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Contact: Andrew Mooney on 9725 0214

3 December 2014

Bruce Coleman
Director Employment Precincts
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Bruce

**AMENDMENT TO THE SEPP (WSEA) 2009 – UPDATE TRANSPORT AND
ARTERIAL ROAD INFRASTRUCTURE MAP - ERSKINE PARK SOUTHERN LINK
ROAD**

Council at its meeting of the 2 December 2014 endorsed the following issues and recommendations for consideration by the Department in relation to the above matter.

1. Road network function and responsibility

Council supports the development of a major arterial (State Road) network that will service the development of the new employment lands that adjoin each other within the respective Council boundaries.

It is recognized that the Erskine Park Southern Link Road (EPSLR) also fulfils the role of an overflow route from the north of the Sydney Water pipeline as the intersections of Erskine Park Link Road with M7 WestLink will not cope with the projected traffic volumes.

Public exhibition of the amendment to the SEPP does not make adequate mention of the function and responsibility for the identified preferred road network and this should be rectified.

Recommendation:

- *All the proposed roads shown in the Transport and Arterial Road Infrastructure Plan are to be classified as State Arterial Roads under the care and responsibility of the RMS. Council will not accept responsibility for these roads*

2. Road network funding

It is noted that a Special Infrastructure Contribution (SIC) of \$180,000 per hectare applies to all of WSEA, including that land south of the Sydney Water pipeline.

This is expected to be paid by developers and it appears to provide 75% of the funding requirements. However there is uncertainty as to how and when the other 25% is to be funded and this should be clarified by the DP&E.

Additionally, given ongoing discussions between Fairfield City Council with RMS regarding traffic congestion issues for The Horsley Dr/M7 interchange and The Horsley Dr between M7 and Ferrers Rd, it would be justified to expect this section to be upgraded prior to the year 2031 should there be no interchanging of the EPSLR with M7 Motorway.

Recommendations:

- *The Department of Planning and Environment needs to confirm the Special Infrastructure Contribution (SIC) plan and that the 25% shortfall of funding will be funded by NSW Government and that the funding is to be linked to a timeframe. Council will not accept responsibility for any funding*
- *Funding being allocated in a timely manner for the required upgrade of Wallgrove Road and The Horsley Drive to enable these roads to cope with traffic that would be generated from the Southern Link Road until such time as the Council suggested full interchange with the M7 WestLink is provided;*

3. Road alignment and Interchange with M7

The supporting documentation prepared by AECOM takes a somewhat restrictive view of the future road network expansion for the adjoining area given the considerable and major projects that are under consideration at present within the nearby vicinity of the EPSLR. The EPSLR could be better planned for the future by providing for a full interchange between the EPSLR and M7 Motorway.

This would also allow the potential for an extension further east to Wetherill Park. The proposed preferred route for the section that parallels the Sydney Water pipeline will obviate the potential to interchange with the M7 and the possible extension of the road to Wetherill Park. In this regard the alignment of the EPSLR near the M7 needs to be reassessed.

The previous alternative alignment along the expanded Transgrid corridor would be more conducive to an interchange with the M7 as the grades would better allow and overpass of the M7. The omission of a full interchange with M7 would therefore completely overlook the benefits of the potential extension of the future road network.

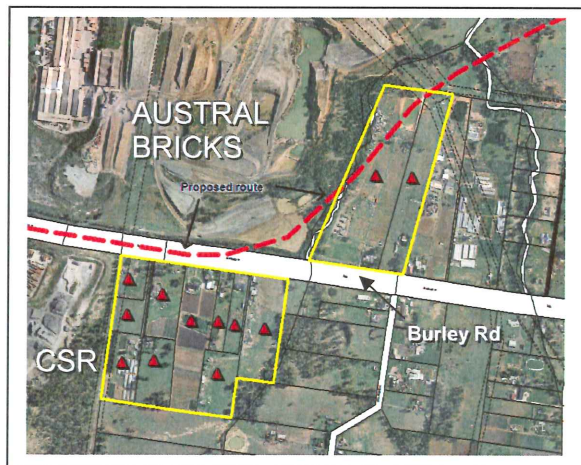
Additionally, it is not clear whether the cumulative cost of having to widen Wallgrove Road between the Warragamba Dam pipeline and The Horsley Drive as well as the required widening of The Horsley Drive, including its interchange with M7 Motorway, has been factored into the analysis as part of the cost of constructing the preferred route or whether this cost is separate. If separate, then the analysis relating to the current preferred route could be inaccurate.

