

# Henry Lawson Drive Upgrade Stage 1B

Socio-economic impact assessment

**Transport for NSW**

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# Contents

<b>Glossary .....</b>	<b>1</b>
<b>Executive summary .....</b>	<b>3</b>
<b>1 Introduction.....</b>	<b>9</b>
1.1    Proposal location and setting .....	9
1.2    Purpose and scope of this report .....	11
1.3    Report structure .....	11
<b>2 Proposal overview .....</b>	<b>12</b>
2.1    Proposal key features .....	12
2.2    Proposal objectives .....	13
2.3    Construction .....	15
2.3.1    Construction activities.....	15
2.3.2    Construction hours and duration .....	17
2.3.3    Proposed ancillary facilities .....	17
<b>3 Methodology .....</b>	<b>20</b>
3.1    Assessment methodology for the SEIA.....	20
3.2    Data sources .....	21
3.3    Study areas .....	21
<b>4 Social policy framework .....</b>	<b>25</b>
4.1    Summary of strategic planning .....	25
4.2    National and State (NSW) strategic planning .....	25
4.2.1    NSW Premier's Priorities .....	25
4.2.2    Greater Sydney Region Plan: A Metropolis of three cities – connecting people ....	25
4.2.3    Future Transport Strategy 2056 .....	26
4.2.4    Staying Ahead - State Infrastructure Strategy 2022 – 2042.....	28
4.2.5    NSW Road Safety Strategy 2012-2021.....	29
4.2.6    NSW Road Safety Action Plan 2026 .....	29
4.2.7    Providing for Walking and Cycling in Transport Projects Policy.....	30
4.2.8    Community Strategic Plans (CSP) .....	30
4.2.9    Local Strategic Planning Statements .....	31
4.2.10    Other City Plans .....	31
<b>5 Community engagement .....</b>	<b>32</b>
5.1    Key stakeholders .....	32
5.2    Communication and consultation strategy .....	32
5.3    Summary of community consultation to date .....	32
<b>6 Existing socio-economic environment .....</b>	<b>35</b>
6.1    Demographic snapshot.....	35
6.2    Summary of the existing environment .....	36
6.3    Population and demography .....	36
6.3.2    Housing projections .....	37
6.3.3    Socio-economic Indexes for Areas (SEIFA).....	38
6.4    Economic profile .....	39
6.4.1    Businesses and commercial operations.....	39
6.4.2    Events and local tourism .....	40
6.5    Land use .....	43
6.5.1    Land use and zoning .....	43

6.5.2	Property tenure .....	45
6.5.3	Major projects and development .....	45
6.6	Social infrastructure and areas of community interest .....	48
6.6.1	Social infrastructure .....	48
6.6.2	Areas of community interest .....	49
6.7	Access and connectivity .....	53
6.7.1	Travel patterns .....	53
6.7.2	Roads .....	55
6.7.3	Freight .....	55
6.7.4	Public transport .....	55
6.8	Community values .....	56
6.8.1	City of Canterbury Bankstown .....	56
6.8.2	Summary of community values .....	57
<b>7</b>	<b>Impact assessment .....</b>	<b>57</b>
7.1	Impact assessment methodology .....	57
7.2	Construction .....	58
7.2.1	Property acquisition and adjustments .....	58
7.2.2	Land use changes .....	64
7.2.3	Access and connectivity .....	65
7.2.4	Social infrastructure .....	68
7.2.5	Businesses and commercial operations .....	70
7.2.6	Amenity and community values .....	71
7.2.7	Cumulative impacts .....	73
7.3	Operational impacts .....	74
7.3.1	Property acquisition and adjustments .....	74
7.3.2	Land use changes and development .....	74
7.3.3	Access and connectivity .....	75
7.3.4	Social infrastructure .....	77
7.3.5	Businesses and commercial operations .....	78
7.3.6	Amenity and community values .....	78
7.3.7	Cumulative impacts .....	79
<b>8</b>	<b>Impact assessment summary and significance .....</b>	<b>80</b>
<b>9</b>	<b>Mitigation measures .....</b>	<b>88</b>
<b>10</b>	<b>Conclusion .....</b>	<b>92</b>
10.1	Proposal potential construction impacts .....	92
10.2	Proposal potential operation impacts .....	93
10.3	Overall proposal's potential impact .....	93
<b>11</b>	<b>References .....</b>	<b>95</b>

## Appendices

Appendix A – Quantitative data

## Figures

Figure 1-1 Proposal overview  
Figure 2-1 Key features of the proposal  
Figure 2-2 Potential ancillary facilities  
Figure 3-1 Direct study and socio-economic study areas  
Figure 3-2 Broader study area  
Figure 4-1 Future Transport's six state-wide outcomes

Figure 6-1 Businesses near the proposal  
 Figure 6-2 Land zoning  
 Figure 6-3 Georges River  
 Figure 6-4 Ingram Avenue and Whittle Avenue  
 Figure 6-6 Heritage tree planted by Mr J. Morrison  
 Figure 6-5 Local sign highlighting local history values  
 Figure 6-7 Heritage tree planted by Mr J. Morrison  
 Figure 6-8 Social infrastructure near the proposal  
 Figure 7-1a Proposed property acquisition  
 Figure 7-1b Proposed property acquisition  
 Figure 7-1c Proposed property acquisition

## Tables

Table 2-1 Proposed methodology for each construction activity  
 Table 2-2 Construction duration and work hours for each construction activity  
 Table 3-1 SEIA level of socio-economic impact assessment  
 Table 3-2 Areas used in the assessment  
 Table 5-1 Summary of community consultation to date  
 Table 6-1 Population projections for the City of Canterbury Bankstown LGA and Greater Sydney  
 Table 6-2 Population projections in the broader study area  
 Table 6-3 Housing supply forecast in the broader study area and Greater Sydney  
 Table 6-4 SEIFA within the broader study area and City of Canterbury Bankstown LGA  
 Table 6-5 Economic profile in 2021  
 Table 6-6 Top industries of employment in 2021  
 Table 6-7 Summary of social infrastructure properties near the proposal  
 Table 6-8 Vehicle ownership in 2021  
 Table 6-9 Travel to work data in 2021  
 Table 7-1 Grading matrix to assess the level of significance as per EIA-N05  
 Table 7-2 Property acquisition information  
 Table 7-3 Potential impacts to social infrastructure in the direct study area  
 Table 7-4 Potential impacts to social infrastructure in the socio-economic study area  
 Table 7-5 Alternate access arrangements due to proposed right turn restrictions  
 Table 8-1 Impact assessment summary and significance – Construction phase  
 Table 8-2 Impact assessment summary and significance – Operation phase  
 Table 9-1: Mitigation measures

# Glossary

TERM	DEFINITION
ABS	Australian Bureau of Statistics
ABS Statistical Areas Level 2 (SA2s)	Statistical Areas Level 2 (SA2s) are medium-sized general-purpose areas built up from whole Statistical Areas Level 1 (SA1s). SA1s are the smallest output area for ABS census data and are designed to optimise the balance between spatial detail and the ability to cross classify Census variables. Their purpose is to represent a community that interacts together socially and economically.
Amenity	Amenity often refers to the quality of life, character and elements in a community that make it a more pleasant and comfortable place to be a part of. Impacts of a proposal such as traffic, perceived air quality impacts, noise and visual impacts can affect the amenity of an area.
CHAR	Cultural Heritage Assessment Report
Community values	As stated in Transport's Environmental Impact Assessment Practice Note – Socio-economic Assessment (EIA-N05) community values are those elements held as being important to quality of life and wellbeing.
Cumulative impacts	Cumulative impacts can occur when the impacts of a proposal add to other past, present, or future proposals/developments (Transport, 2020). Collectively cumulative impacts have the potential to result in substantial changes to the socio-economic environment of communities (Transport, 2020).
EIA-N05	Environmental Impact Assessment Practice Note – Socio-economic Assessment (EIA-N05) (Transport, 2020a).
LGA	Local Government Area
Level of assessment	Transport for NSW undertakes socio-economic impact assessment at three levels depending upon the complexity of the project and the sensitivity of the existing environment: basic; moderate; and comprehensive. The moderate level of assessment is used as it reflects the scale and magnitude of potential impacts to the socio-economic environment for the REF proposal.
REF	Review of Environmental Factors
Socio-Economic Indexes for Areas (SEIFA)	SEIFA are rankings of relative socio-economic status -advantage and disadvantage- for different geographic areas. The indexes rank areas against others of the same geographic type based on specific socio-economic metrics, selected based on the SEIFA index. The lower the SEIFA score, the higher the disadvantage. The scoring system has a mid-point of 1000; scores above 1000 indicate less disadvantage and those below 1000 indicate more disadvantage. The lower the SEIFA percentile (ranging from 1-100), the higher the disadvantage.
Sensitive receptor	<p>Stakeholder, facilities, locations where land use is of sensitive nature, or where there may be a particular focus on protecting land use for human health and wellbeing, local amenity, and aesthetic enjoyment. Sensitive receptors include, but are not limited to educational facilities, health and community facilities, public facilities and services, recreational areas. Sensitivity is determined by their capacity to adapt to changes brought about by the proposal or adverse impacts caused by the proposal. Adverse impacts could include environmental or amenity nuisance issues such as noise, vibration, dust, light and odour, access impacts, and parking areas impacts, potentially impacting the traders, business staff or visitors to the establishment or the way the business operates.</p> <p>Sensitive business receptors are any location registered as a commercial or retail premise where routine or normal activities occurring at reasonably expected times would experience adverse impact(s) from the proposal. These are businesses where the occupants, visitors, and workforce are more susceptible to adverse effects from the proposal. Sensitivity is determined by their proximity to the proposal and construction areas as well as the nature of the business and their operating requirements.</p>

TERM	DEFINITION
Social impact	Intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions.
Socio-economic Impact assessment	The impact assessment involves identifying and evaluating changes to or impacts on, communities, business and industry that are likely to occur because of the proposal, to mitigate or manage impacts and maximise benefits. This report assesses the socio-economic impacts of the project
Study areas	The SEIA study areas for this SEIA are the custom geographies that align with the identified proposal alignment, and likely construction and operation impact zone. These custom geographies were defined to provide context about the local community, liveability, and characteristics of the local environment within the immediate area of the proposal likely to experience some of the localised social impacts or changes to existing conditions. The selection of these study areas facilitated comprehensive data collection from the ABS 2021 Census. The study areas for this SEIA are described in detail in Section 2.3.
The proposal	Transport for NSW propose to upgrade Henry Lawson Drive along a 1.8-kilometre section between Keys Parade and the approach to the M5 Motorway. The proposal would include widening Henry Lawson Drive to increase traffic capacity and decrease travel time.
Transport	Transport for NSW



# Executive summary

## Proposal overview and background

Transport for NSW (Transport) proposes to upgrade Henry Lawson Drive. The proposal would include widening Henry Lawson Drive from two to four lanes, constructing a new local link road between Auld Avenue and Keys Parade, extending Raleigh Road and modifying the Bullecourt Avenue / Ashford Avenue intersection.

The proposal is part of the program to upgrade Henry Lawson Drive between Hume Highway and the M5 Motorway to ease congestion, enhance intersection capability and improve safety and connectivity for all road users.

This socio-economic impact assessment (SEIA) has been prepared to assess the socio-economic impacts of the proposal. It will support the Stage 1B Project Review of Environmental Factors (REF).

## Existing environment

The direct study area and socio-economic study areas of this SEIA is between Milperra Road and the M5 intersection along Henry Lawson Drive. This includes the road corridor and the areas surrounding the Henry Lawson Drive corridor, including recreational and residential development on the eastern side of the Georges River, and industrial development on the eastern side of Henry Lawson Drive within the Milperra Industrial Area. The study areas used in this assessment contribute to developing the context of the existing environment.

The direct study area focuses on residents, stakeholders, and facilities closest to the proposal, specifically within 200 metres of the proposal. The socio-economic study area is the area within 400 metres of the proposal and considers residents, stakeholders, and facilities within general walking distance and access to the proposal.

The broader study area encompasses the Chipping Norton Moorebank, Panania North – Milperra and Condell Park SA2s. The broader study area has been compared against the City of Canterbury Bankstown LGA and Greater Sydney.

Population and housing growth City of Canterbury Bankstown LGA is expected to increase over the next 20 years, and it is likely to be attributed to the development in South-Western Sydney and the intensification of existing residential areas, especially along major arterial routes such as Canterbury Road and town centre development, most notably in the Bankstown CBD. Population increase in the Canterbury Bankstown LGA has also been influenced by a slight increase in the average household size and family households, reflecting a combination of rising housing costs and multi-generational families, with aged parents living with adult children.

In 2021 the broader study area had a higher proportion of people in the younger age groups (0 to 17 years) and a similar proportion of people in the older age groups (60+ years) compared to Greater Sydney. From 2016 to 2021 the Canterbury Bankstown LGA's population increased by 24,709 people (7.1%), representing an average annual population change of 1.39% per year over the period. Population on the ABS age group *Parents and homebuilders (35 to 49 years)* represented the largest changes in the age structure in the Canterbury Bankstown LGA.

The study area is also characterised by strong reliance on private motor vehicles represented on most households (72% of households in the direct and socio-economic study area) owning two or more private vehicles when compared to Greater Sydney.

The Georges River is a key feature in the broader study area, with social infrastructure and residential development bordering the sides of the river throughout the suburbs of Milperra and Chipping Norton. Western Sydney University is identifiable as an area of education, employment, and future growth for the broader study area.

There is a strong sense of community participation and cohesion based on historic events and recurring community activities throughout the broader study area. The post war era saw significant development in the Canterbury Bankstown LGA, and that history is reflected throughout the local community. Local community value natural areas and the environment, community inclusivity and safety and these aspects are reflected in the local community plans, which also identified the importance of providing transport opportunities and investing in infrastructure to increase connectivity and accessibility.

## Impact assessment

This SEIA is in accordance with Transport 'moderate' level of assessment as per the Environmental Impact Assessment Practice Note – Socio-economic Assessment (EIA-N05) (Transport, 2020a). The moderate level of assessment reflects the scale and magnitude of potential impacts to the socio-economic environment due to the proposal.

The impact assessment considers a range of socio-economic factors, including property acquisition, land use, access and connectivity, social infrastructure, businesses, amenity, and cumulative impacts. Although socio-economic impacts are not identified as a key issue, impacts regarding local amenity, land use and development, and visual impacts are considered in this SEIA amongst other socio-economic factors.

## Adverse impacts

The proposal is expected to have some adverse impacts during the construction and operational phase, including:

- **Property and land use impacts.** Property acquisition can result in varying impacts to local community, with some people being more vulnerable to impacts than others. Although most of the land needed for the proposal has been contained within the existing road corridor and it is already owned by Transport, the proposal would require some Council land and permanent partial acquisition of a segment of land on the north side of the Milperra Sports Centre development. Residential properties have not been identified as being required for acquisition.
- **Community values and amenity impacts.** During the construction period there would be impacts to community values and amenity in the form of vegetation removal, noise, visual and air quality impacts for residents, businesses, services, and social infrastructure. This would include:
  - **Noise impacts.** The most substantial noise impacts would be experienced during activities that require noise or vibration intensive equipment.
  - **Visual impacts.** The establishment of temporary ancillary facilities to support construction, including compound sites, site offices, stockpile and laydown locations, temporary access tracks and water quality devices have the potential to temporarily impact local visual amenity. Furthermore, road widening would bring the road corridor closer to some residents on Henry Lawson Drive. This could result in reduced visual amenity as Henry Lawson Drive would occupy a larger road footprint. The widened footprint would further contribute to the built environment impacting on community values.
  - **Potential sleep disturbance.** Works outside standard construction hours could result in potential sleep disturbance or discomfort for residential receivers to the south west of Henry Lawson Drive near Amiens Avenue, Pozieres Avenue, and Ruthven Avenue. This can have an adverse impact on the health and wellbeing of sensitive receivers, particularly if construction periods outside of standard construction hours occur for long periods of time without mitigation.
  - **Vegetation removal.** Vegetation removal would be required to widen the road. Trees located within the proposed construction footprint are proposed for removal. This includes trees along the western side of Henry Lawson Drive between Ruthven Avenue and Mactier Avenue, at the southern end of the proposed new link road between Auld and Keys Parade and near the Bullecourt Avenue and Fleurbaix Avenue intersection. However, adjustments to the design would be considered during detailed design to reduce impact to existing trees and vegetation on the route where possible. The final design of the upgrade would also include landscaping. Vegetation removal and offsets to be managed in accordance with the landscaping plan and Transport's No Net Loss and Tree and Hollow replacement guidelines.



- **Access and connectivity impacts for road users.** Impacts include delays around construction areas, temporary alternate traffic arrangements and permanent changes to local access, including some local roads becoming left in left out. Considering all the local roads in the direct study area connect to Henry Lawson Drive, more significant changes in access would be experienced by residents to the south-west of Henry Lawson Drive with Amiens, Pozieres, and Ruthven. Bus stops may be temporarily relocated along the corridor to accommodate the proposal. Specifically, the proposed permanent relocation of the bus stop near Pozieres to the north of the intersection to accommodate the left turn lane into Pozieres, would modify local accessibility as bus patrons would need to walk further to access bus services. This could cause confusion or changed routines to bus patrons, including school children and elderly population with mobility constraints. Discussions with Council focused on stakeholder concerns around this proposed change are continuing.
- **Impacts on businesses.** Businesses within the Flower Power complex may experience temporary disruptions in freight deliveries and staff/customer access while implementing temporary alternative traffic arrangements during work periods. In addition, noise levels to the golf courses on the east and west sides of Henry Lawson Drive would slightly increase during construction activities. However, it is noted that these changes are minor and would not affect operation of the business. Businesses on the northern side of the Bullecourt Avenue / Ashford Avenue intersection may experience some amenity and access impacts due to construction activities and kerb adjustments. However, these works would not encroach on businesses to a substantial extent. Furthermore, no works are anticipated on the southern side of the Bullecourt/Ashford Ave intersection. Therefore, impacts on these businesses would be minimal.
- **Cumulative impacts.** It is anticipated the construction period will be approximately 24 months. Construction activities related to Henry Lawson Drive Stage 1A (between Tower Road and Auld Avenue), which are expected to start in early 2023, have the potential to overlap with construction activities for Stage 1B, increasing the potential way of life impacts associated with cumulative construction impacts. This may result in an extended period of disruption due to changed road conditions, noise, dust and changed wayfinding. In addition, residents and school communities in the immediate study area may experience “construction fatigue” due to several substantial projects undertaken or planned in the surroundings of the proposal, such as the Riverlands Development, Western Sydney University and Horsley Road Multi-Level Warehouse.
- **Access to local recreational areas and reserves.** New turning arrangements at Auld Avenue (left in/left out) would result in changes to access, with residents in Auld Avenue and people that use Gordon Parker Reserve and the Vale of Ah Reserve needing to approach the intersection northbound on Henry Lawson Drive. The proposal would also result in the permanent removal of up to eight parking spaces at the Gordon Parker Reserve to accommodate for the new link road between Auld Avenue and Keys Parade, which would reduce parking available at this facility. Changes in access and removal of parking spaces may impact the usage to the reserves.
- Minor impacts would be experienced at Raleigh Reserve and Milperra Reserve. However, access to Raleigh Reserve would not be permitted during construction. The existing shared paths would be realigned near Raleigh Reserve, where the access from Raleigh Road to Henry Lawson Drive would be closed, to better use the open space.
- The Raleigh Road/ Henry Lawson Drive intersection would be removed, and a new Link Road connection would connect the Raleigh Road to Keys Parade. This Link Road would provide access to traffic coming from the Raleigh Road to the Henry Lawson Drive via Keys Parade and vice versa. This would allow traffic to turn right onto Henry Lawson Drive.
- **Impacts on local recreational infrastructure.** The construction of the proposal would not significantly impact the recreational facilities within the direct study area, which includes Gordon Parker Reserve, Milperra Golf Driving Range, the Bankstown Golf Course, Ashford Reserve, Raleigh Reserve and Milperra Reserve. However, there may be temporary adverse visual amenity, noise, and air quality impacts during construction, making it less enjoyable for people to use these recreational facilities. Subsequently, this may potentially temporarily impact the well-being of these communities.
- Discrete **floodings impacts** during operation are likely to occur for residents and businesses within the socio-economic study area. Impacts are expected to be localised in areas near the Georges River with

slight increases to existing flood levels during flooding events. Mitigation, including further analysis during detailed design, would be implemented to avoid safety impacts during construction and would include flood evacuation procedures being implemented during a flood event. For the flooding extent and all other flood maps refer to Hydrology and Flooding Assessment.

## Positive impacts

The proposal is expected to have positive impacts during the operational phase, including:

- **Alignment with strategic planning.** The upgrade of Henry Lawson Drive and associated features, including active and public transport provisions, would contribute to the safety and efficiency of the road network of the direct study area. The proposal would align with the themes and direction explored in NSW and local strategic planning documents with a focus on safety, efficiency and meeting the future needs of local and regional motorists.
- **Improvements in local safety, access, and social connectivity.** Signalised intersections and left-in/left-out intersections would provide controlled movements which contribute to the pedestrian and road users' safety. Upgrades to existing shared paths and new shared paths would bring benefits for the safety and quality of experience for pedestrians and cyclists. Upgrading the intersections at Keys Parade, Bullecourt Avenue and Pozieres Avenue would improve traffic flow and safety.
- **Supporting community wellbeing:** Many of the proposed access improvements are expected to result in improvements to pedestrian safety and could encourage more road users to shift to active modes of transport, therefore improving social connectivity and community wellbeing. Additionally, the realignment of the shared user path through Raleigh Reserve would optimise open space access which could also encourage greater use of the reserve and active transport.
- Upgrading the intersections at Keys Parade, Bullecourt Avenue and Pozieres Avenue would improve traffic flow and safety.
- **Supporting area development and future growth** within the broader study area through the provision of greater road capacity. Major developments in the area include the Riverlands development and the Anglicare Aged Care development on Bullecourt Avenue. These will increase the need for enhanced connectivity and safety in the area to cater for all residents and visitors.
- **Enhanced public transport facilities for commuters and bus users.** Construction of new footpaths and shared paths would improve pedestrian connectivity in the area. This may provide greater incentive for the use of public transport through better access opportunities to the surrounding neighbourhoods and business centres.
- **Enhanced pedestrian access.** Key features of the proposal include enhancements to existing shared paths and construction of new paths, in line with Transport's Movement and Place Strategy. The proposal includes a new pedestrian footpath on Ingram Avenue that would connect with the pedestrian footpath at Flower Power and on Fomelles Avenue connecting Bullecourt Avenue to M5, facilitating safer pedestrian movements.
- **Improved cyclist connectivity.** In addition to enhanced pedestrian access provided by upgrades to existing and new shared paths, cyclist connectivity would also be greatly improved by the new shared paths, such as the Ingram Avenue shared path mentioned above on the eastern side of Henry Lawson Drive connecting to Flower Power. This would improve the perceived and actual safety and quality of experience for cyclists and therefore encourage mode shift towards active transport.
- **New turning arrangements** at Auld Avenue, Ruthven Avenue, Ganmain Crescent, Hermies Avenue, Formelles Avenue, Amiens Avenue, and Whittle Avenue (left in/left out) to reduce the risk of vehicles turning into oncoming traffic would improve safety for road users as well as increasing the performance of the intersection and reducing travel time for road users.
- **Benefits to commercial operations and businesses** within and travelling through the direct study area through increased road capacity and improved travel times.
- **Revegetation and landscaping** would occur throughout the direct study area to improve the visual aesthetic of the upgrade.

## Proposed mitigation measures

The proposal is expected to increase safety and travel efficiency for local and broader road users through increased traffic capacity at key intersections. Adverse impacts during construction and operation would be mitigated through a range of measures, including:

- Implement a Community Liaison Plan to communicate with surrounding residents, school communities, businesses, workers, and visitors to the area to ensure that all stakeholders are aware of the timing and likely impacts of the construction period. Fostering consistent and meaningful community consultation before and throughout the proposal construction period so that community stakeholders are aware of design changes and construction activities. Transport would work with the community, stakeholders, and Council to mitigate potential impacts, including community impacts during construction including noise, visual and access impacts.
- Early landholder engagement to discuss proposed temporary and permanent changes in access on the local road network, followed up with a community engagement program supported by notifications/letterbox drops to notify the broader community, recreational groups, businesses, and other stakeholders. Landholder consultation must continue during construction should arrangements change. Targeted landholder engagement is recommended with the three residential properties near Flower Power and two residential properties opposite Pozieres Avenue that have direct driveway access onto Henry Lawson Drive.
- Ensure alignment with property acquisition requirements including private and crown land acquisition, in accordance with the Land Acquisition (Just Terms Compensation) Act 1991 and the Crown Lands Management Act 2016.
- Promote business engagement to proactively inform traders about construction activities and mitigate potential impacts associated with alternative traffic arrangements and potential construction traffic impacts.
- Implement Management Plans e.g., Construction Management Plan and Traffic Management Plan to reduce the impacts to residents, businesses, and visitors associated with disruption during the construction phase. Provide traffic management for all road users, including pedestrians and cyclists and alternative routes for active transport users.
- Notify public transport providers and users in advance of any changes to bus stop locations through signage at the existing bus stop off Pozieres Ave. Provide adequate way finding signage.
- Collaborate with the Council, relevant developers and adjacent educational and recreational facilities and other stakeholders to minimise cumulative impacts. Explore opportunities to coordinate construction activities with other construction projects in the area to reduce risk of cumulative impacts.
- Consult with the educational facilities in the direct and socio-economic study areas to understand periods in which they may be more sensitive to impacts and explore opportunities to undertake works outside these periods to minimise disruption, e.g., during school holidays.
- Safety mitigation for flooding impacts during construction and operation would be maintained, including evacuation routes and procedures for residents, businesses, and stakeholders.
- Continued development of the Landscaping Plan and implementation of the Transport No Net Loss and Tree and Hollow Replacement Guidelines.

A comprehensive list of mitigation measures required for the proposal is provided in Section 9.

## Opportunities to maximise benefits

- Consider opportunities to highlight the proposal benefits regarding improved local access and safety through the Communication and Stakeholder Engagement Strategy and key messaging.
- Explore opportunities to incorporate community feedback into the proposal design. Community consultation to inform the City of Canterbury Bankstown Council's Community Strategic Plan (CSP) and the City of Canterbury Bankstown Council's Local Strategic Planning Statement (LSPS) highlighted that

local community considers that a safe and efficient transport network fosters better connections for people.

- Highlight the proposal opportunities to incorporate landscaping and design elements to support local community wellbeing and social interactions such as enhancing or building new shared paths.
- Explore opportunities to incorporate Aboriginal and Torres Strait Islander cultural heritage into the new infrastructure (e.g., bridge, footpath) design. Consider options for landscaping with native plantings and soundscapes inspired by Australian environments.

# 1 Introduction

Transport for NSW (Transport) propose to upgrade Henry Lawson Drive along a 1.8-kilometre section between Auld Avenue, Milperra and the M5 Motorway, Milperra (the proposal). The proposal would include widening Henry Lawson Drive from two to four lanes, constructing a new local link road between Auld Avenue and Keys Parade, extending Raleigh Road and modifying the Bullecourt Avenue / Ashford Avenue intersection.

This socio-economic impact assessment (SEIA) has been prepared to support the Stage 1B Project Review of Environmental Factors, per the SEIA guidelines as outlined in the Environmental Impact Assessment Practice Note – Socio-economic Assessment (EIA-N05) (Transport, 2020a).

## 1.1 Proposal location and setting

The proposal is located around 20 kilometres southwest of the Sydney CBD in the City of Canterbury Bankstown LGA. The proposal is a 1.8-kilometre section of Henry Lawson Drive between Auld Avenue and the approach to the M5 Motorway.

The proposal consists of widening Henry Lawson Drive to four lanes between Keys Parade and the M5 Motorway approaches, Auld Avenue to Keys Parade link road, extending Raleigh Road to connect with Keys Parade, intersection upgrades and improved active transport connectivity along the corridor.

Henry Lawson Drive is a key connection for traffic moving between the Hume Highway, Milperra Road /Newbridge Road, and the M5 Motorway. It is also used for local travel trips between residences and services. Henry Lawson Drive is designated as a B-Double access route that connects surrounding large industrial areas of Milperra, Revesby, Chipping Norton and Moorebank.

The proposal is located to the west of the Georges River and surrounding recreational areas. There are some Coastal Wetlands surrounding the proposal associated with the Georges River.

Located to the south of the proposal, are several well-established residential areas with detached housing, sporting fields and passive recreation areas. Community facilities in the area include the Milperra Public School, the KU Milperra Preschool, and the Western Sydney University Bankstown Campus. To the north, the Gordon Parker Reserve, the Milperra Golf Driving Range, the Bankstown Golf Course, and urban bushland areas. Along Bullecourt Avenue there are retail and commercial developments. Major developments in the area includes the Riverlands development to the west of Henry Lawson Drive, where around 187 residential lots are proposed, and the Anglicare Aged Care development on Bullecourt Avenue.

Figure 1-1 shows the proposal. Key features of the proposal are described in Section 2.1.





Figure 1-1 Proposal overview



## 1.2 Purpose and scope of this report

This report has been prepared to support the Review of Environmental Factors (REF) for the proposal, under the State Environmental Planning Policy (Transport and Infrastructure) 2021.

The purpose of this report is to document the likely construction and operational social impacts of the proposal and to detail appropriate mitigation measures where required.

This report includes the following scope of works:

- Support the planning and design activities of the proposal through identification of socio-economic risks, constraints, and areas of sensitivity.
- Investigate and discuss potential impacts because of the proposal through assessment and analysis of the existing environment.
- Make recommendations for the avoidance or minimisation of potential impacts in accordance with the relevant environmental assessment requirements of Division 5.1 of the EP&A Act.

## 1.3 Report structure

The structure of this report is consistent with a 'moderate' level assessment (see Table 3-1) as specified in Transport's EIA-N05 Environmental Impact Assessment Practice Note – Socio-economic Assessment (Transport, 2020).

The report is structured as follows:

- Section 1 – introduction outlining the proposal background and purpose of this report
- Section 2 – proposal overview, outlining the proposal objectives and construction outline
- Section 3 – assessment methodology and data sources
- Section 4 – social policy framework and planning strategies relevant to the proposal
- Section 5 – community engagement undertaken for the proposal to date
- Section 6 – description of the existing socio-economic environment
- Section 7 – potential impacts from the construction and operation of the proposal
- Section 8 – impact assessment summary and significance
- Section 9 – management measures to mitigate impacts
- Section 10 – conclusions

## 2 Proposal overview

### 2.1 Proposal key features

Transport proposes to upgrade Henry Lawson Drive along a 1.8-kilometre section between Auld Avenue, Milperra and the approach to the M5 Motorway, Milperra (the proposal). The proposal would include widening Henry Lawson Drive from two to four lanes, constructing a new local link road between Auld Avenue and Keys Parade, extending Raleigh Road and modifying the Bullecourt Avenue / Ashford Avenue intersection.

