Traffic Committee

SUPPLEMENTARY AGENDA

DATE OF MEETING: 12 October 2026
LOCATION: Committee Rooms
TIME: 2.30pm

Statement of Ethical Obligations

The Mayor and Councillors are reminded that they remain bound by the Oath/Affirmation of Office made at the start of the council term to undertake their civic duties in the best interests of the people of Fairfield City and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act or any other Act, to the best of their skill and judgement.

The Mayor and Councillors are also reminded of the requirement for disclosure of conflicts of interest in relation to items listed for consideration on the Agenda or which are considered at this meeting in accordance with the Code of Conduct and Code of Meeting Practice.

SUPPLEMENTARY AGENDA
Traffic Committee
Meeting Date: 12 October 2026

ITEM **SUBJECT** **PAGE**

SECTION A

'Matters referred to Council for its decision'

There are no reports submitted for this section.

SECTION B

'Matters submitted to the Committee for decision subject to the right of referral'

27: Redmayne Road, Walworth Road and Burley Road Horsley Park - Temporary Road Closure
File Number: 13/12458 4

Traffic Committee



SECTION B

'Matters submitted to the Committee for decision subject to the right of referral'

SUBJECT: Redmayne Road, Walworth Road and Burley Road Horsley Park - Temporary Road Closure **(SUPPLEMENTARY)**

FILE NUMBER: 13/12458

REPORT BY: Gaurab Ghimire, Professional Engineer (Traffic)

RECOMMENDATION:

That:

1. The rolling temporary full road closure of Redmayne Road, Walworth Road and Burley Road Horsley Park starting from 9 November 2026 for approximately 11 months (as shown in Attachments A, B and C of the report) between the hours of 6.30am and 6.30pm Monday to Saturday be approved.

2. The following conditions apply to the road closures:

    2.1 The Fairfield Police Local Area Command be informed of the road closures and any conditions set by the Police are to be complied with.

    2.2 A Road Occupancy Application is to be authorised prior to the commencement of works.

    2.3 All Traffic Guidance Schemes (TGS) prepared and implemented shall comply with AS1742.3 and Transport for NSW's (TfNSW) 'Traffic Control at Worksites' standard and shall be prepared and signed by a suitably qualified person.

    2.4 Emergency services be notified of the road closures and access for emergency service vehicles be always permitted.

    2.5 Access to be maintained for buses, emergency vehicles and residents.

    2.6 The Applicant shall take necessary steps to minimise disruption to traffic flow along Redmayne Road, Walworth Road and Burley Road to ensure the safety of other road users. This includes minimising impact of traffic moving to and from the public school in Walworth Road.

    2.7 The use of any equipment or activities to be conducted in conjunction with road closures must not result in any offensive noise as defined by the Noise Control Act.

3. Killard/Ferrycarrig to notify Council once the closure dates are finalised for Walworth Road and Burley Road at least 3 weeks prior to works commencing.

4. A public liability insurance of at least twenty million dollars ($20,000,000.00) be submitted to Council.

5. Killard/Ferrycarrig be notified of the Committee's decision.

SUPPORTING DOCUMENTS:

AT-A ⇩	Redmayne Road Closure - TGS and detour routes	11 Pages
AT-B ⇩	Walworth Road Closure - TGS and detour routes	3 Pages
AT-C ⇩	Burley Road Closure - TGS and detour routes	3 Pages
AT-D ⇩	Crew route and staging plans	3 Pages

CITY PLAN

This report is linked to *Theme 2 Places and Infrastructure* in the Fairfield City Plan.

SUMMARY

Part of the servicing arrangements for the NextDC S4 building in Johnston Crescent Horsley Park is a recycled water supply to assist in cooling the data centre.

A new recycled water pipeline by coNEXA SYD is to be constructed from Redmayne Road to the NextDC S4 facility. Independent Pricing and Regulatory Tribunal (IPART) approved the proposal on 2 October 2026. Killard/Ferrycarrig (KF) a civil engineering contractor, is undertaking the pipeline work.

KF has requested a temporary road closure for the work areas along the route of the recycle water pipeline - Redmayne Road, Walworth Road and Burley Road. The request is for one road closure to occur along the route at any one time. This would occur during working hours (6.00am – 6.00pm) from 9 November 2026 and where the road is unable to be returned to a safe and trafficable condition before reopening, portable traffic signals may be used.

Bus services will be catered for during works and remain unaffected. Limited access may occur at some of the road closures depending on the site configuration and positioning of the new pipeline.

Maintaining safety of the work site needs to be balanced against the role of the public road in providing access to properties. Full road closures are to be minimised as far as practicable to minimise impact on the adjacent residences and businesses.

Arrangements also need to minimise the impact on school traffic using Walworth Road.

Discussion

Companies within the coNEXA Group operate the Rosehill Scheme comprising a recycled water plant at Fairfield, owned by AquaNet and a recycled water reticulation network, owned by Rosehill Network.

coNEXA SYD is a company within the coNEXA Group. coNEXA SYD is proposing to develop the Rosehill Scheme Extension to provide recycled water to the NEXTDC 'Western Sydney S4 data centre facility', currently being constructed at Horsley Park. coNEXA SYD would construct and operate the Rosehill Scheme Extension infrastructure on behalf of Rosehill Network. coNEXA SYD would own the Rosehill Scheme Extension infrastructure.

