



Director General
Department of Planning
GPO Box 39
SYDNEY NSW 2001

24 AUG 2006

Attn: Chris Wilson

Dear Mr ~~Wilson~~ ^{Chris},

**RE: REQUEST FOR ENVIRONMENTAL ASSESSMENT REQUIREMENTS
AND AUTHORISATION TO SUBMIT A CONCEPT PLAN FOR THE
ERSKINE PARK LINK ROAD NETWORK**

Reference is made to the Minister for Planning's order of 9 June 2006 (NSW Government Gazette No.76 at 4352) which declared the Erskine Park Link Road Network ("the Link Road Network") in the Western Sydney Employment Hub to be a project to which Part 3A of the *Environmental Planning & Assessment Act 1979* applies.

The Roads and Traffic Authority (RTA) is proposing to prepare a concept plan for the Link Road Network and asks that the Department:

- Seek the agreement of the Minister for Planning to the preparation of a concept plan (section 75M); and
- Issue environmental assessment requirements (section 75N).

The development of the Link Road Network would make an important contribution to the state and regional planning objectives of the Western Sydney Employment Hub. After recent discussion with Department of Planning Staff, the Environmental Assessment Scoping Paper for the proposal has been updated to assist in the identification of key environmental assessment issues as well as providing a more detailed understanding of the need for and characterisation of the project (attached).

Should you require further information or wish to discuss this matter, please contact RTA's Senior Project Development Manager Suresh Surendran on 8814 2954.

Yours sincerely

S. Arnold 21/8/06

Steve Arnold
A/ General Manager Network Development



Environmental Assessment Scoping Paper

Proposed Link Road Network in the Western Sydney Employment Hub

1. INTRODUCTION

A link road network is proposed to be developed to service the Western Sydney Employment Hub ("the Hub"), which would connect these significant employment areas to the adjoining road network, including the M7 and M4 Motorways. By order of 9 June 2006 the Minister for Planning has declared that the link road network is a project to which Part 3A of the Environmental Planning and Assessment Act, 1979 ("the Act") applies.

The nature and scope of the network are such that it is considered appropriate that a Concept Plan be prepared for the road network in accordance with the provisions of Part 3A. Correspondence accompanying this scoping paper formally requests the Minister for Planning's agreement to the preparation of a Concept Plan.

The purpose of this scoping paper is to assist the Director General in determining the level and scope of the environmental assessment required in relation to the Concept Plan under Part 3A of the Act.

1.1. Background

The lands in the vicinity of the M4 and M7 Motorway interchange are of State significance for employment and investment. This area has direct motorway access to the airport, Port Botany, and the national road network. It is already evolving as a key location for industrial and related development with important opportunities for employment generation. Following completion of the Westlink M7 Motorway, this area is gaining increased significance as a metropolitan employment area.

In December 2005 the Minister for Planning announced his intention to declare the Western Sydney Employment Hub (the Hub) a State significant site. The Hub comprises land known as the Erskine Park Employment Area (EPEA) in Penrith Local Government Area (LGA) and State Environmental Planning Policy 59 Central Western Sydney Economic & Employment Area (SEPP 59) lands in Blacktown, Fairfield and Holroyd LGAs plus a new employment land release area south of the Sydney Water supply pipeline in Penrith and Fairfield LGAs.

A key consideration when the Minister for Planning agreed to consider the 'Western Sydney Employment Hub' as a potential State significant site, was to ensure the provision of infrastructure to service existing and future employment lands – including link roads to the M7 & M4 Motorways. Creating access to employment lands in this area will efficiently add to the available stock of employment lands in the M7 corridor and contribute to promoting jobs and investment in Western Sydney.

In 2004, the then Premier Carr announced a Government commitment to rezone land to provide for a link road between the Erskine Park Employment Area and the M7 Motorway. There has been discussion between the various stakeholders (Roads and Traffic Authority (RTA), Department of Planning (DoP), Councils and landowners) about the most suitable location for a link road between the EPEA and the M7. Initial

investigations reveal that a network of access roads (rather than a single link) will ultimately be required to service these lands and connect them to the M7 & M4 Motorways. The road network proposal is integral to the functioning of these employment lands.

