12 621	47.1	11 056	34.2	15 035	35.1	16 822	31.5	11 125	39.3	12 615	35.9	532 633	32.8	887 849	34.1
Three or more motor vehicles	5 880	22.0	5 814	18.0	7 552	17.7	12 047	22.6	8 286	29.3	6 589	18.7	254 660	15.7	435 053	16.7
Not stated	638	2.4	1 417	4.4	1 636	3.8	2 100	3.9	1 143	4.0	1 361	3.9	54 026	3.3	95 623	3.7

Percentages may not add to 100% due to rounding

Note on data quality: Tables of Census data are subject to perturbation to protect the confidentiality of individuals, in accordance with the *Census and Statistics Act 1905* (ABS, 2017). Perturbation is a technique which has been developed to randomly adjust count values. When the technique is applied, counts and totals are slightly adjusted to prevent any identifiable data being exposed. These adjustments result in small introduced random errors. However, the information value of the table as a whole is not impaired. Due to this process, percentage calculations for statistics may not total to 100% in some instances. Notwithstanding, the quality of the data is considered suitable for this assessment.

Appendix D – Social infrastructure

1.0 Appendix D - Social Infrastructure

Table A to Table F list all the known social infrastructure with a one kilometre radius of the proposed modification construction boundary.

Table A Educational facilities in proximity to the proposed modification

Educational facility name	Address
Amity College Prestons Campus	163 Kurrajong Road Prestons
Brightstart Early Learning	13 Tenterfield Avenue, Hinchinbrook
Cecil Hills High School	50 Spencer Road, Cecil Hills
Cecil Hills Public School	Leopold Place, Cecil Hills
Children First – Plumpton Long Day Care	63 Bottles Road, Plumpton
Colour UR Child's World Early Learning Centre	107 Rooty Hill Road North, Rooty Hill
Community Kids Middleton Grange Education Centre	10/12 Broadbent Avenue, Middleton Grange
Dalmeny Public School	1612 Dalmeny Drive, Prestons
Eastern Creek Public School	200 Rooty Hill Road South, Eastern Creek
Glendenning Public School	135 Armitage Drive, Glendenning
Good Samaritan Catholic College	401 Hoxton Park, Hinchinbrook
Good Shepherd Catholic Primary School	21 Twentieth Avenue, Hoxton Park
Goodstart Early Learning Oakhurst	1 Florence Street, Oakhurst
Goodstart Early Learning Plumpton	351 Rooty Hill Road North, Plumpton
Hassall Grove Public School	185 Buckwell Drive, Hassall Grove
Hinchinbrook Public School	Keppel Circuit, Hinchinbrook
Hope Performing Arts Centre	12 Brinsmead Avenue, Middleton Grange
Horsley Kids Early Childhood Centre	1806 The Horsley Drive, Horsley Park
Horsley Park Public School	1759 The Horsley Drive, Horsley Park
Hoxton Park High School	40 Wilson Road, Hinchinbrook
Kid's Early Learning Dean Park	11 Yarramundi Drive Dean Park
Kids Child Care Centre	21 Kimberly Street, Rooty Hill
Kids Early Learning Rooty Hill	80 Rooty Hill Road North, Rooty Hill
Kidtastic Learning Academy	34 Dotterel Street, Hinchinbrook
Laugh and Play Family Day Care Scheme	3 Dorado Place, Hinchinbrook
Little Fishes Swim School	8 Florence Street, Oakhurst
Little Graces Childcare Centre	Southridge Street, Eastern Creek
Little Oz Kids Family Day Care Scheme	22 Grandala Place, Oakhurst
Malek Fahd Hoxton Park	210 Pacific Palms Circuit, Hoxton Park
Marion Catholic Primary School	1788 The Horsley Drive, Horsley park
Math and Science Coaching Centre	2/12 Spoonbill Street, Hinchinbrook

Educational facility name	Address
Milestones Early Learning Hoxton Park	Corner of First Avenue and Bangalow Place, Hoxton Park
Miller Public School	3 Shropshire Street, Miller
Miller Technology High School	60 Cabramatta Avenue, Miller
Minchinbury Institute of Music	84 Eskdale, Minchinbury
Nurnet	6 Elizabeth Street, Rooty Hill
Plumpton House School	141 Hyatts Road, Plumpton
Plumpton Public School	33 Bottles Road, Plumpton
Rainbow Hut Early Learning Centre	3 Bredbo Street, Prestons
Ramchaitmana Institute	10 Nimbin Avenue, Hoxton Park
Richard Johnson Anglican School – Oakhurst Campus	93 Hyatts Road, Oakhurst
Rooty Hill High School	North Parade, Rooty Hill
Rooty Hill Public School	13 Westminster Street, Rooty Hill
St Agnes Catholic High School	24 Evans Road, Rooty Hill
St Aidan Primary School	5 Adelaide Street, Rooty Hill
St Clare's Catholic High School	175 Buckwell Drive, Hassall Grove
TAFE NSW – Miller	Hoxton Park Road, Miller
Thomas Hassall Anglican College	125 Kingsford Smith Avenue, Middleton Grange
Wenge in Society	36 Lockheed Avenue, Middleton Grange
Western Grammar School	15 Cannery Road, Plumpton
White Daisy	20 Broughton Street, Hinchinbrook
William Dean Public School	15 Yarramundi Drive, Dean Park

Table B Health, medical and emergency service facilities in proximity to the proposed modification

Health, medical and emergency services name	Address
4Cyte Pathology Middleton Grange	173 Middleton Drive, Middleton Grange
CS Sethia	100 Rooty Hill Road North, Rooty Hill
Cunanan Arnold & Ordanes Myra	52 Willis Street, Rooty Hill
Dr Abdollahi	380 Rooty Hill Road, Rooty Hill
Dr. J. Janjis	3/88 Rooty Hill Road North, Rooty Hill
Eastern Creel Rural Fire Brigade	204 Rooty Hill Road South, Eastern Creek
Heathway Medical Practice	77B Rooty Hill Road North, Rooty Hill
Horsley Park RFS Station	The Horsley Drive, Horsley Park
iFamily Medical Centre	15 Rooty Hill North, Rooty Hill
Laverty Pathology	31 Rooty Hill Road, Rooty Hill
MediFeet Clinic	1/54 Waring Crescent, Plumpton
New Smile Denture Clinic	47-51 Rooty Hill Road North, Rooty Hill

Health, medical and emergency services name	Address
NSW Rural Fire Service	2 Enterprise Drive, Glendenning
O'Halloran Fire & Medical	1787 The Horsley Drive, Horsley Park
Plumpton Medical Centre	1 Jersey Road, Plumpton
Plumpton Rural Fire Brigade	7 Florence Street, Oakhurst
Rooty Hill Medical & Dental Centre	31 Rooty Hill Road North, Rooty Hill

Table C Aged care facilities in proximity to the proposed modification

Aged care facility name	Address
Advantage Care at Prestons Lodge	18 Melaleuca Place, Prestons
Anglicare Rooty Hill Village	11 Mavis Street, Rooty Hill
Our Lady of Consolation	32 Evans Road, Rooty Hill
Rooty Hill Seniors Citizens Centre	34 Rooty Hill Road, Rooty Hill

Table D Place of worship facilities in proximity to the proposed modification

Place of worship	Address
Assemblies of God in Australia	280 Jerseys Road, Plumpton
Bethel Mar Thoma Church Sydney	1650 The Horsley Drive, Horsley Park
Bilal Mosque Masjid Bilal	6 Wilson Road, Hinchinbrook
Centre for Oneness Sydney (Nirankari Bhawan)	166 Glendenning Road, Glendenning
Couples of Christ	2 Rooty Hill Road, Rooty Hill
Foursquare Gospel Minchinbury	111 Eskdale Street, Minchinbury
Glorious Hope Mission Church	233 Pacific Palms Circuit, Hoxton Park
Hope at the Hill, Rooty Hill Presbyterian Church	121 Rooty Hill Road South, Eastern Creek
Inspire Church Liverpool	1a Spire Court, Hoxton Park
Love of Jesus	13/155 Glendenning Road, Glendenning
Mount Zion Community Church	200 Rooty Hill Road South, Eastern Creek
Multicultural Bible Ministry	Rooty Hill Road North and Westminster Street, Rooty Hill
Oakhurst Anglican Church	95 Hyatts Road, Oakhurst
Our Lady of Victories Horsley Park	1788 The Horsley Drive, Horsley Park
Panditarama Sydney Meditation Centre	21-31 Redmayne Road, Horsley Park
Plumpton Community Church	9 Cannery Road, Plumpton
Potter's House Christian Church	337 Rooty Hill Road North, Plumpton
Prestons Baptist Church	Corner of Dalmeny Drive and San Marina Drive, Prestons
Saint Zaia Cathedral	155 McIver Avenue, Middleton Grange
St Aidan's Parish	9 Adelaide Street, Rooty Hill
St Alban's Anglican Ministry Centre	14 Westminster Street, Rooty Hill

Place of worship	Address
Sts Peter and Paul Assyrian Church of the East	32-40 Kosovich Place, Cecil Park
The Redeemed Christian Church of God	14 Enterprise Drive, Glendenning

Table E Community service facilities in proximity to the proposed modification

Community service facilities	Address
Blacktown Native Institute	Oakhurst
Calmsley Hill City Farm	31 Darling Street, Abbotsbury
Cecil Hills Community Centre	5 Sandringham Drive, Cecil Hills
Glendenning Neighbourhood Centre	48 Golding Drive, Glendenning
Greater Western Sydney Performing Arts Centre	141 Hyatts Road, Plumpton
Hinchinbrook Community Centre	Corner of Whitford Road and Partridge Avenue, Hinchinbrook
Liverpool Catholic Club	424/458 Hoxton Park Road, Prestons
Plumpton Neighbourhood Centre	337 Rooty Hill Road North, Plumpton
Ruhil Care Disability Day Programs, NDIS Disability Group Homes	225-231 Wallgrove Road, Cecil Park
Starfish Learn to Swim	26-28 Whyalla Place, Prestons
Sydney Coliseum Theatre	33 Railway Street, Rooty Hill
Sydney Zoo	700 Great Western Highway, Bungarribee
Vserve Australia Disability and Aged Care Service Provider	2 Rooty Hill Road South, Rooty Hill

Table F Sporting and recreational facilities in proximity to the proposed modification

Sporting and recreational facility name	Address
Angus Park	Watt Street, Rooty Hill
Anne Aquilina Reserve	Eastern Road, Rooty Hill
Australian Martial Arts & Fitness Academy	163 Kurrajong Road, Prestons
Baptista Park	6 Toscana Street, Prestons
Blacktown & Districts Soccer Football Association	81 Eastern Road, Rooty Hill
Blacktown AFL / Cricket Stadium	Gate C, Eastern Road, Rooty Hill
Blacktown Football Park	Gate B, Eastern Road, Rooty Hill
Blacktown Sportspark Athletics	Gate A, Eastern Road, Rooty Hill
Blacktown Sportspark Baseball Centre	Gate A, Eastern Road, Rooty Hill
Bristol Park	80 Hemsworth Avenue, Middleton Grange
Brownes Farm Reserve	34-36 First Avenue, Hoxton Park
Cabrogal Reserve	13 St Peter Close
Catalina Park	Lockheed Avenue, Middleton Grange
Cessna Reserve	95 Bird Walton Avenue, Middleton Grange
Chopin Park	22 Aaron Place, Plumpton

Sporting and recreational facility name	Address
Cirillo Reserve	Middleton Grange
Colebee Neighbourhood Park	Colebee
Cor Brouwer Reserve	Cawarra Street, Eastern Creek
Dalmeny Reserve	99 Dalmeny Drive, Prestons
Davis Park	67 Westminster Street, Rooty Hill
Doujon Lake	2 Feodore Drive, Cecil Hills
Dunumbral Park	15 Inverness Circuit, Cecil Hills
Durawi Park	Winten Drive, Glendenning
Elizabeth Park	1 Lyon Place, Cecil Hills
Frank Flores Park	Hoyle Drive, Dean Park
Glendenning Reserve	Richmond Street, Glendenning
Gough Park	65 Feodore Drive, Cecil Hills
Harry Dennison Park	Harrington Street, Rooty Hill
Hasbron Park	27 Barcelona Drive Prestons
Hillview Park	Hillview Place, Glendenning
Horsley Park Reserve	1803-1807 The Horsley Drive, Horsley Park
Hoxton Park Reserve	Topnot Avenue, Hinchinbrook
Jo Daquino Park	154-156 Pacific Palms Circuit, Hoxton Park
Kimberly Park	Kimberly Street, Rooty Hill
Knox Park	27 Ryeland Street, Miller
Lancaster Park	Middleton Grange
Lascondor Park	31 Broadbent Avenue, Middleton Grange
Len Waters Park	Elizabeth Hills
Liverpool City Robins Football Club	Ash Road, Prestons
Longfields Park	2 Battenberg Close, Cecil Hills
Lung Po Shan	Kington Street, Minchinbury
Marlene Sewell Park	Cawarra Street, Eastern Creek
Mittigar Reserve	Luxford Road, Hassall Grove
Morgan Park	19 Morgan Street, Miller
Morris Park	Thirroul Circuit, Prestons
Nelson Phillis Park	22 Cape Baron Avenue, Green Valley
Newgate Park	Elizabeth Hills
Outdoor Basketball Court	Doonside
Pavo Park	18 Pavo Close, Hinchinbrook
Peter Miller Park	50/80 Cedar Road, Casula
Pinegrove Memorial Park	Kington Street, Minchinbury
Plumpton Park	Hyatts Road, Plumpton