KF has been appointed to construct the infrastructure for the AquaNet West extension of the recycled water network (along Redmayne Road, Walworth Road and Burley Road).



To facilitate the construction of the new recycled water pipeline works, KF is requesting an arrangement for daytime full road closure on Redmayne Road, Walworth Road and Burley Road.

The proposal is:

- Redmayne Road – full road closure (between 84-100 Redmayne Road and Walworth Road) from 09/11/2026 to 09/02/2026 during work hours (6.30am to 6.30pm, Monday-Saturday) for 3 months as shown in Attachment A of the report.
- Walworth Road – full road closure (between Redmayne Road and Burley Road) during work hours (6.30am to 6.30pm, Monday-Saturday) for 4 months as shown in Attachment B of the report.

- Burley Road – full road closure (between Walworth Road and Old Wallgrove Road) during work hours (6.30am to 6.30pm, Monday-Saturday) for 4 months as shown in Attachment C of the report.

Redmayne Road was previously closed for the construction of the M7 with minimal impact. The road closure dates for Walworth Road and Burley Road are not yet known and will be confirmed as works on Redmayne Road progress. Once construction activities are further advanced, the contractor will be in a better position to determine the required timing and duration of the road closures.

KF are proposing to mobilise three civil construction crews across multiple work fronts and two Horizontal Directional Drilling (HDD) crews simultaneously. Only one full road closure will be implemented at any given time. Shuttle flow and Stop/Slow will be implemented at all other work fronts.

Due to the work zone footprint required for the installation of the pipework, KF propose to close roads during construction hours adapting the highest tier on the hierarchy of controls.

This will ensure the safety of all workers and protect the public from moving plant and construction vehicles. KF will work closely work with all stakeholder and members of the public to minimise any impacts caused by these works. Residents will be given minimum 7 days' notice of all closures and onsite Traffic Controllers will complete curtesy door knocks one day before closures are implemented. KF will ensure all stakeholders are well informed and maintain an ongoing collaborative and transparent approach throughout the delivery of this project.

The project involves the installation of recycled water infrastructure using a combination of open trenching, horizontal directional drilling and microtunnelling construction methods. Due to varying site constraints, pipeline depth requirements, utility conflicts and crossing locations, different construction methodologies will be utilised along the project corridor.

<u>Open Trenching</u>

Open cut trenching involves the excavation of a trench within the road reserve to facilitate the installation of the recycled water pipeline. Following site investigations and utility location activities, the existing pavement will be saw cut and removed, and the trench excavated to the required depth. Trench support systems, including shoring boxes where necessary, will be installed to maintain excavation stability and ensure worker safety. The pipeline will then be installed, connected using electrofusion welding where required and subsequently backfilled and compacted. Upon completion of the works, the road pavement will be temporarily reinstated or road plates installed until permanent restoration works are undertaken, after which the traffic control measures will be removed and the roadway reopened to traffic.

A temporary local access road closure is required during open cut trenching works due to the significant amount of roadway occupied by the excavation, construction plant, spoil stockpiles, pipe deliveries and trench support systems. The presence of an open excavation within the carriageway presents a safety risk to both road users and construction personnel and limits the available road width for vehicles to safely pass through the work area. The road closure provides a controlled and safe working environment, allows construction activities to be undertaken efficiently and eliminates conflicts between construction operations and passing traffic.



Figure 1: Open Trenching Method

Horizontal Directional Drilling

Horizontal Directional Drilling (HDD) is a trenchless construction method used to install pipelines beneath roads, utilities and other physical constraints with minimal surface excavation. Following site investigations, a suitable work area will be established to accommodate pipe stringing and welding activities. Launch and receiving shafts will be excavated and supported in accordance with the approved Temporary Works Design (TWD) and secured with appropriate fencing, barriers and signage. The pipeline sections will be welded together prior to commencing the HDD pilot bore. The bore will then be enlarged as required and the pre-welded pipeline pulled through the completed bore. Upon completion of installation, the shafts will be backfilled, the roadway temporarily reinstated and the traffic control arrangements removed once the site has been restored to a safe and trafficable condition.

A temporary road closure is required during HDD operations due to the significant space required for the launch and receiving shafts, drilling rig, support equipment, pipe stringing activities and construction compounds. Although HDD is a trenchless method, excavations remain open at both ends of the bore and lengthy sections of welded pipe must be assembled and stored within the road corridor prior to installation. The road closure provides sufficient space for the safe operation of drilling equipment, maintains exclusion zones around excavations and construction plant and prevents conflicts between vehicles and construction activities. This arrangement ensures the HDD works can be undertaken safely and efficiently while minimising risks to both workers and the travelling public.



Figure 2: Horizontal Directional Drilling Method

MicroTunneling

Microtunnelling will be undertaken using purpose-designed Auger/TBM microtunnelling systems suitable for the prevailing ground conditions and installed in accordance with the approved TWD and Project Specifications. Prior to commencing works, all existing underground services within the work area will be positively identified and protected in consultation with the relevant utility authorities. The bore alignment will be surveyed and set out, followed by excavation of the launch shaft (typically 7 m × 4 m) and receiving shaft (typically 5 m × 3 m). Once excavated, shaft bases will be prepared and fitted with concrete pads, guide rails and tunnelling equipment. The microtunnelling machine will then be launched from the drive shaft and progressively advanced towards the receiving shaft using hydraulic jacking forces. Excavated material will be removed via the auger system and transferred to the surface for disposal. Upon completion of the bore, the jacking pipes will be checked for alignment and level, and the PE carrier pipe installed within the casing using centralisers. The annulus between the carrier pipe and casing pipe will then be grouted before both shafts are backfilled, the site reinstated and all equipment demobilised.