Key features of the proposal would include:

- widening Henry Lawson Drive from two to four lanes between Auld Avenue, Milperra and the M5 Motorway, Milperra with a raised central median
- upgrading the Henry Lawson Drive / Bullecourt Avenue signalised intersection, including:
  - an additional right-turn lane from Henry Lawson Drive (northbound) to Bullecourt Avenue (two right-turn lanes total)
  - an additional right-turn lane from Bullecourt Avenue to Henry Lawson Drive (northbound) (two right-turn lanes total)
  - converting the existing dedicated left-turn lane from Bullecourt Avenue to Henry Lawson Drive (southbound) into a dedicated left-turn slip lane
  - maintaining the dedicated left-turn lane from Henry Lawson Drive (southbound) to Bullecourt Avenue
- upgrading the Henry Lawson Drive / Pozieres Avenue signalised intersection, including:
  - a new dedicated right-turn lane from Henry Lawson Drive (southbound) to Pozieres Avenue
  - a new dedicated left-turn lane from Henry Lawson Drive (northbound) to Pozieres Avenue and relocation of the existing bus stop north of the intersection
- providing a new two-lane local link road between Auld Avenue and Keys Parade (about 160 metres), crossing over Milperra Drain, providing access to / from southbound lanes of Henry Lawson Drive and Auld Avenue, and removing up to eight parking spaces on Auld Avenue to accommodate the link road
- extending Raleigh Road about 120 metres to connect with Keys Parade at a roundabout, and removing the direct connection between Raleigh Road and Henry Lawson Drive
- converting the Henry Lawson Drive intersections to be left-in left-out only, at:
  - Ruthven Avenue
  - Whittle Avenue
  - Amiens Avenue
  - Ganmain Crescent
  - Fromelles Avenue
  - Hermies Avenue
- modifying the Bullecourt Avenue / Ashford Avenue intersection to better accommodate heavy vehicle movements
- constructing a new three-metre-wide shared path:
  - on the western side of Henry Lawson Drive between Pozieres Avenue and Keys Parade
  - along Keys Parade, the new Auld Avenue local link road and the extended section of Raleigh Road

- reconstruction of some existing shared paths within the proposal area
- constructing a new footpath within the proposal area:
  - on the eastern side of Henry Lawson Drive between the Flower Power and Ingram Avenue
  - along the northern side of Ingram Avenue
  - along the eastern side of Fromelles Avenue
- installing new drainage infrastructure and water quality controls within the proposal area, including:
  - an upgraded longitudinal and transverse drainage pits and pipes network along Henry Lawson Drive
  - a bioretention basin between Henry Lawson Drive, Bullecourt Avenue and Fleurbaix Avenue and maintenance access to this basin
  - swales along Henry Lawson Drive and Keys Parade and installation of Gross Pollutant Traps
- construction activities and ancillary work, including:
  - relocation of utilities (including electrical, gas, water, and telecommunications)
  - civil earthworks, drainage work, water quality controls and tie-in work to adjoining sections of Henry Lawson Drive and local roads
  - final roadworks including pavement, kerb and gutters, signs, road furniture, landscaping, lighting, and line marking
  - new traffic signals and intelligent transport systems including, but not limited to, closed-circuit television
  - establishment of temporary ancillary facilities to support construction, including compound sites, site offices, stockpile and laydown locations, temporary access tracks and water quality devices.

The concept design would be further refined during detailed design to minimise environmental and social impacts and to consider community feedback.

Figure 2-1 shows the key features of the proposal.

## 2.2 Proposal objectives

The proposal would provide more capacity for vehicles travelling through Henry Lawson Drive between Milperra Road/ Newbridge Road and the M5 Motorway. It would improve efficiency along the corridor and safety for motorists and pedestrians.

The primary objectives of the proposal include:

- Improve travel times, journey time reliability and road safety outcomes for all road users
- Improve freight-efficiency and reduce vehicle operating costs on the road network
- Support new development in the precinct by improving traffic flow and connectivity to Bankstown Airport, Milperra Industrial and Residential area, and the surrounding road network in the southwest of Sydney
- Improve connectivity and safety for pedestrians and cyclists.

The secondary objectives of the proposal include:

- Minimise impacts to the environment
- Minimise impacts to social amenity
- Provide value for money.



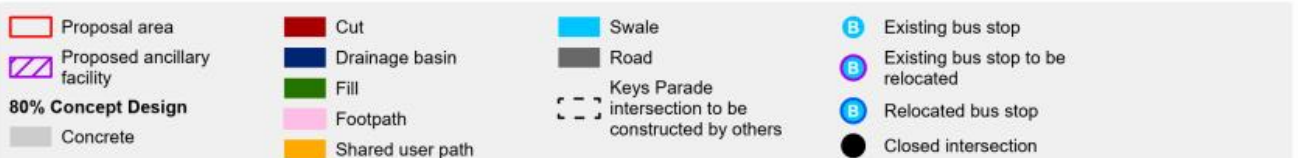
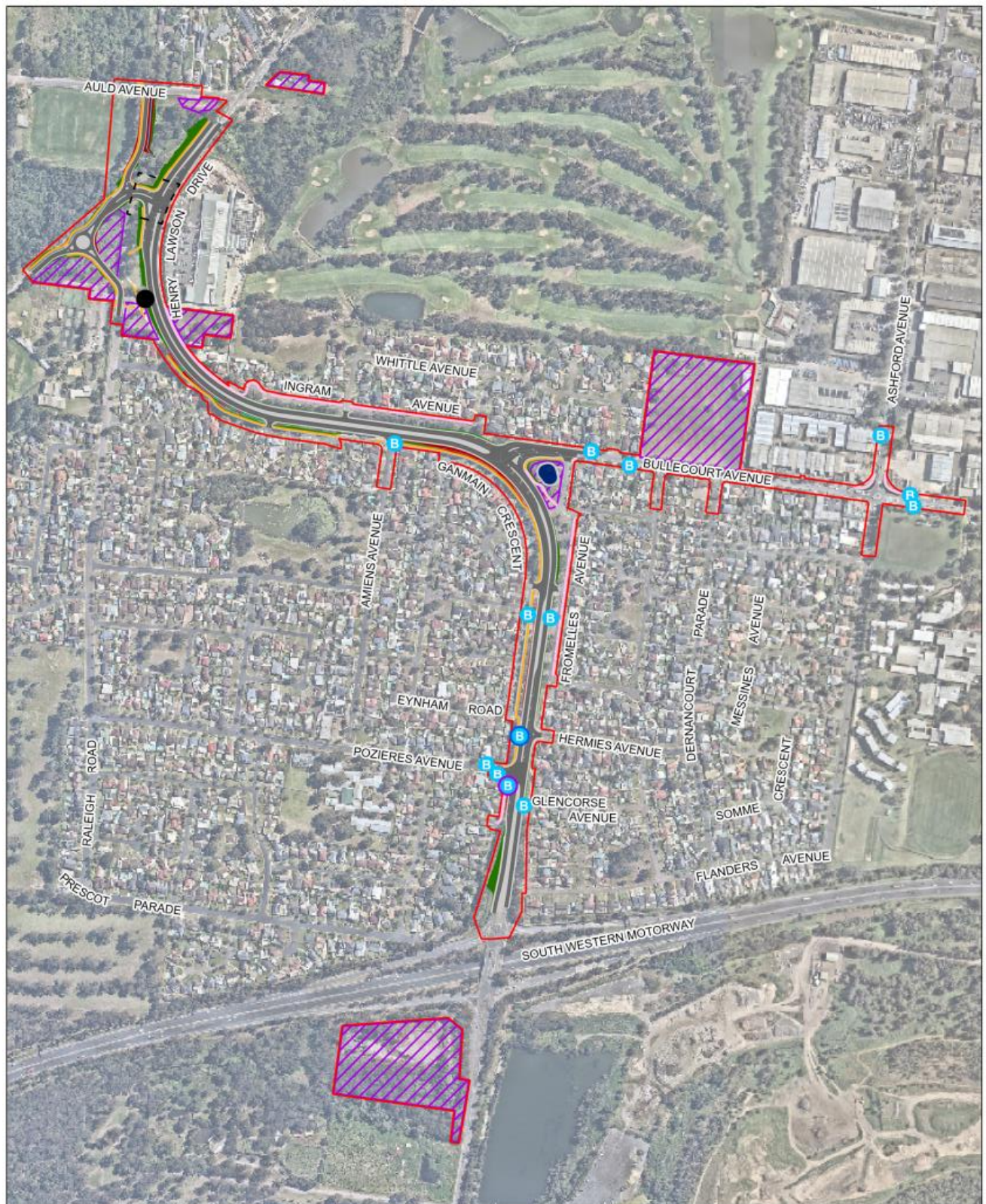


Figure 2-1 Key features of the proposal

## 2.3 Construction

Construction activities would be carried out in accordance with a Construction Environmental Management Plan (CEMP) to ensure work complies with Transport's commitments and legislative requirements. Detailed work methodologies would be identified by the construction contractor.

### 2.3.1 Construction activities

The proposal is anticipated to involve the following general construction activities:

- preliminary work
- utility work
- earthworks
- widening and pavement work
- drainage work
- pedestrian pathway, intersection crossing, and shared path work
- intersection configuration and traffic signals
- road furniture and signage installation, line marking
- landscaping and finishing work
- removal of ancillary facilities and site rehabilitation.

These details are discussed in more detail in Table 2-1

**Table 2-1 Proposed methodology for each construction activity**

Activity	Proposed methodology
Preliminary work	<ul style="list-style-type: none"> <li>■ Installation of construction boundary hoarding/fencing</li> <li>■ Installation of erosion and sedimentation controls</li> <li>■ Vegetation removal and grubbing work</li> <li>■ Establishment of ancillary facilities, designated laydown areas and services required for these facilities (e.g., communication, water, electrical and security)</li> <li>■ Adjustment of existing fencing structures</li> <li>■ Installation of temporary traffic and pedestrian controls</li> <li>■ Location and pot holing of existing utilities and drainage structures</li> <li>■ Geotechnical investigations, if required</li> </ul>
Utility work	<ul style="list-style-type: none"> <li>■ Preconstruction utility location identification</li> <li>■ Relocation of existing drainage, to facilitate earthworks</li> <li>■ Protection of services, where required</li> <li>■ Adjustment, relocation, and installation of services, including purging of a gas main across Ashford Avenue</li> <li>■ Testing and commissioning of services</li> <li>■ Reinstatement of surfaces, including backfill and compaction</li> </ul>



Activity	Proposed methodology
Earthworks	<ul style="list-style-type: none"> <li>■ Removal of topsoil, stockpiling and/or disposal if weed affected</li> <li>■ Cut / fill works to subgrade</li> <li>■ Preparation for new pavement areas</li> <li>■ Foundation treatments, where required</li> <li>■ Grading and compaction of materials to required levels</li> <li>■ Installation and maintenance of temporary drainage</li> <li>■ Construction of open swales adjacent to the local link road between Auld Avenue and Keys Parade, on the western side of Henry Lawson Drive between its intersection with Ruthven Avenue and Borella Road and adjacent to Keys Parade</li> </ul>
Widening and pavement work	<ul style="list-style-type: none"> <li>■ Construction of new kerbs and gutters (including new driveway access) as required</li> <li>■ Placement of pavements granular, concrete and/or asphalt for permanent works</li> <li>■ Placement of temporary pavements to facilitate traffic switches</li> <li>■ Traffic switches as required during construction</li> </ul>
Drainage work	<ul style="list-style-type: none"> <li>■ Installation of new stormwater drainage and install environmental controls as required</li> <li>■ Excavation of trenches and pits for drainage, preparation of bedding material, delivery of and placement of precast pipe and pits, backfilling of trenches and compaction</li> <li>■ Construction of new box culvert bridge across Milperra Drain near Keys Parade</li> <li>■ Grout filling and/or removal of redundant stormwater drainage</li> <li>■ Lining of swale drains, as required</li> </ul>
Pedestrian pathway, intersection crossings and shared path work	<ul style="list-style-type: none"> <li>■ Survey and set-out of formwork</li> <li>■ Cut to level and compact</li> <li>■ Pour concrete and finish</li> <li>■ Backfill and finish with landscaping</li> <li>■ switch from temporary paths to permanent works</li> </ul>
Intersection configuration and traffic signals	<ul style="list-style-type: none"> <li>■ Traffic switches as required</li> <li>■ Redirection of pedestrians and cyclists to temporary paths</li> <li>■ Survey and set-out of intersection layout</li> <li>■ Removal/relocation of concrete medians and islands as required</li> <li>■ Temporary pavement constructed where required.</li> <li>■ Removal/relocation of traffic control signal poles as required under the construction staging plan</li> <li>■ Cutting in of loops at traffic signals</li> <li>■ Construction of permanent pavement and line marking</li> <li>■ Reinstatement of pavement, pedestrian paths, and signal functionality</li> </ul>
Landscaping and finishing work	<p>Progressive landscaping would be undertaken throughout the construction. This would include:</p> <ul style="list-style-type: none"> <li>■ spreading of topsoil and mulch</li> <li>■ planting</li> </ul> <p>Finishing work would include:</p> <ul style="list-style-type: none"> <li>■ installation of intelligent transport systems, new street lighting, road furniture and signage</li> <li>■ line marking</li> <li>■ removal of all traffic management devices and environmental controls</li> </ul>



Activity	Proposed methodology
Removal of ancillary facilities and site rehabilitation	<ul style="list-style-type: none"> <li>Relocation/decommissioning of temporary utilities and services</li> <li>Decommission and removal of site offices, equipment, and materials at completion</li> <li>Rehabilitation of ground surface</li> </ul>

## 2.3.2 Construction hours and duration

Construction is expected to commence in 2026 and would take about 24 months to complete, weather permitting.

Construction works would be undertaken in both standard hours and out of works hours (OOHW). Standard construction hours as defined in the Interim Construction Noise Guideline (DECC 2009b) (ICNG) are:

- Monday to Friday: 7am – 6pm
- Saturday: 8am – 1pm
- Sunday and Public Holidays: No work.

OOHW are outlined in Table 2-2. OOHW would be undertaken in accordance with the Construction Noise and Vibration Guideline (Roads and Maritime 2016).

**Table 2-2 Construction duration and work hours for each construction activity**

Activity	Estimated duration (weeks)	Hours of work (standard daytime, daytime OOH, evening, night time)
Preliminary work	9 weeks	Standard daytime and night-time
Utility work	18 weeks	Standard daytime and night-time
Earthworks	Included in widening	Standard daytime and night-time
Widening and pavement work	48 weeks	Standard daytime and night-time
Drainage work	Included in widening	Standard daytime and night-time
Pedestrian pathway, intersection crossings and shared path work	Included in widening	Standard daytime and night-time
Intersection configuration and traffic signals	Included in widening	Standard daytime and night-time
Landscaping and finishing work	9 weeks	Standard daytime and night-time
Removal of ancillary facilities and site rehabilitation	Included in finishing works	Standard daytime and night-time

## 2.3.3 Proposed ancillary facilities

To support construction, a range of ancillary facilities would be required. The facilities would include:

- site compounds for site offices, car parking, sheds, workshops, and storage
- areas for material delivery and storage
- stockpile locations for materials spoil and mulch.

Eight potential ancillary facilities have been identified within the proposal direct area (refer to Figure 2-2). These sites were identified as areas that maximised the use of existing infrastructure, buildings or vacant land and were readily accessible from other parts of the proposal area. However, the contractor would need to assess which or if all eight sites are to be used during construction.

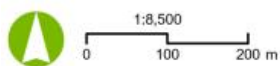
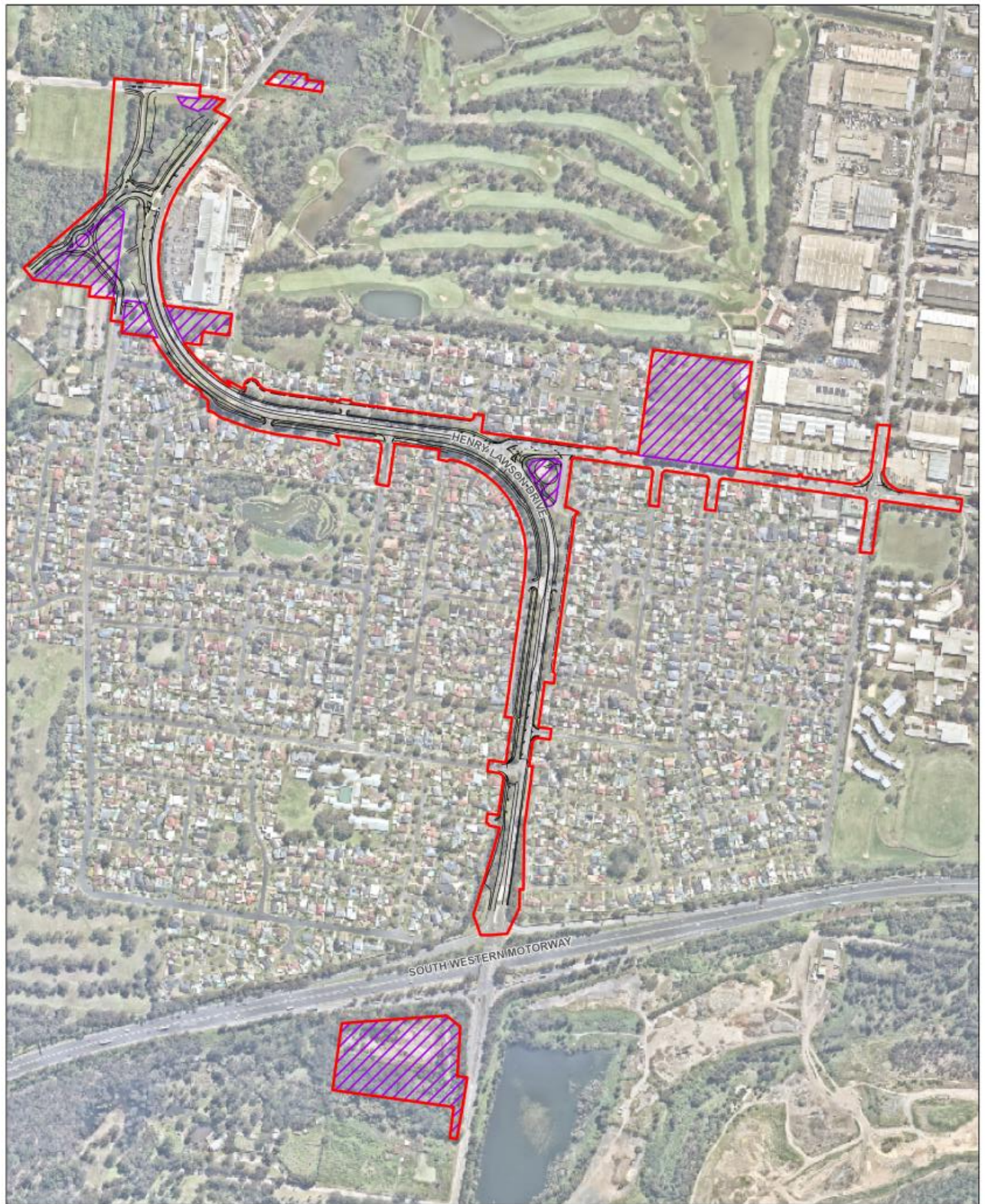
These facilities are located at:

- 439 Henry Lawson Drive, Milperra
- Auld Avenue, Milperra
- Milperra Sports Centre, Milperra

- Raleigh Reserve, Milperra
- 491 and 495 Henry Lawson Drive, Milperra
- 'Bullecourt Triangle' (between Bullecourt Avenue, Fleurbaix Avenue and Henry Lawson Drive), Milperra
- Bullecourt Avenue, Milperra

448 and 450 Henry Lawson Drive, Milperra, south west of the M5 Motorway. Potential uses of the ancillary facilities include:

- construction worker parking
- site offices
- laydown areas for bulk materials storage and storage of topsoil and green waste
- fuel storage
- plant and equipment storage.



GDA2020 MGA Zone 56

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Figure 2-2 Potential ancillary facilities



## 3 Methodology

### 3.1 Assessment methodology for the SEIA

This SEIA has been prepared for a 'moderate' level assessment, as outlined in Table 3-1, and as per Transport's EIA-N05 Environmental Impact Assessment Practice Note – Socio-economic Assessment (Transport, 2020) (Practice Note).

The moderate level of assessment reflects the proposal scale and magnitude of potential impacts to the socio-economic environment.

**Table 3-1 SEIA level of socio-economic impact assessment**

Level of assessment	Scale of impacts	Magnitude of impacts	Information expectations	Socio-economic baseline content
Moderate	Several impacts OR Two or more medium or high impacts OR Impacts on groups of people	Impacts of a moderate nature OR Impacts of moderate duration Impacts that require specific mitigation measures	Desktop research Quantitative information from secondary sources Limited primary research Targeted consultation with some key community and government stakeholders to identify specific impacts and mitigation measures	ABS Census data, describing key population characteristics Local community structure and patterns Relevant business and economic data Stakeholders and interest groups and outcomes of targeted consultation

Source: EIA-N05 (Transport, 2020)

In accordance with the Practice Note, this SEIA was prepared using the following methodology:

- Establish the socio-economic study area (Refer to Section 3.3)
- Review of statutory planning and legislative requirements, including a review of existing State and local government strategies relevant to the social and economic environment of the study area (Refer to Section 4)
- A summary of community consultation for the proposal including key community issues relevant to the socio-economic impact assessment. The description of stakeholder issues and concerns focused on impacts to access and connectivity for private vehicles, freight, public and active transport, as well as amenity impacts associated with noise and vibration and visual impacts. (Refer to Section 5).
- Description of the existing socio-economic environment of the study area to establish the baseline (Refer to Section 6). The exiting socio-economic environment is described in terms of:
  - Analysis of key population and demographic indicators, including data from the 2021 ABS Census of Population and Housing
  - Analysis of existing data and information on local business and industry, employment and income, and dwelling characteristics
  - Desktop audit of community facilities, public services and places of special interest drawing on Council's database to identify likely locations of community activity, and the distribution of services and facilities that are likely to be accessed by communities within the study area.
  - A desktop audit of industrial zones and retail centres drawing on government and council databases to identify likely locations of businesses and traders.
  - No additional baseline assessment has been carried out, as the existing assessment undertaken for Stage 1A REF informed this SEIA.
- Identification and assessment of the potential socio-economic impacts of the proposal's construction and operation on property, local amenity, social infrastructure, and access. The impact assessment considers sensitivity and magnitude to determine potential significance of impacts prescribed in the

- Identification and assessment of management and mitigation measures to avoid, minimise, manage, or mitigate the proposal's impacts and enhance or maximise the proposal's benefits identified through the socio-economic impact assessment. (Refer to Section 9).

## 3.2 Data sources

Information used to inform the socio-economic assessment is from the following sources:

- Census of Population and Housing (ABS, 2016 and ABS, 2021) and ABS Table Builder Datasets  
Where possible, socio-economic indicators have been benchmarked against the City of Canterbury Bankstown LGA and Greater Sydney Region. Where 2021 Census data is not available for the relevant geographic area, data from the 2016 Census data is presented, e.g., SEIFA scores at the SA Level 2.
- City of Canterbury Bankstown LGA reports and strategies
- NSW Government strategic planning reports and plans
- Consultation feedback on Stage 1A
- NSW Government Sydney housing supply forecast (Department of Planning and Environment, 2021).
- NSW Department of Planning and Environment population projections (Department of Planning and Environment, 2022).
- Specialist reports, including:
  - Arboricultural Impact Assessment & Tree Protection Plan
  - Noise and Vibration impact assessment
  - Landscape character and visual impact assessment
  - Traffic and transport impact assessment
  - Hydrology and Flooding Assessment.

## 3.3 Study areas

Three study areas were defined to factor in anticipated local social impacts and those likely to occur on a broader scale due to the proposal.

Due to the broader impacts and benefits that the proposal will likely have on the broader surrounding community the direct study area and the broader study area have been benchmarked against the social profile of residents living within the City of Canterbury Bankstown LGA.

Table 3-2 includes a description of the three study areas that were selected for this SEIA. Each study area has been developed to assess the direct and indirect impacts of the proposal and provide context about the existing environment. These areas are shown in Figure 3-1 and Figure 3-2, and discussed in more detail in Section 6.

**Table 3-2 Areas used in the assessment**

Area	Definition
Direct study area	This study area is an area that is within 200 metres of the proposal. Receivers within the direct study area is the catchment where potential <b>direct impacts</b> would occur because of the proposal.
Socio-economic study area	The socio-economic study area covers <b>indirect impacts</b> which would be based on a 400-metre buffer from the proposal.

Area	Definition
	<p>The socio-economic study area includes receivers and dwellings that are not within the direct impact area but who would interact with the proposal area, either by driving, using the bus stops or the shared use paths are subject to indirect impacts.</p> <p>Indirect impacts are likely to include amenity impacts and access and connectivity impacts. This area has been selected as a representation of the area surrounding the proposal and it is acknowledged that some indirect impacts may not extend that far, while others may extend further afield.</p>
Broader study area	<p>To provide context about the community, liveability and characteristics of the area surrounding the proposal, the socio-economic database coverage area is based on the following ABS areas:</p> <ul style="list-style-type: none"> <li>■ Chipping Norton Moorebank - Statistical Area Level 2</li> <li>■ Panania North - Milperra - Statistical Area Level 2</li> <li>■ Condell Park - Statistical Area Level 2</li> <li>■ In comparison with the Canterbury-Bankstown LGA and Greater Sydney.</li> </ul> <p>These areas were selected as they are appropriate for comparison for a moderate level assessment (See Table 3-1 for further information)</p> <p>The investigation of these areas outside of the direct and indirect impact areas is important to understand the range of services, facilities, and lifestyle of the community. Key features of the surrounding area such as train stations, shopping/town centres and places of special interest contribute to developing the context of the existing environment. This includes surrounding projects and development and other Transport's road upgrades in the surrounding area, large scale residential development and significant infrastructure or developments. By understanding the broader study area, movements through and around Henry Lawson Drive can be assessed to determine the potential impacts of the proposal.</p>





- Proposal area
- 80% Concept design
- Direct study area (200m)
- Socio-economic study area (400m)



1:13,500

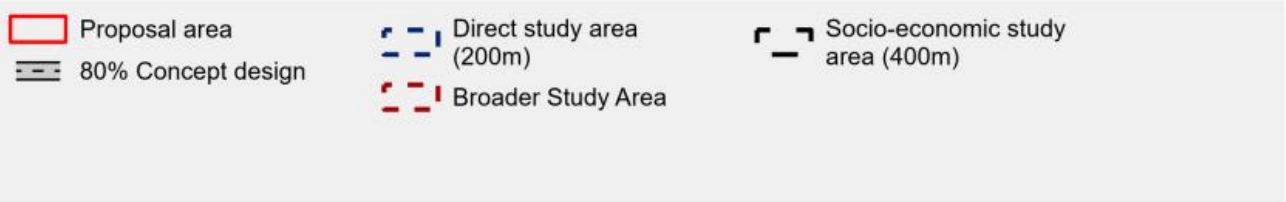
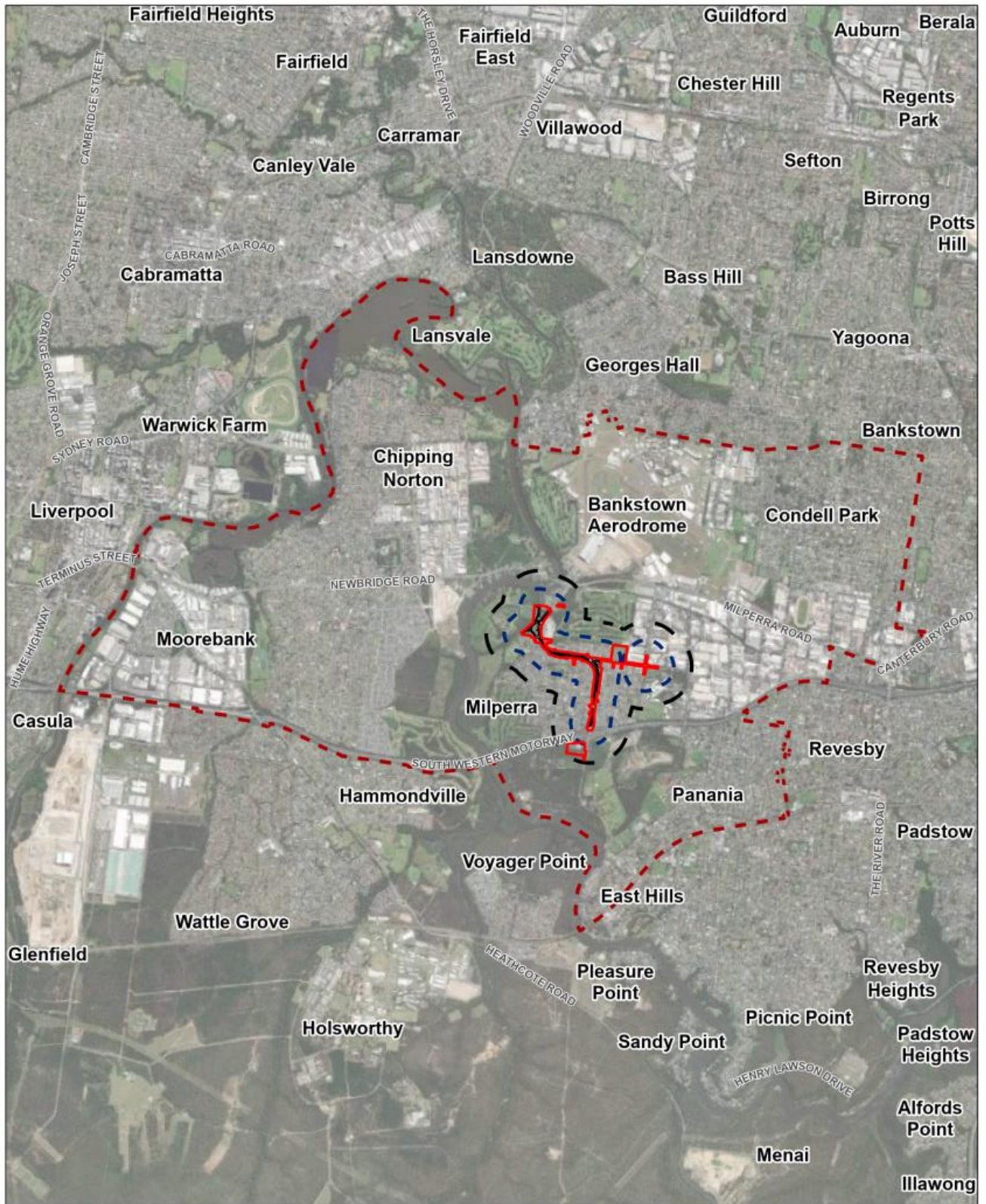
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Figure 3-1 Direct study and socio-economic study areas





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Figure 3-2 Broader study area

## 4 Social policy framework

### 4.1 Summary of strategic planning

Road safety and planning for growth are key themes within the strategies reviewed in this section. The proposal would aim to contribute to the safety and efficiency of the road network of the direct study area through the upgrade of Henry Lawson Drive and associated features including active and public transport provisions. The proposal would align with the themes and direction explored in NSW and local strategic planning documents with a focus on safety, efficiency and meeting the future needs of local and regional motorists.