Sporting and recreational facility name	Address
Polonia Sport Club	23 Bungalow Road, Plumpton
Powell Park	317 Hoxton Park, Cartwright
Pye Hill Reserve	Cecil Hills
Ripley's Park	Prestons
Rooty Hill Historic Site	Eastern Road, Rooty Hill
Rooty Hill Outdoor Basketball Court	Rooty Hill
Rooty Hill Skate Park	18 Station Street, Rooty Hill
Rooty Hill Tennis & Squash Centre	13-15 Learmonth Street, Rooty Hill
Sharks Golf Driving Range	1647 The Horsley Drive, Horsley Park
Stante Reserve Water Play Park	30 Stante Close, Middleton Grange
Sydney International Equestrian Centre	Saxony Road, Horsley Park
Tilden Street Reserve	26 Beverly Place, Plumpton
Upperby Reserve	Hoyle Drive, Dean Park
Wanderers Football Park	Gate B, 81 Eastern Road, Rooty Hill
Ward Park	880 Elizabeth Drive, Cecil Hills
Wattle Place Reserve	Wattle Place, Rooty Hill
Western Sydney Parklands	Wallgrove Road, Eastern Creek
Woodside Park	5 Rottnest Avenue, Hinchinbrook
Yarraman Park	Sandringham Drive, Cecil Hills

Appendix E – SIA Survey Results

Appendix E - Social Impact Assessment Survey Results

Social Impact Assessment Survey Results

10-Jun-2022
Westlink M7 Modification

Appendix E - Social Impact Assessment Survey Results

Social Impact Assessment Survey Results

Client: Transport for NSW

ABN: 18804239602

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1.0 Overview

This appendix summarises the results of consultation undertaken for the Social Impact Assessment (SIA) for the Westlink M7 Modification Report. Consultation activities for the SIA included interviews with residents and businesses via a survey.

For each consultation activity, this appendix includes an overview of how the consultation activity was carried out. This is followed by sections which state the survey/interview question, and present the responses.

2.0 Residential interview results

2.1 Approach

Residential interviews were undertaken to better understand the potential social impacts of the proposal on community members. The key aims of these surveys were to:

- identify features of the community, the social locality and/or landscape which people value
- understand the way of life of the community, including what a typical day includes, what community facilities are utilised, and modes of transport used within the local area
- seek input from the community on how the construction and operation of the proposed modification might affect upon their lives (both positively and negatively)
- seek input on how the proposed modification may most appropriately manage impacts.

Interview questions also sought to obtain additional location-specific demographic detail.

The interviews were carried out using a stratified random approach where residents were approached randomly door-knocked on selected streets. These streets were reflective of the social locality, which was based on areas of the most acute proposed modification impacts.

The interviews were undertaken between 31 May and 12 June 2022. A total of 889 residences were approached, from which 130 respondents participated in the interview.

2.2 Use of the M7

2.2.1 Respondents who use the M7

Respondents were asked: 'Do you use the M7 motorway?'

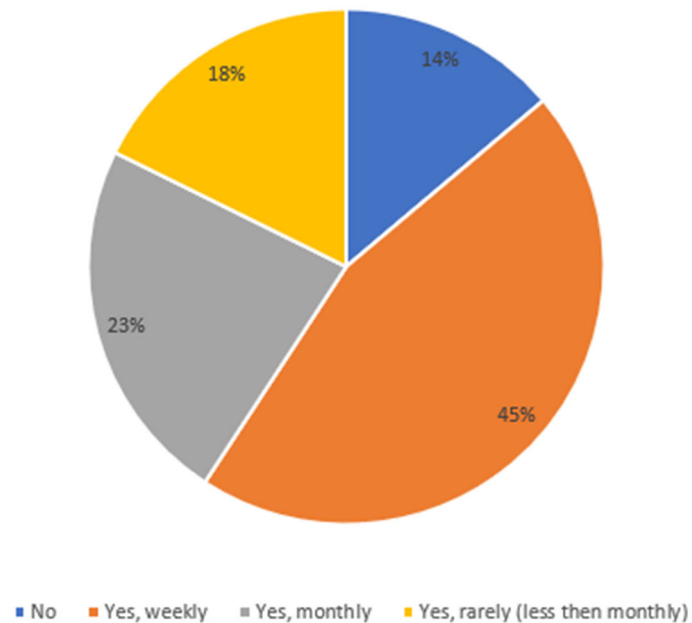


Figure 2-1 Respondents use of the M7

2.2.2 Why respondents use the M7

Respondents were asked: 'How do you use / for what purpose do you use the M7 Motorway?'

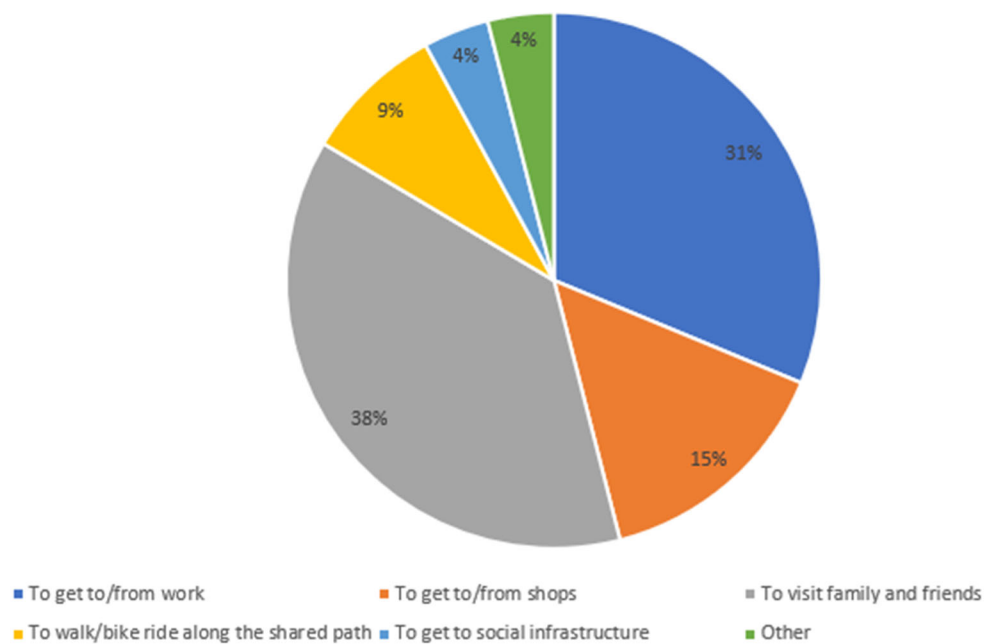


Figure 2-2 Purpose for using the M7

Of those who selected 'other' used the M7 for traveling to the airport or for holidays.

2.3 Typical weekday activities

Respondents were asked: 'What does a typical weekday in your area include for you? Select all that apply.'

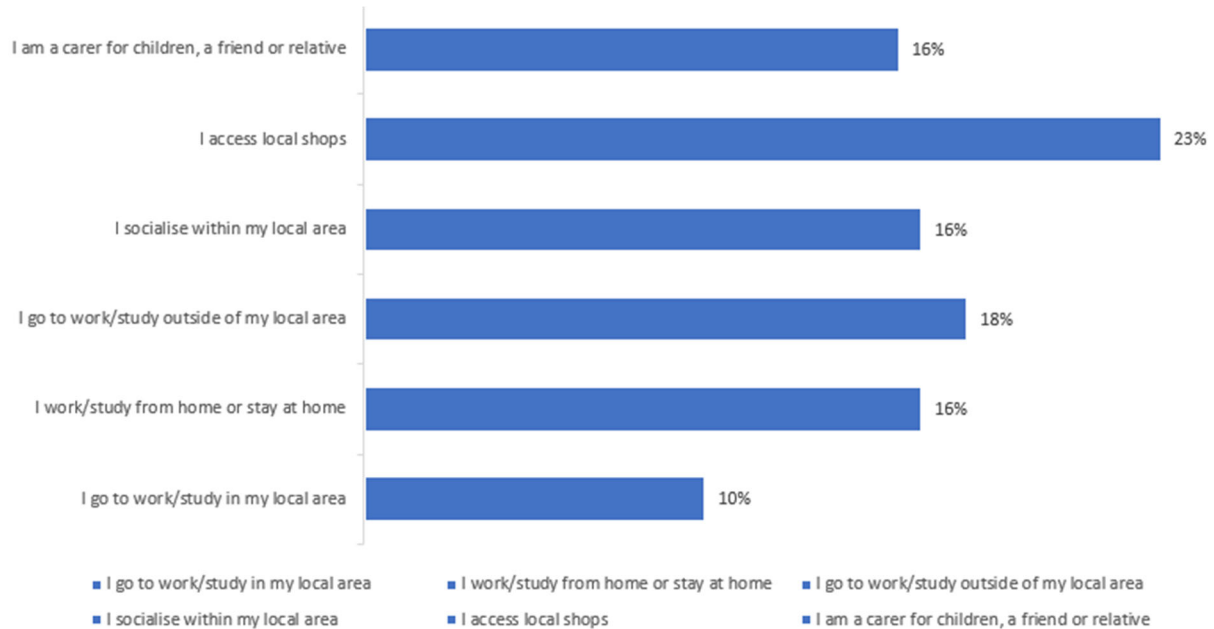


Figure 2-3 Typical weekday activities of respondents

2.4 Mode of transport

Respondents were asked: 'What mode of transport do you most commonly use during your typical weekday?'

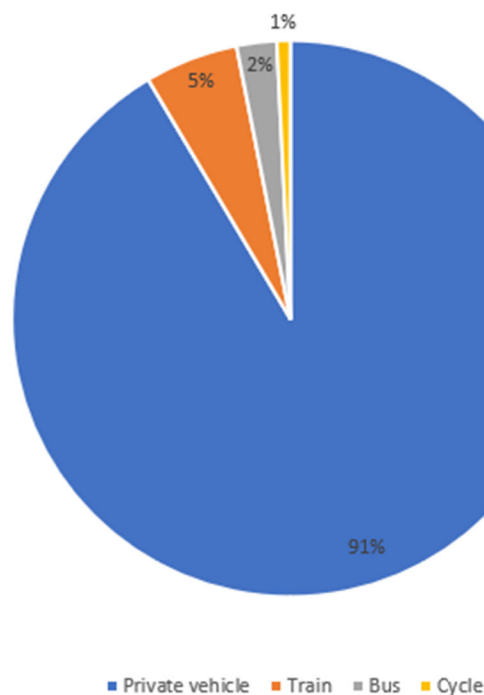


Figure 2-4 Most commonly used modes of transport by respondents

2.5 Community values

Respondents were asked: 'What are some of the physical or cultural elements of your community that you value most?'

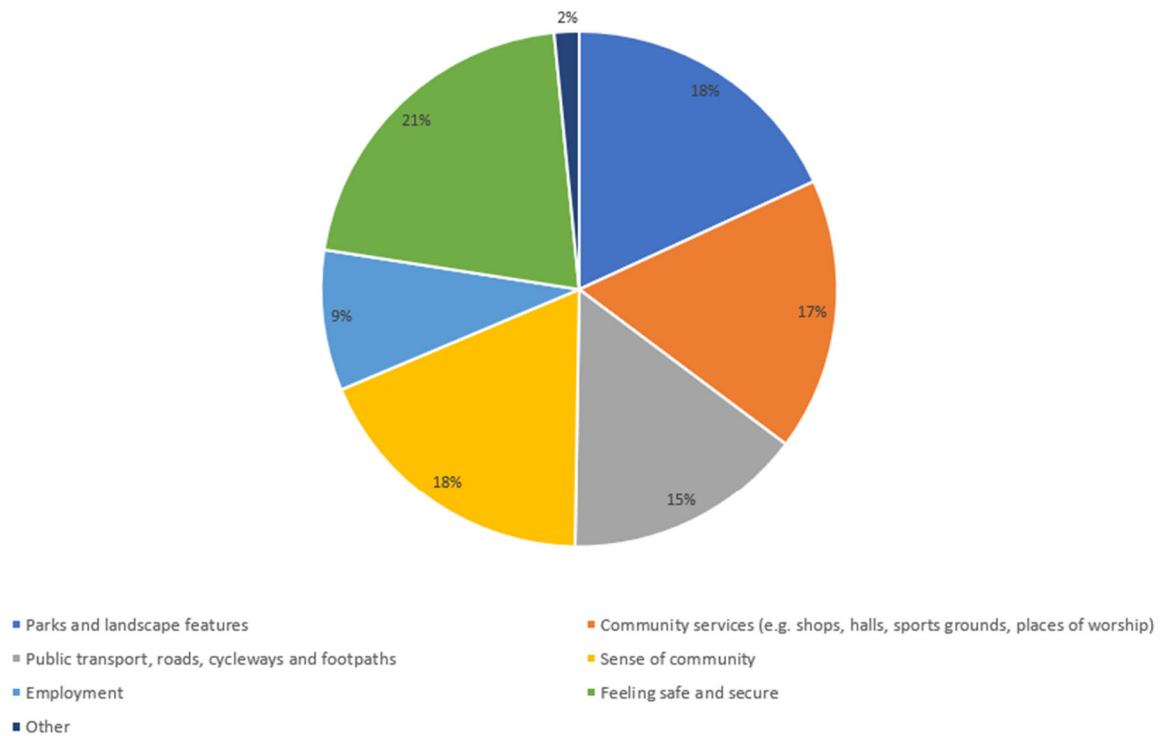


Figure 2-5 Community values of respondents

Those who selected 'other' noted that they liked that their area was quiet, had good access, was visually pleasing or that they liked nothing about the community they lived in.

