



Industry Assessments
Department of Planning, Industry & Environment
GPO Box 39
Sydney NSW 2001

Attention: Bruce Zhang

Dear Mr Zhang,

**New Request for Advice - Modification 1 Revised Layout and Earthworks
(SSD-5248-Mod-1) (Fairfield City))**

Thank you for your correspondence via the Major Projects Planning Portal (ref: PAE-17947828) dated 23 April 2021 requesting Transport for NSW (TfNSW) provide advice in relation to proposed SSD-5248 Modification 1 Revised Layout and Earthworks.

The documentation provided in support of the proposed development application modification has been reviewed, and comments regarding the Western Sydney Freight Line and heavy vehicle access are provided in **TAB A**.

Thank you again for the opportunity to provide feedback on the above development application modification. Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Transport Planning Manager, Land Use Planning and Development at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

5/5/2021

Mark Ozinga
Senior Manager, Land Use Planning & Development
Customer Strategy and Technology

CD21/02947

TAB A - TfNSW Comments on Modification 1 Revised Layout and Earthworks (SSD-5248-Mod-1), Gazcorp Industrial Estate

Western Sydney Freight Line Corridor Protection

Comments

- TfNSW notes at Appendix A1 (Concept Masterplan), the Western Sydney Freight Line (WSFL) corridor is incorrectly located. On July 3, the *State Environmental Planning Policy (Major Infrastructure Corridors) 2020* was gazetted, identifying and protecting the WSFL. The GIS data for the gazetted corridor is publically available ([link](#)).
- At page 3 of the Mod 1 Report prepared by Ethos Urban and dated 12 April 2021, it incorrectly states that the WSFL corridor is located immediately south of the TransGrid easement. In fact the WSFL Corridor overlaps the TransGrid easement at this location and is in close proximity to Lot 10 Warehouse. As per the conditions of consent issued with the approval on 11 November 2019, TfNSW reiterate to the proponent the critical importance of preparing a consultation regime, as per Part C - Western Sydney Freight Line, Condition C107(b), prior to the issue of any construction certificate, to mitigate any future conflict between Lot 10 Warehouse and the future rail infrastructure. This would include ensuring any future tenant of the Lot 10 Warehouse is not adversely affected by any noise and vibration likely to emanate from the proposed infrastructure.

Recommendations

- It is requested that the applicant revise Appendix A1 (Concept Masterplan) to illustrate the correct position of the WSFL.
- Condition B26 requires consultation with TfNSW with respect to future development applications and potential implications on the WSFL. The proponent should consult with TfNSW early in the design of the warehouse on Lot 10.
- No changes to conditions B26, C9 or C107 of the existing consent should be contemplated.

Freight Vehicle Access

Comment

Section 8.2 of the Traffic Impact Assessment - Design Vehicles states the largest vehicle expected to access the site is a 26m B-double. However the project is located adjacent to approved 30m PBS 2B routes such as Wallgrove Road and the M7. Consideration should be given to larger vehicles accessing the site in the future.

Recommendation

The proponent should consider using a larger 30m PBS 2B vehicle as the design vehicle for the project which are safer and more productive vehicles compared to the prescriptive fleet.