

Num ber	Organisation	Position	Issue Category	Issue Detail
1		object	consultation traffic and transport noise and vibration property air quality land use planning	plans of the proposal should have been available at the library. A lack of information has been provided to the local community. impacts on resident safety impacts from noise pollution impacts on property values - road will decrease land value impacts of air pollution - 24 hour traffic fumes Minchinbury still has a country feel - concerned about the development in the area. concerned with the section involving the north-south route (Archbold Road) in that it will result in increased traffic for residents which will lead to other pollution impacts. An upgrade to the Roper Road ramps off the M4 would be a better option allowing west on/off ramps. There are already too many accidents occurring on the M4 due to the confusion with off ramp signage between Roper Road and Wallgrove Road. The proposed changes were identified on the Dial a Dump's website for the last 2 years - they want a tip to be located within 500 metres of residential homes and this road would provide their access from the M4 - is this proposal the wish list that Dial a Dump have been seeking?
2		object	traffic and transport noise and vibration consultation	road will lead to increased noise and pollution to residents of west Minchinbury. RTA cannot simply create on/off ramps from such a major motorway to the detriment of local residents particularly as there was no consultation whatsoever.
3	Conservation Manager (Central) Aquatic Habitat Protection Unit Department of Primary Industries	comments	water quality	design stage of the project should include appropriate erosion and sediment control measures for each individual roadway component.
4		object	biodiversity traffic and transport noise and vibration consultation	any waterway crossings should be designed so that they do not obstruct fish passage and comply with relevant DPI guidelines. same as submission 2 same as submission 2 same as submission 2 opening Archbold Road to traffic from the M4 would increase heavy vehicle traffic on Archbold Road 24 hours a day and lead to traffic travelling at high speed and increase of accidents. Existing 3 ton limit does not stop heavy vehicles using this road now. Instead of proposal, RTA could look at improving Carlisle Ave between Eddy Road and Roper Road. Also Roper Road leading to the M4 and the connection with the M4 can be improved. Providing another access from M4 will also have effect of slowing traffic down on the M4.
5		object	traffic and transport air quality property	increased traffic will lead to excess fumes affecting the health of his young children. proposal will affect the property value of their home - already impacted enough with commercial development towering over their backyard which already creates noise and pollution.

Manager, Commercial Agreements Team Procurement and Urban Growth Sydney Water 6 Corporation		amenity	proposal will impact on their quality of life - believes Minchinbury is the jewel of the west.
	comments	utilities	SWC requests that the RTA take all necessary steps in adequately protecting Sydney Water's existing assets and proposed infrastructure in the EPLR corridor. SWC want to extend water-related pipelines and easements in anticipation for future demand generated by potential development of the Western Sydney Employment Hub and proposed Western Sydney Employment Land Investigation Area. SWC have suggested the insertion of a specific condition into any approval. A MOU also exists and should be followed for the EPLR project.
7	object	traffic and transport noise and vibration air quality property traffic and transport noise and vibration	the proposal will result in a huge increase in traffic, particularly heavy vehicles, channelling through Minchinbury to access the M4 Motorway. A better option would be to improve the connection of Roper Road with the M4 - Carlisle Ave between Eddy Road and Roper Road and Roper Road leading to M4 should be improved. Another access to M4 at Archbold Road will also slow traffic on M4.
			increase in traffic will lead to increased noise and vibration impacts all day and night impacting on family health and well being. increase in traffic will to impacts to air pollution. proposal will cause property values to plummet.
8	object	property amenity noise and vibration property	proposal will reduce their access to Aldington Road. Extra traffic will result.
			Extra traffic will create considerable noise - existing area is fairly rural with only local traffic. Land value will be adversely affected as their property is only 100 m from the new road. Proposal will affect a considerable amount of their land frontage to Aldington Road. quality of life will be adversely affected as a result of increased traffic and noise. as a result of increased traffic being channeled onto Archbold Road from the GWH to the M4 Motorway - their house backs onto Archbold Road. Should be looking to improve the Roper Road connection instead. proposal would adversely affect property value.