2.6 Community improvement

Respondents were asked: *'What would you like improved or fixed in your community?'*

Congested was the most popular answer (20 per cent). 12 per cent of the respondents elected the 'other' option, this included maintenance or improvement of local character, safety or that nothing need to be improved in the community.

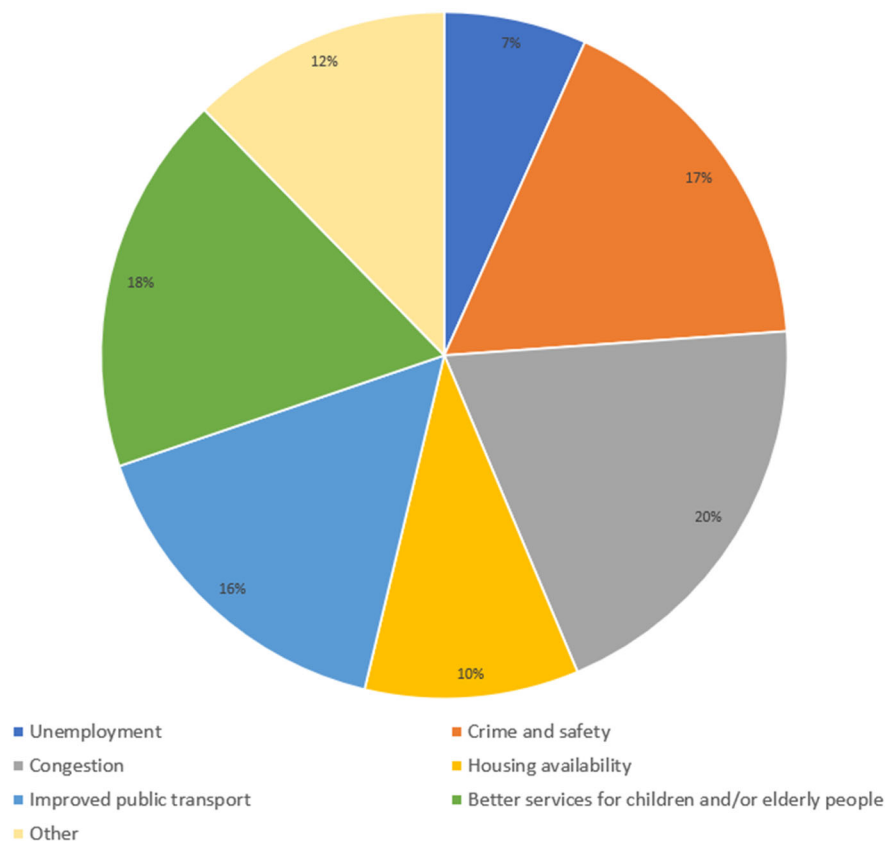


Figure 2-6 What respondents would like improved in their community

2.7 Construction

2.7.1 Individual

Respondents were asked: *'Thinking of your own day-to-day life, how do you think the construction of the proposed modification may affect you?'*

This was asked as an open-ended question to capture a broad range of responses. Responses were categorised into themes which reflect the most common responses. These included:

- **Traffic**, congestion and traffic delays
- **Noise**, from construction works, machinery and traffic
- **Air quality**, dust and emissions from construction works and machinery
- **No impact and not sure**
- **Other**, some respondents did not specify if the proposed modification would impact them but commented that they would not mind as long as it is helping the greater community.

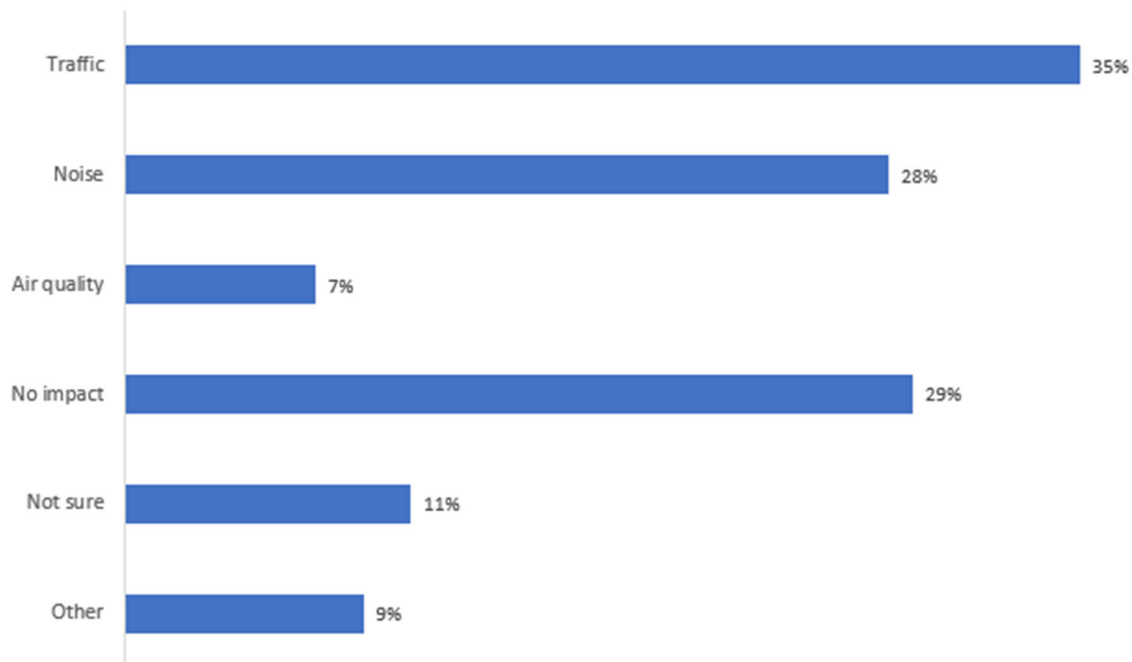


Figure 2-7 Impact to individuals during construction

2.7.2 Community

Respondents were asked: *'Thinking of your community more broadly, how do you think the construction of the proposed modification may affect the community?'*

This was asked as an open-ended question to capture a broad range of responses. Responses were categorised into themes which reflect the most common responses. These included:

- **Traffic**, congestion and traffic delays
- **Noise**, from construction works, machinery and traffic
- **Air quality**, dust and emissions from construction works and machinery
- **No impact and not sure**
- **Other**, including property value, frustration within the community, increase pressure on public transport and creation of jobs.

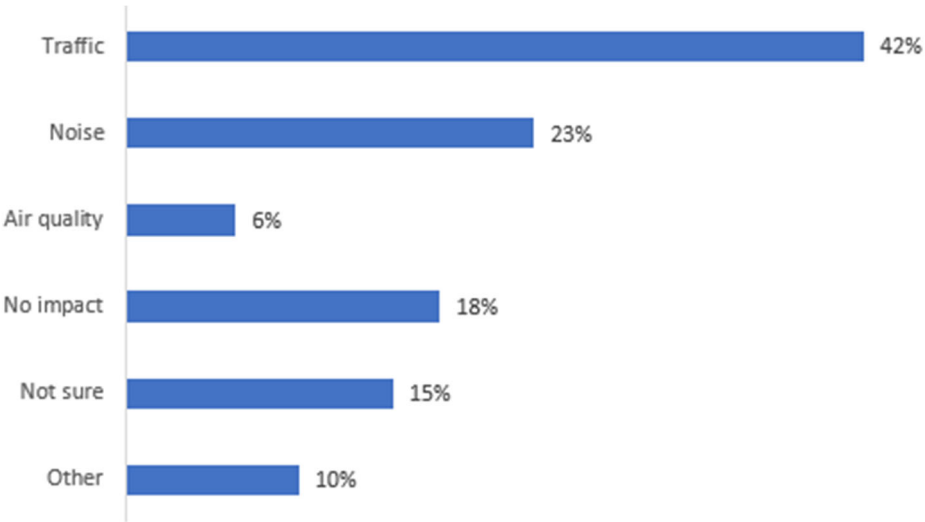


Figure 2-8 Impacts to the community during construction

2.7.3 Management measures

Respondents were asked: *‘Where should we concentrate our efforts to reduce impact to you or your community during construction?’*

Respondents were able to select from a list or nominate ‘other’ construction management measures. Respondents who selected the ‘other’ category were asked to specify These answers included consideration for fast construction timeframe, reduction tolls, improvement of safety, upgrade other roads and some said that there is nothing that they think should be done.

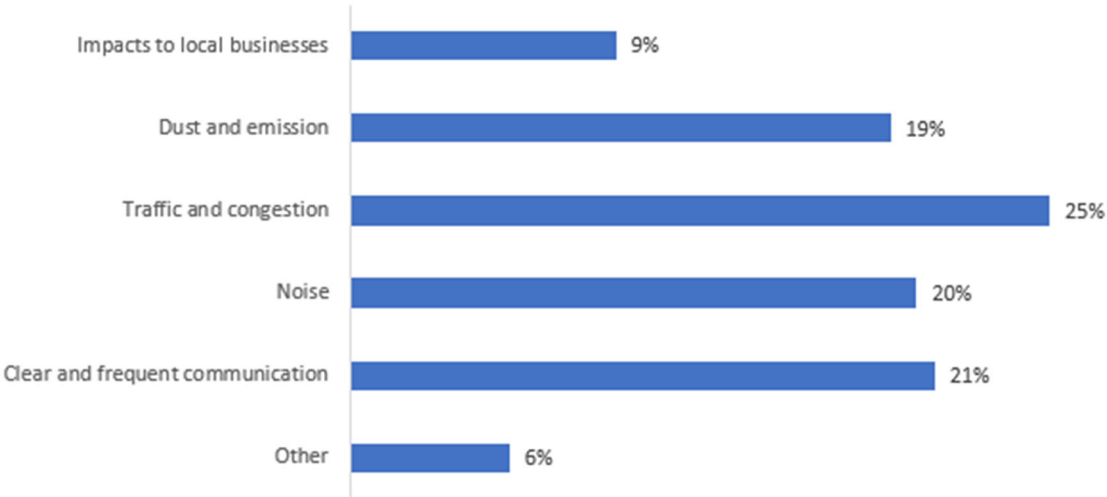


Figure 2-9 Construction management measures

2.8 Operation

2.8.1 Individual

Respondents were asked: *'Thinking of your own day-to-day life, how do you think the operation of the proposed modification may affect you?'*

This was asked as an open-ended question to capture a broad range of responses. Responses were categorised into themes which reflect the most common responses. These included:

- **Improve traffic**, decrease congestion and travel time
- **Improve access**, less traffic would improve access to the motorway and would make the motorway a more appealing option
- **Noise**, from increased amount of traffic
- **Increase congestion**, including traffic delays
- **Air quality**, dust and emissions from traffic
- **No impact and not sure**
- **Other**, including positive wellbeing impacts for motorway users and comments on toll price.

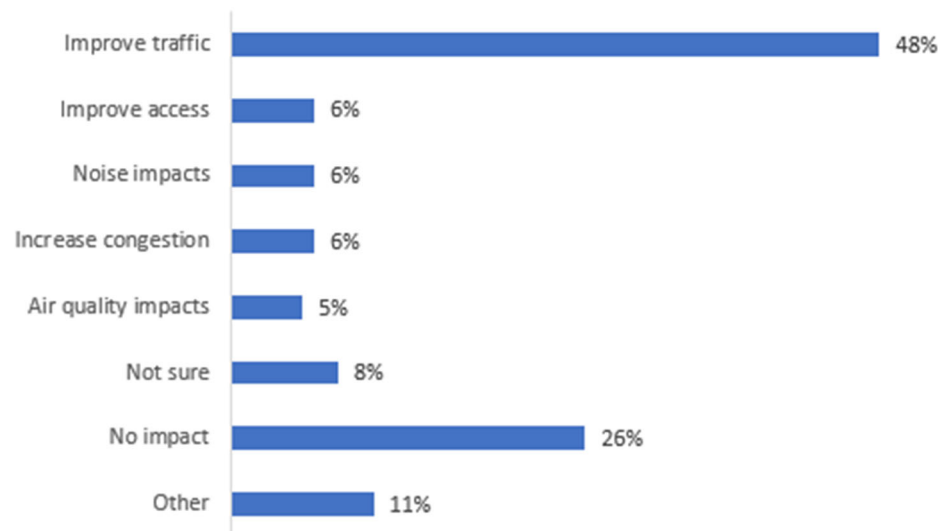


Figure 2-10 Impacts to individuals during operation

2.8.2 Community

Respondents were asked: *'Thinking of your own day-to-day life, how do you think the operation of the proposed modification may affect you?'*

This was asked as an open-ended question to capture a broad range of responses. Responses were categorised into themes which reflect the most common responses. These included:

- **Improve traffic**, decrease congestion and travel time
- **Improve access**, less traffic would improve access to the motorway and to social infrastructure
- **Noise**, from increased amount of traffic
- **Increase congestion**, including traffic delays
- **Air quality**, dust and emissions from traffic
- **No impact and not sure**

- **Other**, including positive wellbeing impacts for motorway users, employment opportunities and comments on toll price.