The following section provides an overview of each plan and its relevance to this socio-economic assessment, including identifying community values which will be discussed in detail later.

### 4.2 National and State (NSW) strategic planning

#### 4.2.1 NSW Premier's Priorities

The NSW Premier's Priorities were developed with the goal to enhance the quality of life of the people in NSW. The priorities are:

- a strong economy
- highest quality education
- well-connected communities with quality local environments
- putting customer at the centre of everything we do
- breaking the cycle of disadvantage

Through the establishment of these priorities the NSW Government strives to improve quality of life for citizens throughout New South Wales.

The priority to have “well connected community with quality local environments” aligns closely with the proposal objectives to improve travel times, network efficiency and road safety outcomes for all road users, while improving connectivity and safety for active transport users on Henry Lawson Drive. As a result, the proposal could enhance the quality of life for the surrounding community and road network users. This may encourage people to use a greater range of transport options, including active and public transport.

As a key piece of road infrastructure, the upgrade of Henry Lawson Drive would support a range of future developments, improving the efficiency and connectivity within south-western Sydney and along the main roads of Henry Lawson Drive and Newbridge Road / Milperra Road. With the other stages of the Henry Lawson Drive upgrade, access to Hume Highway and M5 Motorway would also be improved.

#### 4.2.2 Greater Sydney Region Plan: A Metropolis of three cities – connecting people

The Greater Sydney Commission released the updated Greater Sydney Region Plan (GSRP): A Metropolis of three cities – connecting people in June 2018. The GSRP integrates land use, transport, and infrastructure planning between the three tiers of government and across State agencies.

The GSRP highlights the opportunities, challenges, and vision for each of the three cities discussed in the plan. The three cities that make up the Greater Sydney Region are defined in the plan as:

- The established Eastern Harbour City – building on its recognised economic strength and addressing liveability and sustainability.

- The developing Central River City – investing in a wide variety of infrastructure and services and improving amenity.
- The emerging Western Parkland City – establishing the framework for the development and success of an emerging new city.

The GSRP highlights the importance of providing infrastructure to support cities, while also having the ability to adapt to meet the needs of future growth. The proposal would contribute to meeting these objectives through the upgrading of infrastructure on Henry Lawson Drive. This would increase traffic efficiency for local road users and provide for future growth by allowing greater traffic capacity at key intersections and allow for better connectivity within Western Sydney.

One of the GSRP objectives focuses on ensuring the freight and logistics network is competitive and efficient. It highlights the importance of locations surrounding key freight networks and ensuring they are not adversely impacted by traffic patterns and congestion. As a B-double route, the proposal would contribute to achieving this GSRP objective through additional capacity along Henry Lawson Drive and upgrades to the northern side of the Bullecourt Avenue / Ashford Avenue intersection.

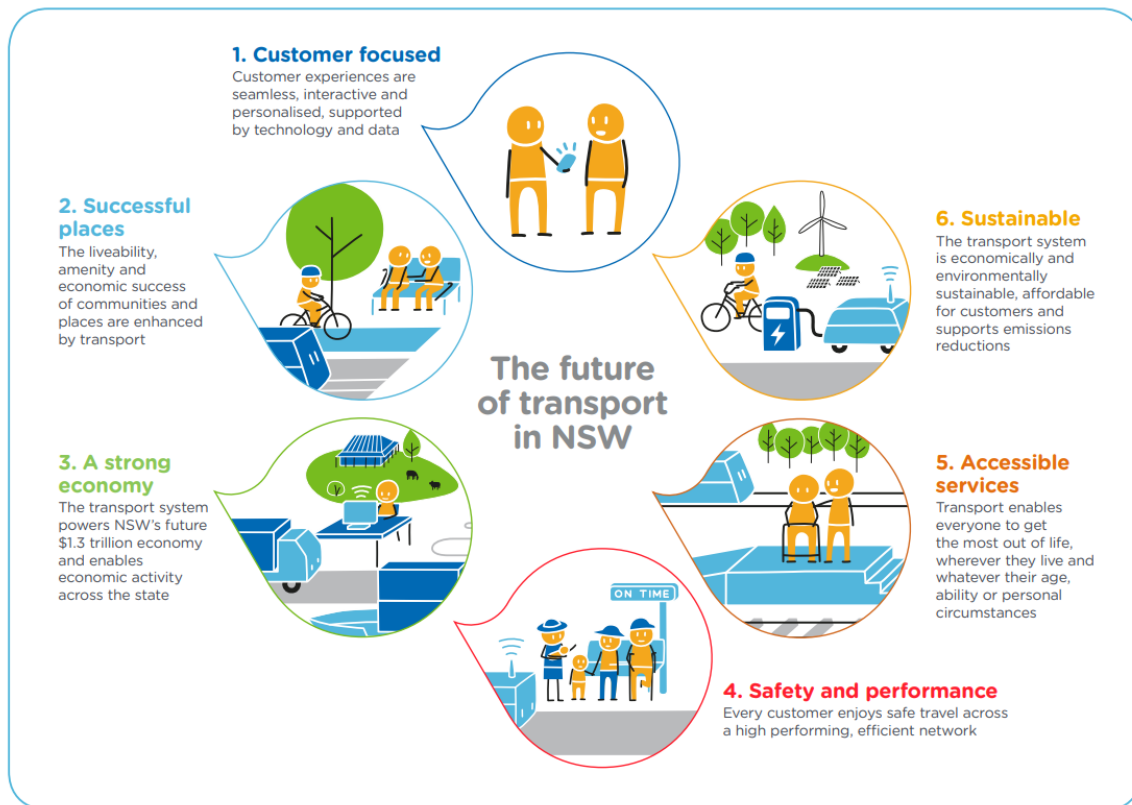
The plan also details the importance of liveability through creating communities that are healthy, resilient, and socially connected. It also highlights the importance of ensuring services and infrastructure can meet the changing needs of communities.

Although the proposal objectives do not specifically relate to liveability, the upgrade and enhancement of cycling and pedestrian infrastructure would provide greater active transport opportunities that could improve the liveability of surrounding residents. The objectives of the proposal also identify the requirement to support of new development. The upgrade of Henry Lawson Drive responds to the future demand of the surrounding area including large developments such as the proposed Riverlands residential development (discussed further in Section 6).

### 4.2.3 Future Transport Strategy 2056

In March 2018, the NSW Government released the Future Transport Strategy 2056. The Future Transport Strategy 2056 was developed in preparation of changes to the transport system in NSW over the next 40 years. The strategy recognises transport as an enabler of economic and social activity, contributing to long term economic, social, and environmental outcomes. There are six outcomes included in the strategy, which are shown in Figure 4-1.





**Figure 4-1 Future Transport's six state-wide outcomes**

Source: *Future Transport Strategy* (Transport, 2018a)

The strategy promotes the role that an efficient transport network plays in land use, and a greater economic performance. The strategy also explores the importance of transport choice and the planning and investment in future travel behaviours. To manage the road network in a safe, efficient, and reliable manner, while also enhancing the liveability and amenity of places, the Movement and Place framework is introduced within the strategy as a tool to promote these outcomes (Transport, 2018a). The need to encourage active transport is also explored within the strategy.

The proposal aligns with the Movement and Place framework and its associated themes relating to community as the upgrades to Henry Lawson Drive would enhance the efficiency of the road network, while also providing safer journeys for all road users, including pedestrians and cyclists.

The Future Transport Strategy 2056 states that the progressive review of roads and road space can achieve better outcomes for the existing road network. In particular, the plan identifies a Safe System Approach. The Safe System Approach involves designing a transport system integrated with human behaviour to ensure safety risks are avoided. It involves all elements of the system (including infrastructure, vehicles, speeds, and users' behaviour) working together and interacting with the system itself to ensure safety (Transport, 2018a). The proposal promotes the objective of the Safe System Approach as the upgrades to Henry Lawson Drive would improve the efficiency and ease congestion, while increasing road safety and cycling options through the area. Additionally, the red-light camera at Pozieres Avenue would be retained -but relocated- and the VMS signal opposite of Amiens Avenue would be retained. These arrangements would assist on managing driver behaviour.

Specific features of the proposal that would contribute to achieving the objectives of the strategy include more efficient connections to public transport and improving and installing pedestrian infrastructure.

The following sections summarise the sub-plans that support the *Future Transport Strategy 2056*.

#### 4.2.3.1 Freight and Ports Plan 2018-2023

The NSW Freight and Ports Plan (FPP) 2018-2023 (2018) is a supporting plan for the "*Future Transport Strategy 2056*". It sets the State government's objectives on the long-term investment in the freight and

logistics network, with the aim to provide assurance to the industry that these investments would not only benefit the industry but support the state economy.

The FPP explores the need to accommodate population growth and increases in road capacity. It identifies the need to improve the road network to achieve safety and efficiency as NSW continues to grow. Safety and efficiency of the road network surrounding Henry Lawson Drive is a key focus of the proposal.

Around 80 per cent of the Greater Sydney freight task is undertaken by road. The proposal would aim to address three of the primary goals in the FPP: 'improve safety and efficiency' 'improve the road network' and 'improve travel times and reliability'.

As part of the broader Henry Lawson Drive upgrade program, the proposal would seek to facilitate connections from the M5 Motorway and Hume Highway to large industrial / manufacturing areas such as the Milperra and Moorebank Industrial Estates, in addition to improving safety and efficiency within the surrounding road network and easing congestion within the area.

#### 4.2.3.2 Tourism and Transport Plan

As part of the *Future Transport Strategy 2056*, the *Tourism and Transport Plan* provides a framework for customer outcomes for visitors and initiatives over ten years (NSW Government, 2022). Customer outcomes listed in the plan are as follows:

- enhancing the visitor experience
- greater access to more of NSW
- making transport the attraction
- a seamless experience.

The proposal aims to enable 'greater access to more of NSW'. Under this customer outcome, the Tourism and Transport Plan states that new corridor strategies, regional road upgrades and improved signage can enhance the visitor experience. The proposal would seek to improve journey time reliability and road safety outcomes for all road users, while also providing greater access to the proposal area and recreational areas surrounding the Georges River. Increased accessibility within the direct study area could benefit businesses, social infrastructure, and community facilities within south-western Sydney.

#### 4.2.4 Staying Ahead - State Infrastructure Strategy 2022 – 2042

*The Staying Ahead - State Infrastructure Strategy 2022 – 2042* (SIS) is a 20-year strategy that makes recommendations on policies and projects for NSW's key infrastructure sectors to provide a positive impact on the future of the State (Infrastructure NSW, 2022). The SIS discusses predictions for rising congestion on parts of the road network, which would increase travel times and affect the reliability of the system. The SIS is framed around nine (9) objectives, with the relevant objectives to the proposal being:

- Boost economy-wide productivity and competitiveness
- Service growing communities
- Integrate infrastructure, land use and service planning

As mentioned, one of the strategic objectives of the SIS is to 'continuously improve the integration of land use and infrastructure planning'. This strategic objective aligns with the proposal as it would integrate with developments within the surrounding area as described in Section 6.

The SIS recognises the importance of unlocking the capacity of current assets and ensuring the appropriate maintenance, repurposing, and upgrading of this infrastructure. This involves continuously improving infrastructure and addressing existing inefficiencies, as well as 'pinch-points'. The proposed upgrades to Henry Lawson Drive, aim to make structural improvements to an established and pre-existing road network. The proposal would address congestion, inefficiencies and improve safety for all users, which would contribute to addressing the SIS's strategic directions.



#### 4.2.5 NSW Road Safety Strategy 2012-2021

The NSW Road Safety Strategy 2012-2021 (RSS) was published in December 2012 by Transport. The strategy provides a framework for the direction of road safety in NSW with the primary objective to reduce road trauma (Transport, 2021). Context associated with road crashes across NSW are highlighted in the strategy to identify areas of opportunity for improvement. The data in the strategy indicates that major cities in NSW had the highest young driver serious casualties and pedestrian serious casualties between 2008 and 2010. Major cities also had a highest incidence of serious casualties across NSW between 2008 and 2010. Risk-taking behaviour, age and gender also contribute to understanding the context of crashes.

The RSS focuses on a 'safe system approach' which has an end goal of no death or serious injury occurring on the road transport network, known as 'working towards vision zero'. Challenges and initiatives are explored in the RSS, with the key initiatives being:

- Safer roads
- Safer vehicles
- Safer road users, including children and young people, pedestrians, bicycle riders, motorcyclists,
- Impaired road users, which refers to people affected by alcohol, drugs, fatigue, or distraction
- Safer speeds
- Safer heavy vehicle operation
- Road safety for Aboriginal communities
- Post-crash response and trauma treatment.

The proposal aligns with the road safety initiative identified in the RSS. The strategy states that the ongoing development and upgrade of the NSW road network is essential to improving road safety and reaching safety targets. The proposal would include the upgrade of Henry Lawson Drive and connecting infrastructure, to enhance road safety in the area.

The proposal would also aim to provide efficient connections to public transport and improved pedestrian infrastructure through the provision of new pathways and the relocation of bus stops. Most of the intersections along the Henry Lawson Drive length would become left in and left out for safety reasons. Intersections with increased capacity would include Pozieres Avenue, Bullecourt Avenue and Keys Parade. The increased capacity at these intersections would also improve efficiency and safety. This is discussed further in Section 6 of this report.

#### 4.2.6 NSW Road Safety Action Plan 2026

The *Road Safety Action Plan 2026* features proven safety initiatives that enhances existing programs and includes new road trauma targets for 50 per cent fewer deaths and 30 per cent fewer serious injuries by 2030 (Transport for NSW 2022). The Plan also aligns with Future Transport 2056 which aims to ensure safety is designed into the transport network as NSW grows. The Plan sets out a Road Safety Delivery framework with five priority areas to action between now and 2026:

- Creating safer country roads and urban places
- Enhancing road safety in local communities
- Increasing the safety of light vehicles, heavy vehicles, and protective equipment
- Making safer choices in our roads
- Ensuring the safety of vulnerable and other at-risk road users

One of the key focus areas of the Plan is reducing injuries in urban environments, considering that almost 50 per cent of pedestrian and cyclist incidents occur on NSW urban streets. To combat this, the Plan recommends safety measures such as urban intersection upgrades, simple signal changes and pedestrian crossing facilities. These safety measures will complement government invested walking and cycling infrastructure to provide safe and connected walking and cycling networks across NSW.

The proposal would align with the priority action area in the Plan to 'create safer country roads and urban places' to ensure pedestrian and cyclist safety through the reinstatement of the shared user pathway, provision of new pathways and connections, and improve existing pedestrian infrastructure. The proposal would undertake structural changes (i.e., intersection upgrades) to existing roads, to address the key objectives of the proposal including easing traffic congestion and increasing traffic efficiency for local road users. The outcomes of the proposal would assist in achieving the priority areas of the Plan, specifically through enhancing road safety of urban communities.

#### 4.2.7 Providing for Walking and Cycling in Transport Projects Policy

In line with Future Transport 2056, Transport's *Providing for Walking and Cycling in Transport Projects Policy* (Transport, 2021) establishes that every transport project funded by Transport for NSW must include provision for walking and cycling within the core scope of the project. Walking and cycling components of a project must be incorporated from the outset and followed through to delivery and maintenance.

Early consideration, and delivery of safe, integrated, reliable, accessible, and connected walking and cycling infrastructure will enhance the local environment, help to drive behavioural change, and achieve a sustained uptake in mode share of walking and cycling. Furthermore, the Policy outlines guiding principles to inform active transport mode decisions.

The proposal would align with the Policy, as it includes a new footpath on the eastern side of Henry Lawson Drive, south of the Flower Power site to along Ingram Avenue and Fromelles Avenue where there is currently a lack of safe pedestrian or cyclist facilities. In addition, a shared path along the western side of Henry Lawson Drive would be installed to connect into the broader shared paths associated with the playing fields near Auld Avenue and further north to the Georges River. Local strategic planning

The local strategic planning documents summarised in the following section provide insight into the City of Canterbury Bankstown Council strategies and objectives for the future of the LGA. From these strategic planning documents, it is evident that investment in infrastructure is important to reduce traffic congestion and provide an efficient and reliable road network. There are consistent themes across these documents that include:

- The importance of community cohesion and character, with safe and liveable environments
- The ongoing emphasis on supporting the growth of local economies
- Accessibility, safe and efficient transport networks

#### 4.2.8 Community Strategic Plans (CSP)

##### 4.2.8.1 City of Canterbury Bankstown – CBCity 2036

The City of Canterbury Bankstown Council's *Community Strategic Plan (CSP) – CBCity 2036* is a plan with a vision that "Canterbury-Bankstown is thriving, dynamic and real". The CSP provides council, community and stakeholders with the direction and priorities of the community of the City of Canterbury Bankstown (CBCity). There are seven 'destinations' identified through community consultation that would lead to achieving the vision of the CSP, which are:

- Safe and strong
- Clean and green
- Prosperous and innovative
- Moving and integrated
- Healthy and active
- Liveable and distinctive
- Leading and engaged

One community desire captured in Destination Four “Moving and Integrated” is to be “invested in good infrastructure...easy to get around in, having better traffic management and parking solutions, accessible with transport, improved in its walking and cycling paths”. The proposal aligns with this CSP direction, as the proposal, part of the overall Henry Lawson Drive Upgrade Program would ease existing traffic issues between the M5 Motorway and the Hume Highway. It would also increase travel efficiency for local road users, enhance road safety within the transport network and provide additional appropriate pedestrian facilities to the bus stops within the direct study area.

In addition, Direction One “Clean and Green” aims to encourage walking, cycling and the use of public transport. The proposal would align with this CPS direction as it aims to provide greater cycling options and improve the existing pedestrian infrastructure. Proposed new pathways would connect with existing council pathways to the playing fields on Auld Avenue and shared paths along Georges River to the north of Newbridge Road.

## **4.2.9 Local Strategic Planning Statements**

### **4.2.9.1 *Connective City 2036* – Canterbury Bankstown Council**

*Connective City 2036* is the City of Canterbury Bankstown Council's Local Strategic Planning Statement (LSPS). The LSPS was developed as the 20-year guide to Canterbury Bankstown's renewal and growth to accommodate a population of 500,000 residents and 165,000 workers and visitors by 2036. As a 20-year framework for planning priority needs, the LSPS establishes objectives and strategies to address social, environmental, economic, and civic leadership issues as identified in the Community Strategic Plan (CSP) (City of Canterbury Bankstown, 2018).

A key theme explored in the LSPS is the ‘evolution’ towards ‘movement for commerce and place’. In particular, the LSPS acknowledges that connectivity is critical, and a safe and efficient transport network fosters better connections for people. The proposal aims to make infrastructure improvements to enhance the transport network connections and improve safety through the area. The proposal also seeks to enhance connections to the surrounding development and future planning activities through the integration with the Bankstown Airport Masterplan. Proposed pedestrian and cyclist shared paths would connect with existing Council pathways.

## **4.2.10 Other City Plans**

### **4.2.10.1 City of Canterbury Bankstown Community Participation Plan**

The City of Canterbury Bankstown Community Participation Plan (CPP) sets out when and how Council will engage with the community as part of the planning functions it performs. It states that when exercising their planning functions, the City of Canterbury Bankstown Council would provide transparency and clarity for the community to clearly understand its role in the development assessment and plan making process.

The CPP provides guidance on how the community can have a say on different types of planning documents, so better economic, social, and environmental outcomes can be achieved for today's community and future generations.

The proposal meets the requirements under the CPP, as it is undertaking a range of community consultation activities, including engagement with key stakeholders and the general community on the preferred design and seeking feedback. Community consultation would continue to occur through future stages of the proposal including when the REF is placed on public display.

# 5 Community engagement

## 5.1 Key stakeholders

Stakeholders that have been consulted throughout the development of the proposal include:

- General community via Have your say webpage, November 2022.
- Targeted engagement with Canterbury Bankstown Council

**Table 5-1** outlines the main outcomes of community consultation for the proposal and feedback relevant to this SEIA. Refer to Chapter 5 of the REF for further information on stakeholder consultation for the proposal.

Table 5-1 summarises consultation carried out on the proposal and the relevance to the socio-economic impact assessment.

## 5.2 Communication and consultation strategy

In 2020, Transport started consultation on the Henry Lawson Drive Upgrade Stage 1A. The second stage of the Broader Henry Lawson Drive Upgrade Program, Stage 1B from Keys Parade to the M5 Motorway, was allocated funding in June 2021 for design and development. Community consultation regarding Stage 1B has started as the proposal progresses into the Design and Development stages.

Transport prepared an overarching Henry Lawson Drive Upgrade Communication and Consultation Strategy. The strategy was developed to inform residents, businesses and stakeholders of the overall proposal and ensure that they are consulted during the development and delivery of the upgrades. This includes during the concept design, environmental assessment, detailed design, and construction phases.

## 5.3 Summary of community consultation to date

Communication and consultation activities on the proposal include:

- Open community consultation on the early design features of the Henry Lawson Drive Stage 1B upgrade between Auld Avenue and the M5 Motorway, carried out in October - November 2022. A consultation report will be developed by Transport outlining the main outcomes of this consultation period.
- Online site investigations communications (project notifications) provided by Transport on the proposal website. Communications have included information about site investigations along Henry Lawson Drive between Auld Avenue and the M5 Motorway and areas adjacent to Henry Lawson Drive and along local and adjoining streets and associated geotechnical investigations impacts.
- Targeted consultation with Canterbury Bankstown Council regarding:
  - the alignment of the link road between Auld Avenue and Keys Parade
  - loss of street trees along Henry Lawson Drive
- Aboriginal community consultation including:
  - A 2018 site survey carried out in consultation with representatives from the Gandangara Local Aboriginal Land Council (GLALC) and Deerubbin Local Aboriginal Land Council (DLALC) to identify whether the proposal area held any sites and/or values known to the local Aboriginal community
  - 2020 consultation for the *Henry Lawson Drive: Hume Highway to M5 Upgrade Aboriginal cultural heritage assessment report* (CHAR). Transport undertook consultation with 18 Aboriginal community groups and individuals with demonstrated interest in the consultation process. Eight formal responses were received, with all stakeholders stating support or agreement with the proposed test excavation and CHAR methodology.



- Aboriginal Focus Group meeting in September 2020 to discuss investigation results, draft CHAR and detailed mitigation strategies.
- Community consultation on Stage 1A, but relevant to the proposal has included:
  - Henry Lawson Drive Upgrade Stage 1A – review of environmental factors (1A REF) and community feedback received by Canterbury Bankstown Council to the EIS but that concerns the 1A REF (and not the EIS) proposal carried out in September 2021.

**Table 5-1** outlines the main outcomes of community consultation for the proposal and feedback relevant to this SEIA. Refer to Chapter 5 of the REF for further information on stakeholder consultation for the proposal.

**Table 5-1 Summary of community consultation to date**

Stakeholder consultation activity	Summary	Comments relevant to socio-economic assessment
Henry Lawson Drive Stage 1B Upgrade – Have your say – early concept design features <b>October - November 2022</b>	<p>Transport undertook stakeholder consultation on the design features of the proposal from 31 October 2022 to 18 November 2022</p> <p>Stakeholders were invited to provide feedback via the proposal interactive portal, the proposal email, and phone calls.</p> <p>A total of 118 submissions were received, including 66 via the interactive portal on the proposal webpage, 47 via the project email, and five via phone.</p> <p>Transport proposes to develop a consultation report outlining the October-November 2022 consultation period outcomes.</p>	<p>Stakeholder feedback on the early design features is relevant to inform the identification of impacts from the community perspective.</p> <p>Stakeholder concerns included:</p> <ul style="list-style-type: none"> <li>■ Increased flood risk throughout the proposal area, including at the Keys Parade roundabout</li> <li>■ Increased noise from the increased traffic capacity</li> <li>■ Property acquisition, particularly surrounding Keys Parade.</li> </ul> <p>Stakeholders also provided recommendations regarding the proposal design, including:</p> <ul style="list-style-type: none"> <li>■ Speed limit alterations and intersection configurations and for weight restrictions to be placed on trucks</li> <li>■ New connections from Henry Lawson Drive, intersection alterations, and road closures.</li> <li>■ Improved integration of the shared paths with the surrounding active transport network and safety suggestions for footpaths and shared paths throughout the proposal area.</li> <li>■ Suggestions for tree retention and the revegetation of the proposal area to reduce noise and pollution.</li> </ul>
Henry Lawson Drive Upgrade Stage 1A – review of environmental factors (1A REF) and community feedback received by Canterbury Bankstown Council to the EIS but that concerns the 1A REF (and not the EIS) proposal <b>August - September 2021</b>	<p>Transport prepared a review of environmental factors (REF) for the Henry Lawson Drive Upgrade Stage 1A.</p> <p>In August - September 2021, Transport invited feedback on the Review of Environmental Factors (REF) and Environmental Impact Statement (EIS) which assessed the environmental impact of several factors relating to the proposed upgrade on Henry Lawson Drive between Tower Road and Keys Parade in Milperra.</p>	<p>Although the stakeholder submissions are relevant to Stage 1A, the submissions report includes some stakeholder considerations on general matters relating to Henry Lawson Drive upgrades and anticipated impacts from a local community perspective.</p> <p>The community responses reflect a substantial degree of community interest in Henry Lawson Drive upgrades. Undertaking and reviewing the consultation from May 2022 has assisted this SEIA in</p>

Stakeholder consultation activity	Summary	Comments relevant to socio-economic assessment
	<p>The REF was publicly displayed for 44 days on the Transport for NSW corporate website and on the NSW Have Your Say website. During this time, Transport invited the public to provide feedback on the proposal. Public display of the REF and the supporting consultation resulted in a total of 44 submissions. This included a submission from Canterbury – Bankstown Council and 43 submissions from the community. A submissions report was developed in May 2022 to present the stakeholder feedback.</p> <p>A consultation report dated July 2022 and available on Transport webpage outlines the results of community consultation on Henry Lawson Drive Upgrade Stage 1A.</p>	<p>considering critical issues of concern to the community and values. This includes traffic, safety, and amenity impacts. The stakeholder's feedback guides what matters most to residents and traders, including:</p> <ul style="list-style-type: none"> <li>■ concerns about construction and operational noise in the local community</li> <li>■ concerns around construction traffic impacts associated with the 1A proposal</li> <li>■ concerns regarding access impacts for residents in the area due to road widening</li> <li>■ concerns about the safety of Auld Avenue and the proposed left-in and left-out arrangement, particularly in relation to property access and disruption of access to users of the playing fields</li> <li>■ concerns about impacts on adjacent streets and retaining property driveway access</li> <li>■ Timing and staging of the overall project</li> <li>■ Property acquisition concerns</li> <li>■ Safety concerns of residents accessing properties on Henry Lawson Drive</li> <li>■ Unsafe driver behaviour and overtaking on Henry Lawson Drive</li> </ul>

## 6 Existing socio-economic environment

This section provides an overview of the existing socio-economic environment surrounding the proposal. The demographic and socio-economic profile for the broader study area, the City of Canterbury Bankstown LGA and Greater Sydney is included in Appendix A.

### 6.1 Demographic snapshot

**Population.** The Census usual resident population of the broader study area in 2021 was 44,926 people living in 13,660 dwellings with an average household size of 3.1. The population of the Canterbury Bankstown LGA was 371,006 that year, with close to 5.3 million residents living in the Greater Sydney area overall. The Canterbury Bankstown LGA population forecast for 2022 is 401,017 and is forecast to grow to 463,311 by 2036.

**Age profile.** In 2021, the median age in the broader study area was 36, which was slightly younger than Greater Sydney's median age of 37 years. There were 724 people (1.6 per cent) over the age of 85 living in the broader study area. About 28 per cent residents of the broader study area counted in 2021 were children and young people (under 19 years). This is slightly higher compared to the 23 per cent registered in Canterbury Bankstown LGA and the 22 per cent in the Greater Sydney.

The broader study area had higher than average share of children aged 0-4 years (14 per cent) and has a high share of parents and homebuilders (35 to 49 years) (16 per cent), suggesting there are many young families living in the area. It also indicates there could be a potential increased level of demand for age-based services and facilities, such as child care.

**Aboriginal and Torres Strait Islander residents.** Around 1.2 per cent of the total population in the direct study area and 2.7 per cent in the socio-economic study area identified as being of Aboriginal and Torres Strait Islander descent at the 2021 Census, compared to the Greater Sydney average of 1.7 per cent and the LGA average of 0.8 per cent.

**Cultural and linguistic diversity.** In the broader study area in 2021, a language other than English was spoken in 45 per cent of households, considerably higher than the 37 per cent of Greater Sydney's households, but lower than the 59 per cent of the Canterbury Bankstown LGA's households. In 2021, 33 per cent of the study area residents were born overseas, slightly lower than the 38 per cent of Greater Sydney born overseas residents and 44 per cent of people in City of Canterbury Bankstown.

**Internal migration.** Over 80 per cent of the broader study area residents have been at the same place for the five years before 2021 and only seven per cent had a different address a year ago. With a higher rate than the LGA average at 58 per cent of people who did not change address, this suggests the population in the broader study area is sedentary and likely to be in the area for a long time, maintaining strong ties to the community and a strong connection to place. This trend could be associated with the high number of family households which may reside in the area for longer periods of time. In 2021, the age group with the highest net migration to City of Canterbury Bankstown LGA was persons aged 65 years and over.

**Industry of employment.** In 2021, Health Care and Social Assistance, Construction, and Education and Training, were the top industries of employment in the broader study area. An average of 12.5 per cent of the broader study area residents (aged 15 years and over) were employed by the Health Care and Social Assistance sector, a similar proportion when compared to the Canterbury Bankstown LGA and Greater Sydney average of 13.04 and 13.38 per cent, respectively. This is likely explained by the proximity to the Liverpool Hospital (around 2km north west of the proposal) and the Bankstown-Lidcombe Hospital (around 3.4km east of the proposal).

An average of 9.61 per cent of the broader study area residents were employed by the Education and Training sector, compared to the Greater Sydney rate of 8.49 per cent. This is likely explained by the proximity to the Western Sydney University Campus to the east of the proposal. The Construction sector employs 8.85 percent of the broader study area residents, compared to the Greater Sydney rate of 8.1 per cent.