A temporary road closure is required during microtunnelling operations due to the substantial surface infrastructure required at both the launch and receiving shaft locations. Although the tunnel itself is constructed underground, the works require large excavations, hydraulic jacking equipment, cranes, spoil handling facilities, pipe deliveries, material storage and secure construction compounds throughout the duration of the works. The launch and receiving shafts remain open until tunnelling activities are completed and therefore require exclusion zones and ongoing protection measures to maintain public safety. Implementing a road closure provides sufficient space for construction activities to be undertaken safely and efficiently, prevents conflicts between motorists and heavy construction plant and ensures workers can safely access and operate specialised tunnelling equipment while maintaining the integrity of the excavation and shaft support systems.



Figure 3: Microtunneling Method

The proposed construction methodology for the project has been developed to facilitate the efficient delivery of the recycled water pipeline while minimising impacts on the surrounding road network, local residents, businesses and road users. The works will be undertaken in a staged manner using a combination of open cut trenching, HDD and microtunnelling construction methods, with multiple crews operating concurrently across separate sections of the alignment.

The works will be progressively staged in accordance with the crew route plans, with individual work fronts advancing as construction progresses and crews relocating to subsequent sections upon completion of their allocated works. Up to three trenching crews and one trenchless construction crew may operate simultaneously to reduce the overall construction duration. The indicative duration of works for each section is identified within the attached crew staging plans as shown in Attachment D of the report.

Traffic Management Methodology

To minimise the cumulative impact on the surrounding transport network, the following traffic management principles will be adopted throughout the construction period:

- Only one local access road closure will be implemented at any one time.
- Road closures will generally operate between approximately 6.30am and 6.30pm during construction hours only.
- At the completion of each shift, the road will be reinstated to a safe trafficable condition and reopened to traffic.
- In the event the excavation cannot be backfilled, the excavation will be secured with interlocking concrete barriers and ATF fencing. Temporary traffic signals will be installed at each end of the work zone. The signals will operate in a coordinated sequence, with suitable clearance times allowing traffic to safely clear the work area before opposing traffic is released. Signal timings will be monitored and adjusted as required to manage traffic flow and minimise queuing.
- Bus routes and bus stop operations will remain unaffected throughout the project.
- Access for heavy vehicles, emergency services and other authorised vehicles will be maintained where practicable through the work zone.
- While a local-access closure is active at one work front, all other active work fronts will operate under the applicable STOP/SLOW Traffic Guidance Scheme (TGS).
- Traffic controllers will be positioned in accordance with the approved TGS to safely manage vehicle movements through or around the works.

Property access will be maintained wherever reasonably practicable throughout the works. Where temporary restrictions are unavoidable, affected residents, businesses and stakeholders will be consulted in advance and alternative access arrangements will be coordinated directly with them.

Consultation & Timing

A Community Stakeholder Engagement Strategy has been developed for the project and has been approved by IPART. A full-time community liaison from KF will be assigned to the project as well as coNEXA's Stakeholder Manager. Early consultation regarding the project has occurred and door knocks have been complete as part of early community engagement.

Consultation letters will be sent out 14 days prior to road closures being implemented by KF. The consultation letters will be delivered via post to the concerned residents and businesses via letter drop. Additionally, door-to-door consultation will be undertaken by KF Construction approximately 2-3 weeks prior to the start of work. The proposed closure will also be posted on Council's website.

The proposal was referred to bus service provider and no objections were received. Additionally, Transport for New South Wales (TfNSW) has raised no objections for the Traffic Management Plan of the proposed closures.

CONCLUSION

To facilitate installation of new recycled water pipeline by KF, the requested intermittent temporary full road closures over the forecast 11 months construction period on Redmayne Road (3 months), Walworth Road (4 months) and Burley Road (4 months) as shown in Attachments A, B and C be approved subject to the recommended conditions.

Gaurab Ghimire
Professional Engineer (Traffic)