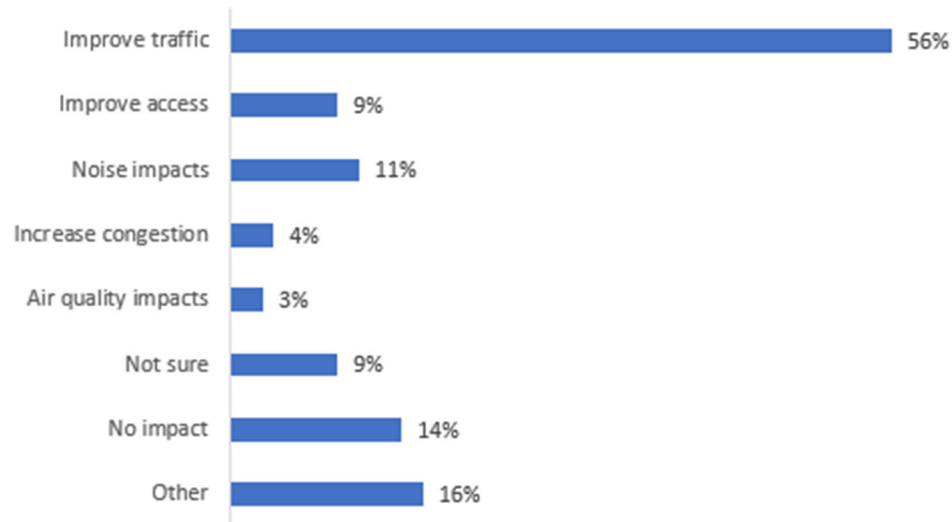


Figure 2-11 Impacts to the community during operation

2.8.3 Management measures

Respondents were asked: *'Which of the following actions to manage impacts would be the most important to your business during construction?'*

Respondents were able to select from a list or nominate 'other' construction management measures. Respondents who selected the 'other' category were asked to specify. These answers included landscaping, toll price reduction, safety, maintenance and upgrade other roads in the community.

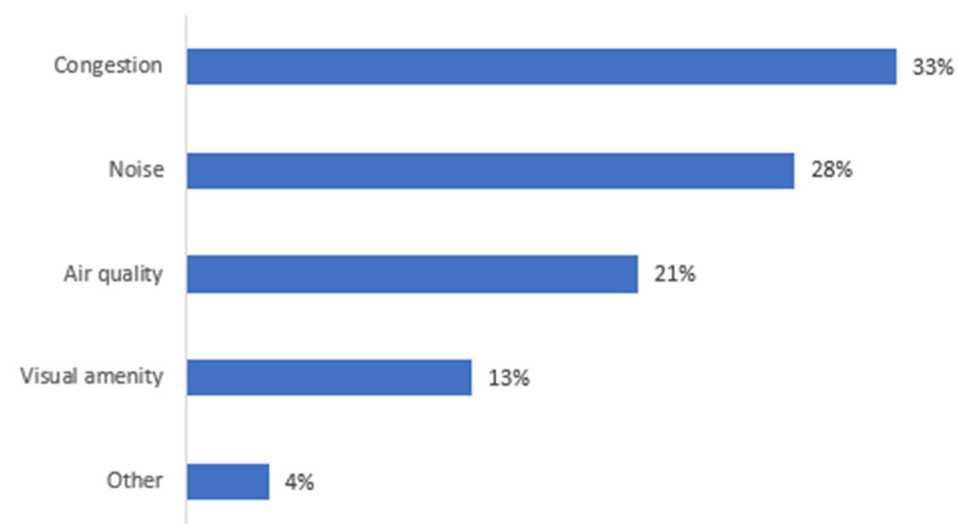


Figure 2-12 Operation management measures

2.9 Community concerns

Respondents were asked: 'Do you think that the operation of the project would help address your concerns?'

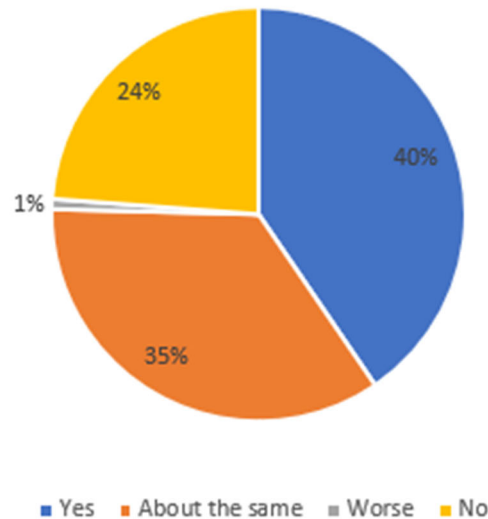


Figure 2-13 Would the proposed modification address the communities concerns

2.10 Impact of the proposed modification

Respondents were asked: 'Do you think the proposed modification will bring any other benefits or issues?'

This was asked as an open-ended question to capture a broad range of responses. Responses were then categorised into benefits and issues. Some of the common responses include:

- **Benefits**, including comments on improving traffic, employment opportunities, ease of access and improving health and wellbeing
- **Issues**, including comments on increasing congestion, tolls, air quality impacts and noise.

Some respondents mentioned both benefits and issues in their answer.

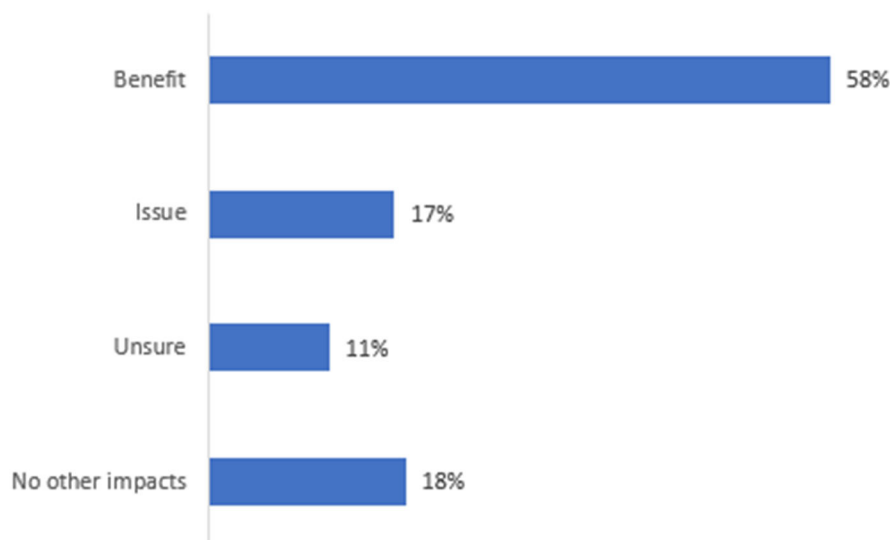


Figure 2-14 Impact of the proposed modification

2.11 Further comments

Respondents were able to provide other comments for consideration. These are listed below.

- Some respondents support the proposed modification
- Respondent commented that the additional lane will help those commuting
- Respondent commented that there should be more hospitality options around the community
- Respondent requested that the exit and entrances to the motorway should be improved
- Respondents commented that the proposed modification will have beneficial impacts on travel time
- Respondent requested better communication about the planning with the community and commented that the construction of the proposed modification may impact Wallgrove Road in Horsley Park
- Respondent commented that the motorway should have been built with three lanes each way initially
- Some respondents commented that the toll price of the motorway is too expensive and should be reduced or removed
- Respondent commented that the motorway is fine as it is
- Responded commented that public transport options should be improved to reduce strain on the motorway
- Respondent requests good connection between the domestic and international airports
- Respondent requested that during construction clear signage and detours should be made available
- Respondent commented that traffic and congestion are currently quite bad in the local area
- Respondent requests more information about the proposed modification
- Respondent requests that air quality impacts should be addressed due to their health concerns
- Some respondents commented that even more lanes will be required in the future
- Responded raised concerns for the noise and vibration impact on the on/off ramps
- Responded raised concerns for noise pollution
- Responded requested security cameras on the shared path
- Some respondents requested that the construction program is reduced as much as possible
- Some respondents requested speed humps in local streets to increase road safety
- Respondent requested landscaping around the motorway
- Respondent requested efforts to reduce odour impacts from the recycling plant on Wallgrove Road
- Some respondents requested more public transport options
- Respondent commented that the proposed modification should be completed before the Western Sydney International Airport opens
- Some respondents commented that the design of the modification should take into account accident safety controls
- Respondent raised concerns that the local area is already quite dusty
- Requests for better connection of the M7 to other motorways
- Some respondents requested fixing other roads in the local area, for example Cowpasture Road and Richmond Road

- Respondent commented that a bus lane would be useful
- Respondent requested more entrances to the shared path along the motorway
- Respondent commented that the Lancaster shops and community would be affected
- Requests for more entry/exits along the motorway.

2.12 Demographic questions

2.12.1 Age of respondents

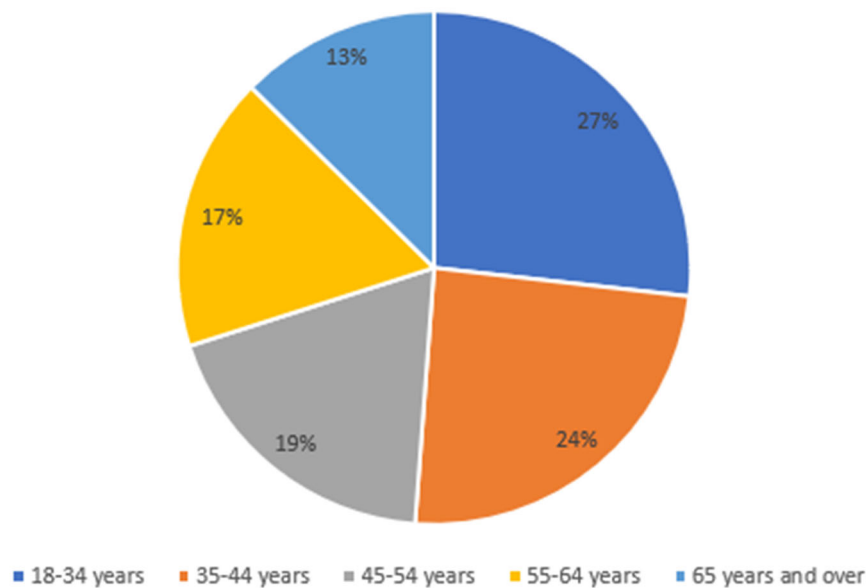


Figure 2-15 Ages of respondents

2.12.2 Gender

Options given for this question were: 'male', 'female', 'non-binary', 'prefer not to say' and 'prefer to self-describe'. Only the 'male' and 'female' options were selected.

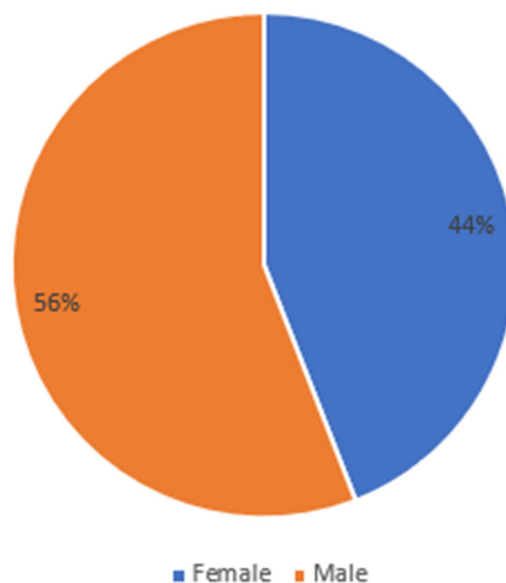


Figure 2-16 Gender of respondents

2.12.3 Aboriginal and/or Torres Strait Islander

Respondents were asked: 'Do you identify as Aboriginal and/or Torres Strait Islander?'

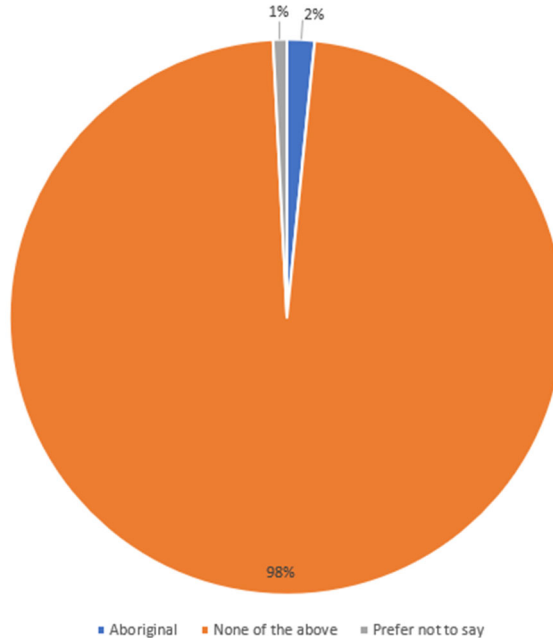


Figure 2-17 Respondents who identified as Aboriginal and/or Torres Strait Islander

2.12.4 Primary language spoken at home

Respondents were asked: "What is the primary language spoken in your home?"