**Household composition.** At the 2021 Census, the broader study area had relatively low proportions of group households (0.4 per cent) and lone person households (69 per cent) compared to Greater Sydney (4.2 per cent and 23.2 per cent respectively).

**Household income.** In 2021, the median weekly household income in the broader study area was \$1937, lower than Greater Sydney's at \$2,077. At the 2021 Census, 14.5 per cent of the broader study area households reported a weekly income of less than \$800 per week compared to 17.9 per cent across Greater Sydney. Approximately 30 per cent of households in the study area reported having a weekly income of more than \$3,000 per week, compared to 30 per cent in Greater Sydney.

**Car ownership.** In 2021, vehicle ownership in the broader study area ranged between 1.8 – 2 vehicles per household, with 71 per cent of households having two or more motor vehicles. In comparison, 45 per cent of households in City of Canterbury Bankstown LGA and 46 per cent in Greater Sydney households had access to two or more motor vehicles. Only 4.8 per cent of households in the broader study area had no motor vehicles registered. The high vehicle ownership in the broader study area may be reflective of the levels of advantage or disadvantage in the local community, the reliance on private motor vehicles to travel to work, and lack of public transport or active transport mode choice for residents. See section 6, for further information.

## 6.2 Summary of the existing environment

The broader study area has a young population, a large proportion of family households and a strong reliance on private motor vehicles to move around, when compared to Greater Sydney.

Population and housing growth in the City of Canterbury Bankstown LGA is expected to increase substantially over the next 20 years, which is likely to be attributed to the development in South-Western Sydney. There is a strong sense of community participation and cohesion based on the events and activities available throughout the broader study area.

The Georges River is a key feature in the broader study area, with social infrastructure and residential development bordering the sides of the river throughout the suburbs of Milperra and Chipping Norton.

The socio-economic characteristics of the broader study area can be summarised as follows:

There were 44,926 people living in the broader study area in 2021, which accounts for 0.85 per cent of the Greater Sydney population. There was a higher proportion of people aged 14 years or younger in the broader study area and City of Canterbury Bankstown LGA, compared to Greater Sydney. The broader study area also had the highest proportion of people aged 65 years or older.

## 6.3 Population and demography

### 6.3.1.1 Population projections

The future population projections for the City of Canterbury Bankstown LGA and Greater Sydney are shown in Table 6-1. The population of both areas is expected to increase by 2041. Canterbury Bankstown LGA population is expected to increase by 42.2 per cent by 2041 and Greater Sydney is expected to increase by 51.5 per cent.



**Table 6-1 Population projections for the City of Canterbury Bankstown LGA and Greater Sydney**

Area	2016	2021	2026	2031	2036	2041	Total % change
City of Canterbury Bankstown LGA	361,862	381,067	392,274	411,135	429,047	446,102	42.2%
Greater Sydney Region	4,688,255	5,004,708	5,169,245	5,489,148	5,814,649	6,142,275	51.5%

Source: NSW population projections (DPIE, 2022).

Note: The 2022 projections include the impact of the COVID-19 pandemic on population change across NSW.

Table 6-2 includes the future population projections for the broader area.

The population of the broader study area is expected to increase by 2041. Chipping Norton - Moorebank SA2 Canterbury Bankstown LGA population is expected to increase by 0.83 per cent by 2041 with an increase in younger age groups and increase in older age groups. (NSW Department of Planning, Industry and Environment, 2022). It is projected that Condell Park SA2 will see decrease in younger age groups and increase in older age groups. (NSW Department of Planning, Industry and Environment, 2022).

**Table 6-2 Population projections in the broader study area**

Area	2021	2041	Change	Annual %	Age structure change
Panania - Milperra - Picnic Point SA2	28,290	31,233	2,943	0.50	Over the 20 years (2021-2041) Panania - Milperra - Picnic Point will see no change in younger age groups and increase in older age groups.
Condell Park SA2	12,849	14,195	1,346	0.50	By 2041 Condell Park will see decrease in younger age groups and increase in older age groups.
Chipping Norton - Moorebank SA2	21,393	25,233	3,840	0.83	Over the 20 years (2021-2041) Chipping Norton - Moorebank will see increase in younger age groups and increase in older age groups.

Source: NSW Department of Planning and Environment population projections (DPIE, 2022 Update)

Note: The 2022 projections include the impact of the COVID-19 pandemic on population change across NSW.

### 6.3.2 Housing projections

The NSW Department of Planning, Industry and Environment (DPE)<sup>1</sup> is forecasting that 1035 to 1300 new homes could be built over the next five years (2021-2022 to 2025-2026) across three scenarios<sup>2</sup> in the proposal broader study area. Based on DPIE forecast, the medium growth scenario represents the most likely outcome for the broader study area based on market conditions and demand factors. DPIE forecasts construction of 1150 new homes over the five years from 2021-22 to 2025-26 across the broader study area.

<sup>1</sup> DPIE (2021). Sydney housing supply forecast (page updated December 2020). Accessed November 2022 from <https://www.planning.nsw.gov.au/Research-and-Demography/Sydney-Housing-Supply-Forecast>

<sup>2</sup> DPIE prepared three growth scenarios to account for the continuing challenges COVID-19 presents to forecasting the housing supply. These scenarios consider the status of, and potential changes to, NSW's market conditions and housing demand factors. The 2021 Sydney housing supply forecast is presented as three scenarios: High growth scenario reflects a faster recovery and improving conditions that are more favourable to housing development. Medium growth scenario reflects the market conditions and demand factors at the time DPIE prepared the forecast, that is in October 2021. Low growth scenario reflects a slower recovery and more subdued conditions that are less favourable to housing development.

As shown in Table 6-3, the share of housing supply expected to be delivered across the broader study area varies considerably across the different scenarios. The most development is forecast to happen in the Chipping Norton - Moorebank SA2. This may reflect current growth and development in the LGA, housing affordability and settlement patterns in the LGA and the south west Sydney area.

DPIE forecasts construction of 143,500 to 161,250 new homes in Greater Sydney in the period 2021-22 to 2025-26, based on current initiatives and various market conditions and demand factors.

**Table 6-3 Housing supply forecast in the broader study area and Greater Sydney**

Area	Forecast Five Year Total		
	High Growth Scenario	Medium Growth Scenario	Low Growth Scenario
Panania - Milperra - Picnic Point SA2	465	395	340
Condell Park SA2	170	145	125
Chipping Norton - Moorebank SA2	665	610	570
Greater Sydney Region	161,250	151,500	143,500

Source: Sydney Housing Supply Forecast (NSW Department of Planning, Industry and Environment, 2021)

### 6.3.3 Socio-economic Indexes for Areas (SEIFA)

The Socio-economic Index for Areas (SEIFA) are ABS rankings of relative socio-economic status (advantage and disadvantage) for selected geographic areas at the state and national level. The indexes below reflect 2016 Census Data<sup>3</sup> and were used to measure aspects of socio-economic advantage and disadvantage across the study area, in terms of people's access to material and social resources, and their ability to participate in society.

As shown in Table 6-4, the SEIFA scores for the broader study area varied above and below the NSW average in 2016. Chipping Norton – Moorebank SA2 had higher than average economic and social conditions for people and households while Condell Park SA2 had below average economic and social conditions.

**Table 6-4 SEIFA within the broader study area and City of Canterbury Bankstown LGA**

Area	Index of Relative Socio-economic Disadvantage	Index of Relative Socio-economic Advantage and Disadvantage	Index of Economic Resources	Index of Education and Occupation	2016 Usual Resident Population
	Score	Score	Score	Score	
Chipping Norton – Moorebank SA2	1037	1046	1081	1005	18,746
Condell Park SA2	942	965	995	959	11,309
Panania – Milperra – Picnic Point SA2	1034	1039	1047	1014	25,788
Canterbury Bankstown LGA	935	961	956	967	346,302

Source: Census of Population and Housing: SEIFA (ABS, 2016b)

Explanatory notes:

**SEIFA** indexes use a range of variables to develop a score for each area in the index. A **lower score** may infer more households with low incomes and less skilled occupations. Higher scores indicate greater advantage and a relative lack of disadvantage. A **higher score** may infer households with higher income and skilled occupations.

<sup>3</sup> SEIFA 2021 Census data was not available at the time of preparation of this report.

The Index of Relative Socio-economic Disadvantage (IRSD) examines socio-economic factors like lower education levels, lack of internet access, unemployment, proportion of lower income households, housing, and English proficiency to compare overall levels of disadvantage in areas.

Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) examines factors like professional occupations, high income, higher education levels, larger houses in addition to the IRSD above, to compare overall levels of advantage and disadvantage in areas. The Index of Economic Resources (IER) focuses on the financial aspects of relative socio-economic advantage and disadvantage, by summarising variables related to income and wealth. This index excludes education and occupation variables because they are not direct measures of economic resources

The Index of Education and Occupation (IEO) summarises variables related to the educational and occupational aspects of relative socio-economic advantage and disadvantage. For a more general measure of relative socio-economic disadvantage.

## 6.4 Economic profile

In 2015/2016, the median weekly disposable household income in Australia was \$1438 (ABS, 2016a). Median household income in the broader study area ranged between \$1197 to \$1838, with Chipping Norton – Moorebank having the highest median household income overall. The median household income in the City of Canterbury Bankstown LGA was lower than that of residents in the Liverpool City LGA. Both LGAs had a median household income lower than Greater Sydney.

Unemployment was highest in the City of Canterbury Bankstown LGA, followed by the Liverpool City LGA compared to the broader study area and Greater Sydney.

Table 6-5 and Table 6-6 provide a summary of the economic profile and the top employment industries in the broader study area, LGAs and Greater Sydney.

**Table 6-5 Economic profile in 2021**

	Broader study area		City of Canterbury Bankstown LGA		Greater Sydney	
	Number	%	Number	%	Number	%
Labour force	18,967	-	297,532	-		-
Median weekly household income (\$)	Provided for each SA2 in Appendix A		\$1556	-	\$2,077	-
Unemployment (total unemployed looking for work)	959	2.1	10,348	7.2	129,539	5.1

Source: Census of Population and Housing (ABS 2021)

**Table 6-6 Top industries of employment in 2021**

	Education and Training	Construction	Health Care and Social Assistance
Panania – Milperra – Picnic Point	10.75%	8.10%	11.62%
Condell Park	8.16%	9.47%	13.50%
Chipping Norton – Moorebank	9.91%	8.99%	12.31%
City of Canterbury Bankstown LGA	8.56%	8.17%	13.04%
Greater Sydney	8.49%	8.15%	13.38%

Source: Census of Population and Housing (ABS 2021)

### 6.4.1 Businesses and commercial operations

There are a range of businesses that are located within the direct study area, socio-economic study area and broader study area.

Businesses within the socio-economic study area include:

- The Flower Power complex to the east of Henry Lawson Drive. Within the complex is the Flower Power Garden Centre Milperra, Pet Stock Milperra, Whole Farms Market Milperra, Metro Pools and Spas pool supply store and Frankie's Food Factory Milperra Café.
- Milperra Sports Centre to the west of Henry Lawson Drive.

- The Milperra Golf Driving Range and the Bankstown Golf Course operated as a private business providing recreational services
- Several local shops located around the Bullecourt Avenue and Ashford Avenue intersection, including a BP petrol station, restaurants, service centres, pharmacies, large manufacturing, and construction equipment related shops.
- Businesses in the industrial areas of Milperra, most which are clustered between Ashford Avenue, Milperra and Queen Street, Revesby. It includes industrial warehouses and storage facilities, freight and logistics precincts, manufacturing and construction areas, trade services and wholesale industrial retailers.
- Small businesses, restaurants and logistics business around the Bullecourt Avenue and Ashford Avenue intersection
- Other local shops located throughout the broader study area which are comprised of a similar scale/nature of shops, some including larger retail chain supermarkets and shops. This includes shopping villages, such as the Milperra Shopping Village. The local shops within Milperra Shopping Village include Milperra Post Office, cafes, restaurants, and a pharmacy.

These businesses are shown on Figure 6-1.

## 6.4.2 Events and local tourism

The community and Canterbury Bankstown Council hold a range of events annually to attract residents and visitors. The following sections summarise various events that are held within the City of Canterbury Bankstown LGA to promote local tourism and attract tourists.

Stakeholder engagement and coordination is recommended to avoid any disruption to these community events during the proposal construction and operation.

### A CBCity Christmas – December

The Canterbury Bankstown community holds annual Christmas celebrations in late November through to December each year (City of Canterbury Bankstown, 2022). The event comprises of a range of activities to spread Christmas cheer including carols, lighting of Christmas trees, augmented reality Christmas videos and roving Christmas characters.

This event provides the opportunity for the community and visitors to celebrate Christmas. This aligns with the Canterbury Bankstown CSP as the event provides an inclusive event that unites and celebrates the community.

### Australia Day Pool Parties – January

The Australia Day Pool Parties occur annually in January each year, attracting hundreds of people to join the fun (City of Canterbury Bankstown, 2022). The event consists of free sausage sizzles, carnival rides, entertainment, children's activities, and live DJ's. It takes place across four Leisure and Aquatic Centres within the City of Canterbury Bankstown, which are Birrong, Canterbury, Max Parker and Roselands Leisure and Aquatic Centres.

This event provides the opportunity for the community and visitors have fun. This aligns with the Canterbury Bankstown CSP as the event provides an inclusive event that unites and celebrates the community.

### Lunar New Year – January / February

Lunar New Year celebrations are held in the City of Canterbury Bankstown LGA at the ANZAC Street Mall Campsie (City of Canterbury Bankstown, 2022). The celebrations include the Lunar New Year Night Noodle Market, which involve food stalls, dancers, firecrackers, and traditional music.

The City of Canterbury Bankstown CSP states the importance of valuing individuals cultural, religion and heritage. This event provides the opportunity for local, domestic, and international tourists to celebrate Lunar New Year within the LGA.

### Ramadan Nights Lakemba – March / April



One of Sydney's most popular and culturally diverse events, the City of Canterbury Bankstown celebrates Ramadan through the month-long food market festival that invites people to explore new foods, culture, and traditions within the community on the strip of Haldon Street in Lakemba (City of Canterbury Bankstown, 2022). In 2022, Ramadan Nights Lakemba attracted over 1 million visitors from near and far, marking a record-breaking turnout (Taouk, 2022).

Ramadan Nights Lakemba provides an opportunity for local, domestic, and international tourists to celebrate and learn about Ramadan. This aligns with the City of Canterbury Bankstown CSP as it highlights the importance of valuing different heritage, culture, and religion within the LGA.

### **Bankstown Bites Food Festival – July**

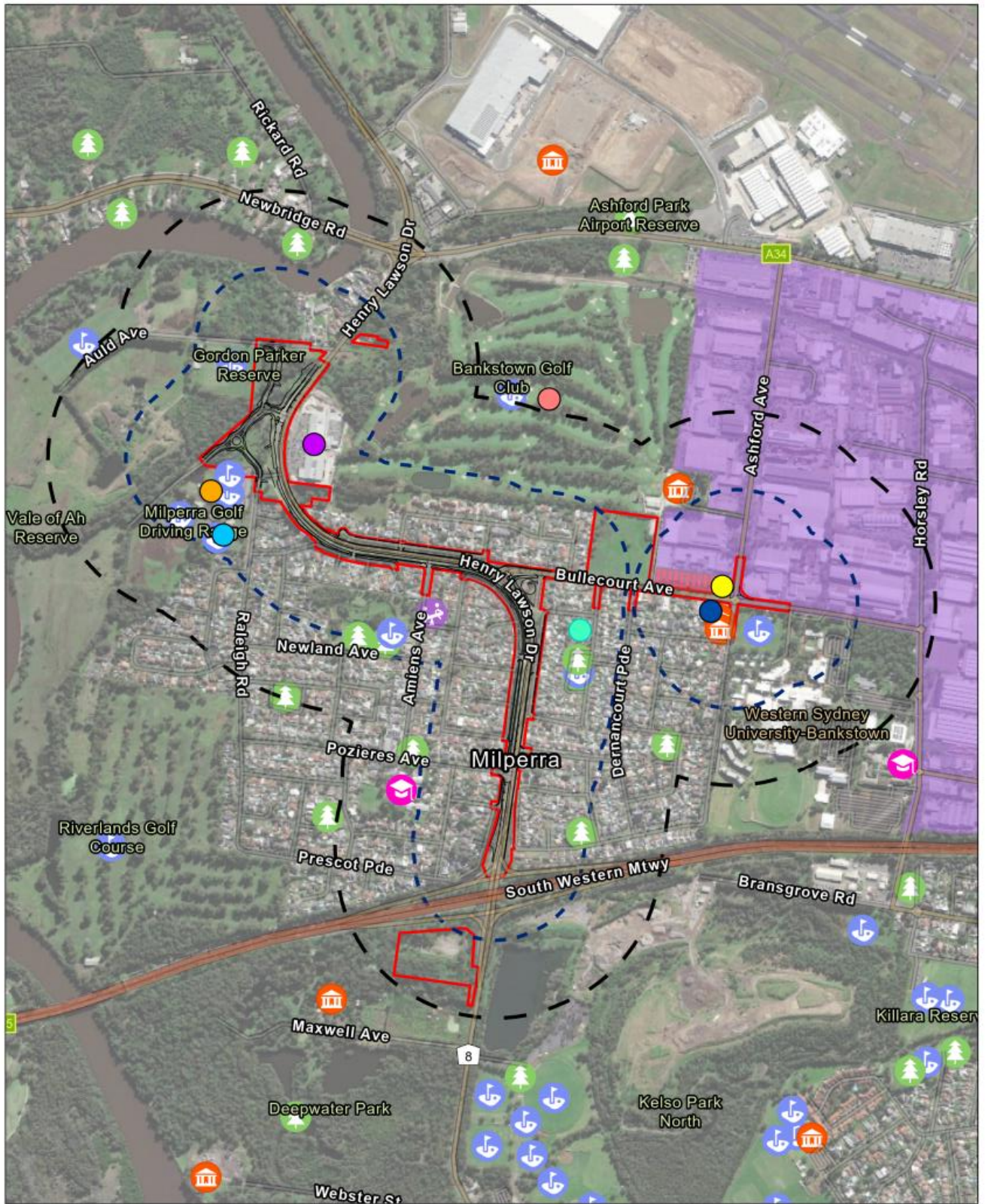
The Bankstown Bites Food Festival occurs in late July each year. It is located on Olympic Parade in Bankstown and is one of Sydney's most popular food festivals (City of Canterbury Bankstown, 2022). This event includes a range of cooking demonstrations, live performances, food stalls and tours of local food outlets. It also caters to children by providing a range of child-friendly activities.

This festival aligns with the values of the City of Canterbury Bankstown CSP as it highlights the importance of creating a leading and engaged community.

### **Other tourist events**

In addition, Canterbury Bankstown Council also promotes the following local events and programs on their website across venues across the LGA:

- Events at the Bryan Theatre and Function Centre
- Events and sports programs/competitions at the Morris Iemma Indoor Sports Centre (MIISC), Riverwood
- Events and programs hosted by the library and knowledge centres of the LGA, including art classes, book clubs and reading programs, movie events, youth programs and wellbeing talks.
- Clean and green events such free household chemical cleanout and composting programs.



GDA2020 MGA Zone 56

Henry Lawson Drive Upgrade Socio-economic Impact Assessment

Figure 6-1 Businesses near the proposal

## 6.5 Land use

The proposal is located within the City of Canterbury Bankstown LGA. The City of Canterbury Bankstown was formed in May 2016, replacing the former Bankstown City and Canterbury City Councils. The amalgamation process did not consolidate the local environmental plans of the local councils, and as a result, the Bankstown Local Environmental Plan 2015 (Bankstown LEP) and Canterbury Local Environmental Plan 2012 (Canterbury LEP) remain in force.

The direct study area and socio-economic study area are mapped within the Bankstown Local Environment Plan (Bankstown LEP) 2015 and the Canterbury Local Environment Plan (Canterbury LEP) 2012.

As the proposal is located within the former Bankstown City Council LGA, the Bankstown LEP applies as it is used to inform the following section and land use zones identified below.

### 6.5.1 Land use and zoning

The Henry Lawson Drive Road corridor is a highly developed urban environment, south west of the Sydney CBD. Henry Lawson Drive is zoned as SP2 – Infrastructure, as a key connection for traffic moving between the Hume Highway, Milperra Road /Newbridge Road, and the M5 Motorway.

Most of the land surrounding the proposal is mapped as R2 – Low Density Residential. The area on the south-western end Of Henry Lawson Drive and south of Bullecourt Avenue is largely zoned as RE2 – Private Recreation and R2 – Low Density Residential. There are a range of industrial services within the socio-economic study area, comprised of medium and large-scale warehousing and industrial parks and associated businesses, including the Milperra Industrial Park, in the eastern side of the socio-economic study area, north of Bullecourt Avenue and east of Ashford Avenue.

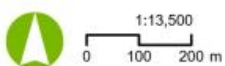
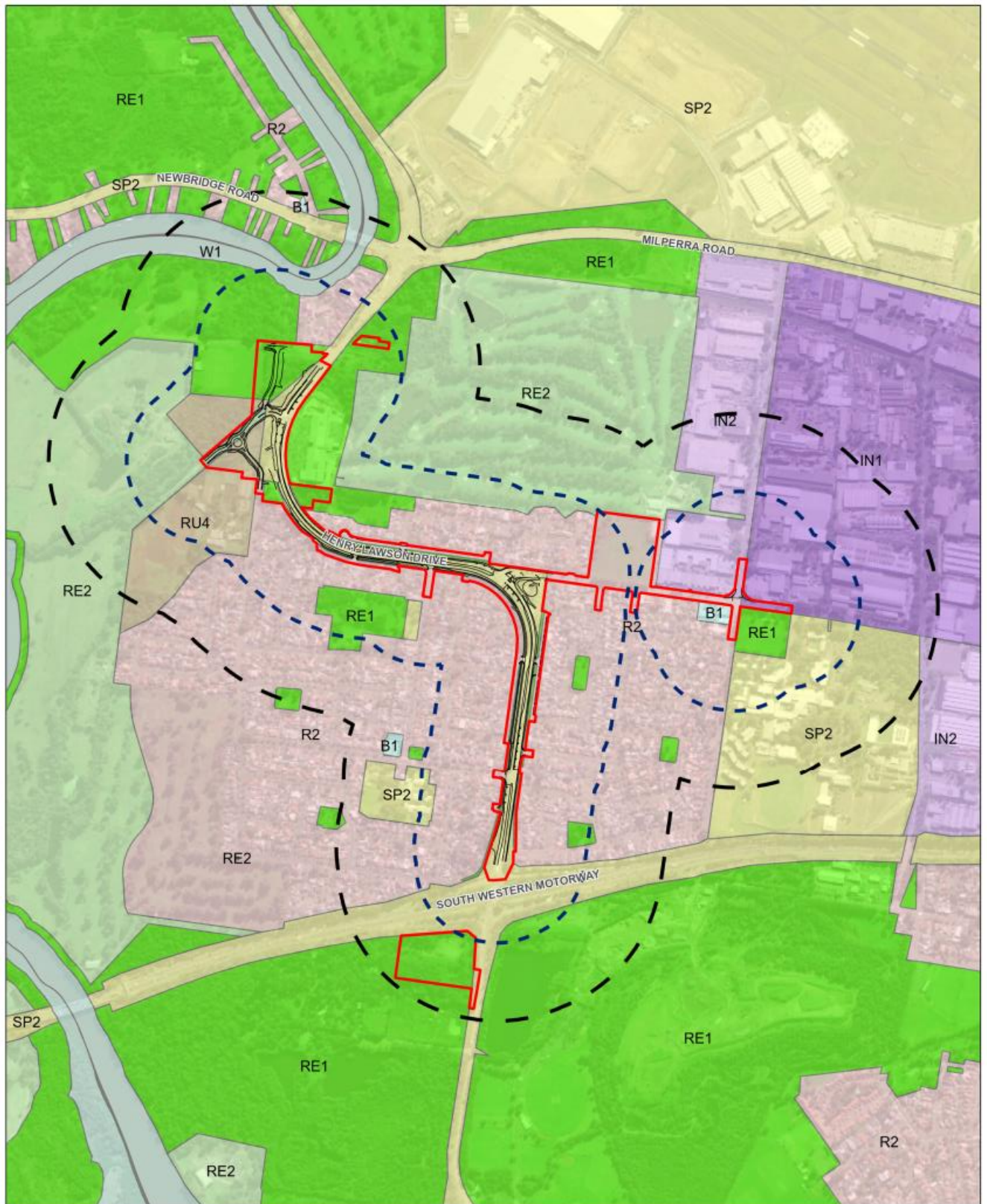
Other land zoning within the direct study area is shown in Figure 6-2 and includes:

- RE1 – Public Recreation
- RE2 – Private Recreation
- SP2 – Infrastructure
- W1 – Natural Waterways
- IN1 – General Industrial
- IN2 – Light Industrial
- RU4 – Primary Production small lots

Georges River is zoned W1 - Natural Waterways. Land adjacent to the Georges River is zoned as RE1 – Public Recreation. There is a range of open space and recreational activities in the direct study area.

Further information on existing facilities and social infrastructure in the study area is discussed in Section 6.





GDA2020 MGA Zone 56

Henry Lawson Drive Upgrade Socio-economic Impact Assessment

Figure 6-2 Land zoning



## 6.5.2 Property tenure

Property within the direct study area is owned by:

- Transport for NSW
- City of Canterbury Bankstown Council
- The Crown (crown land)
- Private owners such as residents and businesses.

There are also properties across the City of Canterbury Bankstown LGA that form part of the NSW Government's Floodplain Management Program to implement voluntary purchase schemes. The purpose of this program is to reduce risks to properties in highly hazardous flood conditions from riverine or overland flooding (Office of Environment and Heritage, 2013). There is one property within the direct study area that is subject to the program, located on the eastern side of Henry Lawson Drive near the intersection with Auld Avenue identified as an ancillary facility for the proposal.

Further information is provided in Section 7.

## 6.5.3 Major projects and development

A search of the DPE Major Projects and the City of Canterbury Bankstown's development application (DA) portal was undertaken on 23 November 2022 to investigate major projects in the City of Canterbury Bankstown LGA. Current development applications and projects within the direct study area and socio-economic study area include:

### 6.5.3.1 Development applications

#### Henry Lawson Drive Upgrade- Stage 1A (DA-648/2021)

Transport is proposing to upgrade a 1.3-kilometre length of Henry Lawson Drive, from Keys Parade, Milperra, to Tower Road, Bankstown Aerodrome. The proposal plans to create two lanes in each direction along Henry Lawson Drive, including the duplication of the Henry Lawson Drive Road bridge to the south of Auld Avenue, Newbridge Road/Milperra Road intersection. The Tower Road intersection will be upgraded to provide additional right turn lanes, and the Auld Avenue intersection will be upgraded to a left-in, left-out arrangement.

Canterbury Bankstown Council approved DA-648/2021 on 6 December 2021. Per Council's determination, "Specific Works as Part of Stage 1A of Henry Lawson Drive upgrade Designated Development Area 1 (Henry Lawson Dr opposite Tower Rd) will include road widening, fill embankments, extending stormwater culvert, outlet scour protection, additional stormwater drainage and vegetated swales, adjustments to existing shared path, and road furniture. Area 2 (Milperra Rd opposite Bankstown Airport): involves a new bus stop, new footpath to the bus stop, fill embankments, extending stormwater culvert, scour protection, additional stormwater drainage and road furniture. Area 3 (Henry Lawson Dr opposite Auld Ave): Removing ancillary structures, installing temporary fencing and erosion controls and use as ancillary facility".

Transport prepared a REF and an EIS for Henry Lawson Drive Upgrade Stage 1A in 2021. Approval for Stage 1A was received in July 2022 and construction commenced in April 2023.

#### Riverlands Development (DA-4/2020, DA-108/2020, DA-370/2020)

The Riverlands Development site is located to the south-west of the proposal on the former Riverlands Golf Course that borders the Georges River in Milperra. It proposes to rezone the Riverlands Golf Course site for low density housing and the continuation of part of the site for open space. The Riverlands Development also includes provisions which will provide greater protection of the ecologically sensitive areas along the river foreshore.

The main access points to the development would be Keys Parade, Raleigh Road, and Prescott Parade in Milperra (The Transport Planning Partnership, 2020). The development includes works on the Riverlands Golf Course Site to create internal roads, parks and residential development lots, construction of Keys Parade, upgrade works to the signals at the intersection of Keys Parade at Henry Lawson Drive and work on the bank along the Georges River foreshore. New internal roads and transport connections would be developed to provide access and connectivity for residents and visitors. Henry Lawson Drive would serve as the main road providing access to the development. Consequently, the proposal would need to provide capacity for the new residential area.

Per the Canterbury Bankstown Development Applications (DAs) site, associated Riverland development applications include:

- DA-4/2020 – Subdivision of proposed Lot 1 (proposed to be created under DA-1107/2019) into *180 residential allotments and five residue lots, with bulk earthworks, construction of internal roads, drainage and associated services over three construction stages, including the construction of a temporary sales office on the site fronting Prescott Parade*. This application is ‘threatened species development’. As such, the application was subject to a Class 1 Appeal to the Land and Environment Court of NSW. As an ‘integrated development’, this application also requires a bush fire safety authority under the Rural Fires Act, 1997 from NSW Rural Fire Service.
- DA-108/2020 – *Construction and extension of Keys Parade roadway and associated works connecting to an upgraded signalised intersection of Keys Parade at Henry Lawson Drive*. The development application was subject to a Class 1 Appeal to the Land and Environment Court of NSW. As a ‘threatened species development’ and ‘nominated integrated development application, it requires a controlled activity approval under the Water Management Act, 2000 from the Natural Resources Access Regulator. The application is also ‘integrated development’, requiring concurrence from Transport for works within Henry Lawson Drive under the Roads Act, 1993.
- DA-370/2020 – *Bank stabilisation works along the Georges River foreshore (being Proposed Lot 4 under DA-1107/2019 and under the M5 Motorway bridge over the Georges River), and remediation and environmental rehabilitation works on the Riverlands Golf Course Site*. The application was subject to a Class 1 Appeal to the Land and Environment Court of NSW. As a ‘threatened species development’, ‘nominated integrated development’, the application requires a controlled activity approval under the Water Management Act, 2000 from the Natural Resources Access Regulator.

These development applications were approved on 16 June 2022.

### **Anglicare Aged Care development on Bullecourt Avenue (DA-1213/2017)**

The seniors housing development proposal, on 27 Bullecourt Avenue, Milperra includes construction of five *buildings including a residential care facility, self-contained dwellings, community facilities, sealed road, car parking and associated earthworks under State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004*. Canterbury-Bankstown Council is the Consent Authority, and the Sydney South Planning Panel has the function of determining this application.