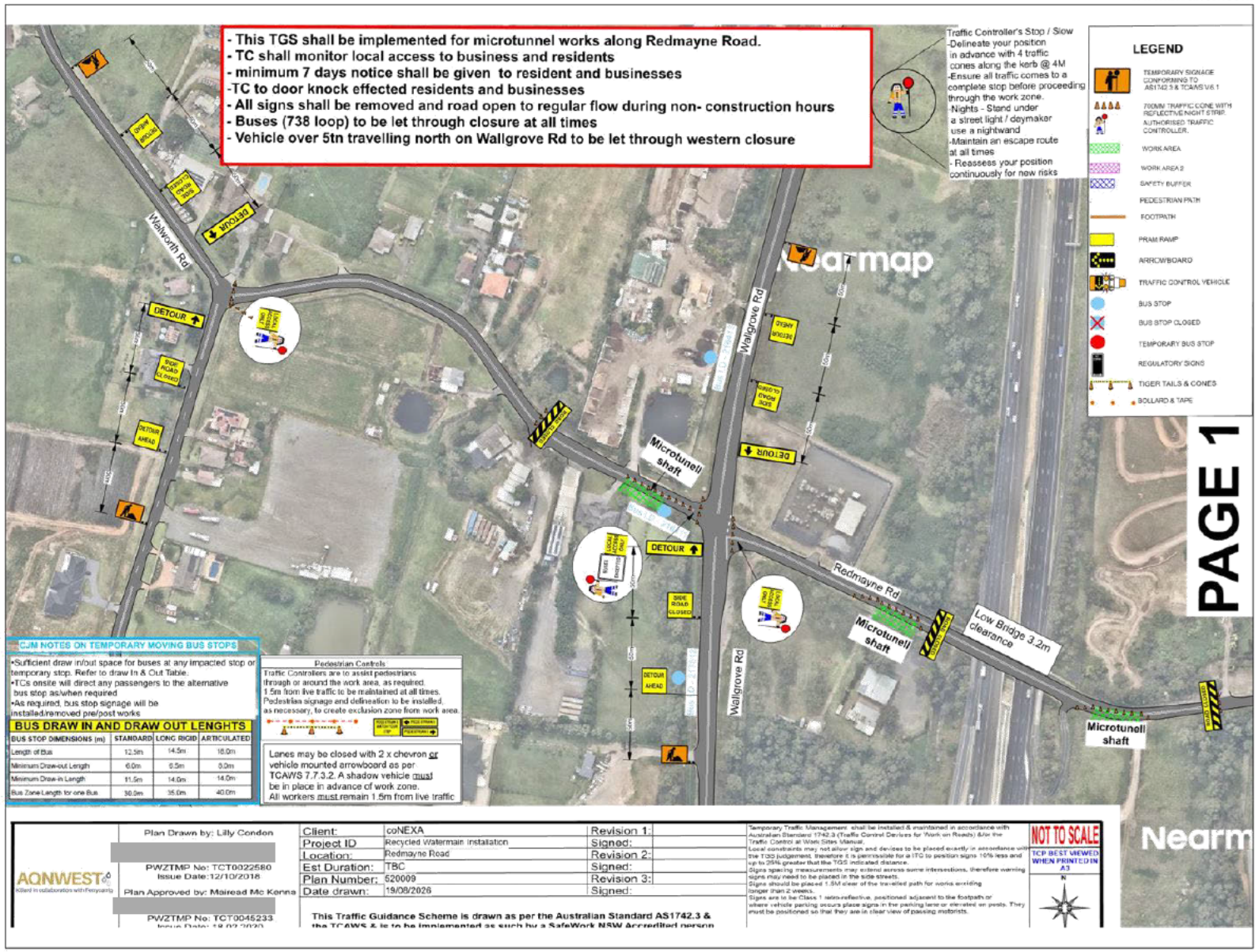
Authorisation:
Director City Delivery

Traffic Committee - 12 October 2026

File Name: **TRA12102026_5.DOCX**