9	object	biodiversity traffic and transport greenhouse	remnant vegetation as part of a biodiversity corridor will be harmed.- destruction of these ecological communities can be avoided with the implementation of additional safeguards. The following species could be impacted on: Cumberland Plain Land Snail, Swift Parrot, Australian Painted Snipe, Regent Honeyeater, Giant Burrowing Frog, Green and Golden Bell Frog, Stuttering Frog, Southern Barred Frog (Giant Burrowing Frog), Littlejohn's Tree Frog (Heath Frog), Large-eared Pied Bat (Large Pied Bat), Tiger Quoll (Spotted-tailed Quoll), Brush-tailed Wallaby, Long-nosed Potoroo, Grey-headed Flying Fox, Macquarie Perch, Australian Grayling and Broad-headed Snake. The EPLR will traverse the biodiversity corridor at Ropes Creek - the area contains endangered flora and endangered ecological communities. NCC recommends that the proposed ramps from Archbold Road to M4 be deleted from the project as this constitutes the largest threat to endangered ecological communities.
			The section of the proposal that traverses the biodiversity corridor across Ropes Creek should also be removed from the project or the proposed ramps are highly superfluous as other ramps are located less than 1 km from the Erskine Park Road ramps that also connect the region to the highway system. NCC believes that the EPLR will result in unnecessarily high levels of greenhouse gas emissions due to few links to public transport. Imperative that govt ensures that all transport projects provide an alternative to private vehicle use.
10	Council of NSW		

11	object	traffic and transport	there needs to be east and west on/off ramps at Mamre Road and Erskine Park Road freeway overpasses. Roper Road also requires upgrading to cope with increased traffic. There is no commitment by the RTA to improve the Erskine Park/Roper Road M4 overpass. Intersection of EPark Rd and Mamre Road needs signals, roadway needs to be widened. Mamre Road must become a dual lane carriageway from at least EPark Road to M4. EPark Road and Carlisle Ave must also be dual lane carriageways along whole length with overpass repaired and west facing ramps installed. Need to include westbound ramps on Archbold as well as westbound ramps at EPark Road as well as widening EPark Road. Good public transport needs to be provided to the whole area so that employees are not obliged to use private vehicles to get to and from work - so much for trying to be sustainable. why was four year old data used in the assessment - sure that the construction of the Erskine Park Employment Zone has impacted on air quality - very selective use of data.
12	comments	air quality traffic and transport noise and vibration	concerned that proposed amendments to Archbold Road will generate significantly increased traffic. concerned that proposed amendments to Archbold Road will generate significantly increased noise without any acoustic treatment to protect existing development. Aldi's office building is located on the corner of Sargents and Archbold Roads.
13	object	traffic and transport noise and vibration air quality	object to the establishment of on/off ramps off Archbold Road - traffic in the area has already increased to unmentionable levels as a result of the commercial development that has occurred. Upgrading the Roper Road ramps would be an alternative option. The existing noise of forklifts and trucks operating all day and night at the Aldi distribution outlet is disturbing enough without the inclusion of extra traffic along Archbold Road going on and off the M4 motorway. extra traffic will cause health issues and extra pollution.
14	object	traffic and transport noise and vibration property	proposal would result in a multitude of vehicles, including heavy trucks and machinery to pass alongside their house. Is another access to the M4 really the right decision? Improving Carlisle Ave between Roper Road and Eddy Road would be more beneficial. increased traffic will result in round the clock noise and vibration pollution and place stress on them and their buildings proposal will decrease property values
15	Department of Water and Energy comments	biodiversity	comments made regarding the protection and rehabilitation of watercourses as natural systems, vegetated riparian corridors, provision of bridge crossings over category 1 and 2 watercourses and groundwater and groundwater dependent ecosystems. recommends provision of biodiversity corridors which will allow movement of fauna especially macrofauna and overt sensitivity toward displaced fauna in areas where habitat is destroyed. What about Western Sydney Priority Areas identified in the Hawkesbury Nepean Catchment Management Authority's "Regional Biodiversity Corridors and Priority Fauna Habitats" - as part of the North-West and South-West Growth Centres Conservation Plan. The biodiversity corridors need to be linked by discrete land acquisitions that allow unrestricted movement of fauna incl macrofauna along Ropes and South Creeks. Biodiversity corridors should link large areas of biodiversity value. While macrofauna is not listed as threatened species they are far less common in western Sydney and their place should be retained through provision of habitat affording potential for viable populations. Isolation of areas of habitat needs to be avoided - partic for the Cumberland Land Snail.