The new buildings would comprise a new club house, 149 seniors independent living units (ILUs) and communal areas. The proposal also includes a new 25m indoor swimming pool that will be available for residents and members, but also used as a swim school for local families. In addition, the new club house would include a function area with a capacity of 150 people that would be available for hire, consistent with the existing club.

This development application was approved on 16 December 2020.

### **373 Horsley Road, Milperra NSW 2214 (DA-650/2022) (Assessed by Council March 2023 - Amended plans required)**

The application is to demolish existing structures at 373 Horsley Road, north-west of Ashford Avenue and within the broader study area.

The application has a Capital Investment Value greater than \$30m and includes remediation of land and construction of two warehouse buildings for use as a warehouse and distribution centre including landscaped areas, car parking, and supporting infrastructure. This DA is Nominated Integrated Development and requires the issuing of a controlled activity approval from the Department of Planning and Environment – Water. It may also require an aquifer interference approval from Water NSW, under the Water Management Act 2000.

This application will be determined by the Sydney South Planning Panel on behalf of Canterbury Bankstown Council. Public exhibition for DA-650/2022 ended on 6 December 2022.

#### **6.5.3.2 State Significant Development projects**

Although the following State Significant Development (SSD) projects would not include housing development, if approved, construction activities for these projects could add to cumulative impacts in the local community if undertaken at the same or similar timing to the proposal. SSD projects currently undergoing planning approval within the broader study area, include:

##### **270 Horsley Road Multi Level Warehouse (SSD-51147710 - Prepare EIS)**

Construction and operation of a multi-storey warehouse or distribution centre (to be divided into 12 separate units), ancillary office space, on-site car parking, landscaping, and consolidation of the two existing lots. The site is located approximately 1.1 kilometres west from the proposal, north of M5.

##### **Horsley Road Multi-level Warehouse (SSD-45998963- Response to Submissions)**

The proposal involves the construction and operation of a multi-unit warehouse and distribution facility at 339-349 Horsley Road, Milperra. The new facility would have a Gross Floor Area (GFA) of 32,726 metres, and include ancillary office space, landscaping, bicycle, and car parking. Once operational, the facility is proposed to contain ten units, split across two storeys. The site is located approximately 1.4 kilometres west from the proposal, north of Bullecourt Avenue and within the Milperra Industrial Precinct, which predominantly contains industrial developments.

#### **6.5.3.3 State Significant Infrastructure Applications**

##### **Upper South Creek Advanced Water Recycling Centre (Construction Planning)**

Sydney Water application for the construction and operation of a new wastewater treatment plant in Kemps Creek adjacent to the Western Sydney International Airport and burgeoning Aerotropolis, and pipelines for releasing treated water to Nepean and Warragamba Rivers and South Creek and brine to the Malabar wastewater system. It also includes other associated infrastructure and ancillary development.

Sydney Water proposes using tunnelling methods to cross Elizabeth Drive, Cumberland Highway, Cowpasture Road, railway lines near Cabramatta station, M7 Motorway, Hume Highway and Henry Lawson Drive to minimise traffic and railway impacts.

Although the proposed location of the wastewater treatment plant is beyond the broader study area, the application is relevant to the proposal as construction activities, i.e., tunnelling, are being proposed at the intersection of Hume Highway and Henry Lawson Drive.

#### **6.5.3.4 Planning proposals**

##### **Western Sydney University (PP-2021-5837) (Post – Exhibition, Gateway Implementation)**

An application by Western Sydney University (SSD-9831) seeks to rezone the site from SP2 Infrastructure (Educational Establishment) and SP2 (Electricity Transmission or Distribution Network) to R1 General Residential, B1 Neighbourhood Centre, RE1 Public Recreation, RE2 Private Recreation and SP2

Infrastructure (for stormwater drainage reserve). The site is in Milperra, south-west of Bankstown City Centre, at 2 Bullecourt Avenue Milperra 2214 and 2A Bullecourt Avenue Milperra 2214. The intended outcomes of the draft Planning Agreement are to deliver public infrastructure and public benefits associated with the Planning Proposal. Public infrastructure would include:

- Dedication of 14,400m<sup>2</sup> of land as RE1 Public Recreation Zoned land
- Construction and dedication of local roads including shared cycleway
- Open space embellishment within the site
- Milperra Reserve embellishment
- Discussions with Mount St Joseph's College for shared use of playgrounds
- Repair and renovate Milperra Community Centre
- Affordable housing contribution
- Undergrounding powerlines along Ashford Avenue, subject to any relevant Ausgrid approval
- Construction of a footpath and landscaping along the eastern side of Ashford Avenue

## 6.6 Social infrastructure and areas of community interest

### 6.6.1 Social infrastructure

The direct study area and socio-economic study area have a mix of urbanised and natural open parklands comprising a combination of low-density residential dwellings, commercial and industrial areas and open recreational spaces near Georges River and M5 Motorway. Key social infrastructure in the study area is reflective of this context and is summarised in Figure 6-8 and Table 6-7 below.

#### 6.6.1.1 Public reserves, open space, and recreation uses

There is an abundance of public reserves, open space, and recreational parklands within the broader study area, particularly around Georges River to the north-east of the proposal and south of the proposal near the M5 Motorway. This includes Gordon Parker Reserve, Vale of Ah Reserve, Raleigh Reserve and Ashford Reserve in the north-east, and Deepwater Park south of M5. Also, south of M5 Motorway and with access from Henry Lawson Drive the area also includes Kelso Park North and Kelso Park South. These public reserves consist of large open spaces and serve as recreational facilities for several local sporting associations and privatised activities including:

- Milperra Lions Soccer Club
- Milperra Golf Driving Range and the Bankstown Golf Course
- Riverlands Golf and Recreation Club
- Control Line Model Aircraft Sports Park
- Aussie Paintball
- Deepwater Motor Boat Club
- Georges River Softball Association
- East Hills Baseball Club
- Marco Soccer Club
- Revesby Workers Football Club

Access to Gordon Parker Reserve and Vale of Ah Reserve is via Henry Lawson Drive and Auld Avenue. The Vale of Ah Reserve also hosts special events for the community groups including Assyrian Khabour Social Association, Chaldean Australian Association, and the Levant Club of Hardine.



There are also several small neighbourhood pocket parks and reserves throughout the direct study area where residents can access within a walkable distance, such as Milperra Reserve, Beatham Reserve, Heritage Reserve, Thompson Reserve and Frank Moulang Reserve.

The Georges River cycleway (Route 11 in Council's Active Transport Action Plan) runs adjacent to Henry Lawson Drive along this section of the road. The cycleway provides a north-south link within Canterbury-Bankstown LGA, connects to Liverpool and Fairfield LGAs and is a popular recreational cycling route. Transport's Co-Designed Bicycle Network Blueprint identifies this section as a Tier Two cycling route, connecting into the Tier One route at the Henry Lawson Drive and Milperra Road intersections.

#### **6.6.1.2 Educational facilities**

There are several educational facilities within the direct study area. The key education facility is the Western Sydney University (WSU) Bankstown Campus to the east of the proposal bound by Bullecourt Avenue, Horsley Road, and the M5 Motorway. Within the WSU Bankstown Campus grounds there are several faculty facilities such as WSU Early Learning, WSU International English Language Testing System (IELTS), School of Business, School of Social Sciences and Psychology and the WSU Library. The WSU Village comprising student accommodation is also located here. The Mount St Joseph Catholic College Milperra is also located on the WSU Bankstown Campus grounds, which is a female-only Catholic secondary school.

The other education facilities are primarily on the western side of the proposal, including the SDN Milperra Children's Education and Care Centre, KU Milperra Preschool and Milperra Public School all located within 400 metres west of the proposal.

#### **6.6.1.3 Healthcare and Emergency Services**

Healthcare facilities are located primarily on the east of the proposal, being the Milperra Histopath Pathology Drive-through Clinic, Ashford Avenue Family Practice, and the Amcal Pharmacy. Milperra Histopath Pathology Drive-through Clinic is located within the WSU Bankstown Campus grounds, comprising medical clinic and laboratory that operates seven days a week between 8:00am and 6:00pm.

The nearest hospital service are the Bankstown-Lidcombe Hospital and the Liverpool Hospital located approximately 4km east and north-west of the proposal, respectively, a major health service for south-western Sydney servicing the Liverpool City LGA.

Bankstown Airport, located north of Milperra North, currently operates as a flying base for emergency services, including the NSW Police Aviation Support Branch, the National Parks and Wildlife Service and NSW Ambulance. Refer to Stage 1A technical assessments for further information.

### **6.6.2 Areas of community interest**

Within the local community there are artefacts and areas that hold value and are appreciated by the community. This includes local spaces, gathering areas, roadside memorials and other places that are valued by the local community.

There are several areas of community value located within the direct study area. Proposal construction activities and community engagement program activities to support the proposal must highlight and recognise that the Milperra suburb has a rich history associated with World War I. From local reserves named after Victoria Cross recipients to streets named after significant battles, the Milperra suburb has a rich tradition of commemorating Australia's war history. Several streets and reserves today exist on the land that was once occupied by soldiers.

#### **6.6.2.1 Georges River**

The Georges River is located to the west of the direct study area. The Georges River provides connections to southern Sydney and is used for recreational boating, fishing, and activities by the community. The areas surrounding the river including foreshore spaces, bridges and overpasses provide views to the northern and

southern extents of the river. In most places along its extent, the Georges River is densely vegetated and, in some areas, contains SEPP Coastal Wetlands which are protected in NSW.

It is also believed that signs of occupation that indicates the lifestyle of the original Aboriginal group of Dharug peoples dating back 3,000 years can still be found along the Georges River, which provided fish and shellfish.

#### **6.6.2.2 Newland Avenue and Newland Reserve**

Newland Avenue and Newland Reserve were both named after WWI Victory Cross recipient James Newland. The site of Newland Reserve was once used as a quarry from the start of the Soldiers Settlement in 1917 to patch up local roads. During WWII, the quarry was enlarged, and the soil material (ironstone) was used to help the war efforts. Today the pond is a picturesque feature of Milperra. Amiens Avenue was one of the first five streets laid out in one of Sydney's first Soldiers Settlements in 1917.

#### **6.6.2.3 Ingram Avenue**

Named after George Morb Ingram, Lieutenant, 4<sup>th</sup> Australian Infantry Battalion, AIF WWI, who was a Victoria Cross recipient. Another item of community value near Ingram Avenue and Whittle Avenue is a tree planted by Mr. J. Morrison, an early settler of Milperra in 1917.



Figure 6-3 Georges River



Figure 6-4 Ingram Avenue and Whittle Avenue



Figure 6-6 Heritage tree planted by Mr J. Morrison



Figure 6-7 Heritage tree planted by Mr J. Morrison



Figure 6-5 Local sign highlighting local history values





Figure 6-8 Social infrastructure near the proposal



**Table 6-7 Summary of social infrastructure properties near the proposal**

<b>DIRECT STUDY AREA</b>				
<b>Name</b>	<b>Asset type</b>	<b>Type</b>	<b>Location</b>	<b>Approximate distance from proposal alignment / laydown area</b>
Milperra Community Hall	Community venue	Community Halls and Centres	130 Ashford Ave, Milperra, NSW.	75m S
Beatham Reserve	Public reserves, open space and recreation	Park	17 Armentieres Ave, Milperra NSW 2214	129m E
Gordon Parker Reserve	Public reserves, open space and recreation	Park	Auld Avenue Milperra NSW, 2214	140m W
Milperra Sports Centre	Private recreation	Multi-sports complex	101 Raleigh Rd, Milperra NSW 2214	162m W
Thompson Reserve	Public reserves, open space and recreation	Park	2A Proyard Ave, Milperra NSW 2214	188m E
Milperra Golf Driving Range	Private recreation	Golf Course	101 Raleigh Rd, Milperra NSW 2214	200m W
<b>SOCIO-ECONOMIC STUDY AREA</b>				
<b>Name</b>	<b>Asset type</b>	<b>Type</b>	<b>Location</b>	<b>Approximate distance from proposal alignment / laydown area</b>
Heritage Reserve	Public reserves, open space and recreation	Park	53 Amiens Ave, Milperra NSW 2214	263m W
KU Milperra Preschool	Education	Private preschool	12 Amiens Avenue MILPERRA NSW 2214	288m W
Milperra Public School	Education	Public primary school	Pozieres Ave, Milperra NSW 2214	293m W
SDN Milperra Children's Education and Care Centre	Education	Private preschool	22 Pozieres Ave, Milperra NSW 2214	354m W
Frank Moulang Reserve	Public reserves, open space and recreation	Park	9 Zonnebeke Cres, Milperra NSW 2214	376m E
Vale of Ah Reserve	Public reserves, dog park	Park	Auld Ave Milperra NSW 2214	453 W
Bankstown Golf Course	Private recreation	Golf Course	70 Ashford Ave, Milperra NSW 2214	492m E
Western Sydney University (WSU) Bankstown	Education	Public university	Horsley Rd &, Bullecourt Ave, Milperra NSW 2214	711m E

## 6.7 Access and connectivity

### 6.7.1 Travel patterns

Table 6-8 provides a summary of the vehicle ownership and Table 6-9 provides a list of other transport methods used in the broader study area, City of Canterbury Bankstown LGA and Greater Sydney.

In 2021, vehicle ownership in the broader study area ranged between 1.8 – 2 vehicles per household, with 71 per cent of households having two or more motor vehicles. In comparison, 45 per cent of households in City of Canterbury Bankstown LGA and 46 per cent in Greater Sydney households had access to two or more motor vehicles. Only 4.8 per cent of households in the broader study area had no motor vehicles registered.

**Table 6-8 Vehicle ownership in 2021**

Indicator	Broader study area		Canterbury-Bankstown LGA		Greater Sydney	
	Number	%	Number	%	Number	%
Dwellings with no vehicles	684	4.8	13,355	11.4	203,081	11.1
Dwellings with access to two or more motor vehicles		71		45		
Average motor vehicles per dwelling	2	-	1.7	-	1.7	-

Source: Census of Population and Housing (ABS 2021)

**Table 6-9 Travel to work data in 2021**

Indicator (travel to work - (one method))	Broader study area		Canterbury-Bankstown LGA		Greater Sydney	
	Number	%	Number	%	Number	%
Train	250	3.0	4,283	6.9	60,858	5.6
Bus	64	0.8	1,035	1.7	28,786	2.6
Ferry	4	0.0	3	0.0	954	0.1
Tram/light rail	0	0.0	17	0.0	1,243	0.1
Taxi/ride-share service	27	0.3	223	0.4	3,367	0.3
Car, as driver	7,050	84.2	48,383	77.6	832,277	76.2
Car, as passenger	507	6.1	4,153	6.7	63,954	5.9
Truck	155	1.9	786	1.3	14,203	1.3
Motorbike/scooter	37	0.4	426	0.7	9,757	0.9
Bicycle	32	0.4	265	0.4	8,990	0.8
Other	94	1.1	753	1.2	11,358	1.0
Walked only(b)	170	2.0	2,027	3.3	56,206	5.1
Worked at home	6,047	33.6	43,131	32.3	944,501	38.9

Source: Census of Population and Housing (ABS 2021)

The following travel patterns were identified from the review of ABS data:

- There is a higher proportion of residents in City of Canterbury Bankstown LGA (8.6 per cent) and Greater Sydney (8.4 per cent) who commute to work by public transport (train, bus, ferry, tram/light rail) when compared to the broader study area (3.8 per cent).
- The preferred method of travel to work in the broader study area, City of Canterbury Bankstown LGA and Greater Sydney was *travel to work by car (as driver)* and *(as passenger)*. The high vehicle ownership in the broader study area may be reflective of the levels of advantage or disadvantage in the local community, the reliance on private motor vehicles to travel to work, and lack of public transport or active transport mode choice for residents.

- Travel to work by train was the third most used method of travel to work in the broader study area, City of Canterbury Bankstown LGA and Greater Sydney.

## 6.7.2 Roads

The main roads within the direct study area include Henry Lawson Drive, Milperra Road and Bullecourt Avenue.

As per Transport's Schedule of Classified Roads and Unclassified Regional Roads:

- State roads – Milperra Road, Henry Lawson Drive, Newbridge Road, M5 South–West Motorway
- Regional roads – Haig Avenue, Ashford Avenue, Bullecourt Avenue
- Local roads – Tower Road, Rabaul Road, Auld Avenue, Raleigh Road, Ruthven Avenue, Whittle Avenue, Amiens Avenue, Ganmain Crescent, Fromelles Avenue, Hermies Avenue, Pozieres Avenue.

Henry Lawson Drive is a two-lane road (one lane in each direction), except for small sections where the road intersects with the A32 Route and M5 Motorway – where it extends to a four-lane road (two lanes in each direction) to accommodate for the respective motorway on/off-ramps. The road is a 60 kilometre/hour road through the direct study area. Parking in the direct study area is provided for on adjacent streets off Henry Lawson Drive.

Milperra Road is a six-lane road (three lanes in each direction) with a speed limit of 70 kilometre/hour. The road converges at the Henry Lawson Drive intersection. Milperra Road runs east from Henry Lawson Drive to The River Road.

Auld Avenue is a two-lane road (one lane in each direction) with a speed limit of 50 kilometre/hour. The western side of Auld Avenue accommodates for parking along the boundary with the Vale of Ah Reserve, and there is Shared Use Path (SUP) on the eastern side of the road.

The M5 Motorway is identified within the Freight and Ports Plan as a of Greater Sydney's key freight corridor.

## 6.7.3 Freight

Henry Lawson Drive is an important route for freight and industrial type business operations designated as a B-Double access route that connects surrounding large industrial areas of Milperra, Revesby, Chipping Norton and Moorebank. A range of vehicles including heavy vehicles travel throughout the local road network of the broader study area.

The *Freight and Ports Plan 2018-2023* (Freight and Ports Plan) discusses the reliance of freight on the connecting road network. The NSW Government is aiming to reduce travel time and congestion on the NSW road network for freight. As discussed in Section 4, Henry Lawson Drive, connects and supports these key freight routes.

## 6.7.4 Public transport

Public transport through the socio-economic study area is primarily through buses. There are currently bus stops located within the direct study area on Amiens Avenue at Henry Lawson Drive, at Ganmain Crescent, on Pozieres Avenue before Henry Lawson Drive, on Henry Lawson Drive opposite of Pozieres Avenue, on Pozieres Ave opposite of Milperra Public School, near Formelles Ave, and south of Pozieres Avenue. Bus services, such as route 922 and 962, travel along Pozieres Avenue and Amiens Avenue.

School bus services for local educational facilities including the Milperra Public School use these local services in combination with dedicated school buses<sup>4</sup>.

Bus services, such as 922, M90, 962 and S5 travel along Bullecourt Avenue and service important facilities in the area such as the Western Sydney University. There is a bus stop on the eastern side of the Ashford and Bullecourt Avenue intersection.

<sup>4</sup> <https://www.transdevnsw.com.au/services/timetables/schools/>

The travel to work data indicated that 0.8 per cent of residents in the broader study area choose to use bus to travel to work while 3.0 per cent of the residents in the broader study area chose to use the train to travel to work (see Table 6-9).

There are no rail lines which traverse the socio-economic study area. There are no train stations located within the socio-economic study area, however it is likely that some residents within the socio-economic study area would use surrounding train stations within the broader study area.

#### 6.7.4.1 Active transport

Transport maintains a database of cycleway infrastructure located throughout NSW. This database is publicly available through the interactive Cycleway Finder. The direct study area consists of a mix of shared use paths (used by both pedestrians and cyclists) and on-road cycling facilities.

Henry Lawson Drive provides a continuous shared pathway on the western side from Auld Avenue to Ruthven Avenue/Eynham Road intersected by general roads, and a series of shorter shared pathways on the eastern side scattered between Bullecourt Avenue and the M5 Motorway. Connected shared pathways continue south of the M5 towards the Kelson Park North.

The Georges River cycleway (Route 11 in Council's Active Transport Action Plan) runs adjacent to Henry Lawson Drive and along New Bridge Road. The cycleway provides a north-south link within the Canterbury-Bankstown LGA, connects to Liverpool and Fairfield local government areas and is a popular recreational cycling route.

### 6.8 Community values

Understanding the values of a community is fundamental in identifying what is essential for residents' quality of life and well-being and provides context and insight into how the community may perceive the impacts of the overall proposal. Values often relate to local amenity, social cohesion, and social well-being and can be associated with social infrastructure.

The City of Canterbury Bankstown Council's CSP was used to inform the community values for this SEIA as it was developed recently and informed by extensive community consultation. The CSP define the vision and priorities of the community and is designed to improve life for the residents.

#### 6.8.1 City of Canterbury Bankstown

Residents have voiced several features of what they love about their community, such as having good access to a range of parks and open spaces, diverse children's playgrounds, variety of local food and shopping, abundance of local events and good train services. Areas for improvement that the communities would like to see that are relevant to the proposal include:

- Better designed and well-managed development, including affordable housing, enough off-street car parking and not too much high density or overcrowding.
- Easier movement around the city, with less congestion, more parking, less bumpy roads; and
- A family friendly, pet friendly and child friendly City.

Based on this, the vision and the seven 'destinations' identified in the City of Canterbury Bankstown Council's CSP (refer to Section 4) highlights the importance of having an accessible city that facilitates movement around the city for all users. Of relevance to the 'Moving and Integrated' destination, communities want the City of Canterbury Bankstown in 2036 to be:

*"Invested in active transport, invested in good infrastructure and technology, easy to get around in, having better traffic management and parking solutions, accessible with transport, improved in its walking and cycling paths."*

In response to this community desire, the CSP identifies Council's role to provide vehicles and pedestrians with well maintained, safe and integrated transport networks.



## 6.8.2 Summary of community values

The City of Canterbury Bankstown Council's CPS highlight the importance of investing in active transport and good infrastructure to increase connectivity and accessibility. Based on the community consultation undertaken for the proposal (summarised in Section 5) and community strategic plans, the following community values have been identified:

- Access and connectivity
- Natural areas and the environment
- Community diversity and inclusivity
- Having transport options/opportunities
- Safety.

Community consultation on the design for the proposal during the consultation period 31 October 2022 to 18 November 2022, indicated that the local community values are as follows:

- Access and connectivity: stakeholders suggested new connections to local roads from Henry Lawson Drive and intersection alterations.
- Increasing options to promote active transport: stakeholders suggested retaining existing footpaths and converting some paths into shared paths. Stakeholders also requested improved integration of the shared paths with the surrounding active transport network
- Tree retention and the revegetation of the proposal area to reduce noise and pollution.
- Pedestrian safety by providing footpaths improvements.

## 7 Impact assessment

This section outlines the potential socio-economic impacts of the proposal.

### 7.1 Impact assessment methodology

The impact assessment followed the methodology as outlined in the *Environmental Impact Assessment Practice Note – Socio-economic assessment (EIA-N05)* (Transport, 2020), including:

- Identification and analysis of likely changes to existing socio-economic conditions of the study area during construction and operation.
- Determination of the significance of likely impacts, based on the sensitivity and magnitude of the impacts, where sensitivity refers to the qualities of the receptor which influence its vulnerability to change and capacity to adapt, and magnitude refers to the scale, duration, intensity, and scope of the proposal including how it will be constructed and operated. This assessment applies the impact grading matrix to assess the level of significance for potential negative impacts only.

**Table 7-1 Grading matrix to assess the level of significance as per EIA-N05**

		Magnitude			
		High	Moderate	Low	Negligible
Sensitivity	High	High Impact	High-Moderate	Moderate	Negligible
	Moderate	High-Moderate	Moderate	Moderate-low	Negligible
	Low	Moderate	Moderate-Low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

Source: *Environmental Impact Assessment Practice Note – Socio-economic assessment (EIA-N05)* (Transport, 2020).

Sensitivity ranges from negligible to high. If impacts to sensitivity are considered negligible, this means that no vulnerability is expected and/or receptors are likely to be able to absorb or adapt to change. High sensitivity is when there is the potential for multiple vulnerabilities to occur and/or receptors would have very little capacity to absorb or adapt to change.

The levels of magnitude also range from negligible to high. Negligible can be classified as having no distinct change caused by the impact (i.e., is like what is currently experienced at the social baseline). High magnitude is considered a change that dominates over existing social baseline conditions. The change is widespread or persists over many years or is effectively permanent.

## 7.2 Construction

### 7.2.1 Property acquisition and adjustments

Property acquisition information can be found in Table 7-2 and Figure 7-1. Most of the land needed for the proposal is contained within the existing road corridor that is already owned by Transport. However, the proposal would require partial acquisition and adjustment of properties within the direct study area, as well as some full acquisitions. Specifically, there may be driveway adjustments on land owned by Canterbury Bankstown Council for some properties on Henry Lawson Drive southbound between Raleigh Road and Ingram Avenue, opposite the Henry Lawson Drive and Pozieres Avenue intersection and on Bullecourt Avenue near its intersection with Henry Lawson Drive.

In addition, some land parcels would also be temporarily leased for ancillary facilities. Ancillary facilities are shown in Figure 2-2.

Partial acquisition, specifically strip acquisition at the front of properties, would be required at four private properties, including two properties with commercial use at the Bullecourt Avenue roundabout and acquisition of open space land where the Milperra Sports Centre currently operates. Access to the Milperra Sports Centre carpark would be maintained during construction. Temporary lease arrangements would be required throughout the proposal area for other land required for construction of the proposal.

**Table 7-2 Property acquisition information**

Lot and DP	Total area (square metres)	Acquisition / lease area (square metres)	Acquisition or lease	Current owner	Land use zone (LEP)
Lot 12 DP24770	841	78	Partial acquisition	Private	IN2
Lot 11 DP24770	890	72	Partial acquisition	Private	IN2
Lot 43 DP7304	11153	1621	Partial acquisition	Council	RU4
Lot 44 DP7304	9868	9859	Partial acquisition	Council	RE1
Lot 1 DP596508	118	118	To be leased for construction	Public authority	RU4
Lot 101 DP603087	79153	10315	Partial acquisition	Private	RU4
SP89012	17760	245	Partial acquisition	Private	IN1
Lot 203 DP850124	297	297	Full acquisition	Council	RE1
Lot 31 DP243969	416	416	Full acquisition	Council	RE1
Lot 30 DP243969	1082	1069	Partial acquisition	Council	RE1
Lot 111 DP261551	216	185	Partial acquisition	Council	R2
Lot 48 DP248606	590	565	Partial acquisition	Council	RE1

Lot and DP	Total area (square metres)	Acquisition / lease area (square metres)	Acquisition or lease	Current owner	Land use zone (LEP)
Lot 32 DP599369	1095	1095	Full acquisition	Council	RE1
Lot 31 DP599369	14	14	Full acquisition	NSW Government	RE1
Lot 43 DP262669	388	388	Full acquisition	Council	R2
Lot 10 DP255067	249	249	Full acquisition	Council	R2
Lot 202 DP850124	394	394	Full acquisition	Council	SP2
Lot 15 DP715029	1359	1331	Partial acquisition	Council	R2
Lot 32 DP239714	807	516	Partial acquisition	Council	RE1
Lot 161 DP752013	26616	26566	To be leased for construction	Private	R2
Lot 183 DP240118	216	216	To be leased for construction	Council	RE1
Lot 182 DP240118	734	734	To be leased for construction	Council	RE1
Lot 43 DP239166	578	578	To be leased for construction	Council	RE1
Lot 272 DP752013	1012	1012	To be leased for construction	Private	R2
Lot 1 DP572468	3427	3399	To be leased for construction	Council	RE1
Lot 5 DP583916	788	787	To be leased for construction	Council	RE1
Lot 45 DP7304	5260	5230	To be leased for construction	Council	RE1
Lot 111 DP241675	906	899	To be leased for construction	Council	RE1
Lot 52 DP237901	2280	2279	To be leased for construction	Council	RE1
Lot 54 DP237901	187	187	To be leased for construction	Council	RE1
Lot 12 DP731859	9922	9922	To be leased for construction	Council	RE1
Lot 11 DP731859	9800	9800	To be leased for construction	Council	RE1
Lot 2 DP604178	5311	5311	To be leased for construction	Council	RE1
Lot 164 DP231963	893	876	To be leased for construction	Council	RE1
Lot 1 DP238384	203	199	To be leased for construction	Council	RE1

Lot and DP	Total area (square metres)	Acquisition / lease area (square metres)	Acquisition or lease	Current owner	Land use zone (LEP)
Lot 198 DP236031	616	613	To be leased for construction	Council	RE1
Lot 58 DP236028	495	495	To be leased for construction	Council	RE1
Lot 57 DP236028	732	732	To be leased for construction	Council	RE1
Lot 147 DP230022	338	330	To be leased for construction	Council	RE1