2. PROJECT CHARACTERISTICS

2.1. Project Description

The link road network is comprised of:

- Interchanges
- 4 lane roads

A draft network is attached (Attachment A).

2.2. Site Description

The proposed link road network will service over 2000 ha of existing and future employment lands that form part of the Western Sydney Employment Hub. Five of the 10 precincts that form the Hub will be serviced by the link road network. See attached precinct map (Attachment B).

Development is already underway in 2 of the 5 precincts that the link road network is intended to service - Eastern Creek and Erskine Park. Development in these precincts is predominantly large lot industrial, manufacturing and warehousing. It is intended that development in the other 3 precincts of the Hub, currently undeveloped, will be of a similar character.

2.3. Capital investment value

The link road network has been broken down into different components but has an overall capital investment of approximately \$600M.

2.4. Program & Priorities

The Environmental Assessment report will provide further details on the network of link roads including feasibility and possible staging (in terms of construction). The State Government is also concurrently investigating an appropriate funding regime for the proposal. It is intended that any Concept Plan Approval would put in place the priorities, timing and funding arrangements for the network and that the private sector would then fund and coordinate delivery (through subsequent detailed project applications).

3. STATUTORY PLANNING

3.1. Planning provision applying to the proposed link road network

The proposed development of the link road network is a project to which Part 3A of the Act applies. Environmental planning instruments other than SEPPs do not apply in respect of an approved project.

SEPP 59 – Central Western Sydney Economic and Employment Area. The development of the link road network is consistent with the objectives of SEPP59 and is a land use that is permissible without consent.

SEPP 55 – Remediation of Land may be relevant to the proposed link road network.

The full relevance of these SEPPs and any others will be fully scoped in the Environmental Assessment Report lodged to accompany the Concept Plan.

3.2. Planning provisions applying to the surrounding land

The proposed link road network will service 5 of the 10 precincts that comprise the Hub. There are a range of State and local planning instruments currently applying to these precincts including:

- SEPP 59 – Central Western Sydney Economic and Employment Area
- SEPP 11 – Traffic Generating Development
- SEPP 55 – Remediation of Land
- SREP 31 – Western Sydney Regional Parklands
- Blacktown LEP 1988
- Fairfield LEP 1994
- Fairfield DCP 2006
- Penrith LEP 1996 – Industrial lands
- Penrith DCP Erskine Park Employment Lands

Brief details of the Hub precincts serviced by the link road network are set out in the attached table (Attachment C).

3.3. Proposed Listing of the Hub as a State Significant Site

The Minister for Planning has declared his intention to consider the Hub as a State Significant Site and list the Hub in Schedule 3 of the Major Projects SEPP 2005. The Road corridors proposed may ultimately be reserved in Schedule 3 of the Major Projects SEPP.

3.4. State Legislation

Other State legislation that may be relevant to the proposed link road network include:

- Roads Act 1993
- Public Works Act 1912

The full relevance of these Acts, and any other Acts, will be fully scoped in the Environmental Assessment Report lodged to accompany the Concept Plan.

4. CONSULTATION

This application will be subject to the full public exhibition and other statutory requirements of Part 3A of the Act. The intent of the Concept Plan is to consider the most appropriate road network taking into consideration the short, mid and long term infrastructure requirements for the release area. Both councils and major landowners have been consulted through the preparation of the Concept Plan. Further opportunities for public comment will be available through the exhibition period. The RTA will consider all submissions received and will respond to issues raised and if appropriate modify the Concept Plan and/or draft Statement of Commitments included in the Environmental Assessment Report.