Recommendations

- *The State Government should ensure sufficient land will be acquired for a full grade separated interchange for the intersection of Southern Link Road with M7 WestLink should this be required in the future. The current alignment is deficient as it restricts the potential for a full interchange with the M7.*
- *There is concern that the current Southern Link Road proposal does not take into consideration the potential impact of the development of the Broader WSEA draft Structure Plan and the potential for future employment generated traffic to be linked to Southern Link Road, or worse still, through the Horsley Park township.*
- *There is a need to think more strategically than just the immediate future of the SEPP (WSEA) area. There is also the potential to link the proposed Prospect Intermodal Terminal directly with Wetherill Park industrial area by extending the Southern Link Road to the east of the M7 West Link thereby making freight movements between these areas more direct and prevent traffic congestion on The Horsley Drive*
- *The final trip generation rates for the proposed Prospect Intermodal Freight Terminal, when known, need to be factored into the traffic modelling and an adjustment to the Southern Link Road corridor being made if required. There is currently insufficient information about the number of vehicle movements that the proposed Intermodal Freight Terminal would generate and also that the proposal could change if and when final designs are developed. Therefore it is important that should this proposed terminal be progressed then its full impact is factored into the Southern Link Road alignment.*

4. Properties Affected

The proposed new alignment for the EPSLR is a much improved option to the original as it represents a reduction in the number of properties in Horsley Park directly affected by the alignment of the proposed State Arterial Road from approximately 60 to the 12 properties identified in the following Figure.



Impacted properties shown by red triangles

Although the property impacts are far less than the original proposed route, there are still some impacts that need to be addressed on the 12 properties shown in the above figure. These impacts are a result of one or more of the following:

- The route of the road is either directly over (2 properties) or in close proximity (10 properties) to the boundary of properties
- Current access to properties will be significantly impacted either by way of restricting access to the site or requiring some form of reconfiguration of current access.
- Properties will be in close proximity to an area of cut or fill required to establish the road corridor

In addition, as a result of the raised section of the roadway at the southern end of the Austral Brick Site (approximately 1 km in distance) the current route has the potential to generate significant acoustic and visual impacts on other residential properties to the south of the road in Horsley Park.

At this stage due to topographical reasons and alignment of the road it would appear difficult to access the road from the Austral brickworks site and in the event of redevelopment of the Austral site.

The preferred alignment of the route has the potential to significantly compromise access and residential amenity to the above rural residential properties. It is noted that the properties are currently in close proximity to a quarry in the surrounding area. However the quarrying activities would have restrictions on operations to mitigate against such impacts as noise, dust and truck movements which would not be the case with a fully operational State Arterial Road.

In light of the loss of residential amenity, at this stage it is unclear what alternative land uses would be suitable for the affected properties. Currently these parcels would appear undersized for employment land uses. In addition, access to services (particularly sewerage) would be a critical if not a challenging consideration for these sites.

The above issues raise the question whether the land owners whose properties are impacted by the proposed road might seek compensation from the State Government as a result of the proposal. Compensation would certainly be a relevant consideration for at least two of the land owners.

Recommendation

- *That although the new proposed alignment of the EPSLR is a vast improvement on the original, from a property impact perspective, the Department needs to undertake further investigation into how the impact on the abovementioned affected properties will be addressed.*

5. Concern about through traffic

There is concern that as a result of traffic congestion along the M4 Motorway and potentially other external arterial roads, traffic could divert through Horsley Park via the Erskine Park Link Road and then the EPSLR and also potentially further south through the Horsley Park town centre and nearby residential areas.

This potential diversion could have serious impacts on the capacity of the ESPLR and local roads to cope with this traffic. It is considered that the study has not adequately considered this potential impact.

