

Sheelagh Laguna
Industry Assessments
Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Sheelagh Laguna

Dear Ms. Laguna,

**State Significant Development (SSD – 8184) – Fairfield Sustainable Resource Centre
Expansion – Public Authority Consultation (PAE – 9063802)**

Thank you for requesting Transport for NSW (TfNSW) to review and comment on this subject matter via NSW Major Projects Portal on 28 August 2020. Legislation came into effect on 1 December 2019 bringing together the former Roads and Maritime Services and Transport for NSW into an integrated organisation and this letter represents the collective response of the new organisation.

The proposal seeks approval to expand the processing capacity of Fairfield Sustainable Resource Centre to regularise the existing operations and provide additional land for stockpiling purposes by undertaking land filling to facilitate an overall processing capacity of up to 550,000 tonnes of recycled construction materials per year. Documents exhibited in support of the subject proposal have been reviewed and the following comments and recommendations have been provided for the following matters:

- Interface with Western Sydney Freight Line (Stage 2);
- Intersections and access points between Widemere / Davis Road and Widemere / Hassell Street;
- Architectural Plans; and
- Construction near traffic signals.

Detailed comments and recommendations relating to the above matters are provided in **Tab A** for consideration.

Thank you again for the opportunity of reviewing the subject matter. If you require any further information, please don't hesitate to contact Serena Li, Graduate Transport Planner, via email at development@transport.nsw.gov.au.

Yours sincerely



24/9/2020

Mark Ozinga

Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

CD20/07169

Further details in relation to the Western Sydney Freight Line (Stage 2)

Issue:

In July 2020, the Western Sydney Freight Line (stage 1) (WSFL) was gazetted in the Western Sydney Employment Area State Environmental Planning Policy (WSEA SEPP). TfNSW is currently examining options for WSFL stage 2, between the M7 at Kemps Creek to the main southern freight line at Yennora. The corridor alignment continues to be refined, however, it is likely the final alignment will impact the subject site.

At this stage the rail is designed on structure through the subject site, minimising potential impacts. That notwithstanding, the size and location of the proposed sediment basins may impact the future constructability of the rail infrastructure.

Recommendation:

To minimise the impact of the proposal on the deliverability of the future infrastructure, it is recommended that the applicant be conditioned to consult with TfNSW to determine the location and design of the sediment basins.

Note: It is advised that the applicant's consultant should discuss with TfNSW (Lee Farrell, Corridor Coordinator via email at development@transport.nsw.gov.au) in addressing the outstanding matters prior to submitting further information.

Intersections and access points between Widemere / Davis Road and Widemere / Hassell Street

Issue:

The frontage of the subject site runs between the intersection of Widemere and Davis Road and the intersection of Widemere Road and Hassall Street. The site has two access points in which the first access is near the signalised intersection of Widemere and Davis Road and the second is the access for the development near Hassall Street. The two accesses to the site are connected through an internal road as indicated in the below site image.



Figure 1: Internal road connections (Source: Near Maps 2020)

The Traffic Impact Assessment indicates a proposal to increase the capacity of the existing facility at 2 Widemere Road and that all access arrangements will be from the access point near Hassall Street.

Recommendation:

Clarification is requested from the Applicant during the RtS to determine if the proposed development is the same development as the two access points identified above. The Applicant shall demonstrate the proposed development will not be using the access point

adjacent to the signalised intersection of Widemere and Davis Road, as both access points appear to serve the same site and has an internal road connection.

Architectural Plans

Issues:

The architecture plans submitted shows a new building will be constructed as part of this development but there is no indication of construction activity or Construction Traffic Management Plan (CTMP) associated with the proposal.

Recommendation:

Clarification is requested from the Applicant during the RtS to address the proposed new building shown on the Architectural Plans and further information on construction activity or in the form of a CTMP will be required to support the proposal.

Construction near traffic signals

Issues

TfNSW has recently received a separate request from Council in regards to the subject site at 2 Widemere Road. The request related to construction of a temporary median near the signalised intersection of Widemere and Davis roads, which would restrict site access movements to left in and left out.

It is not clear from the documentation if the existing site access near the aforementioned intersection is intended to be used by construction vehicles. TfNSW does not support construction access near signals if there is an alternative access to the site.

Recommendation:

Clarification is requested from the Applicant during the RtS to confirm if the access near the signalised intersection is intended to be used for construction of the proposed development. A draft Construction Traffic Management Plan (CTMP) should be submitted as part of the RtS.

Note: It is advised that the applicant's consultant should discuss with TfNSW (Sandra Grimes, Land Use Planner, via email at development.sydney@transport.nsw.gov.au) in addressing the outstanding matters prior to submitting further information.