5. KEY ISSUES

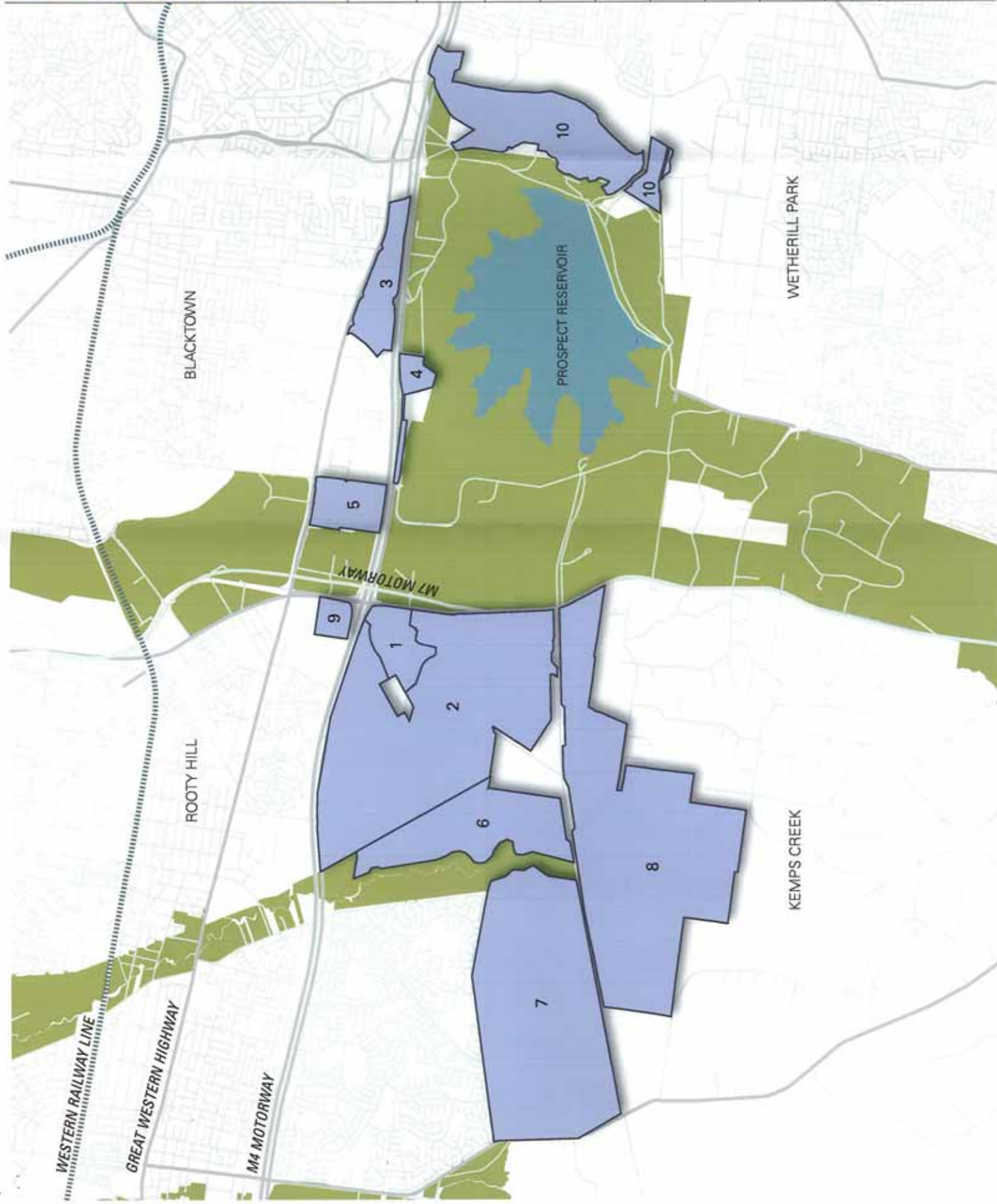
Key Environmental Issues are outlined in the table below.