16	Western Sydney Conservation Alliance Inc. object	biodiversity	object to the upgrade of Archbold Road as residents will be subjected to truck movements day and night. There are already two existing links at Wallgrove Road and Roper Road - adding more exit entry options will mean there will be 6 exit/entry ramps within a 2 km stretch of road. Wallgrove Road and Roper Road should be used to access the employment area. The proposed link from GWH to M4 via Archbold Road would appear to greatly benefit the Light Horse Business Centre and Ian Malouf's quarry/landfill site. Want the Minister to maintain the current 3 tonne limit on Archbold Road, install signs to ask drivers to limit compression braking partic in vicinity of residents along Archbold Road.
17	object	traffic and transport noise and vibration	monitor noise levels and install barriers if required.

18	object	traffic and transport noise and vibration	disagrees with the link but would support it if Robinson Street was closed from Archbold Road and made into a cul-de-sac. noise is a concern if this proposal goes ahead - residents should be shielded from noise.
19 Penrith City Council	support	acquisition	Council believes that the RTA should be the acquisition authority and the construction authority for the link road as the road will be a major regional road. the alignment of the link road is not consistent with the preferred alignment nominated by Council in previous advice to DoP and the RTA. Upgrading of Mamre Road and Erskine Park Road should occur at the same time with the development of land south of the pipeline to meet traffic demands. The report has not provided any analysis of intersections - Council does not consider it satisfactory that this be undertaken by individual proponents. Council provides 30 m wide corridors not 40 m to allow the landowner to provide the batters within private property. would like another meeting with DoP and Blacktown Council reps following the consideration of issues raised in the submission and prior to gazettal of SEPP or endorsement of the Concept Plan.
20 Minchinbury Community Action Group attached with petition containing 21 145 signatures	object	land use planning	object to their land (Lot 4 DP 24094) (785-811 Wallgrove Road, Horsley Park, not included in the Draft SEPP boundary. There are no link roads proposed within the southern extension of the Western Sydney Employment Hub. An east/west link road should also be established along Burley Road/Chandos Road to the M7, M4 Wallgrove Road and Wetherill Park Industrial Area.
21 145 signatures	object	traffic and transport noise and vibration	same as submission 17 same as submission 17 object to upgrade of Archbold Road and increase in traffic by approx 3300 vehicles during the peak period - incredible increase in traffic is unacceptable to the local community. Proposal will result in an increase in heavy vehicle traffic. There are already two locations for entry and exit to the M4 (Wallgrove Road and Erskine Park Road and these two access are less than 5 km apart making it unnecessary to construct another access ramp at Archbold Road. area adjacent to the M4 will have the most extensive impact of the proposal as a result of the removal of Cumberland Plain Woodland to allow the construction of access ramps to the M4. These woodlands are vital to the Minchinbury area. cumulative impacts of traffic, noise etc will result in detrimental impacts to property values in Minchinbury.
22	object	traffic and transport biodiversity property	Archbold Road currently has a 3 tonne limit which is not enforced and residents are continually being affected by noise and vibration and safety concerns for their families. This situation will only be worsened by the increased number of vehicles that can be expected to flow from the Eastern Creek Industrial Area as they use Archbold Road for their access to GWH. Increased safety concern - the Robinson Street exit to Archbold Road is a major exit point for Minchinbury residents - increased traffic on Archbold Road will only increase risk of major accidents - what is proposed for Robinson Street - lights or close the street altogether? There is also a 3 tonne limit in Robinson Street but Council has failed to enforce this in the past. Increased traffic will lead to 24 hour traffic flows and the inevitable compression braking used by trucks. Increased vibration will also result - will residents be compensated for current and future damage. How will homes be protected from noise? Increased traffic will lead to health issues and increased air pollution. the link road will devalue their homes putting increased strain on families. Preference seems to be given to commercial interests over residential concerns.
23	object	traffic and transport noise and vibration air quality property	

24	object	traffic and transport	concerned with opening Archbold Road to traffic from the M4 - if proposal goes ahead, either close off Robinson Road or install a no right turn from Archbold Road into Robinson Street. Concerned with increased traffic catering predominantly for trucks will impact on Minchinbury residents. Concerned also about the impact on flow from traffic on the M4. Believes that the new ramps will slow traffic on M4 partic during peak hours - adding more entry and exit will increase delays and confusion. The current right turn citybound entry point at Roper Road is inadequate and regularly causes long delays for commuters. Improvement to the Roper Road entry would benefit the residents and could adequately accommodate the proposed industrial area.