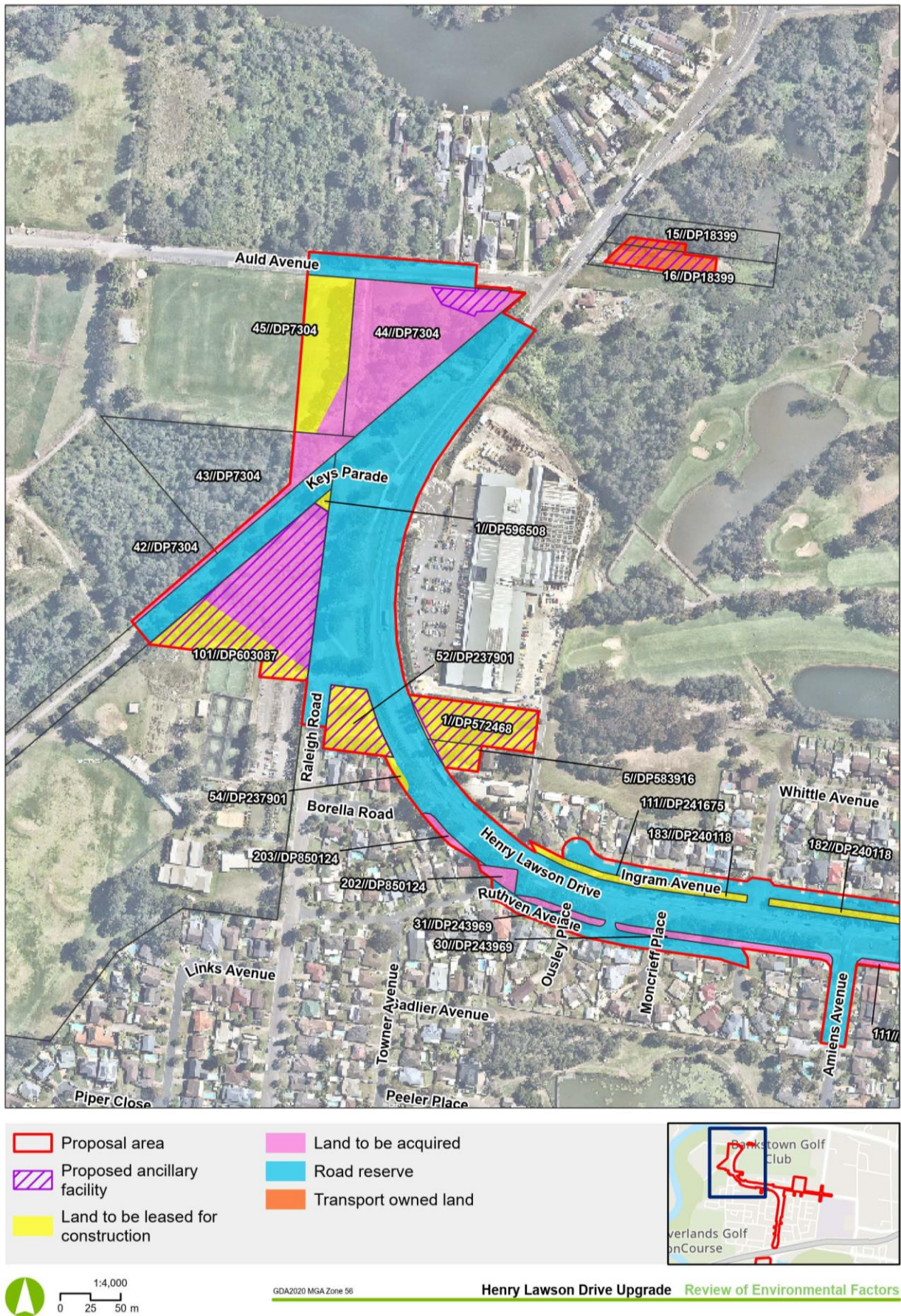


Figure 7-1a Proposed property acquisition





Figure 7-2b Proposed property acquisition



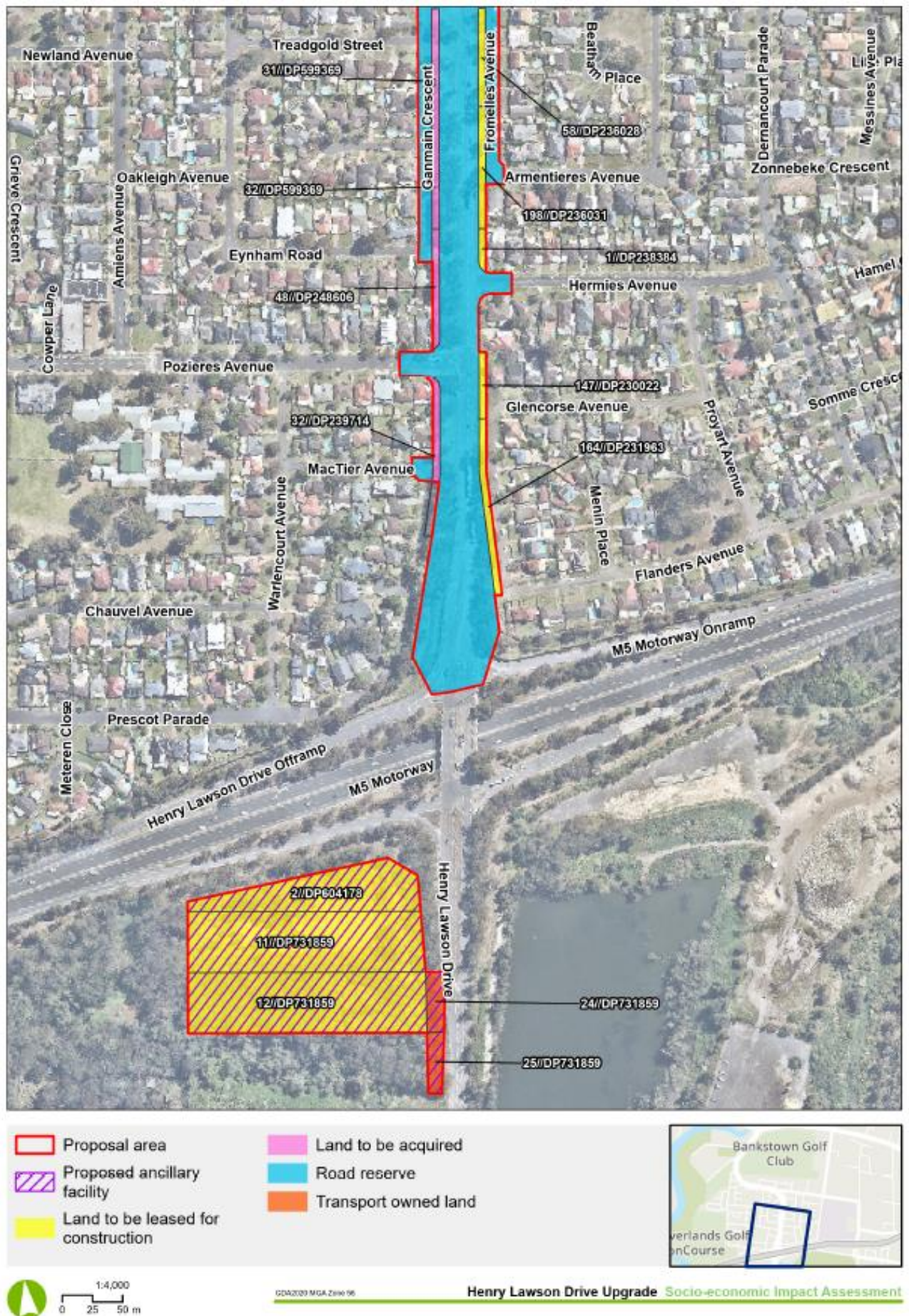


Figure 7-3c Proposed property acquisition

**Significance of property acquisition and adjustment impacts:** The proposal would not result in full property residential acquisition. Therefore, the potential to impact established local community networks or connection to place is low.

Based on the characteristics of property owners and occupiers in the direct study area, including SEIFA indexes considerations as outlined in section 6, sensitivity of stakeholders in the direct study area is low/moderate. The magnitude of both the temporary changes during construction would be moderate. This is based on types of proposed acquisition which would include some partial acquisitions. This would result in the overall significance of the impact being moderate.

These impacts are discussed further in the following sections.

## 7.2.2 Land use changes

The road corridor along Henry Lawson Drive and Bullecourt Avenue, within the direct study area, would transform into a temporary a construction zone, as outlined in Section 2.3.

The proposed ancillary facilities for the proposal would result in the following temporary land use changes:

- **439 Henry Lawson Drive, Milperra.** This property is currently owned by Transport and was acquired for the Henry Lawson Drive Stage 1A for use as a compound site. The site would be used for loose material storage, site staff parking, main site offices and materials storage during construction activities pertaining to the proposal. See Section 2.3 for further information.
- **Auld Avenue, Milperra.** This area is currently used as an informal parking area and will also be used as a construction compound for the proposal. The change in land use may have parking impacts to people using Gordon Parker Reserve during busy periods when parking availability along Auld Avenue is limited (i.e., during weekend sport events). Up to eight parking spaces would also be removed as part of the construction of the new link road between Auld Avenue and Keys Parade, which could impact the ability of members of the public to park near Gordon Parker Reserve. The number of parking spaces that need to be removed would be minimised as far as practicable during detailed design to minimise impacts to the community.
- **Milperra Sports Centre, Milperra.** The site is currently the largest privately owned multi-sports complex in Sydney. A portion of the site (to the north of the facility) will be subject to partial permanent acquisition and will be used as an ancillary facility for general construction activities for the proposal.
- **Raleigh Reserve, Milperra.** The site is currently a small local reserve. During construction of the proposal, Raleigh Reserve would be closed to the public and used to support construction work.
- **491 and 495 Henry Lawson Drive, Milperra.** The site is currently vacant and would be used to support general construction activities of the proposal. During construction, there would be no impact to the adjacent residential property at 497 Henry Lawson Drive.
- **'Bullecourt Triangle', Milperra** (between Bullecourt Avenue, Fleurbaix Avenue and Henry Lawson Drive). The site is currently a small local reserve and would be closed to the public during construction. As well as for use as a laydown/storage area, a permanent drainage basin and maintenance access would be in this area.
- **Bullecourt Avenue, Milperra.** The site is currently vacant and is being leased to the Bankstown Golf Club for recreational purposes. There is an approved Development Application for the site to construct a Seniors Living Development. This site may be used a main construction compound with offices, ablutions, and amenities to support construction of the proposal.
- **448 and 450 Henry Lawson Drive, Milperra.** The site is owned by Council and currently vacant. It has an area of hardstand and is located south-west of the M5 Motorway. It has previously been used as an ancillary facility. The site is about 300 metres away from the Heartbreak Ridge Paintball, which operates as a private business.

In addition, the area within the proposal construction footprint would become a construction site.



**Significance of land use impacts:** Land use changes surrounding the proposed road footprint during the construction phase would include temporary changes to roadside areas and ancillary facilities. The sensitivity of land occupiers, owners, and the broader study area to changes in land use is moderate. The change in land use within and surrounding the road corridor may impact the local community. However, impacts would be temporary and the sites (should they be used) would be returned to their current state at the completion of construction. Consequently, the magnitude of the changes would be low resulting in the significance of the impact being moderate-low.

### 7.2.3 Access and connectivity

The proposal would result in some temporary and permanent changes to access and connectivity within the direct study area. Minor to moderate impacts may be experienced in the direct study area and socio-economic study area including:

- Temporary local road / Henry Lawson Drive intersection (Raleigh Road, Whittle Avenue, Amiens Avenue, Ganmain Crescent, Fromelles Avenue and Hermies Road) changes to facilitate the construction of the proposal. This will result in temporary full closures of intersections. Construction would be staged so access from the local roads to Henry Lawson Drive southbound are not impacted concurrently. The contractor would confirm the need and duration of any road closures in consultation with Transport and in accordance with any required Council Road Opening Permit.
- During construction, intersections would retain all traffic movements for as long as possible. Transport and the contractor would notify the local community of changed traffic conditions prior to the closure of any of the intersections. In the latter stages of construction, some local access roads would be changed to be a permanent left in / left out only. Similarly, during construction, Auld Avenue would be retained with all traffic movements until the link road is opened to traffic. At that point, Auld Avenue would be changed to a left in left out arrangement, as approved in the Henry Lawson Drive Upgrade Stage 1A REF (Transport, 2021). Refer to Section 7.3.3 and the Traffic and Transport Assessment for further information on permanent road network changes. Changes to the local road network would result in residents needing to take a different route to access Henry Lawson Drive, which could result in increased travel time and frustration to drivers due to the ongoing changes.
- Temporary closure or adjustment of pathways and shared user connections, as part of the main structural widening works could result in changes to connectivity along Henry Lawson Drive to the Georges River and the surrounding recreational areas. This may cause some frustration and confusion for residents, school children and pedestrians and cyclists that access public recreational areas, such as Gordon Parker Reserve.
- As outlined in Section 6, the Georges River cycleway provides a north-south link within Canterbury-Bankstown LGA and is a popular recreational cycling route in the direct study area. Therefore, to mitigate potential impacts access throughout the direct study area using the shared user pathway and across intersections would be maintained during construction, using detours and alternative arrangements, and managed through signage and wayfinding. Where possible, access would be maintained, pedestrian and cyclist access would be detoured, and alternative arrangements managed through stakeholder engagement, signage, and wayfinding. Transport and the contractor would notify the local community of any changes to active transport pathways. During construction the following routes may be affected:
  - Existing shared path between M5 Motorway and Pozieres Avenue
  - Existing shared path (running alongside Henry Lawson Drive) between Ruthven Avenue and Keys Parade
- There are seven bus stops within the proposal construction footprint. These would be temporarily relocated to safe locations to allow for continued access. Temporary relocation of bus stops along Henry Lawson Drive could result in bus patrons needing to walk further to access their bus services. This could cause confusion to bus patrons, including school children and elderly population. During construction, Transport and the contractor would consult with bus operators on the changed traffic conditions and would notify the local community prior to the temporary change in bus services.

- There would be driveway adjustments for:
  - Two properties on Henry Lawson Drive opposite the Pozieres Avenue intersection.
  - Up to 15 properties along Bullecourt Avenue near the intersection with Henry Lawson Drive.
  - Four properties on Henry Lawson Drive southbound between the Flower Power development and Ingram Avenue.

Access to these driveways may be temporarily disrupted during construction. However, driveway adjustment would occur on public land adjacent to the properties where new kerbing would need to tie-in with the properties existing driveways. Impacts would be minimal as the kerbs would typically shift closer to the existing lot boundaries without affecting private land. For some of the Bullecourt properties, especially those further to the east, the impacts would be even more negligible.

As a mitigation, access to all properties (including residential, commercial, industrial, or educational) with a direct driveway frontage to Henry Lawson Drive / work areas and access along Henry Lawson Drive and Bullecourt Avenue would be maintained, where possible. Where there needs to be temporary disruption to access, this would be arranged in consultation with the impacted property owner or tenant.

- Temporary access changes would not be static over the entire construction period (estimated to be 24 months) and will change within that period. A traffic management plan would be developed to detail these arrangements while mitigating access impacts. In addition, stakeholder consultation and landowner engagement would further reduce impacts.

### 7.2.3.1 Road network and changes to traffic

Additional traffic movements required for construction, including turning movements to access ancillary facilities and construction areas, would result in temporary delays for motorists using Henry Lawson Drive. However, the number of construction vehicles for both deliveries as well as staff vehicles would be minimal in comparison to existing road volumes.

Similar impacts are likely to be experienced on Auld Avenue and Bullecourt/Ashford Avenue, particularly closest to the intersections. Construction may require some temporary lane closures for the widening works and upgrading the intersections at Keys Parade, Bullecourt Avenue and Pozieres Avenue. These lane closures may result in short term disruptions to access for residents and businesses in the direct study area and socio-economic study area.

Arterial roads in the direct study area are currently used by heavy vehicles accessing the M5 Motorway, Hume Highway, and industrial areas in the broader study area. Construction vehicles required for the proposal would likely use the following roads as haulage routes:

- Henry Lawson Drive (approved for heavy vehicles (including B-doubles) (Transport for NSW, 2020).
- Bullecourt Avenue
- Ashford Avenue
- Pozieres Avenue
- Raleigh Road
- Auld Avenue
- Milperra Road (approved for heavy vehicles (including B-doubles) (Transport for NSW, 2020).
- Newbridge Road

Construction vehicles and workforce would add some construction related traffic to the local road network, particularly within the direct study area and socio-economic study area. This may impact the efficiency of the local road network and result in road users using other roads to avoid construction areas while increasing pressure on surrounding streets, potentially impacting local amenity in quieter areas along Pozieres Avenue and Raleigh Road.

### 7.2.3.2 Freight and business movements

Construction may impact access to businesses because of temporary changes to traffic arrangements on Henry Lawson Drive and along Bullecourt Avenue. The Flower Power complex located to the east of the proposal may also experience impacts to access during upgrade work required at Keys Parade and Auld Avenue. The complex would be serviced by deliveries and large vehicles. The complex is operational between 8am and 7pm and it is likely that businesses would also receive deliveries outside of this period. During construction of the Keys Parade intersection and road works to widen Henry Lawson Drive in the vicinity would result in some localised impacts in access or traffic delays. Impacts to access could result in delivery delays and adverse impacts to businesses in this area. In addition, impacts to access may also impact customer access during business operating hours. Impacts to business operations are discussed further in Section 7.

Henry Lawson Drive is an approved heavy vehicle road used as freight route providing connections to the M5 Motorway and the Hume Highway. These routes have been identified as two of Greater Sydney's key freight corridors within the Freight and Ports Plan. As a result, keeping traffic operating efficiently along Henry Lawson Drive is critical to the surrounding industrial areas including the industrial area within Milperra. Heavy vehicle movements within the direct study area and socio-economic study would impact freight carriers and travel times if alternative traffic arrangements are proposed during construction. In addition, Bullecourt Avenue supports heavy vehicle movements to industrial areas in Milperra.

For some activities during construction, either reduced capacity (lane closures) or detours for heavy vehicles may be required. If delivery periods are time sensitive for businesses travelling through the direct study area, such as produce deliveries or wet cement deliveries, impacts to the road network may impact these businesses. Consultation with business community on the construction activities and any traffic changes will be required to mitigate potential impacts during construction.

### 7.2.3.3 Parking

Parking is currently limited in the direct study area with no parking along Henry Lawson Drive, however there is on-street parking on local roads surrounding Henry Lawson Drive and informal parking on Auld Avenue. If construction vehicles were to park in local streets, this could cause localised deficits in parking for usual users. This would impact the elderly and people that have mobility constraints the most, as people may need to park further away. The proposal construction workforce would require parking facilities for private and construction vehicles. Construction workers would be encouraged to park in parking areas within ancillary facilities and share vehicles when travelling to construction areas to limit potential parking impacts in surrounding local roads.

The informal parking area on Auld Avenue would not be available for use during construction. This area would be used by patrons of Gordon Parker Reserve, particularly during busier recreational periods (i.e., weekends) and events when the kerbside parking is full. Construction of the proposal would result in the removal of up to eight parking spaces on Auld Avenue due to the new link road. The number of parking spaces that need to be removed would be minimised as far as practicable during detailed design to minimise impacts to the community.

### 7.2.3.4 Emergency services

Emergency services would need to use Henry Lawson Drive to access facilities in the broader study area including the Sydney HEMS Base Hospital, Liverpool Hospital and Bankstown-Lidcombe Hospital.

Any potential temporary alternate traffic arrangements, including traffic switching, may result in temporary delays on the local road work within the direct study area and socio-economic study area. Consultation with emergency services would be required to ensure adequate arrangements to ensure emergency access through the proposal area during construction is maintained.

### 7.2.3.5 Public transport

Changes to public transport facilities may impact people travelling through and within the direct study area. Potential impacts to public transport during construction of the proposal may include:

- Diversion or temporary loss of walking and cycling access to bus stops (including relocated bus stops) within the direct study area.
- The relocation of the bus stop on Pozieres Ave opposite of Milperra Public School during construction works may result in people, including school staff and students, having to travel further distances to access temporary bus stops. This may be challenging for less mobile public transport users.

### 7.2.3.6 School routes

Local school bus routes may experience disruptions during construction due to construction traffic, alternative traffic arrangements and reduced speeds around construction areas. This would occur mostly within the direct study area. Potential disruption, delays or relocation of bus stops are likely to have similar effects to school bus routes to those associated with the public bus services.

Potential temporary closure of the Henry Lawson Drive and Auld Avenue intersection during construction may have impacts on school bus services and school bus coaches that access Gordon Parker Reserve and Vale of Ah Fields. However, these are not regular school bus services but are arranged sporadically for school and sporting events as the need arises. Alternative access arrangements would need to be outlined as part of traffic management measures required for the overall proposal including the requirement for a Traffic Management Plan (TMP) to be developed prior to construction.

Impacts to the local road network, including access to Auld Avenue and construction traffic may impact travel times to Gordon Parker Reserve and Vale of Ah Reserve during and after school. Should these areas be accessed during the day for sport and recreation, delays can have impacts to class schedules and/or limit recreational usage time at these facilities.

**Significance of access and connectivity impacts:** The sensitivity of people to changes in access and connectivity is high. This rating of sensitivity has been selected considering all road users including motorists, pedestrians, cyclists, and freight drivers that would be using the direct study area during construction. The magnitude of the temporary changes during construction would be moderate resulting in the significance of the impact being high-moderate. This takes into consideration the potential access and connectivity impacts to residences, community facilities, and businesses, as well as the proposed mitigation that would be implemented during construction.

## 7.2.4 Social infrastructure

Access to social infrastructure facilities within the direct study area would be impacted during construction activities as there are limited alternative roads to access existing facilities. Vehicular access to large areas of playing fields, including the Bankstown Golf Club, Milperra Tennis Courts, Milperra Community Hall, Riverlands Golf and Recreation Club and parklands near the proposal may be impacted particularly during busy weekend sport periods. The playing grounds on Auld Avenue are used by local sporting clubs and community groups and access is provided via Auld Avenue. Although pedestrian, vehicular and parking access would be impacted by construction related traffic delays, access would be maintained during construction. Alternative access arrangements would need to be outlined as part the proposal TMP.

Table 7-3 includes a full list of social infrastructure facilities within the direct study area that would be impacted during construction.

**Table 7-3 Potential impacts to social infrastructure in the direct study area**

Social infrastructure	Potential impact
Milperra Sports Centre	The Milperra Sports Centre is a privately owned multi-sports facility. A parcel of land that forms part of the facility would be required to accommodate the Raleigh Road extension and to be used as a construction compound. However, it is anticipated that there would be no impacts to the operations of the Sports Centre during construction. There may be some amenity impacts from noise, air quality and visual impacts as the construction would be visible from parts of the facility and car parking area.



Social infrastructure	Potential impact
Gordon Parker Reserve	<p>The Gordon Parker Reserve on Auld Avenue is used by schools, local sporting clubs and community groups. There are no alternative roads to access this facility. The construction of the Auld Avenue link road would not directly impact the operation of the Gordon Parker Reserve. However, construction may have indirect impacts on the usage of the reserve due to visual, noise and air quality impacts associated with construction, as well as a reduced ability to park on Auld Avenue. There is a proposed ancillary site to be located near to the reserve, which may result in additional amenity impacts such as noise, visual and perceived air quality impacts.</p> <p>The informal parking area on Auld Avenue close to the intersection of Auld Avenue / Henry Lawson Drive would not be available during construction, which may impact visitors and patrons of Gordon Parker Reserve during busy periods.</p>
Raleigh Reserve	<p>The site is currently a small local reserve. The Raleigh Reserve lot would be leased to support construction work and would be temporarily closed to the public. In addition, there would be temporary exclusion of pedestrians near Raleigh Reserve during the closure and removal of pavement at the Raleigh Road / Henry Lawson Drive intersection, re-establishment of the reserve and re-alignment of the shared path through the area.</p>
Milperra Reserve	<p>Amenity of Milperra Reserve, located at the intersection of Bullecourt Avenue and Ashford Avenue, would potentially be impacted during construction due to visual and amenity impacts associated with the Bullecourt/Ashford Avenue works on the northern side of the intersection.</p>
'Bullecourt Triangle', Milperra (between Bullecourt Avenue, Fleurbaix Avenue and Henry Lawson Drive)	<p>The site is currently a small local reserve and would be closed to the public during construction.</p> <p>This reserve would be temporarily used as a laydown/storage area and for a permanent drainage basin and maintenance access. The presence of an ancillary facility may temporarily impact residents located on the eastern side of Fleurbaix Avenue and north of Fromelles Avenue.</p>
Milperra Public School	<p>Access to the Milperra Public School from Henry Lawson Drive is via Pozieres Avenue. Increased construction related traffic may temporarily impact access to the educational facility. Additionally, there is a bus stop on Henry Lawson Drive which is consistently used by public and students. As part of the proposal, this bus stop would be relocated to the north of the intersection to improve safety of buses stopping. This would result in school staff and students needing to cross Pozieres Avenue to get to school.</p>
KU Milperra Preschool	<p>This facility is located on Amiens Avenue. Construction activities may impact access due to increased traffic movements associated to workforce movement, road users finding alternative access routes and construction activities (haulage routes).</p>

Table 7-4 includes a full list of social infrastructure facilities within the socio-economic study area that would be impacted during construction.

**Table 7-4 Potential impacts to social infrastructure in the socio-economic study area**

Social infrastructure	Potential impact
Western Sydney University Bankstown Campus / Western Sydney University Early Learning Bankstown	<p>Localised impacts to Bullecourt Avenue from construction may result in some localised traffic delays that could impact travel times to this educational facility.</p> <p>As highlighted in Section 6.5.3, there is a Planning Proposal for the existing Western Sydney University site in Milperra to change the use of the site to residential housing. As part of this proposal there will likely be a requirement for improvements to the footpath / shared path network.</p>

Social infrastructure	Potential impact
Vale of Ah Reserve	Vale of Ah Reserve is located on Auld Avenue. It is used by a range of associations and sporting clubs for community events such as the Pasifika Touch Festival. The construction of the proposal would not directly impact the operation of the reserve. However, construction may have indirect impacts on its usage due to visual, noise and air quality impacts associated with construction.

**Significance of social infrastructure impacts:** The operation of social infrastructure in the socio-economic study area is not expected to be significantly impacted during construction. However, some traffic impacts would occur in the direct and broader study area. The overall sensitivity of social infrastructure to potential impacts of construction, including, amenity, visual and noise impacts which may impact the operation of facilities is moderate. Based on the assessment of impacts to the community enjoyment and attractiveness of facilities during construction, the magnitude of impacts is moderate. Therefore, the overall level of significance would be moderate.

## 7.2.5 Businesses and commercial operations

### 7.2.5.1 Employment opportunities

In 2021, Education and Training, Construction, and Health Care and Social Assistance were the top industries of employment in the direct study area. Only 6 per cent of the study area residents (aged 15 years and over) were employed by the construction sector. Construction of the proposal may provide additional employment opportunities in the area and opportunities for businesses involved in earthworks, roadworks, bridge construction and material supply. The proposal may also result in construction worker expenditure at local shops and businesses nearby in Milperra during the construction period.

### 7.2.5.2 Golf courses

Construction is not expected to impact the use and operation of the Milperra Golf Driving Range and Bankstown Golf Course, used for golfing activities, private functions, and events. Amenity impacts including noise and visual impacts are not likely to impact events and functions. However, access to the golf course is available via Ashford Avenue, so there may be some travel time impacts during construction. In addition, Bankstown Golf Course lease the property on Bullecourt Avenue that is used by patrons as a practice range for golf. This would not be available for construction. However, as it does not form part of the formal golf course per se, it is unlikely to have substantial impacts to the operations of the facility.

Overall, construction is not expected to impact patronage to the golf course as it is destination facility where individuals travel to visit outside of residential areas and town centers.

### 7.2.5.3 Businesses along Bullecourt Avenue

Bullecourt Avenue is an east-west regional road that connects Henry Lawson Drive to the Western Sydney University Bankstown campus, residential areas, and industrial areas to the east. It is generally a two-lane undivided road with residential and on street parking on both sides. It is expected that some businesses around the intersection of Bullecourt Avenue and Ashford Avenue would be impacted, particularly around on-street carparks, traffic flow and access leading to these businesses. They may also experience noise and amenity impacts. Refer to Figure 6-1 for businesses near the proposal.

The presence of construction equipment and machinery may impact the patronage to businesses such as the service centre, restaurants and local shops surrounding the intersection of Ashford Avenue and Bullecourt Avenue intersection, which also includes a BP petrol station with direct access to/from Bullecourt Avenue, restaurants, service centers, pharmacies, large manufacturing, and construction equipment related shops. These businesses may also have concerns about loss of passing trade during construction due to limited parking availability and potential perceived inconveniences. Business activity such as interactions

with customers/clients, office and restaurant environments and the productivity of workers may be impacted during construction due to noise and vibration.

Works are not anticipated on the southern side of the Bullecourt/Ashford Ave intersection. Therefore, impacts on these businesses may be minor.

Businesses in the industrial areas of Milperra, are generally clustered between Ashford Avenue, Milperra and Queen Street, Revesby include industrial warehouses and storage facilities, freight and logistics precincts, manufacturing and construction areas, trade services and wholesale industrial retailers. Access to the Milperra Business Park is available via Horsley Road. Therefore, impacts from the proposal to the business park are not anticipated.

#### 7.2.5.4 Businesses along Henry Lawson Drive

Businesses along Henry Lawson Drive includes the Flower Power complex, which incorporates Flower Power Garden Centre, Whole Farms Market Milperra, PETstock Milperra, metro POOL + SPA and Frankie's Food Factory Milperra to the east of Henry Lawson Drive. The construction of the proposal is not expected to impact the operation of businesses within the complex. The complex may experience some impacts to access efficiency during construction as a result of alternate traffic arrangements. There is emergency access from Flower Power leading to Henry Lawson Drive, but this will remain open during and after construction. Refer to Figure 6-1 for businesses near the proposal.

#### 7.2.5.5 People working from home

The emergence of the COVID-19 Virus in March 2020 substantially impacted travel patterns throughout Sydney, NSW. In 2021, 6,047 people (33.6 per cent of the broader study area) worked from home. As regular working arrangements, that is, travelling to work, slowly return to pre-Covid conditions, it is recommended to assume that residents in the socio-economic study area work primarily from home and may experience amenity impacts similar to those of businesses.

Noisy works may impact people's ability to concentrate and interrupt telecommunication such as business calls and meetings. This is likely to cause frustration and concern, particularly if people have been working from home for a substantial period of time. Construction may result in changes to people's habits such as avoiding the use of recreational areas during work breaks such as those located at Gordon Parker Reserve and the Vale of Ah Reserves which would have temporary amenity impacts during construction.

As described in Section 6.4, Health Care and Social Assistance was one of the top employment industries in the broader study area. Health Care and Social Assistance are highly mobile professions, so working from home arrangements due to Covid restrictions would not be entirely applicable to people working in this industry, unless providing services like telehealth. An important aspect to consider is the ability of employees in this industry to connect to work sites or where there's demand for their services. Therefore, travel patterns for people working in this industry could be impacted due to construction related delays.

**Significance of business and commercial impacts:** The sensitivity of businesses during construction is moderate to high based on the context of the existing environment (several small shops around Bullecourt Avenue and people mainly working from home). The magnitude is moderate, due to the potential impacts to businesses with direct access from Bullecourt Avenue and Henry Lawson Drive. This would result in the significance of the impact being high-moderate.

Impacts would be temporary in nature and would not be consistent throughout the construction period.

### 7.2.6 Amenity and community values

#### 7.2.6.1 Amenity

It is expected there would be a reduction of local amenity in the direct study area and socio-economic study area during construction. Sensitive receivers in the direct study area would experience the most impacts to amenity. As discussed in Section 5.5, the areas surrounding the proposal are a mix of low density residential

and recreational areas. Therefore, sensitive residential receivers include those located on properties on the west and east of Henry Lawson Drive in the direct study area.

However, the most sensitive receivers would be businesses located on the north-east of Henry Lawson Drive (Flower Complex) and around the Bullecourt Ashford Avenue intersection in the direct study area. While intrusive work would not occur on the southern side of the Bullecourt Avenue/Ashford Avenue intersection, these businesses may still experience noise and visual impacts and associated reduction in local amenity.

On the south of Pozieres Avenue, there are existing noise walls on the approach to the M5 Motorway. These noise walls would be relocated as part of the proposal early in the construction period to facilitate construction and make sure that the benefits of the noise walls are retained.