- 69 per cent of respondents indicated that English was the primary language spoken at home
- eight per cent of respondents indicated that Arabic is the primary languages spoken at home
- six per cent of respondents indicated that Hindi is the primary languages spoken at home
- other languages spoken as the primary language at home were Nepalese, Syrian, Filipino, Punjabi, Urdu, Italian, Fijian, Spanish, Tagalog, Assyrian, Bengali, Cambodian, Croatian, Laos, Persian, Thai, Tongan and Vietnamese.

2.12.5 Exclusion and disadvantage

Respondents were asked: 'Do you feel you are part of a group that experiences a degree of disadvantage or exclusion in your local area or more broadly?'

Of the seven respondents who answered yes to saying they felt they were part of a disadvantaged or excluded group, six preferred not to say why they felt disadvantaged. One respondent did say it was because they experienced racism.

Respondents were also asked: 'If you answered 'yes' to the question above, how do you think the proposed modification could consider the needs of members of your group?'

Six respondents were unsure or did not think that the proposed modification could consider their needs. Other responses included:

- ease of access and more public transport
- improve and increase the amount of street lighting to improve safety.

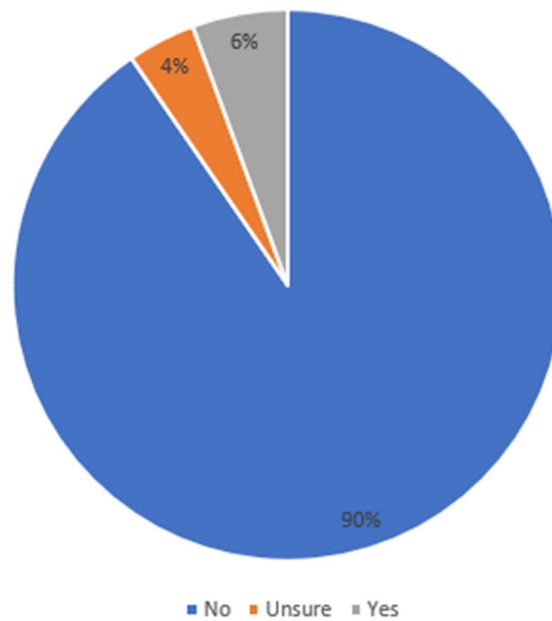


Figure 2-18 Respondents who felt they were part of a disadvantaged or excluded group

2.12.6 Household structure

Respondents were asked: 'How would you best describe your household?'

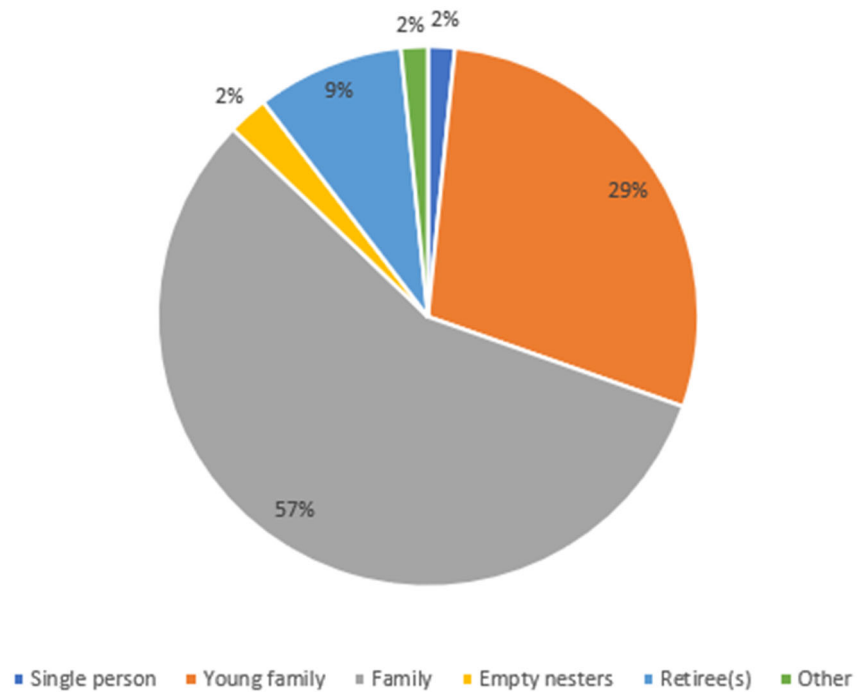


Figure 2-19 Household structure of respondents

2.12.7 Primary residence

Respondents were asked: *'Is this property your primary place of residence?'*

- 96 per cent of respondents indicated that the property was their primary place of residence
- four per cent of respondents indicated that the property was not their primary place of residence.

2.12.8 Children

Respondents were asked: *'Do any children live in your property?'*

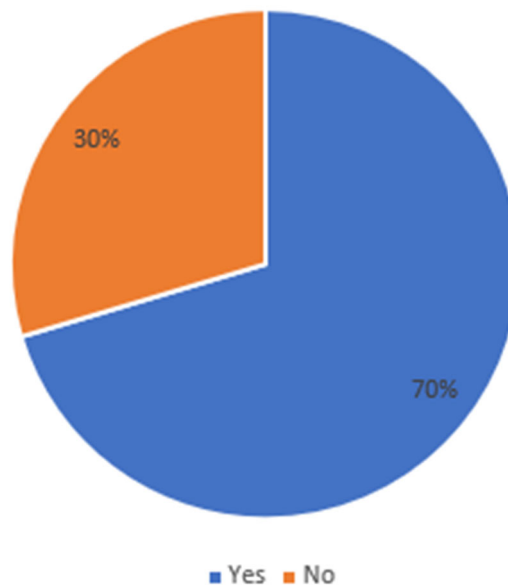


Figure 2-20 Respondents with children living in their household

2.12.9 Owner or Tenant

Respondents were asked: *'Are you the owner or a tenant?'*

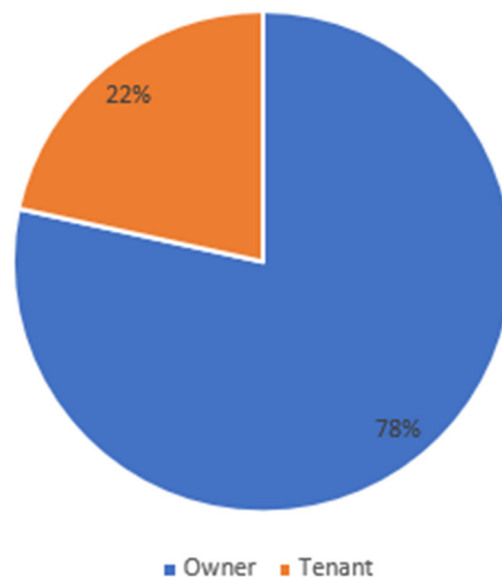


Figure 2-21 Owner or tenant status of respondents

2.12.10 Years lived in property

Respondents were asked: 'How many years have you lived here? If you do not live here, how long have you owned the property?'

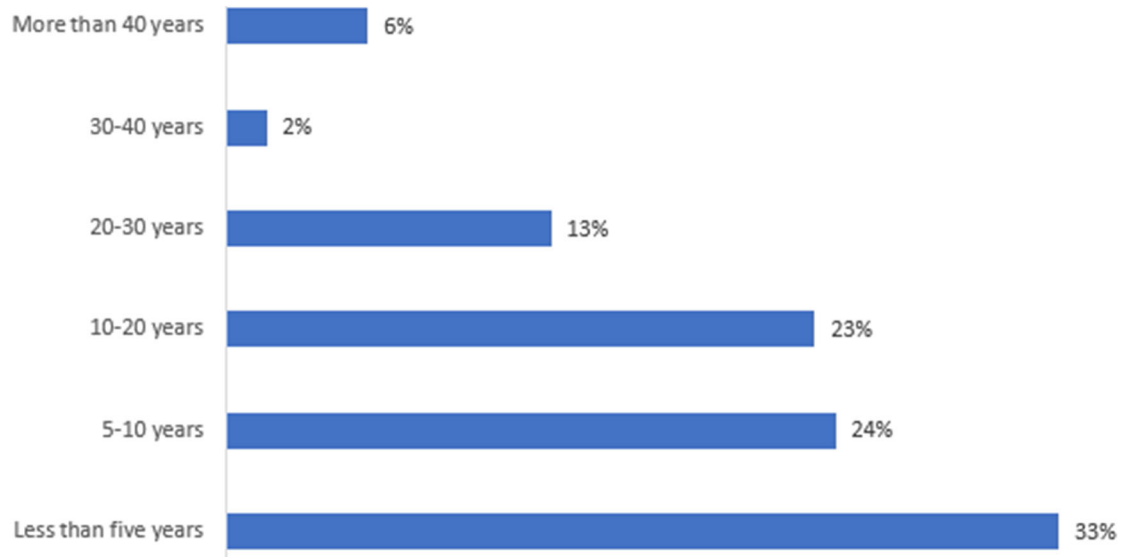


Figure 2-22 Number of years respondents have lived in or owned the property

2.12.11 Vehicle ownership

Respondents were asked: 'How many motor vehicles are owned/used by residents of your household?'

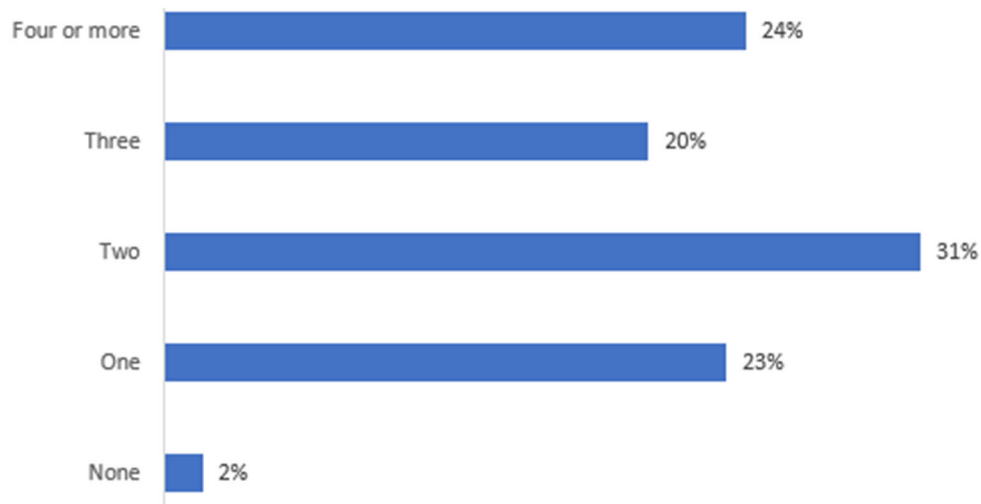


Figure 2-23 Number of motor vehicles owned or used by households of respondents

2.12.12 Property use

Respondents were asked: *'Do you use your property for any purpose other than as a residence?'*

Respondents who answered yes to other commercial uses stated that other uses included tutoring, market garden, grazing and dental surgery.

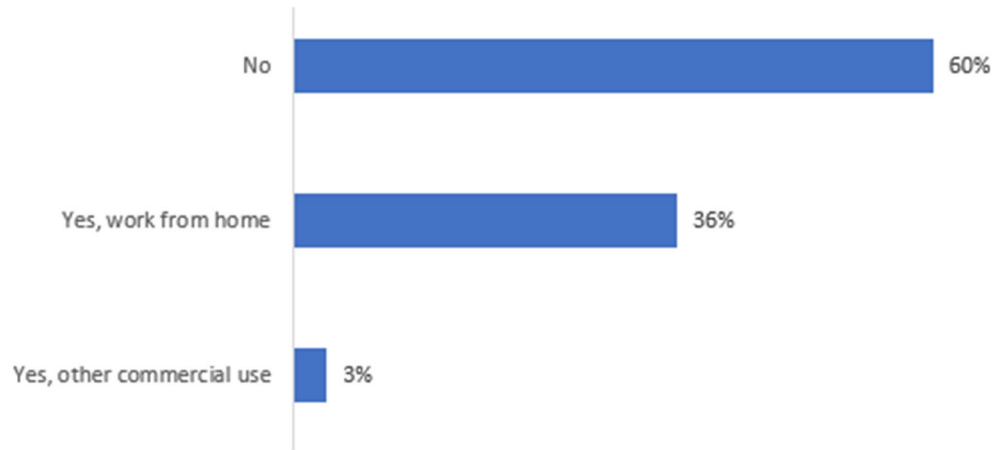


Figure 2-24 Respondents who use their property for a purpose other than as a residence

3.0 Business survey results

3.1 Approach

Surveys were undertaken to understand the potential impacts of the proposed modification on local businesses. The operation of local businesses is a key element of sustaining people's livelihoods and way of life, including their capacity to sustain themselves through employment and businesses.

A desktop study was undertaken to identify businesses within the social locality. Businesses were selected that were considered likely to be dependent on the motorway, and the surveys targeted those businesses.

Business survey questions were developed to understand the respondent's reliance on the motorway, their customer base, and their perception as to how the business may be affected (both positively and negatively) by the proposed modification.

The business surveys were undertaken between 31 May and 12 June 2022. A total of 102 businesses were approached to participate in the survey, of which 61 businesses participated.

3.2 Business type

Businesses were asked: *'What is your business type?'*

Businesses were able to select from a list or nominate 'other' business types. Businesses that selected the 'other' category were asked to specify. These answers included recruitment services, insurance assessment and commercial cleaning.