25	object	traffic and transport noise and vibration air quality	Concerned with increased noise and vibration pollution. Concerned with increase air pollution. Council strongly objects to the road proposals as there is no commitment to the provision of the essential road link south of the pipeline to the M7 (incl funding). Council also opposes the nomination of Council as acquisition authority - the EPLR should be classified as a state road with the RTA being the responsible authority. Funding and state and local contributions needs to be sorted.
Blacktown City 26 Council	object	acquisition	EPLR should be an access denied road meaning that lots should not have direct access except via designated access points so as to improve the efficiency of the network. The pedestrian and cycleway should link up to the pathway alongside the M7. The modelling conforms that without the southern link there is insufficient capacity in the network north of the pipeline. Council also considers that the network cannot be approved without knowing what the impacts will be on the surrounding road network - particularly intersection analysis. Given that the modelling indicates that the EPLR could not operate properly unless the SW Link was also provided, Council could not support the release of land in the SW zone without a commitment to the SW Link to the M7. Archbold Road in its entirety should be upgraded at no cost to Council inclusive of intersection upgrades. The link road should be classified as a state road not as a local road based on RTA road classification criteria,. appropriate noise attenuation measures must be applied along the entire length of Archbold Road between the M4 and the GWH to ensure that existing residents are protected from the significant increase in traffic. An acoustic report should also be prepared following the construction of noise attenuation measures to validate the findings of the report.
Department of Environment and 27 Climate Change	comments	traffic and transport	impact of the EPLR on floods greater than 100 ARI event up to probable maximum flood should be assessed.
		noise and vibration stormwater and flooding	length of bridges should be at least equal to any designated riparian corridor width as determined by DWE or the width required not to impact on the 100 year ARI. Bridge designs are to incorporate crossing over riparian zones. - bridge is required over Ropes Creek.
		design	no indication if median is to be landscaped or paved - median should be reduced in width to minimise ecological footprint or planted with endemic native species.
		air quality heritage	data used is from 2003 and is not representative of existing conditions. Since 2003 the M7 has commenced operation and there has been significant increases in traffic in this area. Aboriginal cultural heritage has not been adequately assessed particularly with regard to route alignment and design.
		contamination noise and vibration greenhouse	preliminary investigations indicate that sites in the area may be contaminated therefore further investigations should be undertaken. no background noise monitoring was undertaken and DECC considers that this needs to be undertaken together with modelling of predicted impacts prior to the finalisation of the road design. Proposal will significantly increase traffic volumes on surrounding network and proponent should be investigating measures to improve the ecological sustainability of the project.

			biodiversity	assessment of threatened species is inadequate and a comprehensive survey is required prior to the finalisation of the road design. In partic, targetted surveys for Pimelea spicate should be undertaken prior to approval of SEPP and concept plan. Detailed surveys for threatened species needs to be completed prior to final project approval.
			water quality risk assessment conditions	the EA did not assess potential impacts of the project on water quality of Hawkes Nepean River system - EA should include impacts and mitigation measures. is inadequate as no comprehensive assessment done for threatened species, heritage or noise. DECC outlined specific conditions of approval in Attachment 2 - these have not been summarised.
28	Westlink Motorway	support	acquisition	in strong support of the proposal - Penrith Council has in place a contributions plan for the acquisition of land but Blacktown Council does not - requests DoP and RTA to confirm this with Blacktown Council to expedite the process and to ensure link road is not delayed any further.
29	Limited	object	consultation	lack of consultation with Westlink M7. While there are references in the Concept Plan at no point was Westlink M7 been consulted about the EPLR- they could have provided an invaluable contribution and should have been consulted extensively.
			traffic and transport	due to the various studies undertaken and the significant differences between the reports the Concept Plan concludes that a detailed intersection assessment will form part of the project approval stage and it will be at this stage that traffic modelling is undertaken. Westlink M7 consider that undertaking this assessment is critical to conceptually resolve the Concept Plan and is fundamental to the proposed road network.
			economic impacts	Westlink has serious concerns about the impact of the proposal on its business - concerned that motorists will use it to rat run to avoid paying the toll on the M7. Westlink may therefore seek compensation from the NSW Govt - project deed entitles it to be compensated for any adverse effect from a competing road.