Issue	Comment
Traffic	Detailed investigations of both existing and predicted traffic conditions along with modelling of the proposed network have been undertaken by the RTA and will form a major component of the Environmental Assessment Report for the Concept Plan.
Amenity Impacts	The Environmental Assessment report will contain a broad analysis of potential amenity impacts on sensitive land uses adjacent to the proposed road network including: <ul style="list-style-type: none">- noise and vibration- pedestrian safety- visual impact Detailed acoustic assessment will be undertaken at project application stage.
Cultural Heritage	The Environmental Assessment Report will contain a strategic assessment of impacts to Aboriginal and non-Aboriginal cultural heritage and outlines both consultations undertaken to date and required consultation / investigation measures to be put in place prior to and part of detailed design and environmental assessment at project application stage
Flora and fauna	The location of the flora & fauna corridors identified in the Erskine Park draft Biodiversity Management Agreement have been integral in shaping the proposed road network. The design of the network has evolved in response to the outcome of desktop ecological studies and consultation with relevant stakeholders including the Department of Environment & Conservation. Further detailed flora and fauna investigations will be undertaken at Project Application stage.
Water management	A detailed assessment of hydrology, flooding and storm water management will be undertaken at Project Application stage

**WESTERN SYDNEY
EMPLOYMENT HUB**
land zoned employment
1521 ha
possible additional
employment land
929 ha
possible employment
36,000 jobs
linked to existing known
approvals
2,734 jobs
current capital investment
linked to existing known
approvals
\$599.6M

1 FORMER WONDERLAND PRECINCT Area: 69 ha Employment Potential: 3,000 jobs (IING estimate)	2 EASTERN CREEK PRECINCT Area: 845 ha Employment Potential: 12,000 jobs (Draft Eastern Creek Precinct Plan)	3 HUNTINGWOOD PRECINCT Area: 76 ha Employment Potential: 1,000 jobs*	4 THE RACEWAY PRECINCT Area: 26 ha Employment Potential: 350 jobs*	5 HUNTINGWOOD WEST Area: 61 ha Employment Potential: 750 jobs*	6 ROPES CREEK PRECINCT Area: 190 ha Employment Potential: 1,600 jobs*	7 ERSKINE PARK EMPLOYMENT AREA Area: 500 ha Employment Potential: 5,000 jobs*	8 LANDS SOUTH OF SYDNEY WATER PIPELINE Area: 658 ha Employment Potential: 8,000 jobs*	9 QUARANTINE STATION Area: 22 ha Employment Potential: 300 jobs*	10 GREYSTANES EMPLOYMENT LANDS Area: 215 ha Employment Potential: 4,000 jobs* (Borall's figure)
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* based on 20 jobs per developable hectare



Attachment C: Summary of lands in the Western Sydney Employment Hub serviced by the proposed Link Road Network

Land	Current Zoning	Area	Employment potential	Ownership
Precinct 1. Former Wonderland Blacktown LGA	Employment – SEPP 59	59 ha	3,000 jobs (ING estimate)	ING
Precinct 2. Eastern Creek Blacktown LGA	Employment – SEPP 59	645 ha	12,000 jobs (based on draft Eastern Creek Precinct plan)	Multiple owners
Precinct 6. Ropes Creek Blacktown LGA	Part 5(a) Corridor and part Rural 1(a) (Blacktown LEP 1988)	190 ha	1,600 jobs (based on 20 jobs per developable hectare)	Part owned by Government and part by Jacfin Pty Ltd
Precinct 7. Erskine Park Penrith LGA	Employment (Penrith LEP 1996 Industrial lands)	500 ha	5,000 jobs (based on 20 jobs per developable hectare)	Multiple owners
Precinct 8. South of the Pipeline Fairfield & Penrith LGA	Non Urban 1(a) and Non Urban 1(b) (Fairfield LEP 1994) , Rural 1(a) (Penrith LEP 1996), Western Sydney Regional Parklands (SREP 31)	656 Ha	8,000 jobs (based on 20 jobs per developable hectare)	Majority sites owned by Macquarie Goodman, Jacfin, PGH and Jokona Pty Ltd.