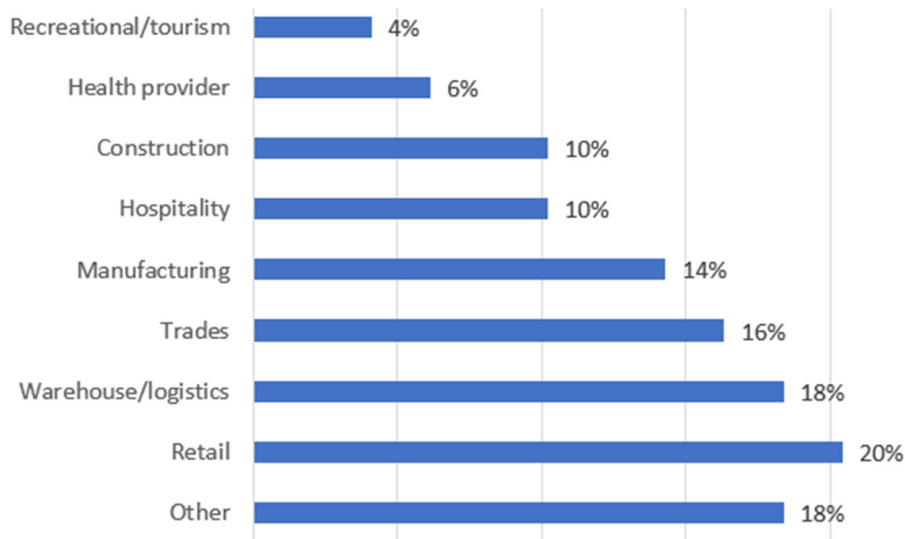


Figure 3-1 Business type

3.3 Length of operation

Businesses were asked: *'For how long has your business operated in this location?'*

The majority of businesses (52 per cent) have operated for one to five years in that location.

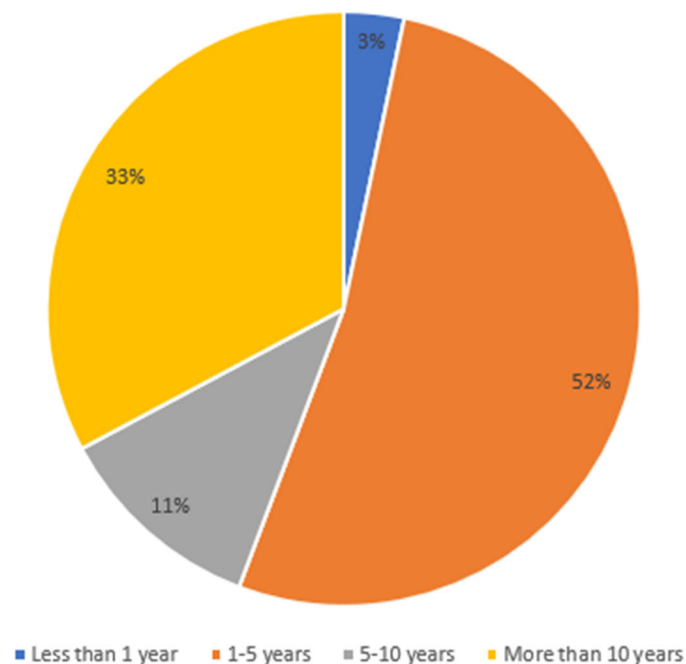


Figure 3-2 Respondent business length of operation

3.4 Trading hours

Businesses were asked: ‘What are your general trading or operating hours?’

No businesses selected ‘only open at night’, despite it being an option.

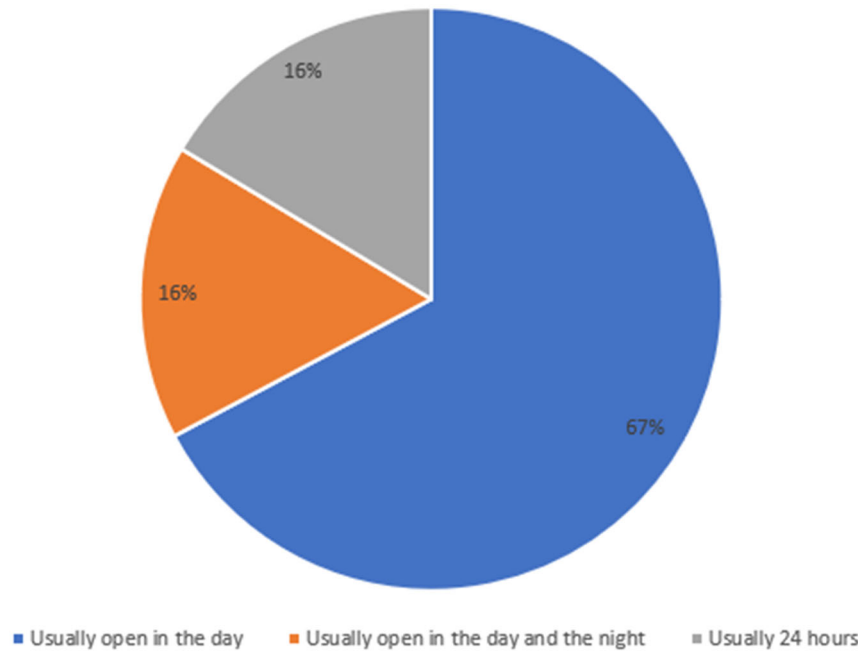


Figure 3-3 Business trading hours

3.5 Trading days

Businesses were asked: ‘What are your general trading or operating days?’

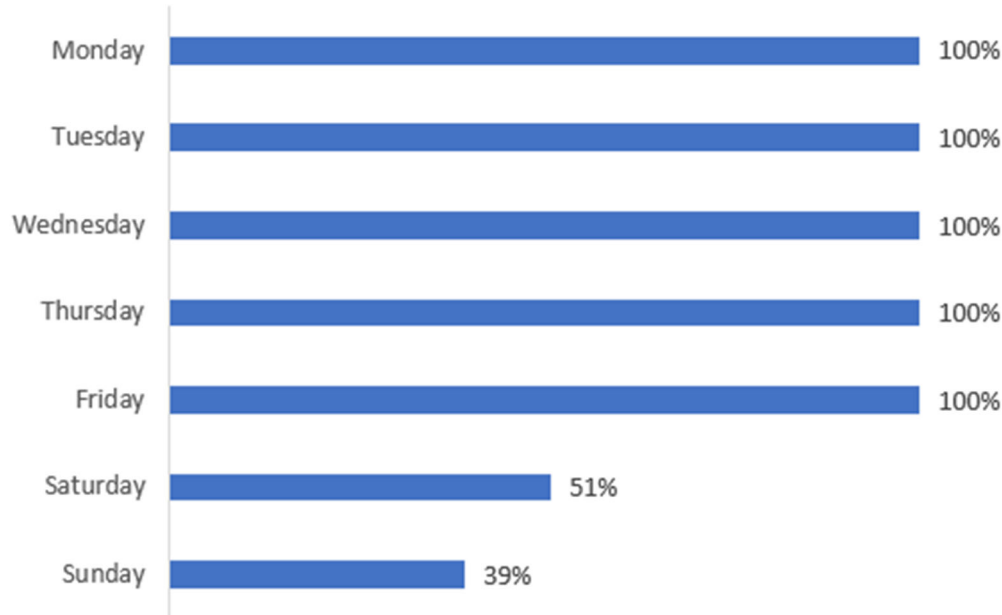


Figure 3-4 Business trading days

3.6 Staff

Businesses were asked: 'How many of your staff are: full time sole trader with no staff; full time; casual; part time sole trader with no staff; part time?'

No businesses selected the 'part time sole trader with no staff', despite it being an option.

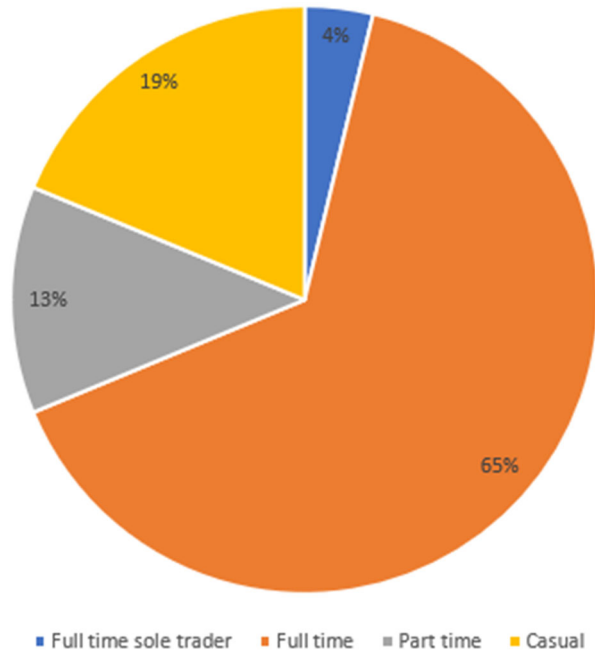


Figure 3-5 How staff are employed across respondents' businesses

3.7 Customer base

Businesses were asked: 'Broadly, where do most of your customers come from?'

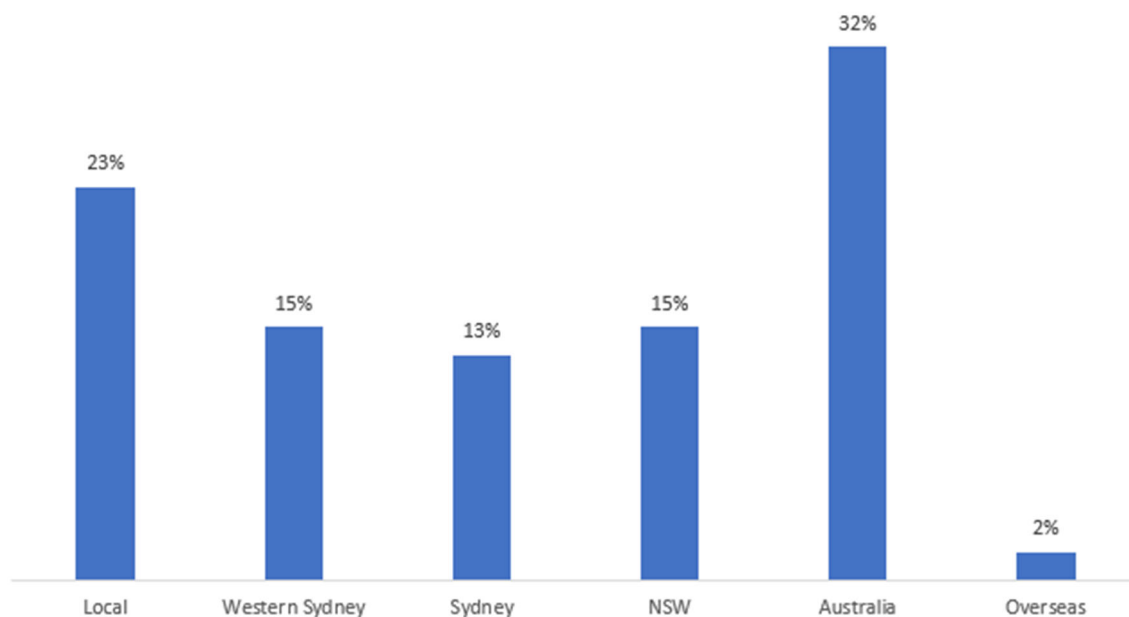


Figure 3-6 Business customer base

3.8 Weekly business variations

Businesses were asked: *'Does your level of business vary throughout the week?'*

56 per cent of respondents said that there was no variation in business throughout the week. The businesses who responded with 'other' were asked to specify. The responses to 'other' were due to the unpredictability of some businesses such as number of sales, work available or weather.

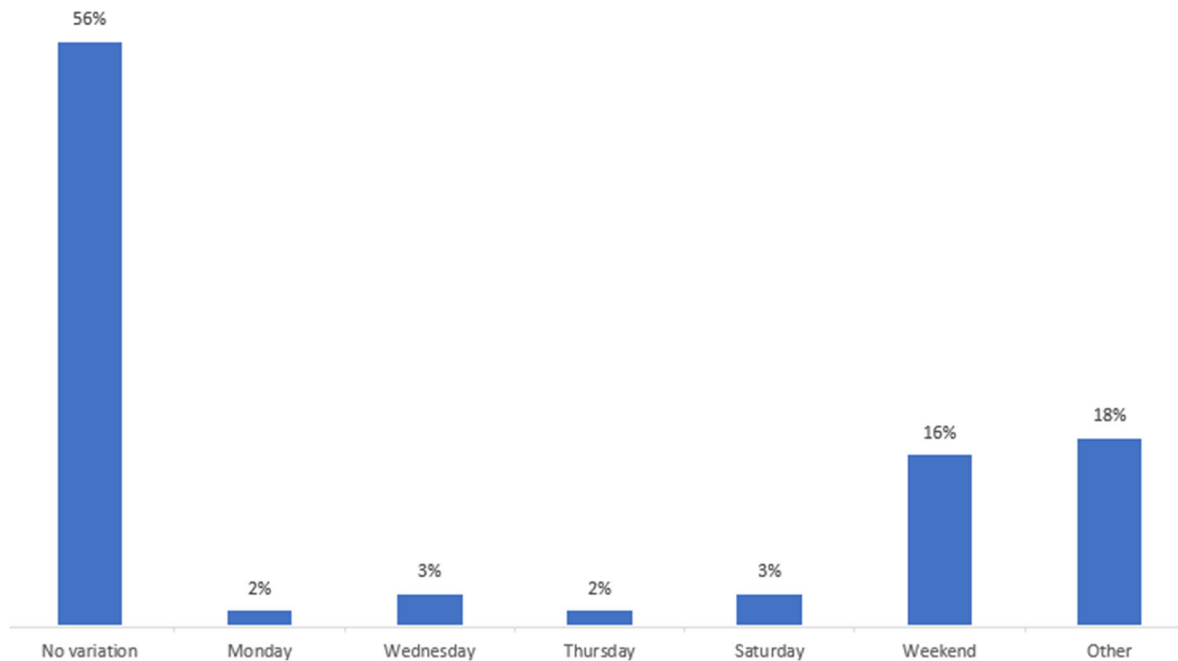


Figure 3-7 Business variation throughout the week

3.9 Use of the M7

Businesses were asked: *'Does your business use the M7?'*

Out of the 61 business responses, 6 did not use the M7.