30	Integral Energy	support		no comments
31		object	consultation	why was DA not submitted to all Minchinbury residents - only some received the community notice.
			traffic and transport noise and vibration	why is RTA catering for large trucks, semi-trailers etc to drive through a residential areas simply to access the M4? Will the off-ramp from M4 allow right turn into Archbold Road? Will Archbold Road be improved and widened between GWH and M4? Will Minchinbury residents be able to access the M4 from Archbold Road
				will there be noise restrictions or time restrictions on traffic flow?
	Fairfield City		future major project	Goodman are seeking to redevelop the Austral brickworks site for employment uses under Part 3A - if this is approved part of the road network in the Fairfield LGA will be fixed by the route specified in the Part 3A application. Therefore the full implications of the proposed road network cannot be assessed until the major project application is displayed.
32	Council	comments	acquisition	concerned that Council as the acquisition authority raises financial implications for Council partic with regard to land acquisition and construction/maintenance of the road network.
				the proposal should demonstrate how it will help achieve the mode share shift targets identified in the DoP's sydney metro strategy and the West Central Regional Strategy - the proposal should discuss in more detail the impact, feasibility of incorporating bus lanes as part of the proposed road network..
				The proposal does not adequately consider traffic impacts on the capacity of the M4 - additional ramps could create congestion at the existing M4/Eskine Park Rd interchange. Also, the proposal does not address congestion issues on M4 eastbound during the peak from the accommodation of increased traffic from redevelopment of Archbold Road . Widening of the M7 is supported but not at the expense of the proposed public transport corridor. The proposal has not considered the links required to a future Badgerys Creek Airport.
			traffic and transport	It is recommended that detailed investigations be undertaken on the future links of the south-west precinct so that work undertaken on Garfield Road is integrated with the proposed extension of Old Wallgrove Road and the north-south link road.
			stormwater and flooding	no adverse impact is to occur on rest of the floodplain - no increase in mainstream or overland flow. Bridges to be constructed to a min of 500 mm above the 100 ARI event. Development should meet current DECC WQ and stormwater management guidelines.

Ministry of 33 Transport	comments	traffic and transport	<p>the way in which the concept plan has been developed with subsequent detailed planning proposed to be undertaken by Councils and/or developers is problematic from a public transport perspective as it could give rise to fragmented development of the road network and delay in implementing bus services.. The assessment needs to be viewed on a network wide basis to be meaningful. The proposal needs to recognise SEPP 59 and be consistent with this policy. To effectively guide future development, the proposed concept plan should include: staging of roadworks; means of integration to existing and future development; and consideration of measures for public transport provisions.</p> <p>the proposal to create an adjoining road next to the Sydney West substation impacts on the security of the substation. The road will increase traffic past the station and commensurately increase the security risk to this critical piece of electricity infrastructure. Transgrid proposes that the existing road be terminated at the entrance to the substation site and that any future link road be positioned to the west of the site.</p> <p>Transgrid has outlined a number of specific conditions - they have not been summarised here.</p>
34 Transgrid	object	utilities conditions	<p>Hanson Construction Materials Pty Ltd - want to ensure that its existing accessibility through its existing right of way and road access to Wallgrove Road/Old Wallgrove Road and Archbold Road is not diminished. An analysis of the implications of the EPLR on the local road network should be undertaken prior to a determination being made by the Minister. Hanson seeks the classification of the road through its land as a Standard Collector Road not a Main Collector Road??</p>
35	comments	traffic and transport biodiversity	<p>there seems to be inconsistency with statements made regarding biodiversity in the Concept Plan when compared to the Eastern Creek Business Park Stage 3 Precinct Plan. The constraints shown on Figure 5.1 are inaccurate. There are no eec's found on the Hanson land</p> <p>the concept plan has a major deficiency in that for approximately one third of the subject area there is no solution for a proposed road network. Some of the typical cross sections are not up to date and are not consistent with the cross-section for the upgrade of Old Wallgrove Road fronting the M7 Hubestate approved with the RA on August 07 and confirmed in November 07. No consideration of the access requirements of the south-west area is considered to be a major flaw in the assessment and needs to be resolved to enable ordered development of the Western Employment Hub. The concept plan as exhibited is also inconsistent with the scope of the project authorised by the Minister which indicated that Precinct 8 (south of the pipeline) was to be included. Rather than this area developing a road system by default which includes risks to the developer it would be preferable for the RTA to provide this certainty so that the risks are minimised. The lack of a clear strategic framework for roads in the south west precinct will result in a continuation of the fragmented, arbitrary and expensive planning process and may lead to a sub-optimal road system</p>