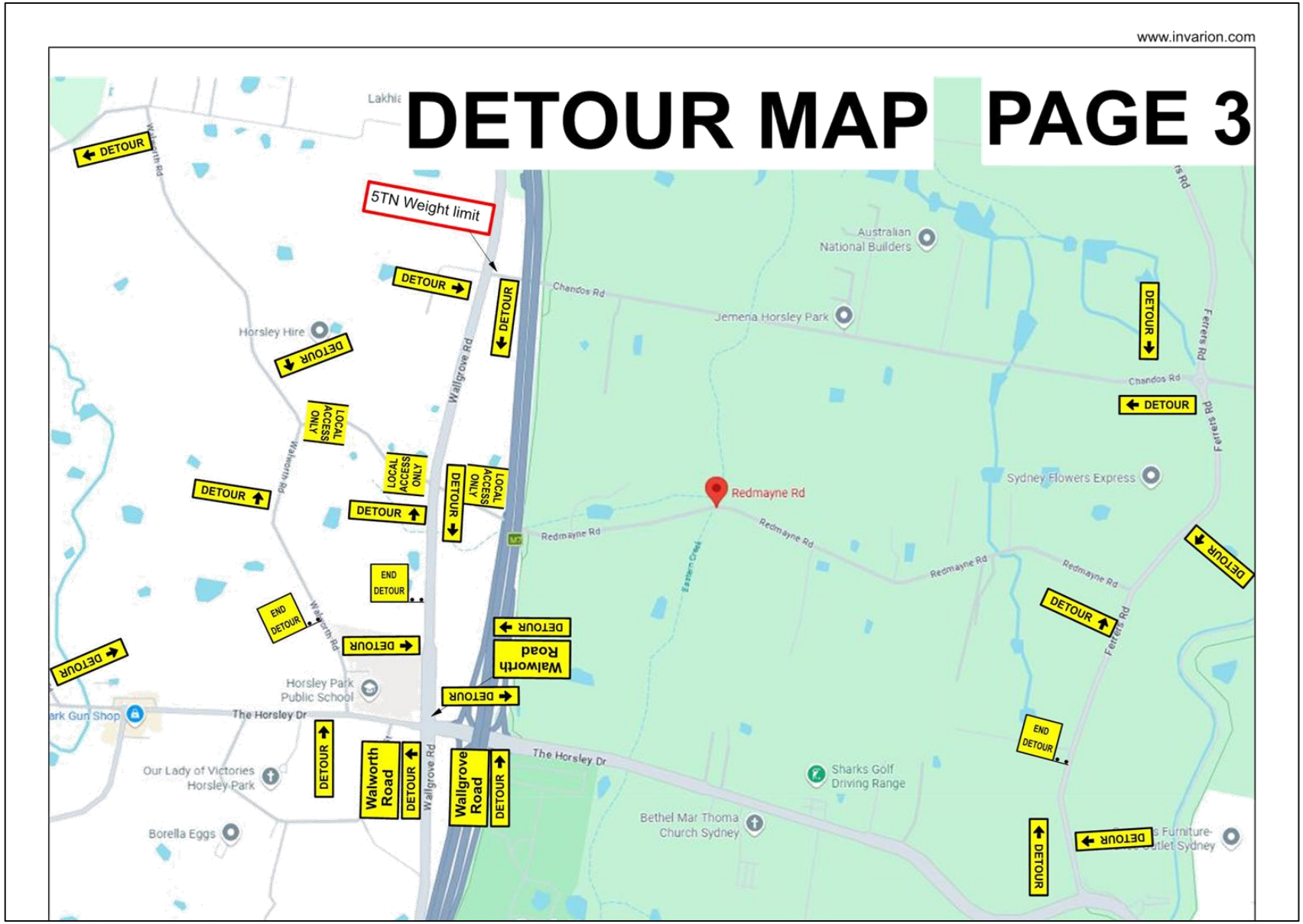
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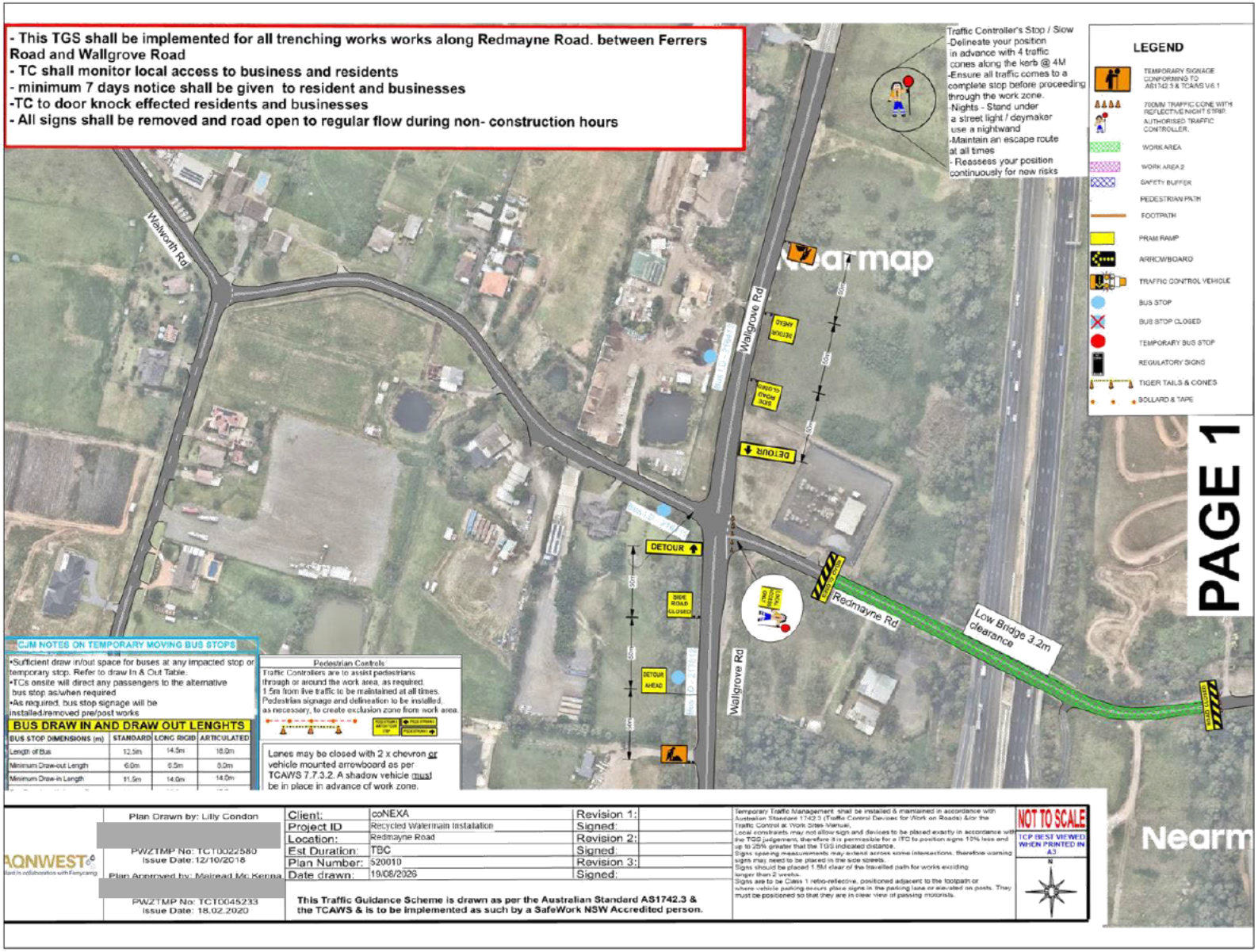