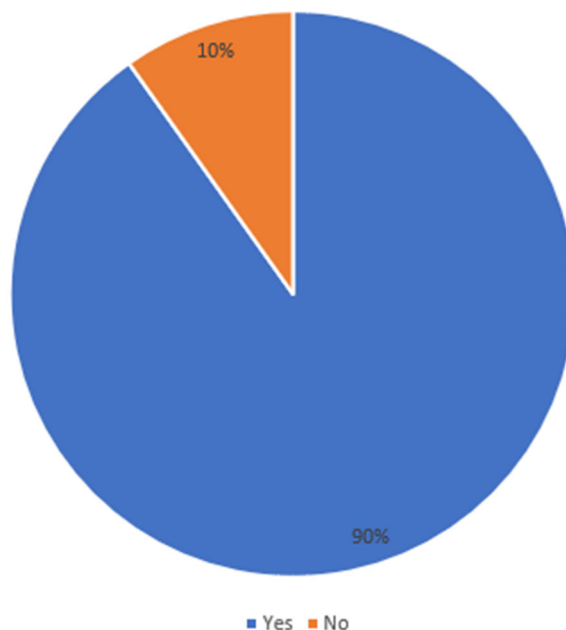


Figure 3-8 Business use of the M7

3.10 Influence of M7 use

Businesses were asked: *'What influences your use of the M7?'*

Businesses were able to select from a list or nominate 'other'. Businesses that selected the 'other' category were asked to specify. These answers included the ease of the M7, cost and time and one respondent felt as though they had to use the M7 because the surrounding local roads are too congested.

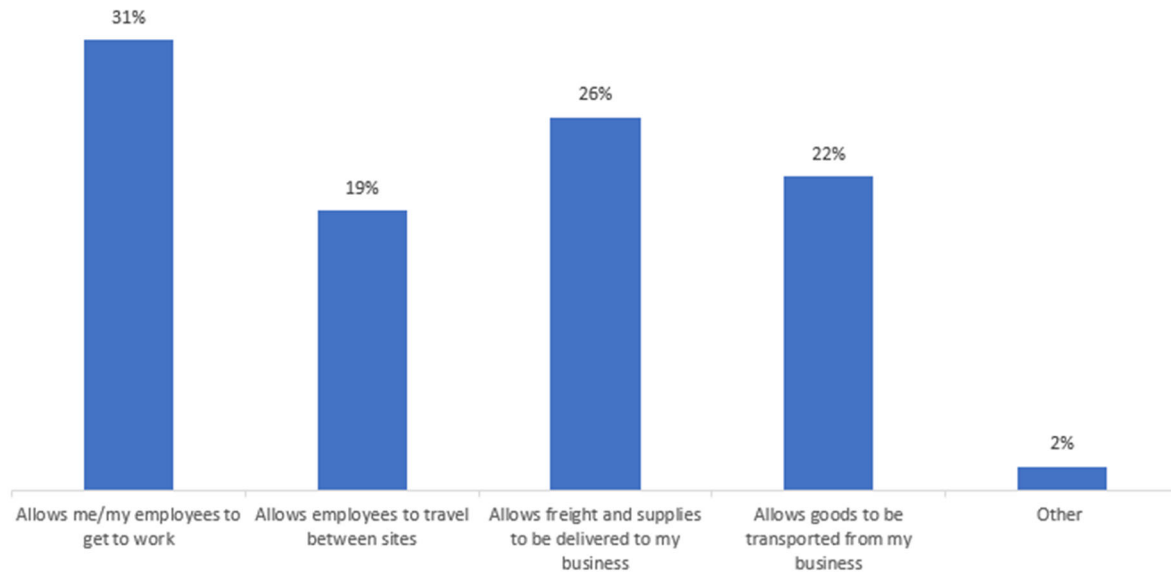


Figure 3-9 Businesses influence to use the M7

3.11 M7 supporting businesses

Businesses were asked: *'How could the M7 better support your business?'*

Businesses were able to provide their own answer. The responses given were then categorised into four major categories and 'other'. These answers were about increasing the speed limit of the M7, safety and access.

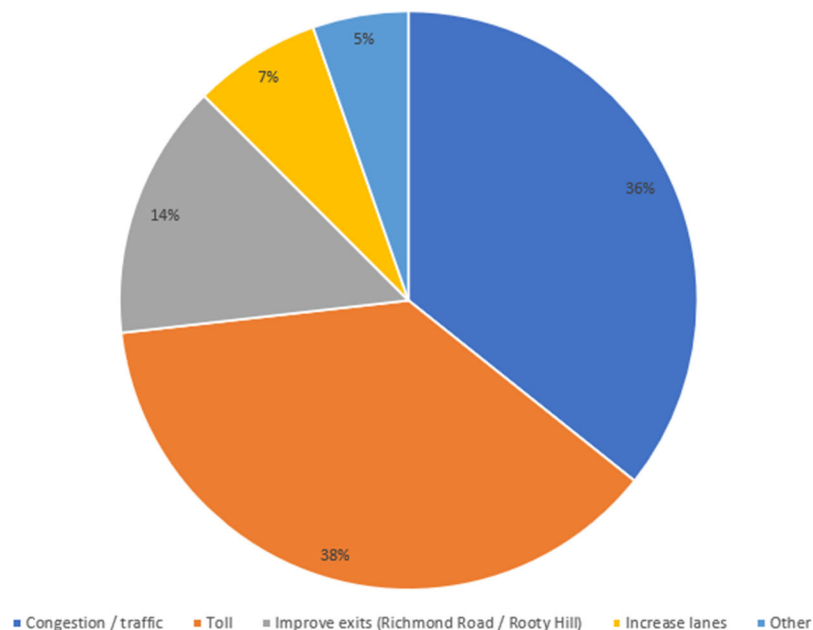


Figure 3-10 How the M7 could better support businesses

3.12 Construction

3.12.1 Benefits

Businesses were asked: *'What benefits do you think the proposed modification may have on your business during construction?'*

The question had a few options to choose from and a 'other' option. Responses were categorised into themes which reflect the most common responses.

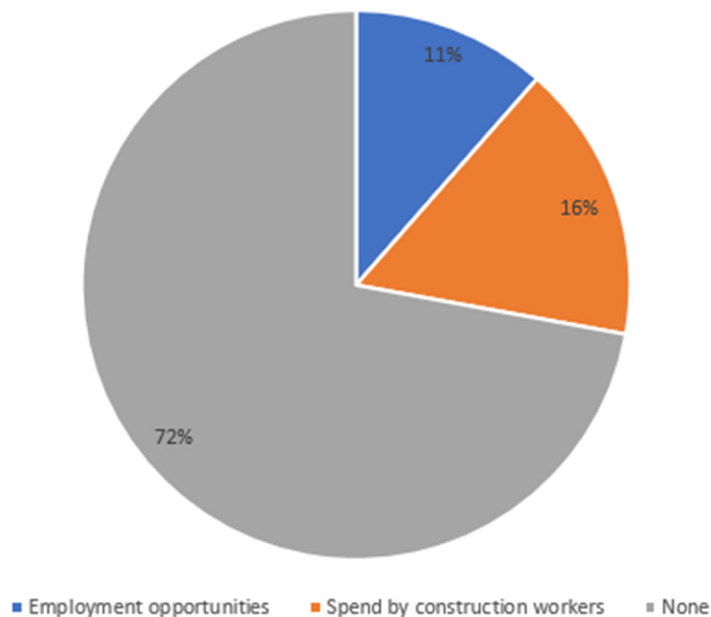


Figure 3-11 Construction benefits on businesses

3.12.2 Impacts

Businesses were asked: *'What negative impacts do you think the proposed modification may have on your business during construction?'*

The question had a few options to choose from and a 'other' option. Businesses who chose 'other' answered that there would be more cost for their business during construction.

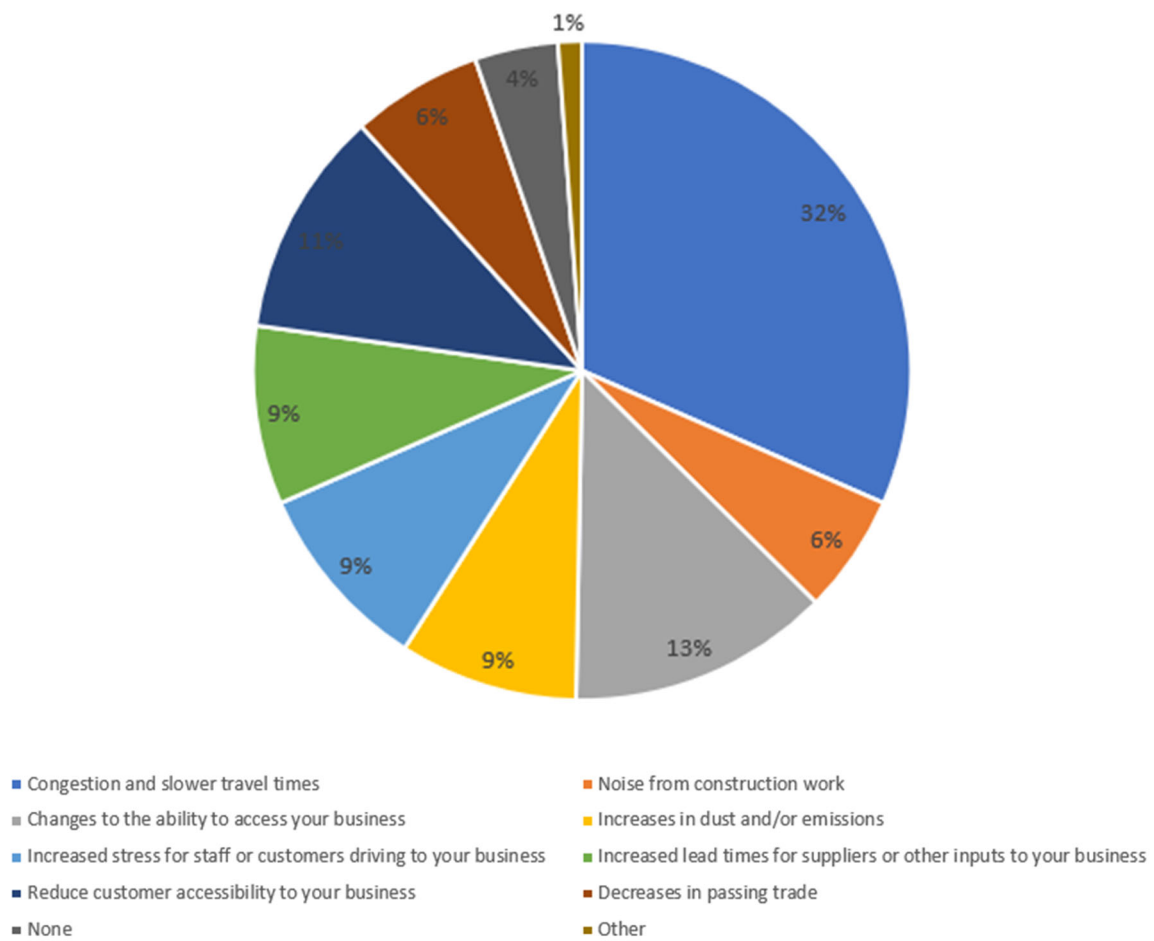


Figure 3-12 Impacts to businesses during construction

3.13 Operation

3.13.1 Benefits

Businesses were asked: *'What benefits do you think the proposed modification may have on your business when operational?'*

The question had a few options to choose from and a 'other' option. Businesses who chose 'other' answered that there would be less cost for their business associated with fuel and labour cost due the efficiency of the M7 when operational.