36	comments	traffic and transport	<p>The use of land marked EPLRN in the concept plan is not in the optimal position - a better alternative would include directly east of the Lenore Lane extension and then follow a more northerly alignment crossing Ropes Creek at a narrow point in the floodplain and also through the narrowest part of the biodiversity corridor and would result in better alignment with property boundaries and is consistent with Penrith Council's preferred route for the future alignment of the northern east west link.</p> <p>The road network for which approval is sought under the concept plan is incomplete - the road network for the south-west has not been outlined - planning in this area is essential for the rezoning of this area to proceed.</p>
37	comments	traffic and transport	<p>A further option which should have been investigated includes the southern east west link without the east facing ramps of the M4 at Archbold Road being provided.</p>
38	support	traffic and transport	<p>want the EPLR to be implemented as a matter of urgency. The link road is pivotal to the success of the WSEH as it is the critical link in the overall hub network providing access to the M7, M2, M5 and M4 regional road network. Continuing to utilise Erskine Park Road as the main access road is unacceptable given the development of the hub.</p>

39	support	<p>traffic and transport</p> <p>deficiencies in the EA</p>	<p>The objective of a long term road network plan for the WSEH is not achieved by proposed Option C as it only serves the north west precinct of the hub. Jacfin supports Options B1/B8. Conditional support is nprovided for Option C provided that key matters are addressed: a staging plan being prepared; responsibility for funding; incorporation of the south west precict (refer to submission for further detail on each matter). A Preferred Project Report should be submitted that properly addresses a staging plan and a funding and implementation meachanism to deliver a road network for the entire hub not just a first phase Option C and assess required improvements to connect the Hub road network to the external motorway system and arterial roads.</p> <p>Interchanges with the M7 and M4 motorways need to be properly planned and developed. There is a need for the existing Old Wallgrove Road/Wallgrove Road. M7 Motorway to be substantially upgraded and in addition there is a need for the proposed ramps from Archbold Road to the M4 as well as a new interchange on the M7 south of the Sydney Water pipeline. These works need to be defined and incorporated in an overall network concept plan so that staging and funding can be properly addressed.</p> <p>A separate technical report has been prepared by MWT but this has not been summarised.</p> <p>lack of detail in overall network</p> <p>lack of consideration of staging</p> <p>lack of detail regarding funding arrangements and</p> <p>lack of detail on future project applications for kwey components of the network.</p>
Blacktown City 40 Council	object	traffic and transport	<p>Archbold Road should be included for upgrading, incl intersection treatments at Sargents Road, Robinson Road and the GWH as part of the development of the WSEH and at no cost to Council.</p> <p>Additional modelling should be undertaken to determine the extent of upgrades required at other roads and intersections for the optimal operation of the proposed road network. This should be done before any approval.</p> <p>No development should be approved in the south west precinct unless a commitment to the southern route to the M7 is made. staging of the development should be considered to ensure that development generated traffic does not exceed capacity in the network north of the pipeline.</p>
Sydney Catchment 42 Authority	comments	<p>utilities design</p> <p>heritage</p> <p>biodiversity</p>	<p>SCA needs to be able to maintain vehicle access to the water pipelines without having to exit the corridor and cross public roads. Integrity of the pipelines is also important in relation to development of the hub.</p> <p>Increased development will also increase the level of security risk associated with the pipelines/increased security incidents. bridges should be constructed over the pipelines 1 and 2 if required by road crossings.</p> <p>any upgrade of the interchange of Old Wallgrove Road should include consultation with SCA regarding a 1940 section of the pipeline under Old Wallgrove Road. The water pipelines themselves are also listed on SCA's 170 Heritage and Conservation Register as potentially of State significance.</p> <p>SCA is a signatory of the Erskine Park Biodiversity Conservation Memorandum of Understanding and supports the establishment of a conservation buffer between any development and the pipelines - SCA request that the RTA give specific commitment to protect this biodiversity corridor.</p>

0%
0% 0%
0% 0%
1 0% 0%
0% 0% 0%
0% 0% 0%