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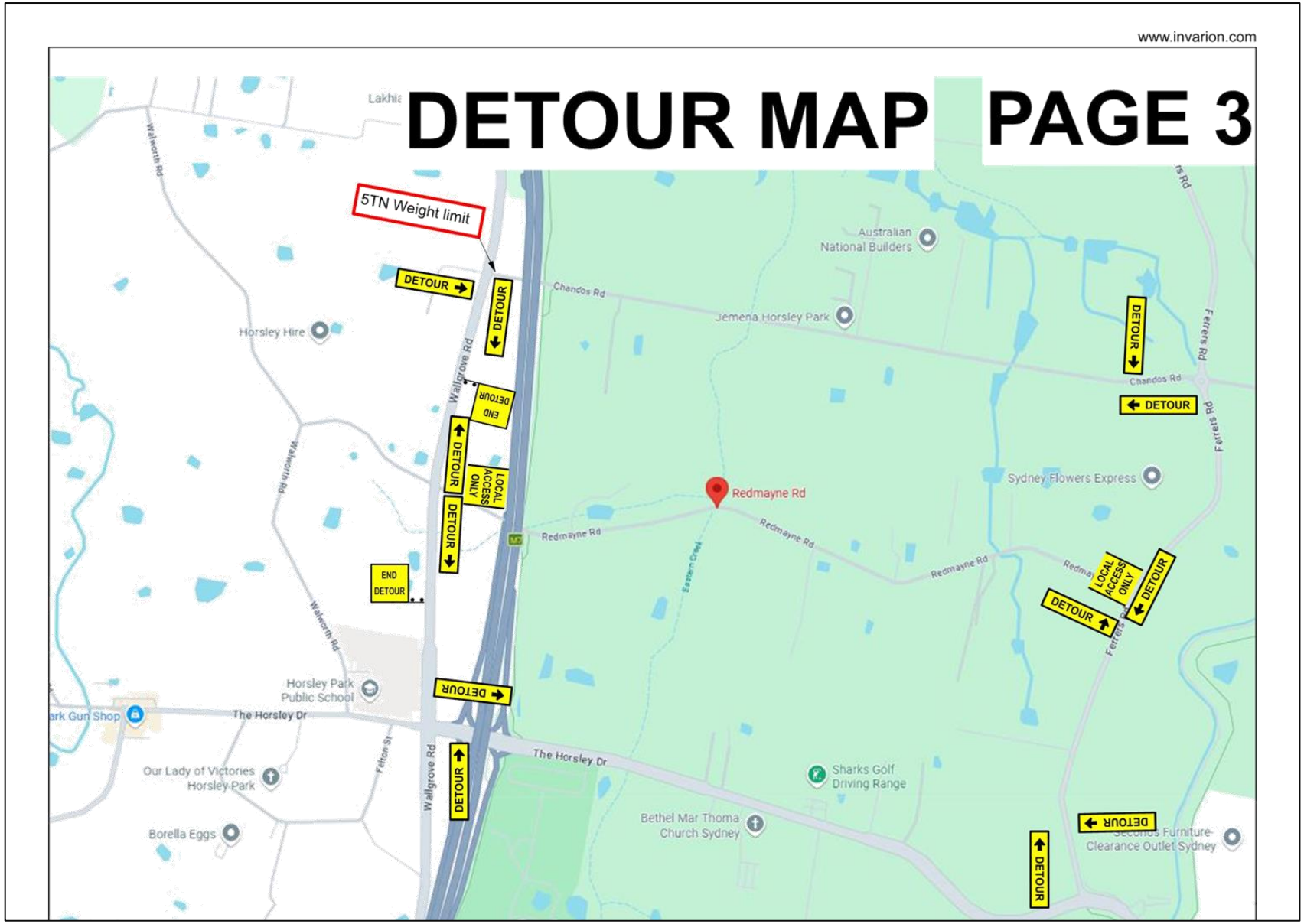

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Our Lady of Victories Horsley Park
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Sydney Flowers Express
Sharks Golf Driving Range
Bethel Mar Thoma Church Sydney