Per the Noise and Vibration Assessment report (SLR Consulting, 2023), the work areas are close to residential receivers on Henry Lawson Drive, Bullecourt Avenue, Ashford Avenue, Rayleigh Road, and Auld Avenue, which results in 'high intrusive' to 'moderately intrusive' noise levels and impacts at some of the nearest receivers. The highest noise levels and impacts would be experienced by adjacent receivers when noisy construction work is nearby. Where receivers are further away, or when less noise intensive work is being completed, the predicted noise impacts are correspondingly lower.

The highest impacts would be during construction activities that use noise or vibration intensive equipment. The highest impacts are expected to occur when noise intensive equipment is being used such as chainsaws, chippers, concrete saws, or rock breakers. These items of equipment would only, however, be required occasionally and would be unlikely to be in use for long periods of time.

Certain construction activities that may result in traffic restrictions are likely to be carried out during the night-time to minimise disruption to traffic and provide a safer working environment for construction workers. Noise intensive equipment such as concrete saws may be required at times during out of hours work. Works outside standard construction hours along Henry Lawson Drive and near compound sites involving noise intensive activities could result in some potential sleep disturbance or discomfort for residential receivers. Appropriate construction noise and vibration management measures would be put in place to minimise and manage impacts (refer to Henry Lawson Drive Stage 1B Noise and vibration report (SLR, 2023)). Where possible, high noise intensive activities would be scheduled where possible in accordance with Transport's Construction Noise and Vibration Guidelines 2016.

During evening and night time works, receivers in these areas may experience impacts associated to light spill into the front of properties. This can have an adverse impact on the health and wellbeing of residential receivers, particularly if construction periods occur for sequential periods. However, construction site and compound sites would be arranged to avoid where possible light spill into adjoining properties.

In addition, the businesses and residential receivers located on properties in the direct study area are expected to experience temporary impacts in visual amenity due to the presence of ancillary facilities, workforce parking, plant, and machinery during construction.

Construction related traffic has the potential to temporarily increase road traffic noise levels at receivers that are near to haulage routes, specifically along smaller local roads such as Raleigh Road and Auld, if they are used as part of the proposed construction traffic routes. Some non-residential sensitive receivers are likely to experience construction vibration impacts, including the Flower Power complex, Gordon Parker Reserve, and the Western Sydney University campus.

#### **7.2.6.2 Areas of community interest**

Canterbury Bankstown Council carries out community events throughout the year to celebrate diversity, holidays, and special events. These events change annually. Prior to construction, the construction contractor would consult with both councils to understand whether community events would be carried out in the socio-economic study area during construction activities to mitigate potential impacts.

There are identified sites around the proposal footprint commemorating the local history as a WWI soldiers' settlement. Several roads reference major battles in WWI and existing signs identify the area as a soldier settlement area, with houses that were then sold or given to soldiers who had fought in the war.

It is expected that some of the signage that highlight this settlement history will need to be shifted, not removed, due to road widening.



The Amiens Avenue and Henry Lawson Drive Intersection - Milperra Memorial Sign was funded by the Federal Government under the Armistice Centenary Grant Program and is located on the southern side of Amiens Avenue and near the existing bus stop. The memorial would need to be permanently relocated to accommodate the road widening in this area. Ongoing consultation with Council indicates Councils' preference for the memorial to remain intact and relocated so that it remains adjacent to the shared path and facing Henry Lawson Drive. The relocation of the roadside memorial would be undertaken in consultation with the council.

### 7.2.6.3 Community values

As outlined in Section 4, the local community values the natural environment with '*Clean and Green*' and '*Strengthening and protecting our environment*' being key aspects of the community's strategic plans. Furthermore, as stated in the Council CSP, the surrounding communities also value movement, with '*Moving and Integrated*' and '*Creating connection*' as key directives

As per the Arboricultural Impact Assessment & Tree Protection Plan and the Biodiversity Assessment Report, the proposal would require some vegetation removal due to road widening. Vegetation removal would result in amenity impacts to surrounding receivers and users of the direct study area. However, a total of 15 trees are proposed for retention, which include a row of trees at Link Road, between Keys Parade and Auld Avenue. A Landscaping Plan has been produced for the proposal that considers replacement planting as appropriate along the road corridor. In addition, during detailed design, work would be undertaken to further limit the impacts on street trees along Henry Lawson Drive.

The presence of construction compounds and equipment would also impact the visual aesthetic of the direct study area and some of the socio-economic study area. This includes residents near the proposed compounds, e.g., residents along Keysor Place, Raleigh Road, motorists, active and public transport users passing construction areas of the proposal. In addition, residents along Ingram Avenue, Ganmain Crescent and Fromelles Avenue would be fronting onto the construction site.

Construction of the proposal may impact the accessibility and connectivity for road users on Henry Lawson Drive and surrounding local roads. This may result from construction traffic and alternative traffic arrangements, which could be frustrating for local road users and people travelling through the direct study area who may change travel behaviours to avoid construction areas. The amenity impacts associated with construction including noise, visual, air quality and perceived safety impacts around construction sites may also deter the use of recreational facilities the direct study area. This could have indirect impacts to the wellbeing of the community.

There is a heritage tree (unlisted) associated with a WWI soldier settler marked with an informal plaque on the Ingram Avenue side, on the north of Henry Lawson Drive (see Figure 6-5). It is believed this tree was planted by a soldier. This tree is being proposed as a tree removal due to road widening. Where possible, adjustments would be made to the road alignment, new shared path, and footpath to reduce impact to the existing tree and vegetation on the route.

**Significance of community and amenity impacts:** The sensitivity of the community to changes in amenity and values is moderate. The potential impacts during construction would impact the community values associated with natural spaces, movement, and connectivity. The magnitude of the impacts during construction is high based on the potential noise, visual and air quality impacts associated with construction activities required for the proposal. This would result in the level of significance being moderate-high.

## 7.2.7 Cumulative impacts

This cumulative impact analysis relates to construction impacts being experienced for a period of over 24 months, where there is potential for construction activities to occur concurrently with other developments and projects in the direct and socio-economic study area.

As stated in Section 6.5.3, the proposal would be located near Riverlands Residential Development and the Anglicare Aged Care development on Bullecourt Avenue, in addition to other projects that form part of the Henry Lawson Drive Upgrade Program of works. Within the Milperra suburb other developments of minor scale are also proposed. As highlighted in Section 6.5.3, there is a Planning Proposal for the existing

Western Sydney University site to change the use of the site to residential housing. As part of this proposal there will likely be a requirement for improvements to the footpath / shared path network.

As the proposal forms part of a broader program of works for the upgrade of Henry Lawson Drive and in an area of development and land use changes, construction fatigue and consultation fatigue could be experienced by the community and people that travel on Henry Lawson Drive frequently. Impacts could result in feelings of constant disruption and disturbance within communities, altering the amenity of suburbs and the enjoyment of areas.

As these proposed developments and projects would fall within the broader study area, they are likely to contribute to the cumulative accessibility and way of life impacts (changes on daily routines and networks of the residents), due to extended period of disruption (i.e., increased dust, noise, traffic changes, congestion, changed wayfinding) and adding to the overall count of sensitive receptors.

**Significance of cumulative impacts:** The sensitivity of the community to cumulative impacts is moderate due to the potential cumulative impacts associated with concurrent projects occurring near the proposal. The magnitude of the impacts during construction is moderate, resulting in the level of significance being moderate.

## 7.3 Operational impacts

### 7.3.1 Property acquisition and adjustments

Full private property acquisition would not be required for the proposal. However, the proposal would require partial permanent acquisition of a section of land that forms part of the Milperra Sports Centre, which is currently open green space with vegetated trees. Access to the sports centre carpark may be sporadically disrupted to provide access to the construction compound, however access will not be restricted for users of the Milperra Sports Centre. **Significance of property acquisition and adjustment impacts:** Based on the limited impacts during operation, sensitivity of land owners is low. The magnitude of changes during operation would be low, resulting in the significance of the impact being low.

### 7.3.2 Land use changes and development

The proposal would complement land use changes within the broader study area by increasing the capacity of Henry Lawson Drive and improving safety for road users in the area. In addition, considering a high motor vehicle reliance in the socio-economic and broader study area, as shown in Section 6.7, upgrading Henry Lawson Drive would provide greater multi-modal access to social infrastructure facilities, particularly considering the projected growth through the City of Canterbury Bankstown LGA.

The proposal would also result in some changes in land use in the road corridor. Areas that were previously vacant or vegetated land alongside Henry Lawson Drive would form part of the road footprint during the operational phase. This would include the existing strip parks that are in the road corridor along Henry Lawson Drive and the recreational areas and private property areas where link roads are being proposed.

Furthermore, the 'Bullecourt Triangle' (between Bullecourt Avenue, Fleurbaix Avenue and Henry Lawson Drive), Milperra would become a Water Quality (WQ) basin and associated maintenance access. There will not be any other permanent land use changes due to the proposal.

**Significance of land use impacts:** As shown in Section 8 and based on 2016 SEIFA scores, the sensitivity of land occupiers, owners, and the community to permanent changes in land use is low. However, changes to property access along the proposal, including residential properties along the Henry Lawson Drive and commercial properties along Bullecourt Avenue because of the widened road footprint, would increase the magnitude of these changes.

The magnitude of these changes is low-moderate as most areas impacted would be road reserve and areas close to the road, resulting in the level of significance being low-moderate.

### 7.3.3 Access and connectivity

It is proposed that along Henry Lawson Drive local road accesses become left in/left out at Whittle Avenue, Amiens Avenue, Ganmain Crescent, Fromelles Avenue and Hermies Avenue, which would change current access arrangements for the residential properties located within the direct study area, particularly in the southern end of the proposal (refer to Table 7-5). This change is required to improve road safety at these intersections.

The proposal would maintain access to all properties within the proposal area during operation. However, some residential properties with direct access to Henry Lawson Drive would have their driveway access converted to left-in, left-out only. This change would affect the following residential properties:

- 497, 499 and 503 Henry Lawson Drive, Milperra, located south of the Flower Power Garden Centre. Driveway access would be converted to left-in left-out only, so residents wishing to turn right into their properties from the northbound carriageway would need to use local road detours to access their properties. Local road detours would involve either:
  - turning left at the Henry Lawson Drive / Keys Parade intersection and then using the roundabout to turn around and access the southbound carriageway of Henry Lawson Drive.
  - turning left at the Henry Lawson Drive / Ruthven Avenue intersection to travel to Raleigh Road before turning onto Keys Parade to access the southbound carriageway of Henry Lawson Drive.
- 553 and 553A Henry Lawson Drive, Milperra, located south of the Hermies Avenue intersection. Driveway access would be converted to left-in left-out only due to the Henry Lawson Drive / Hermies Avenue intersection only permitting left-turning vehicles into the kerbside lane to travel south through the Pozieres Avenue intersection.
  - To access the northbound carriageway of Henry Lawson Drive, residents would need to turn around at either Bransgrove Road or Maxwell Avenue, Panania.
  - For residents travelling northbound along Henry Lawson Drive, access to the properties would be via the Henry Lawson Drive / Bullecourt Avenue intersection. Vehicles would need to turn right at this intersection and right into Dernancourt Parade before using Hermies Avenue to access the southbound carriageway of Henry Lawson Drive.

Driveway adjustments and changed access conditions may cause frustration to residents and visitors at the above properties due to additional travel time and the need to use alternate routes. Given all the local roads within the study area connect to Henry Lawson Drive changing local road access arrangements could increase the risk of residential isolation particularly for the residential developments to the south-western side of Henry Lawson Drive. Intersections with increased capacity would include Pozieres Avenue, Bullecourt Avenue and Keys Parade. The increased capacity at these intersections would also improve efficiency and safety.

Intersection changes would include:

- **At Auld Avenue (assessed under Henry Lawson Drive Stage 1A REF).** No right turn from Henry Lawson Drive to Auld Avenue and no right turn from Auld Avenue to Henry Lawson Drive. Left-in/ left-out only and right-in/ right-out detour via Keys Parade and Auld Avenue link road to access Henry Lawson Drive. The implementation of left in left out access at side streets has the potential to increase travel times for residents and road users. However, conversion of the intersection into a left-in left-out reduces risk of vehicles turning into incoming traffic and would maintain safe access to Auld Avenue. At this intersection, most residential development is concentrated north of Auld Avenue so access changes and safety improvements would be mostly experienced by these residents.
- **Between Raleigh Road and Keys Parade.** Keys Parade is currently a signalised intersection that provides access into the Flower Power complex to the east of Henry Lawson Drive. Keys Parade intersection would be constructed by the developers of the Riverlands Development as this would become the main access point to the Riverlands Development. The proposal would upgrade the intersection to provide access to Raleigh Road and Auld Avenue including construction of a new roundabout. The proposal includes the permanent closure of Raleigh Road at Henry Lawson Drive, with access to Henry Lawson Drive available via Keys Parade. The permanent closure at Raleigh Road

would allow for the realignment of the shared user path along Henry Lawson Drive, which would increase open space access in Raleigh Reserve and between Henry Lawson Drive and Keys Parade. The permanent closure at Raleigh Road would also change the access to Milperra Golf Driving Range from Henry Lawson Drive. Rather than being able to access the Driving Range from Henry Lawson Drive, access would be via the Keys Parade intersection and the new Raleigh Road connection. The provision of this link road would facilitate safer vehicle movements, particularly given the high volume of traffic from the sports fields located along Auld Avenue.

- **Henry Lawson Drive and Bullecourt Avenue intersection.** The proposal includes additional southbound and northbound lanes, an additional right turn lane from Henry Lawson Drive (northbound) to Bullecourt Avenue, an additional right turn lane from Bullecourt Avenue to Henry Lawson Drive (northbound) and a dedicated left turn slip lane from Bullecourt Avenue to Henry Lawson Drive (southbound). At this intersection, most residential development is concentrated north of Bullecourt Avenue so access changes would be mostly experienced by these residents. Provision of additional right turn bays would increase turn storage capacity and reduce risk of road blockage and rear end collisions. The conversion of left turn exit lane from Bullecourt Avenue into slip lane would improve safety of that turn. The Anglicare Aged Care development on Bullecourt Avenue would increase travel demand in the area.
- **Henry Lawson Drive / Pozieres Avenue intersection.** The provision of right and left turn bays would increase turn storage capacity and reduce risk of road blockage and rear end collisions.

The new pedestrian footpath on Ingram Avenue that would connect with the pedestrian footpath along Henry Lawson Drive north to Flower Power and a new pedestrian footpath along Fromelles Avenue would provide enhanced pedestrian access and align with Transport's Movement and Place Strategy. Furthermore, currently there are no pathways along Henry Lawson Drive, particularly south of Amiens Avenue. The proposal includes a continuous shared path on the western side of Henry Lawson Drive from Pozieres Avenue to the playing fields and more broadly connecting into existing shared paths to the Georges River. Additionally, the closure of the Raleigh Road intersection with Henry Lawson Drive would allow for the shared user path to be realigned in this area to create more open space access to Raleigh Reserve, which would improve recreational outcomes.

The provision of new footpaths would provide safer and easier access to public transport. This would have a positive benefit to the community and visitors to the direct study area. The overall proposal would also align with Transport's Providing for Walking and Cycling in Transport Projects Policy, which aims to ensure that walking and cycling components of a project are incorporated from the outset and followed through to delivery and maintenance (Transport, 2021b).

Proposed right turn restrictions would require motorists to follow the alternate access arrangements outlined in Table 7-5. The right turn restrictions have the potential to create additional traffic on local roads, such as Dernancourt Parade and Pozieres Avenue as local traffic navigates the network to access Henry Lawson Drive. Signalised intersections at Bullecourt Avenue, Pozieres Avenue and Keys Parade would provide controlled safe movements to Henry Lawson Drive.

**Table 7-5 Alternate access arrangements due to proposed right turn restrictions**

Intersection with right turn restriction	Impacted right turn direction	Alternate access arrangement
Henry Lawson Drive / Ruthven Avenue	Southbound	<ul style="list-style-type: none"> <li>■ Right turn at Keys Parade intersection to access Raleigh Road.</li> <li>■ Left turn onto Ruthven Avenue.</li> </ul>
Henry Lawson Drive / Whittle Avenue	Northbound	<ul style="list-style-type: none"> <li>■ Left turn at Keys Parade intersection.</li> <li>■ U-turn at the Keys Parade / Raleigh Road roundabout to access the southbound carriageway of Henry Lawson Drive.</li> <li>■ Left turn onto Whittle Avenue.</li> </ul>



Intersection with right turn restriction	Impacted right turn direction	Alternate access arrangement
Henry Lawson Drive / Amiens Avenue	Southbound	<p><b>Access arrangement 1:</b></p> <ul style="list-style-type: none"> <li>■ Right turn at Key Parade intersection to access Raleigh Road.</li> <li>■ Left turn onto Newland Avenue, which connects with Amiens Avenue.</li> </ul> <p><b>Access arrangement 2:</b></p> <ul style="list-style-type: none"> <li>■ Left turn at Bullecourt Avenue intersection.</li> <li>■ U-turn at the Ashford Avenue roundabout.</li> <li>■ Right turn back onto Henry Lawson Drive.</li> <li>■ Left turn onto Amiens Avenue.</li> </ul>
Henry Lawson Drive / Fromelles Avenue	Northbound	<ul style="list-style-type: none"> <li>■ Right turn at Bullecourt Avenue intersection.</li> <li>■ Right turn at Armentieres Avenue intersection.</li> <li>■ Right turn at Fromelles Avenue intersection.</li> </ul>
Henry Lawson Drive / Ganmain Crescent	Southbound	<ul style="list-style-type: none"> <li>■ Right turn at Pozieres Avenue intersection.</li> <li>■ Right turn at Amiens Avenue intersection.</li> <li>■ Access via Joynt Avenue or Oakleigh Avenue, Eynham Road and Treadgold Street to Ganmain Crescent.</li> </ul>
Henry Lawson Drive / Hermies Avenue	Northbound	<ul style="list-style-type: none"> <li>■ Right turn at Bullecourt Avenue intersection.</li> <li>■ Right turn at Dernancourt Parade intersection.</li> <li>■ Right turn onto Hermies Avenue.</li> </ul>

All bus stops along Henry Lawson Drive and the bus stop on Pozieres Avenue (eastbound) near Henry Lawson Drive would be retained. The existing bus stop on Henry Lawson Drive (northbound), south of Pozieres Avenue would be relocated due to the widened road corridor. The bus stop would be relocated north of the intersection. Construction of new footpaths and relocated bus stops may provide greater incentive for the community to use public transport through better access opportunities. The operation of the proposal would not result in any changes to public bus services.

**Significance of access and connectivity impacts:** The sensitivity of local road users and those travelling through the direct study area to changes in access and connectivity is moderate. This rating takes into consideration the value of access and connectivity that the community has. The magnitude of the changes during operation would be moderate based on the assessment of benefits and potential adverse impacts, resulting in the significance of the impact being moderate.

### 7.3.4 Social infrastructure

The change in access to Auld Avenue social infrastructure facilities such as the Gordon Parker Reserve and Vale of Ah Reserve, both of which are highly used facilities for surrounding community may result in disruption and increased travel times. This would be due to the need to travel to the Keys Parade intersection to access Auld Avenue. Access would also be impacted through the removal of up to eight parking spaces at Gordon Parker Reserve due to the new link road. The number of parking spaces that need to be removed would be minimised as far as practicable during detailed design to minimise impacts to the community.

The increased travel times and alternate access requirements may be inconvenient for people visiting the park which may impact patronage for residents and visitors. However, the conversion of the intersection into a left-in left-out would reduce the risk of vehicles turning into incoming traffic and improve the performance of the intersection.

The proposal would include a dedicated right turn lane from Henry Lawson Drive (southbound) to Pozieres Avenue and a dedicated left turn lane from Henry Lawson Drive (northbound) to Pozieres Avenue. This would contribute to the safety in the area, particularly for residents, staff and students accessing the Milperra Public School. The dedicated left-in/left-out turn at Amiens Avenue would contribute to safety in the area, particularly for residents, staff and students accessing the KU Milperra Preschool.

**Significance of social infrastructure impact:** The sensitivity of residents using social infrastructure during operation proposal is moderate. This is based on the multiple community groups, sporting teams, schools and residents that use social infrastructure within the direct study area and socio-economic study area and their reliance on the road network and available parking spaces for access to these facilities. The magnitude of the operation if proposal on social infrastructure is moderate resulting in a moderate impact of significance.

### 7.3.5 Businesses and commercial operations

The proposal would provide benefits to commercial operations and businesses within and travelling through the direct study area through increased road capacity and improved travel times. The proposal includes additional southbound and northbound lanes at the Henry Lawson Drive and Bullecourt Avenue intersection.

Businesses around the Bullecourt Avenue/Ashford Avenue intersection would experience reduced amenity due to a slight increase in proximity of the road corridor to their premises. The Bullecourt Avenue/Ashford Avenue intersection upgrade would only involve alterations to the northern side of the intersection and would not encroach on properties to a substantial extent, meaning these businesses, including the BP Petrol Station, would not be substantially impacted.

Businesses on the eastern side of Henry Lawson Drive, including the Flower Power complex and the Bankstown Golf Course and industrial businesses on Ashford Avenue in Milperra may experience slightly increased flooding impacts in the Milperra Drain flood event during the operation of the proposal. These impacts would not be adverse. The impacts are generally bounded between Henry Lawson Drive to the west, Horsley Road to the east, Whittle Avenue to the South and Bankstown Aerodrome to the north (impacts do not extend to the Aerodrome). The impacts are due to the proposed bridge and the raised approach to the bridge. Per the Hydrology and Flooding Assessment, no significant changes in the flooding behaviour due to the proposal are shown in the study area in the event of flooding from the Georges River.

**Significance of commercial operations and businesses impact:** The sensitivity of businesses during operation of the proposal is moderate. The magnitude of the operation of the proposal on businesses is low, resulting in a moderate-low impact of significance.

### 7.3.6 Amenity and community values

The proposal is within an area that is subject to change and development due to the Riverlands Development, and the Anglicare Aged Care and Western Sydney University development on Bullecourt Avenue. The proposal would increase the infrastructure footprint within the direct study area, which may adversely impact the natural and vegetated character of the area. Landscaping works and the proposed urban design features are expected to reduce the visual impacts associated with vegetation removal.

Once operational, the proposal would provide improved landscaping, new shared path and footpaths that would positively impact surroundings through amenity, aesthetic, and natural environment improvements. This includes the realignment of the shared user path along Henry Lawson Drive which would increase the amount of open space at Raleigh Reserve and between Henry Lawson Drive and Keys Parade. This would positively impact the community by providing increased open space and supporting community wellbeing.

Due to the proposed road widening on the western side of Henry Lawson Drive and near the intersection with the M5 Motorway, the noise wall that back up properties on the south-eastern end of Pozieres Avenue will be shifted closer to existing buildings. By shifting the noise wall at this location permanent removal of vegetated landscaping would be required.

Per the Noise and Vibration Assessment report (SLR Consulting, 2023), the nearest residential receivers to the proposal including receivers on Henry Lawson Drive, Hermies Avenue and Bullecourt Avenue are subject to relatively high existing road traffic noise levels during the day. Receivers on Henry Lawson Drive

and Hermies Avenue also experience acute noise levels at night-time. Local roads such as Auld Avenue and Ganmain Crescent currently experience noise levels in exceedance of noise criteria during the day and night.

Therefore, the proposal is generally not predicted to substantially alter operational road traffic noise levels in and near the proposal area, with most receivers predicted to experience operational noise like the existing traffic noise. Noise levels are, however, predicted to slightly increase where widening work would bring Henry Lawson Drive substantially closer to nearby receivers. Consequently, most front-row residential receivers are predicted to be subject to acute noise levels. In summary, a total of 117 residential receiver buildings are predicted to experience noise levels that exceed the operational road traffic noise criteria and have been identified as being eligible for consideration of additional noise mitigation. It is also predicted that 24 residential receivers would experience increases in operational traffic noise of greater than 2dB, and 112 residential receivers would experience operational acute noise levels. Several of the front row receivers on Henry Lawson Drive have already received at-property mitigation under the Transport Noise Abatement Program (NAP). The level of at-property treatment provided as part of the NAP should be reviewed for each receiver to confirm whether it adequately mitigates the predicted noise impacts from the proposal.

As per the assumptions made in the noise modelling, a total of seven 'other' sensitive receiver buildings are predicted to have exceedances of the operational road traffic noise criteria. This includes two floors of the SDN Milperra Children's Education and Care Centre and various floors of six buildings at the Western Sydney University Bankstown campus.

**Significance of community and amenity impacts:** The sensitivity of the community to changes in amenity and values is moderate. This is due to:

- Vegetation removal required for the proposal that would take time to re-establish and potential visual impacts associated with the widened road corridor (increase of built infrastructure).
- Noise levels are predicted to increase slightly where widening work brings Henry Lawson Drive substantially closer to adjacent receivers.

Certain areas of residential properties next to Henry Lawson Drive have existing private fencing along the boundary with the road corridor between the M5 Motorway and Pozieres Avenue, and between Amiens Avenue and Whittle Avenue on the southern side of the road corridor, which would likely provide some degree of noise shielding to the residential receivers. Noise walls also exist near the intersection between Henry Lawson Drive and the M5 Motorway. It is likely that the existing boundary fences could provide at least additional attenuation of the noise levels at front row receivers that have existing private fences.

Therefore, the operational noise assessment results are considered conservative for these receivers, where private boundary fences exist and are in good condition. The magnitude of the amenity impacts during operation is moderate, resulting in the level of significance being moderate.

### 7.3.7 Cumulative impacts

Works for Stage 1A of the Henry Lawson Drive Upgrade Program of works would be completed before construction activities commence for the proposal. Stage 1A will provide additional capacity from widening Henry Lawson Drive from Tower Road to Auld Avenue. Both the Stage 1A and the proposal are expected to have a positive impact on access through the direct study area, socio-economic study area and broader study area.

Future stages of the Henry Lawson Drive Upgrade Project would be assessed separately and would consider cumulative impacts relevant to the next stage of development.

**Significance of cumulative impacts:** The sensitivity of the community to cumulative impacts is negligible. The magnitude of the impacts during operation is negligible, resulting in the level of significance being negligible.

## 8 Impact assessment summary and significance

Table 8-1 Impact assessment summary and significance – Construction phase

Construction				
Aspect	Impact (with mitigation)	Sensitivity	Magnitude	Overall
Property	<ul style="list-style-type: none"> <li>Driveway adjustments that could have moderate amenity/visual impacts to properties along Bullecourt Avenue and Henry Lawson Drive.</li> <li>Adjustments to properties on Ingram Avenue and Fromelles Avenue where footpaths would be constructed</li> <li>Adjustments to properties on the northern side of the Bullecourt Avenue / Ashford Avenue intersection</li> <li>Reduced amenity and a slight increase in noise due to the proposed driveway adjustments and the resulting proximity of the road corridor to properties around the Bullecourt Avenue/Ashford Avenue intersection.</li> <li>The Bullecourt Avenue / Ashford Avenue intersection upgrade would only involve alterations to the northern side of the intersection and would not encroach on properties to a substantial extent, meaning these businesses, including the BP Petrol Station, would not be significantly impacted.</li> <li>Partial acquisition of land that forms part of the Milperra Sports Centre for use as a compound site. The compound site will be used for loose material storage, site staff parking, main site offices and materials storage for the proposal.</li> <li>Full acquisition of some lots next to the existing Henry Lawson Drive.</li> </ul>	Moderate	Moderate	Moderate
Land use	<ul style="list-style-type: none"> <li>Change in land use for areas required for ancillary facilities and construction activities.</li> </ul>	Moderate	Low	Moderate-Low
Access and connectivity	<ul style="list-style-type: none"> <li>Temporary local road / Henry Lawson Drive intersection (Raleigh Road, Whittle Avenue, Amiens Avenue, Ganmain Crescent, Fromelles Avenue and Hermies Road) changes to facilitate the construction of the proposal will likely result in temporary full closures of intersections. Construction would be staged so that not all intersections would be closed simultaneously to allow people access to Henry Lawson Drive.</li> </ul>	High	Moderate	High-moderate



Construction				
Aspect	Impact (with mitigation)	Sensitivity	Magnitude	Overall
	<ul style="list-style-type: none"> <li>Construction traffic, slower speeds around construction areas and the installation of temporary traffic arrangements may result in traffic delays</li> <li>Temporary relocation or temporary closure of bus stops along Henry Lawson Drive may impact public transport users, particularly the elderly and less mobile.</li> <li>Driveway adjustments would cause temporary disruptions during construction. Changes in access from freely accessible prior to construction, to potentially altered and delayed access to properties may cause frustration to some stakeholders.</li> <li>Access for the emergency services would be maintained.</li> <li>Removal of up to eight parking spaces on Auld Avenue near the Auld Avenue link road to allow the construction of the link road to tie-in with Auld Avenue.</li> </ul>			
Social infrastructure	<ul style="list-style-type: none"> <li>Access to social infrastructure facilities would be temporarily impacted due to temporary closure or adjustment of pathways and shared user connections, mainly around the main structural widening works. This could result in changes to connectivity along Henry Lawson Drive to the Georges River and the surrounding recreational areas.</li> <li>Access and amenity impacts (including noise and visual impacts) at the Auld Avenue / Henry Lawson Drive intersection and ancillary site impact patronage to Gordon Parker Reserve.</li> <li>Vehicular and pedestrian access to large areas of playing fields and parklands near the proposal would be impacted particularly during busy weekend sport periods. However, alternative access arrangements would be provided to maintain access and mitigate access impacts.</li> <li>Potential impacts to the community enjoyment and attractiveness of community facilities as access to social infrastructure in the broader study area accessed via Henry Lawson Drive construction traffic and potential delays around construction areas.</li> <li>Increased construction related traffic may impact access and increase travel time to educational facilities in the direct study area and socio-economic study area.</li> </ul>	Moderate	Moderate	Moderate
Business and commercial	<ul style="list-style-type: none"> <li>Temporary noise and visual impacts for businesses closest to the proposal, specifically at the Flower Power complex and Milperra Sports Centre</li> <li>Businesses around the Bullecourt Avenue/Ashford Avenue intersection would experience reduced amenity due to a slight increase in noise during construction activities.</li> </ul>	Moderate	Moderate	Moderate