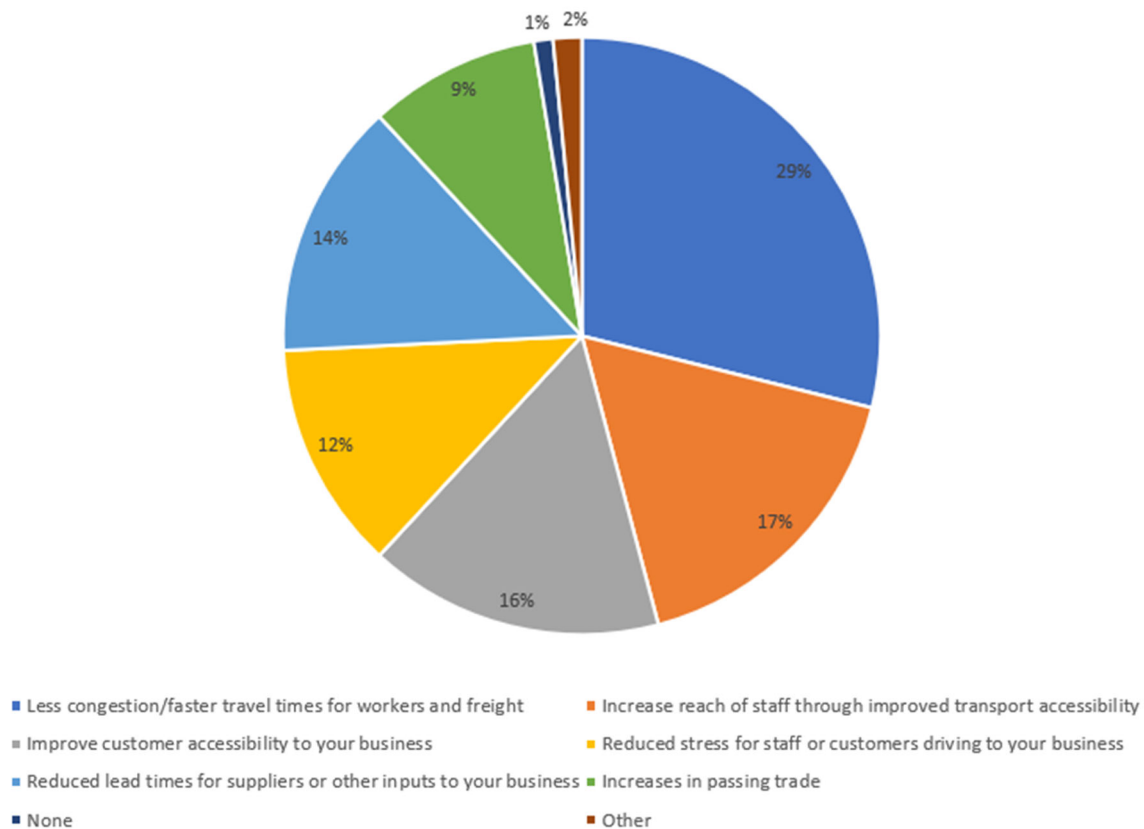


Figure 3-13 Operation benefits on businesses

3.13.2 Impacts

Businesses were asked: *'What negative impacts do you think the proposed modification may have on your business when operational?'*

The question had a few options to choose from and a 'other' option. Businesses who chose 'other' generally answered that they thought there might be a rise in the price of the toll which would lead to a higher cost to their business.

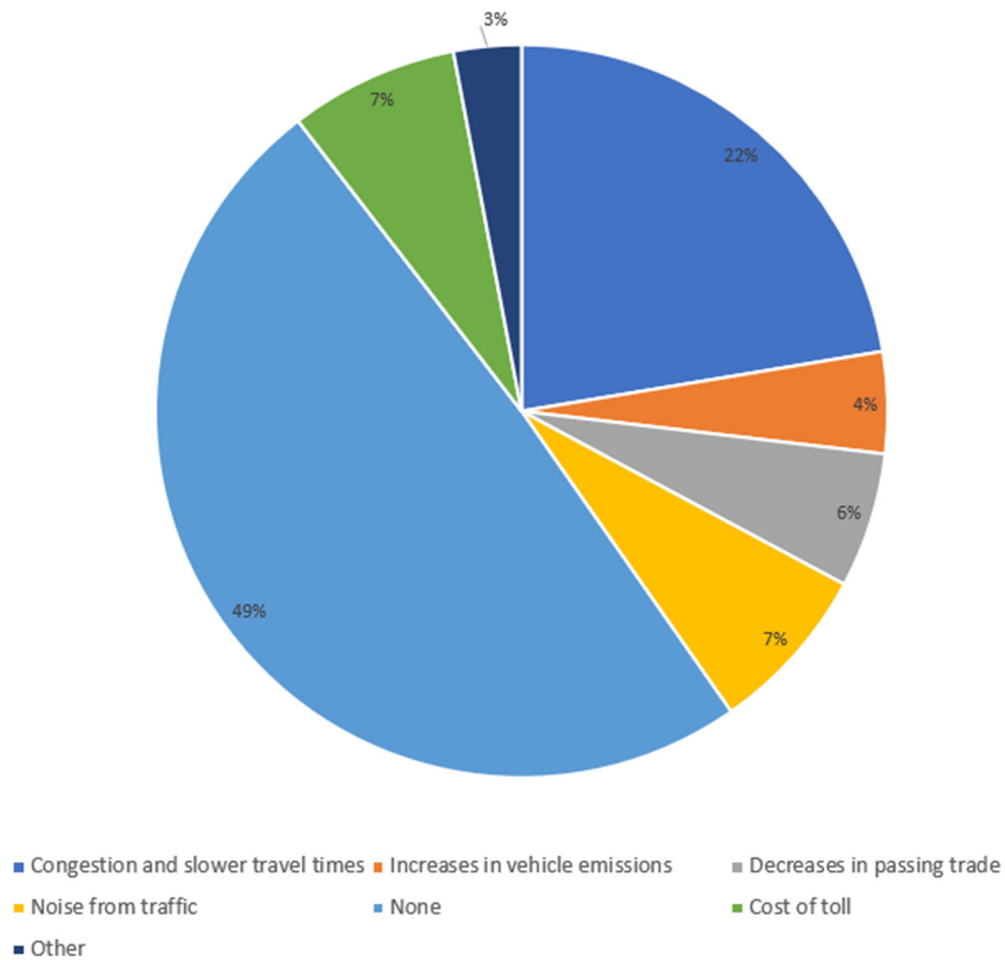


Figure 3-14 Impacts to businesses during operation

3.14 Management measures in construction

Businesses were asked: *'Which of the following actions to manage impacts would be the most important to your business during construction?'*

Businesses were able to select from seven options or nominate 'other' management measures which would be important to their business to minimising impacts from construction. Businesses who selected the 'other' category were asked to specify. These answers were requests to conduct construction after hours and integrate the M7 with existing infrastructure.

Some businesses thought that they either may not be impacted or that nothing could be done, therefore an 'none' category was added.

Businesses could select multiple answers.

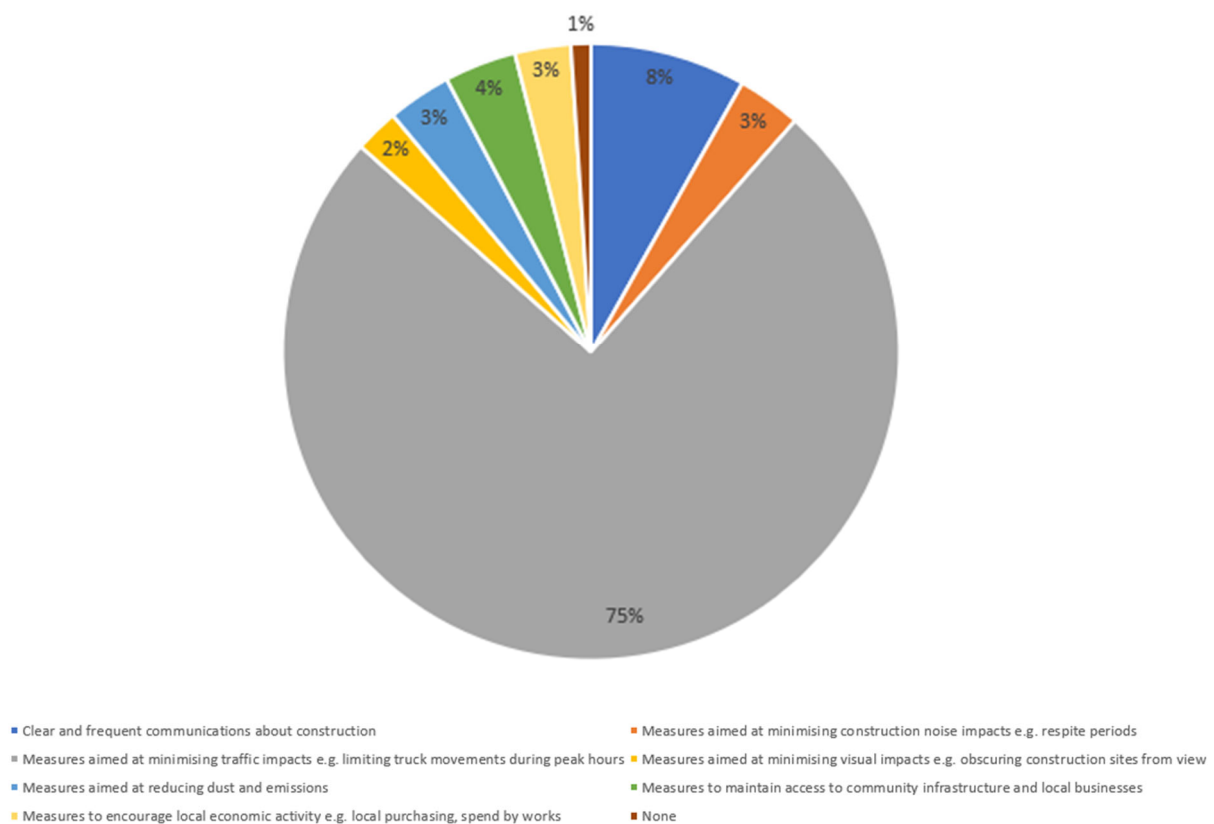


Figure 3-15 Construction management measures

3.15 Further comments

Businesses were able to provide other comments for consideration. Responses were categorised into themes which reflect the most common responses. These included:

- **Construction timeframe**, for example comments about reducing the construction program, not doing construction in peak hours and request for completing the modification before the Western Sydney International Airport opens
- **Improve exits**, concern was expressed about the current exits on the M7, requested that the exits along the M7 were improved. Particular note was made about the Richmond Road / Rooty Hill Road North exit
- **Safety**, request for safety in design such as consideration for accidents on the motorway and barriers between the lanes going different directions
- **Support**, 12 per cent of responses were in support of the proposed modification
- **Tolls**, request for the reduction in toll price
- **Construction traffic**, concern was expressed about the Richmond Road / Rooty Hill North exit and that customers will be impacted by the construction
- **Initial motorway report**, comments that the motorway should have been built with six lanes in the first place
- **Speed limit**, requests for an increase in the speed limit
- **Future congestion**, concern for congestion when the Western Sydney International Airport is open
- **Public transport**, request for more public transport in the local area.

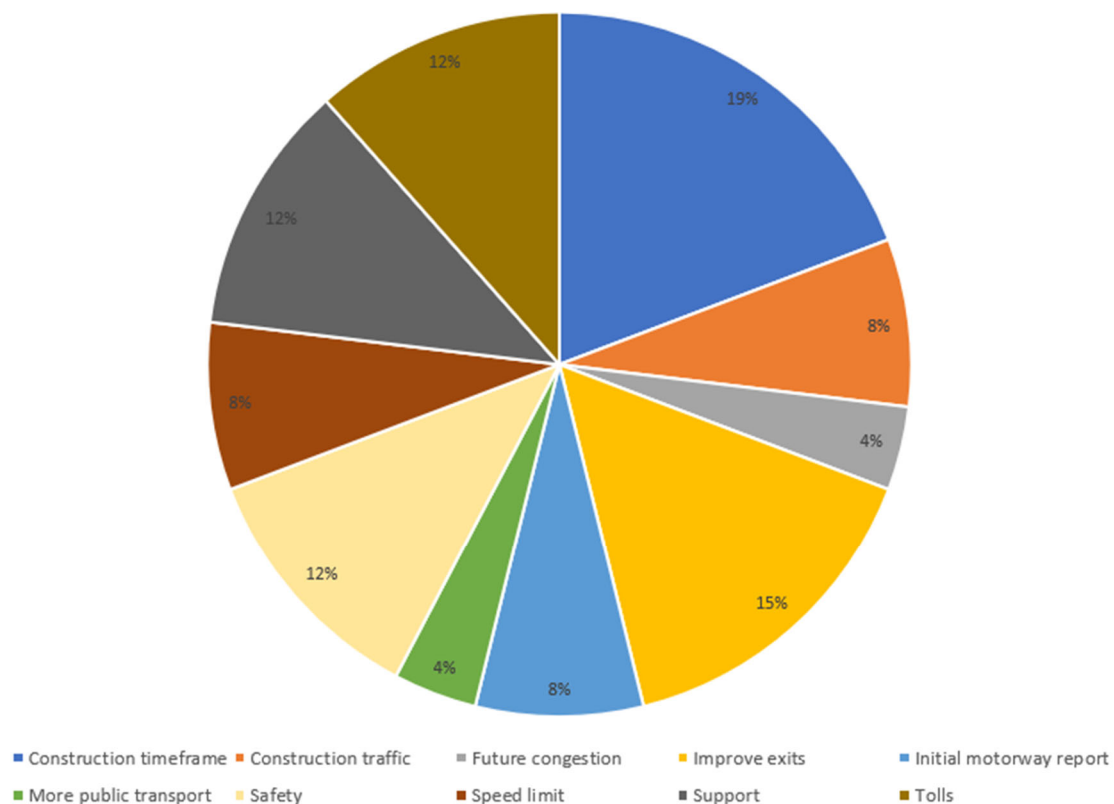


Figure 3-16 Further comment themes