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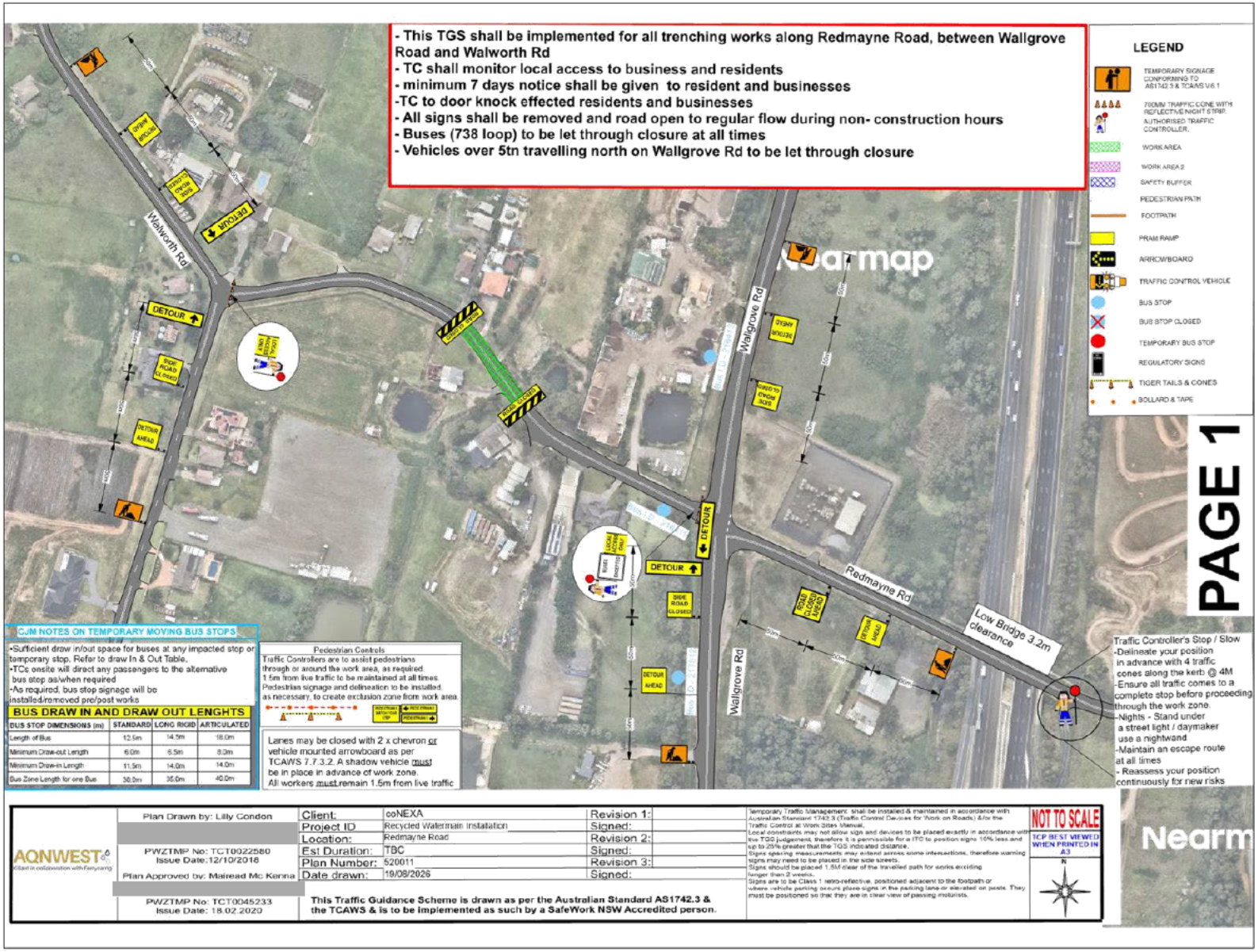