Construction				
Aspect	Impact (with mitigation)	Sensitivity	Magnitude	Overall
	<ul style="list-style-type: none"> <li>Works are not anticipated on the southern side of the Bullecourt/Ashford Ave intersection. Therefore, there would not be direct impacts on these businesses.</li> <li>The presence of construction equipment and machinery may impact the patronage to businesses surrounding the intersection of Ashford Avenue and Bullecourt Avenue. These businesses may also have concerns about loss of passing trade during construction.</li> <li>Freight drivers and heavy vehicles with time-crucial deliveries may be impacted by traffic delays and detours around construction sites.</li> <li>Increased traffic activity through construction work force and machinery. These will primarily move along alternative main roads. Where possible, local roads should be avoided to minimise disruption to local businesses.</li> <li>Businesses on the northern side of the Bullecourt Avenue and Ashford Avenue intersection may potentially experience temporary access disruptions due to Bullecourt/Ashford Avenue intersection works</li> </ul>			
Amenity and community values	<ul style="list-style-type: none"> <li>Sensitive receivers near the proposal would experience the most impacts to amenity in the form of noise, visual and air quality impacts, particularly when noise intensive equipment is used near to receivers. These worst-case impacts are, however, generally limited to the first rows of receivers adjacent to the proposal. Residential receivers which are further back or shielded from view are also predicted to be impacted by the proposal during noisy construction work, but to a lesser degree. The noise impacts during these evening and night-time work are predicted to increase compared to daytime work due to more stringent criteria.</li> <li>Increased traffic activity through construction work force and machinery</li> <li>The main potential source of vibration during construction of the proposal would be from vibratory rollers. The nearest receivers to the proposal are likely to be within the minimum working distances for cosmetic damage and human comfort.</li> <li>Increased traffic activity through construction work force and machinery. These will primarily move along alternative main roads. Where possible, local roads will be avoided to minimise disruption to residents.</li> <li>Potential sleep disturbance and higher impacts during noisy works.</li> <li>Vegetation removal would reduce the visual amenity of the direct study area</li> </ul>	Moderate	High	Moderate- High

Construction				
Aspect	Impact (with mitigation)	Sensitivity	Magnitude	Overall
	<ul style="list-style-type: none"> <li>Potential impacts to the community's use of public recreational greenspace, impacting facilities enjoyment and wellbeing.</li> <li>The Milperra Memorial would need to be permanently relocated to accommodate the road widening in this area. The relocation of the roadside memorial would be undertaken in consultation with the council</li> </ul>			
Cumulative impacts	<ul style="list-style-type: none"> <li>Cumulative impacts in the form of construction fatigue, amenity impacts and traffic impacts from proposed development near the proposal, including the Riverlands Residential Development, the Anglicare Aged Care development on Bullecourt Avenue, potential Western Sydney University use change to allow for residential housing, and other projects that form part of the Henry Lawson Drive Upgrade Program of works, may result in cumulative impacts in the form of amenity and traffic impacts.</li> <li>Potential consultation and construction fatigue for local communities and stakeholders due to the proximity and timing of these project may also occur.</li> </ul>	Moderate	Moderate	Moderate

Table 8-2 Impact assessment summary and significance – Operation phase

Operation				
Aspect	Impact (with mitigation)	Sensitivity	Magnitude	Overall
Property	<ul style="list-style-type: none"> <li>Property impacts due to partial private property acquisition would be limited to strip acquisition at the front of properties to accommodate the Raleigh Road intersection/link road, the development of Keys Parade, and to upgrade the northern side of the Bullecourt Avenue/Ashford Avenue intersection.</li> <li>Impacts from the acquisition of land which is currently publicly accessible along Henry Lawson Drive and the future Auld Avenue to Keys Parade link road route</li> <li>No further property acquisitions or adjustments would be required during operation.</li> <li>Driveway adjustments that could have moderate amenity/visual impacts to properties along Bullecourt Avenue and Henry Lawson Drive.</li> </ul>	Low	Moderate	Low-moderate

Operation				
Aspect	Impact (with mitigation)	Sensitivity	Magnitude	Overall
Land use	<ul style="list-style-type: none"> <li>The proposal would result in some changes in land use in the road corridor. Areas that were previously vacant or vegetated land alongside Henry Lawson Drive would form part of the road footprint during the operational phase.</li> <li>The 'Bullecourt Triangle' (between Bullecourt Avenue, Fleurbaix Avenue and Henry Lawson Drive), Milperra would become a fenced Water Quality (WQ) basin with associated maintenance access. There will not be any other permanent land use changes due to the proposal.</li> <li>The proposal would result in temporary impacts from the change in land use at the section of the Milperra Sports Centre proposed to be acquired for road widening, which would be restored to previous use in consultation with the property owner.</li> <li>The proposal would result in the conversion of a shared path into a road with a shared path for the new link road between Auld Avenue and Keys Parade (avoiding impacts to Gordon Parker Reserve).</li> </ul>	Low	Moderate	Low-Moderate
Access and connectivity	<ul style="list-style-type: none"> <li>Changing local road access arrangements could increase the risk of residential isolation particularly for the residential developments to the south-western side of Henry Lawson Drive. However, most of the intersections along the Henry Lawson Drive length would become left in and left out for safety reasons. Therefore, residents would be required to take new routes to access properties and businesses.</li> <li>The implementation of left in left out access at side streets has the potential to increase travel times for residents and road users but would maintain safe access to Auld Avenue.</li> <li>Proposed right turn restrictions have the potential to create additional traffic on local roads, such as Dernancourt Parade and Pozieres Avenue as local traffic navigates the network to access Henry Lawson Drive.</li> <li>Negligible impacts to public bus services, with the bus stop currently located south of Pozieres Avenue to be moved north of the intersection with Henry Lawson Drive as part of the operation of the proposal</li> <li>Improved safety for motorists at key locations including: <ul style="list-style-type: none"> <li>Henry Lawson Drive intersections of Auld Avenue, Ruthven Avenue, Whittle Avenue, Amiens Avenue, Ganmain Crescent, Fromelles Avenue and Hermies Avenue</li> <li>Henry Lawson Drive / Bullecourt Avenue intersection: provision of additional right turn bays which would increase turn storage capacity and reduce the risk of road blockage</li> </ul> </li> </ul>	Moderate	Moderate	Moderate



Operation				
Aspect	Impact (with mitigation)	Sensitivity	Magnitude	Overall
	<p>and rear end collisions, as well as the conversion of the left turn exit lane from Bullecourt Avenue into a slip lane which would improve safety</p> <ul style="list-style-type: none"> <li>– Henry Lawson Drive / Pozieres Avenue intersection: provision of right and left turn bays which would increase turn storage capacity and reduce the risk of road blockage and rear end collisions</li> <li>– Along Henry Lawson Drive through the separation of traffic by the raised concrete median.</li> </ul> <ul style="list-style-type: none"> <li>■ Up to eight parking spaces would be removed near Gordon Parker Reserve due to the operation of the intersection between the new link road and Auld Avenue. This would minorly impact parking at the reserve. The number of parking spaces that need to be removed would be minimised as far as practicable during detailed design to minimise impacts to the community.</li> <li>■ Driveway access would be converted to left-in left-out only impacting up to five residential properties with direct access to Henry Lawson Drive. Residents would need to use local road detours to access these properties and this may cause frustration and additional travel time.</li> </ul>			
Social infrastructure	<ul style="list-style-type: none"> <li>■ The change in access to Auld Avenue via Keys Parade intersection when travelling south on Henry Lawson Drive would result in increased travel times and impacts on access to social infrastructure facilities.</li> <li>■ The increased travel times and alternate access requirements may be inconvenient for people visiting the Gordon Parker Reserve and Vale of Ah Reserve which may impact patronage for residents and visitors.</li> <li>■ The realignment of the shared user path along Henry Lawson Drive near Raleigh Reserve would increase open space and result in further opportunities to facilitate physical and community wellbeing.</li> </ul>	Moderate	Moderate	Moderate
Business and commercial	<ul style="list-style-type: none"> <li>■ Businesses on the northern side of the Bullecourt/Ashford Avenue intersection would experience some slight increases in noise and reduced amenity due to kerb adjustments. However, alterations to the northern side of the intersection and would not encroach on properties to a substantial extent.</li> <li>■ Businesses on the eastern side of Henry Lawson Drive, including the Flower complex and the Bankstown Golf Course and industrial businesses on Ashford Avenue in Milperra may</li> </ul>	Moderate	Low	Moderate-low

Operation				
Aspect	Impact (with mitigation)	Sensitivity	Magnitude	Overall
	experience slightly increased flooding impacts during the operation of the proposal which could lead to damages, safety impacts and stress for business owners and employees.			
Amenity and community values	<ul style="list-style-type: none"> <li>The proposal would increase the infrastructure footprint within the direct study area, which may adversely impact the natural and vegetated character of the area. Landscaping works and the proposed urban design features are expected to reduce the visual impacts associated with vegetation removal.</li> <li>There is a noise wall that backs up properties on the western side of Mactier Avenue. Due to the proposed road widening on the side of the west of Henry Lawson Drive and near the intersection with the M5 Motorway, this noise wall will be shifted closer to existing buildings. This may impact residents who may perceive this shift as encroachment and reducing green areas. The area between the residential development and the noise wall is currently fenced off and with no pedestrian access.</li> <li>The proposal could result in slight flooding impacts during operation. The proposal shows a change in the flood behaviour in the local flooding from the Milperra catchment. An increase in peak flood levels of up to approximately 34mm is expected to the east of Henry Lawson Drive due to the proposal for a 1% AEP flooding from the Milperra catchment. Also, a minor increase in flood level in the order of 20mm is expected along Auld Avenue and Keys Parade due to the proposal for the 10% and 20% AEP local flooding from the Milperra Catchment. These impacts would not be adverse. For the flooding extent and all other flood maps refer to Hydrology and Flooding Assessment.</li> <li>Properties around the Henry Lawson Drive / Bullecourt Avenue intersection may experience some slight increases in noise (reduced amenity) due to the road corridor being closer to their premises.</li> <li>The proposal is not predicted to significantly alter operational road traffic noise levels for most receivers in the study area. Noise levels after the proposal is built are generally expected to be within around 1 dB of noise levels without the proposal.</li> <li>Exceedances of the relevant criteria are, however, predicted at most adjacent front row residential receivers. These exceedances are generally due to relatively high road traffic levels (both with and without the proposal), combined with increases in noise of greater than 2.0 dB in certain areas. A total of 117 residential buildings and seven 'other sensitive' receivers are predicted to experience noise levels that exceed the operational road traffic noise criteria and have been identified as being eligible for consideration of additional noise mitigation.</li> </ul>	Moderate	Moderate	Moderate

Operation				
Aspect	Impact (with mitigation)	Sensitivity	Magnitude	Overall
	<ul style="list-style-type: none"> <li>In terms of visual impacts, although a busy arterial road in its existing form, the proposal would see the upgrade of the road to a dual carriageway, with an accompanying substantial increase in road-related infrastructure. This related infrastructure includes pavement, earthworks, retaining walls, fences and barriers, drainage facilities including swales, basins, and culverts. The proposal also includes tree removal, which would result in the loss of the avenue type road corridor and the separating buffer between the road infrastructure and residential areas, together with a degradation to the associated open space areas.</li> </ul>			
Cumulative impacts	<ul style="list-style-type: none"> <li>There are not expected to be any cumulative socio-economic impacts during the operation of the proposal.</li> </ul>	Negligible	Negligible	Negligible

## 9 Mitigation measures

Table 9-1 provides the management measures that would be implemented during the construction and operation of the proposal.

**Table 9-1: Mitigation measures**

Potential impact	Mitigation measure	Responsibility	Timing
Community impacts during construction including noise, visual, amenity impacts	<p>A Community Liaison Plan (CLP) will be prepared and implemented as part of the construction environmental management plan (CEMP) to help provide timely and accurate information to the community during construction.</p> <p>The CLP would include (as a minimum):</p> <ul style="list-style-type: none"> <li>■ mechanisms to provide details and timing of proposed activities to affected residents, including changed traffic and access conditions</li> <li>■ contact name and number for complaints.</li> </ul> <p>The CLP would be prepared in accordance with <i>Transport's stakeholder engagement toolkit</i> and the <i>Transport for NSW Stakeholder and Community Engagement Policy 2019</i>.</p> <p>Continued consultation with the community until the completion of the construction activities for the proposal. Discussions will include design changes and construction activities; nature and timing of construction works and mitigation measures.</p> <p>Identify and implement additional mitigation strategies as part of the proposal Construction Noise and Vibration Management Plan and the Construction Noise and Vibration Guidelines (Roads and Maritime 2016) prior to construction work commencing. Follow standard construction hours as defined in the Interim Construction Noise Guideline (DECC 2009)</p> <p>Additionally, the use of at-property treatment for impacted sensitive receivers is considered as an appropriate form of noise mitigation for the proposal. However, the final noise mitigation strategy would be determined during detailed design.</p>	Transport and Construction Contractor	Detailed design/ pre-construction



Potential impact	Mitigation measure	Responsibility	Timing
Property impacts due to temporary access changes and property acquisition	<p>Continued consultation with affected property owners and land occupiers until the completion of the overall proposal. Discussions including the nature and timing of construction works would be required to identify relevant mitigation measures for noise, traffic, access, and visual impacts.</p> <p>Property acquisition would align with property acquisition requirements including private and crown land acquisition, in accordance with the Land Acquisition Policy and the Land Acquisition (Just Terms Compensation) Act 1991 and Land Acquisition Reform 2016.</p>	Construction contractor	Pre-construction/ construction
Access disruptions and access impacts	<p>Continued consultation with emergency services would be carried out to understand access requirements so that access is maintained during construction.</p> <p>Communication with community regarding alternate access arrangement and notification for emergency services due to changes traffic conditions would be carried out.</p>	Transport and Construction Contractor	Detailed design / construction
Changes in access for all road users	The local community would be notified of temporary changes to local road intersections prior to works at those intersections commencing. Consultation would continue during construction should arrangements change.	Construction contractor	Pre-construction / construction
Traffic impacts for all road users, including pedestrians and cyclists	<p>Traffic management measures required for the overall proposal are included in the Traffic and Transport Assessment, including the requirement for a Traffic Management Plan (TMP) to be developed prior to construction. Active transport should be addressed as part of this TMP.</p> <p>Alternative routes for active transport users will be clearly identified by signage and the use of traffic controllers where required. This includes areas along Henry Lawson Drive And close to Gordon Parker Reserve, which is frequented by school children and families, and near Western Sydney University.</p>	Transport	Pre-construction /construction
Construction traffic impacts on local businesses' operations/patronage	Continued consultation with businesses within the direct study area about timing and scheduling of construction activities would be carried out.	Construction contractor	Pre-construction/ construction
Construction traffic impacts on local businesses' operations/patronage	Wayfinding and the location of signage during construction will be based on the construction staging and where room is available.	Transport and construction contractor	Detailed design/ /construction

Potential impact	Mitigation measure	Responsibility	Timing
Social infrastructure impacts including access and amenity impacts	<p>Consultation with Council will be undertaken to make sure that construction activities to mitigate potential impacts to council run events that may be occurring in proposal area at the same time as construction activities.</p> <p>Consultation with operators of the golf courses, educational facilities, public transport providers, Council in reference to construction activities and mitigation measures during busy periods and events at these facilities would be carried out.</p>	Construction contractor	Pre-construction/ construction
Relocation of bus stops during construction	Public transport providers and users will be notified in advance of any temporary or permanent changes to bus stop locations through signage at the existing bus stops. Adequate way finding signage would be installed.	Transport/ Construction contractor	Detailed design /Construction
Amenity impacts associated with vegetation removal	Planting of semi-mature tree stock to reduce the visual impact of tree removal; provide more immediate benefits in reducing the heat island effect; and increase survival rates given their stability and development. Additional benefits from reduced establishment and maintenance requirements. Vegetation will be replanted in accordance with the Landscaping Plan prepared for the proposal.	Construction contractor	Construction
Potential flooding impacts	<p>Some construction activities can potentially be prone to the risk of flooding. These include any temporary earthworks as part of the construction activities (e.g., stockpiles), temporary buildings and site sheds, construction plants or storage facilities that are located within flow paths and have the potential to impact flooding conditions by altering flow depths, velocities, or flow paths.</p> <p>Where it is required to build temporary works in the floodplain (e.g., waterway crossings) during the construction phase, these could also potentially alter flooding conditions. Portable buildings and large unsecured construction objects have the greatest potential to affect flooding. They can be carried away by deep floodwaters and worsen local flood conditions by blocking bridges, culverts, and flood control structures downstream.</p> <p>Safety mitigation measures for all construction areas to be implemented as part of the Construction Flood Management Plan to minimise risk and potential impacts on residents, businesses, and stakeholders due to a flood event. The Plan will include evacuation routes identified for each stage of construction. Implementation of the Plan will include consultation with the community and stakeholders and based on advice provided from the SES.</p>	Transport and construction contractor	Detailed design/ Construction

Potential impact	Mitigation measure	Responsibility	Timing
Cumulative impacts	Consultation with Council, relevant developers and other stakeholders to minimise cumulative impacts. Opportunities would be explored to coordinate construction activities with other construction projects in the area to reduce risk of cumulative impacts.	Transport and construction contractor	Detailed design/ Construction

# 10 Conclusion

This SEIA considered the potential socio-economic impacts of the proposed Henry Lawson Drive Upgrade Stage 1B (the proposal).

## 10.1 Proposal potential construction impacts

The proposal is expected to have some adverse impacts during the construction phase, including:

- **Changes in land use and property impacts.** The proposal would require property (partial) acquisition and driveway adjustment of properties within the direct study area for road widening, ancillary facilities, and the construction footprint on Henry Lawson Drive and Bullecourt Avenue. Partial property acquisition would be limited to strip acquisition at the front of properties to accommodate the Raleigh Road intersection/link road, Keys Parade, and to upgrade the northern side of the Bullecourt/Ashford Avenue intersection. In addition, the proposal requires the acquisition of an entire lot of land that forms part of the Milperra Sports Centre for use as a compound site. Property acquisition can result in varying impacts on land owners and occupiers, with some people being more vulnerable to adverse impacts than others.
- **Access and connectivity impacts for road users.** Impacts would be associated with delays around construction areas, temporary alternate traffic arrangements and permanent changes to local access, including some local road access being left in and left out. In addition, although access would be maintained, the temporary relocation of bus stops may affect accessibility during construction. Ongoing discussions with Council are focused on discussing stakeholders' concerns around the proposed relocations and mitigations.
- **Access, amenity, and connectivity impact for businesses.** The Bullecourt Avenue / Ashford Avenue intersection upgrade would involve alterations to the northern side of the intersection and would not encroach on properties to a substantial extent. However, access to these businesses may be temporarily disrupted during construction. Business on the southern side of the Bullecourt/Ashford Ave intersection would not experience these impacts. Impacts on business movements, customer access, and freight deliveries may also occur during the implementation of alternative traffic arrangements during work periods at the Flower Power Complex.
- **Amenity impacts and community values.** Construction activities to support road widening would bring the road corridor closer to some residents on Henry Lawson Drive and residents and businesses along Bullecourt Road. This could result in reduced visual amenity as Henry Lawson Drive would occupy a larger road footprint. The widened footprint would further contribute to the built environment, potentially impacting community values. The establishment of temporary ancillary facilities to support construction have the potential to impact local amenity temporarily. The Amiens Avenue and Henry Lawson Drive Intersection - Milperra Memorial would need to be relocated to accommodate the road widening in this area. The relocation of the roadside memorial would be undertaken in consultation with the Council.
- **Impacts on social infrastructure.** Construction of the proposal would not directly impact the operation of most recreational facilities within the direct study area. Still, it may indirectly affect the usage due to construction visual, noise and air quality effects. This could reduce some residents' and visitors' enjoyment of social infrastructure and recreational spaces, mainly when using recreational facilities and parks such as golf courses, Gordon Parker Reserve, Ashford Reserve, and Newland Reserve. Access to educational facilities in the direct study area may be temporarily impacted due to increased construction traffic, delays around construction areas and temporary alternate traffic arrangements.
- **Cumulative impacts.** Construction activities related to planned development in the direct study area may cause cumulative construction impacts, resulting in an extended period of disruption due to changed road conditions, noise, dust and changed wayfinding. In addition, residents and school communities in the immediate study area may experience "construction fatigue".



- **Amenity impacts due to vegetation removal.** Vegetation removal would be required to widen the road. However, adjustments will be made to the road alignment, and a new shared path and footpath are being proposed to reduce the impact on existing trees and vegetation on the route. The final design of the proposal would also include landscaping. Therefore, vegetation removal and offsets are to be managed following the Landscaping Plan prepared for the proposal.

## 10.2 Proposal potential operation impacts

- **Changes in land use and property impacts.** As most land use changes would occur close to the road corridor, impacts are not expected to be substantial. The land use changes would facilitate improved connections through the direct study area and positively contribute to the local community amenity that values local movement and connectivity. For example, constructing new footpaths and relocated bus stops would improve pedestrian connectivity and incentivise the community to use public transport through better access opportunities. The proposal requires the permanent acquisition of an entire parcel of land that forms part of the Milperra Sports Centre. The lot is currently an open green space with vegetated trees and carparks. There would not be any further property acquisitions or adjustments during operation.
- **Changes to local access.** New turning arrangements (left in/left out) would reduce the risk of vehicles turning into oncoming traffic and improve the performance of key intersections while reducing travel time for Henry Lawson Drive users. However, some residential properties with direct access to Henry Lawson Drive where driveway access would be converted to left-in left-out only would experience changed access arrangements and, therefore, additional travel time associated with the need to use alternate routes.
- **Amenity impacts and community values.** The proposal's key features include landscaping enhancements, existing shared footpaths, and the construction of new paths. Enhanced and new footpaths can enable active transport connectivity and therefore increase local amenity. Revegetation and landscaping would occur throughout the direct study area to improve the visual aesthetic of the upgrade. In addition, constructing new footpaths and relocated bus stops would improve pedestrian connectivity. This would positively impact the community due to the high value the community and stakeholders place on safety. As well as this, the realignment of the shared user path along Henry Lawson Drive would increase open space access between Henry Lawson Drive and the new link road, which would benefit the local community. However, there would be a reduction in parking availability near the Gordon Parker Reserve due to the removal of up to eight parking spaces on Auld Avenue.
- **Supporting area development and future growth.** The proposal would support future growth by providing increased travel efficiency for local road users through the provision of greater capacity
- **Impacts on commercial operations.** Increased business patronage within and travelling through the direct study area through increased road capacity and improved travel times. Noise levels to the golf courses east of Henry Lawson Drive would slightly increase. However, it is noted that these changes are expected to be minor and would not be perceptible.
- Discrete **flood impacts** are expected to be localised near the Georges River, with slight increases in existing flood levels during flooding events. Mitigation, including further analysis during detailed design, would be implemented to avoid safety impacts during construction and would include flood evacuation procedures being implemented during a flood event. For the flooding extent and all other flood maps refer to Hydrology and Flooding Assessment.

## 10.3 Overall proposal's potential impact

The proposal is expected to increase travel efficiency for local road users by allowing for greater traffic capacity at key intersections. In addition, the proposal is expected to improve road and pedestrian safety.

The proposal supports overall strategic objectives as outlined in the Council policy framework. The upgrades to Henry Lawson Drive would improve efficiency and ease congestion while increasing road safety and providing active transport options throughout the local community. The proposal would align with the themes

and direction explored in NSW and local strategic planning documents with a focus on safety, efficiency and meeting the future needs of local and regional motorists.

Adverse impacts during construction and operation would be alleviated through various mitigation measures. In addition, Transport would continue to consult the community stakeholders and landholders and work with Council to reduce the magnitude of potential impacts.

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# A

## Quantitative data



## Appendix A – Quantitative data

The following table provides a summary of data used to inform this assessment. The data was collected from the Census of Population and Housing (ABS, 2021).

Indicator	Panania - Milperra - Picnic Point SA2		Condell Park SA2		Chipping Norton - Moorebank SA2		Broader study area		City of Canterbury Bankstown LGA		Greater Sydney	
	No	%	No	%	No	%	Number	%	No	%	No	%
<b>Population</b>												
Total persons	11,340		12,773		20,813		44926		371,006		5231147	
Proportion of people aged 14 years or younger	2262	19.95%	2,989	23.40%	4655	22.37%	9906	22.05%	73,481	19.81%	963,204	18.41%
Proportion of people aged 65 years or older	1818	16.03%	1788	14.00%	3150	15.13%	6756	15.04%	55,638	15.00%	794,713	15.19%
Aboriginal and Torres Strait Islander population	205	1.81%	46	0.00%	251	1.21%	502	1.12%	2,805	0.76%	90,939	1.70%
Overseas born	3,081	27.17%	5,112	40.02%	6930	33.30%	15123	33.66%	165,497	44.61%	2,021,083	38.60%
Advantage/disadvantage												
People with need for assistance	611	5.39%	891	6.98%	1203	5.78%	2094	4.66%	25,076	6.76%	270665	5.17%
<b>Housing and households</b>												
Total private dwellings	3,940		3,613		6756		14309		117,031		2,076,284	
Occupied separate house	2887	73.27%	2,264	62.66%	5292	78.33%	10443	72.98%	64,393	55.02%	1020631	49.16%
Occupied terrace/flat/other etc.	865	21.95%	1155	31.97%	1177	17.42%	3197	22.34%	52,387	44.76%	804,204	38.73%
Unoccupied private dwellings	173	4.39%	194	5.37%	283	4.19%	650	4.54%	9,183	7.85%	164628	7.93%
Total households	3,769		3,424		6472		13665		117,031		1,911,658	
Family households	3,004	79.70%	2,863	83.60%	5363	82.86%	19,393	80.80%	87,885	75.10%	1327581	69.45%

Indicator	Panania - Milperra - Picnic Point SA2		Condell Park SA2		Chipping Norton - Moorebank SA2		Broader study area		City of Canterbury Bankstown LGA		Greater Sydney	
Non-family households	691	18.33%	491	14.30%	1108	17.12%	4,611	19.20%	29,147	24.91%	501276	26.22%
Average household size	2.9		3.4		1.8		2.7		2.9		3.1	
Housing tenure - mortgage	1511	40.10%	1177	34.40%	2814	12.70%	5502	40.26%	35,046	29.90%	608735	33.30%
Housing tenure - rent	918	24.40%	959	28%	1400	76.00%	3277	23.98%	44598	38.10%	657317	35.90%
Mortgage monthly repayments (\$)	\$2,600		\$2,300		\$2,409		\$2436.33		\$2,167		\$2,427.00	
Rent weekly repayments (\$)	\$480		\$500		\$520		\$500		\$400		\$470	
Households with no vehicles	227	6.00%	224	6.60%	233	58.60%	1,558	6.50%	13,355	11.40%	203,081	11.10%
Average motor vehicles per dwelling	1.9		3.4		0.5		1.93		1.7		1.7	
Travel												
Travel to work by train	120	1.06%	52	1.29%	78	0.87%	2,811	8.50%	4,283	3.21%	60858	2.50%
(one method)												
Travel to work by bus	5	0.04%	28	0.69%	31	0.35%	323	1.00%	1,035	0.77%	28786	1.18%
(one method)												
Travel to work by ferry	0	0.00%	0	0.00%	4	0.04%	4	0.00%	3	0.00%	954	0.04%
(one method)												
Travel to work by tram	0	0.00%	0	0.00%	0	0.00%	3	0.00%	17	0.01%	1243	0.05%
(one method)												
Travel to work by taxi	5	0.04%	12	0.30%	10	0.11%	42	0.10%	223	0.17%	3367	0.14%
(one method)												
Travel to work by car (as	1774	15.64%	1,783	44.11%	3493	39.13%	21,424	65.00%	48,383	36.22%	832277	34.24%
driver - one method)												
Travel to work by car (as	148	1.31%	137	3.39%	222	2.49%	1,458	4.40%	4,153	3.11%	63954	2.63%

Indicator	Panania - Milperra - Picnic Point SA2		Condell Park SA2		Chipping Norton - Moorebank SA2		Broader study area		City of Canterbury Bankstown LGA		Greater Sydney	
passenger - one method)												
Travel to work by truck (one method)	34	0.30%	46	1.14%	75	0.84%	483	1.50%	786	0.59%	14203	0.58%
Travel to work by Motorbike/scooter (one method)	6	0.05%	10	0.25%	21	0.24%	106	0.30%	426	0.32%	9757	0.40%
Travel to work by bicycle (one method)	8	0.07%	9	0.22%	15	0.17%	72	0.20%	265	0.20%	8990	0.37%
Other (one method)	15	0.13%	37	0.92%	42	0.47%	166	0.50%	753	0.56%	11358	0.47%
Travel to work by walking only (one method)	31	0.27%	58	1.43%	81	0.91%	411	1.20%	2,027	1.52%	56206	2.31%
Two methods	72	1.43%	80	1.98%	121	1.36%	1,717	5.20%	3,307	2.48%	51248	2.11%
Three methods	0	0.00%	3	0.07%	10	0.11%	179	0.50%	104	0.08%	1613	0.07%
Worked at home	1837	36.39%	1077	26.65%	3133	35.10%	1,036	3.10%	43,131	32.28%	944501	38.86%
<b>Employment and industry</b>												
Labour force	5,259		4,350		9358		35,225		297,532		4267941	
\$	\$2,064		\$1,627		\$1,606		\$1,627		\$1,556		\$2,077	
Unemployment (total unemployed)	213	4.05%	309	7.10%	437	4.67%	2,252	6.40%	10,348	3.48%	129539	3.04%
<b>Industry of employment</b>												
Construction	499	9.89%	383	9.48%	803	10.00%	1685	9.84%	10,925	8.18%	198286	8.16%
Retail trade	405	8.02%	450	11.13%	796	9.92%	1651	9.65%	13,579	10.16%	213851	8.80%
Health Care and Social Assistance	587	11.63%	546	13.51%	1099	13.69%	2232	13.04%	17,425	13.04%	325449	13.39%
Manufacturing	330	6.54%	289	7.15%	685	8.53%	1304	7.62%	8393	6.28%	131332	5.40%
Education and training	543	10.76%	330	8.16%	885	11.03%	1758	10.27%	11441	8.56%	206584	8.50%
Transport, Postal and Warehousing	347	6.87%	300	7.42%	708	8.82%	1355	7.92%	9985	7.47%	122993	5.06%
Professional, Scientific and Technical Services	378	7.49%	249	6.16%	613	7.64%	1240	7.24%	10066	7.53%	265208	10.91%



Indicator	Panania - Milperra - Picnic Point SA2		Condell Park SA2		Chipping Norton - Moorebank SA2		Broader study area		City of Canterbury Bankstown LGA		Greater Sydney	
Place of residence												
Same address as 5 years ago as in 2016	6,866	60.55%	7,423	62.60%	12584	65.19%	44,838	62.30%	202,978	54.71%	2635497	50.38%
Different address 5 years ago as in 2016	3,319	29.27%	3,536	29.82%	5912	30.62%	23,206	32.20%	118,526	31.95%	2016262	38.54%
Education and voluntary work												
Highest year of	5,093	59.17%	5,401	58.41%	9448	61.26%	30,765	53.20%	174,125	61.33%	2735296	66.87%
school completed Year 12 or equivalent												
Did not go to school	113	1.31%	336	3.63%	218	1.41%	667	2.00%	9,176	3.23%	63414	1.55%
Voluntary work	929	10.24%	658	15.13%	1336	8.27%	7,974	13.10%	22,936	7.71%	496302	11.63%

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