Recommendation:

That the Department more thoroughly investigates the impact of the potential for traffic to bypass a congested M4 by using Erskine Park Link Road and then EPSLR and also penetrate the Horsley Park town and takes into consideration the additional traffic volumes expected to be diverted and measures that would need to be put in place to:

- *accommodate the volumes on EPSLR and*
- *deter traffic penetration through Horsley Park town and residential areas*

6. External impacts requiring greater investigation

It is recognized that investigations carried out by the DP&E were limited geographically and but that an attempt has been made to address some of the external factors that would impact on the EPSLR to a certain extent. However, greater detail is required with regard to the impact of:

- The link road through the Greystanes Southern Employment Lands between the M4 and Wetherill Park Industrial Area.
- The need for a direct link to nearby Wetherill Park industrial area from the EPSLR via Victoria Street, rather than the proposed 'dog leg' via Wallgrove Road and The Horsley Drive.
- The proposed Prospect Intermodal Freight Terminal in Eastern Creek
- The proposed strategic bus corridor that links Prairiewood with Mt Druitt. The Metropolitan Transport Plan – 'Connecting the City of Cities' (MTP) – February 2010 has identified a future strategic bus corridor linking Penrith and Prairiewood, via St Clair and the WSEA.
- Currently there is little consideration of this major initiative within the EPSLR study. Therefore, the EPSLR Strategic Transport Assessment needs to include a future strategic bus corridor together with needs to identify the future connection between the bus corridor and the preferred EPSLR Network options.

Recommendation:

A more thorough investigation should be undertaken by the State Government into the potential impacts and/or location of the following externalities on the EPSLR:

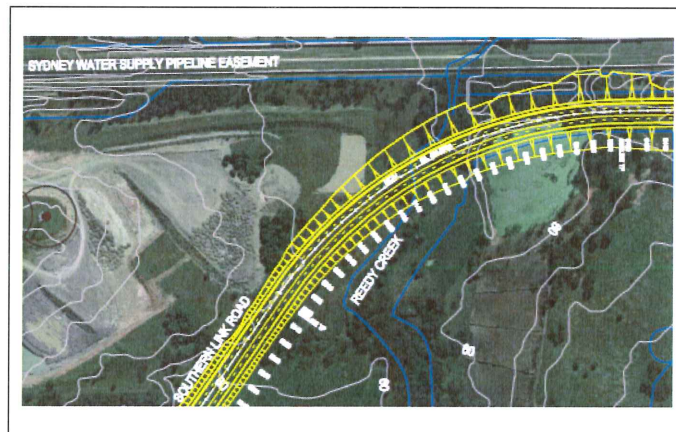
- *The proposed Prospect Inter-Modal Freight Terminal as part of a new rail line that would link Enmore with Mt Druitt. The terminal would be located relatively close to the EPSLR and in close proximity to the M4 and M7-WestLink Motorways*
- *The proposed strategic bus corridor that would link Mt Druitt with Prairiewood, via the western Sydney employment lands*
- *The traffic impact of the Boral Link Road (Reconciliation Drive) which is a major road that creates a new major North-South route between Blacktown and Fairfield via Holroyd local government areas*
- *The need to provide a more direct link between the EPSLR and Wetherill Park industrial area and avoid the dog leg via Horsley Drive that is currently proposed*

8. Environmental Impacts

It is clear that the combined impact of the road corridor and future development on the employment lands in Horsley Park will have significant impacts on remaining critically endangered Cumberland Plain Woodland.

The proposed route of the link road also crosses Reedy Creek at 2 locations and draft technical drawings for the road (see figure below) appear to indicate the provision of a significant amount of fill over the creek crossings.

It is acknowledged that although these details are preliminary, any crossing over the creek should be an appropriate bridge construction to permit movement of aquatic fauna and water flows.



Reedy Creek-Significant fill over creek crossing

In addition to the above, the design of any creek crossings and roadway as a whole will need to include detailed flood investigations with the road and crossing to be designed to appropriate flood standards and to ensure there are no adverse impacts from flooding on surrounding and upstream properties.

Recommendations:

- *Any crossing over the creek should be an appropriate bridge construction to permit movement of aquatic fauna and water flows*
- *Detailed flood investigations need to be developed with the road and crossing to be designed to appropriate flood standards and to ensure there are no adverse impacts from flooding on surrounding and upstream properties.*

Council looks forward to working with the Department in helping to resolve the above issues. Please contact the undersigned on 9725 0214 if you would like to discuss the contents of this submission further

Yours faithfully



Andrew Mooney
ACTING MANAGER STRATEGIC LAND USE PLANNING