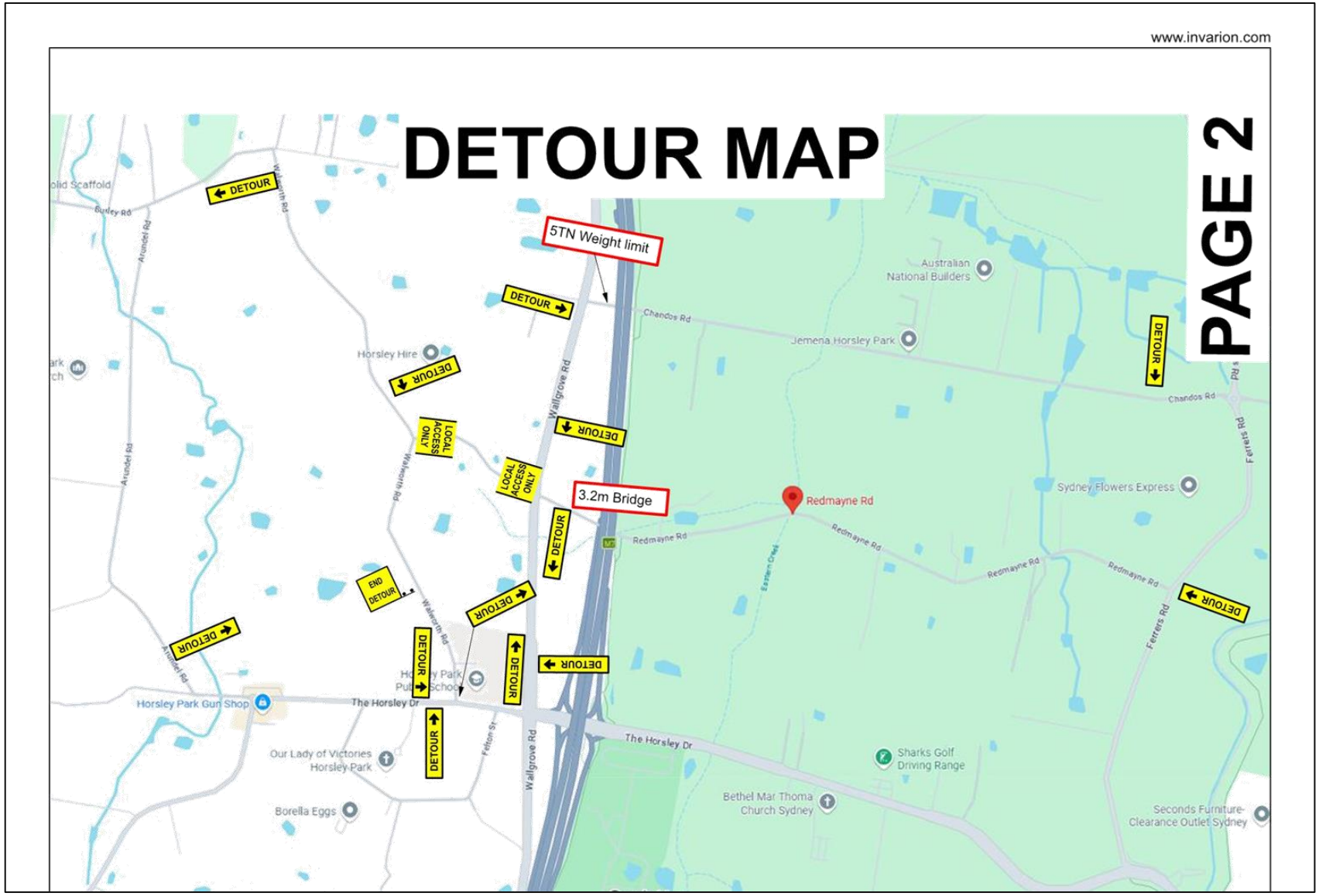
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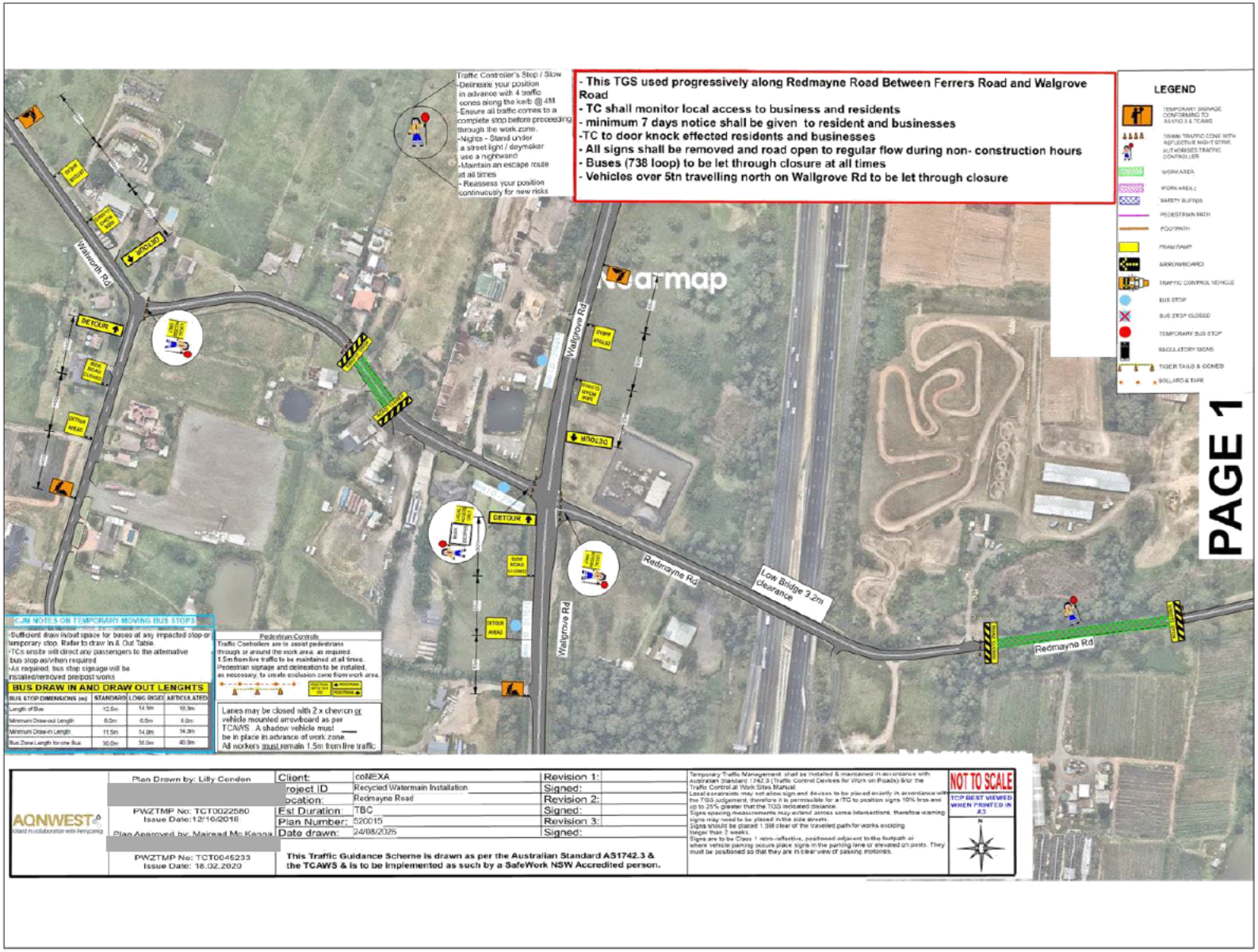

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Sharks Golf Driving Range
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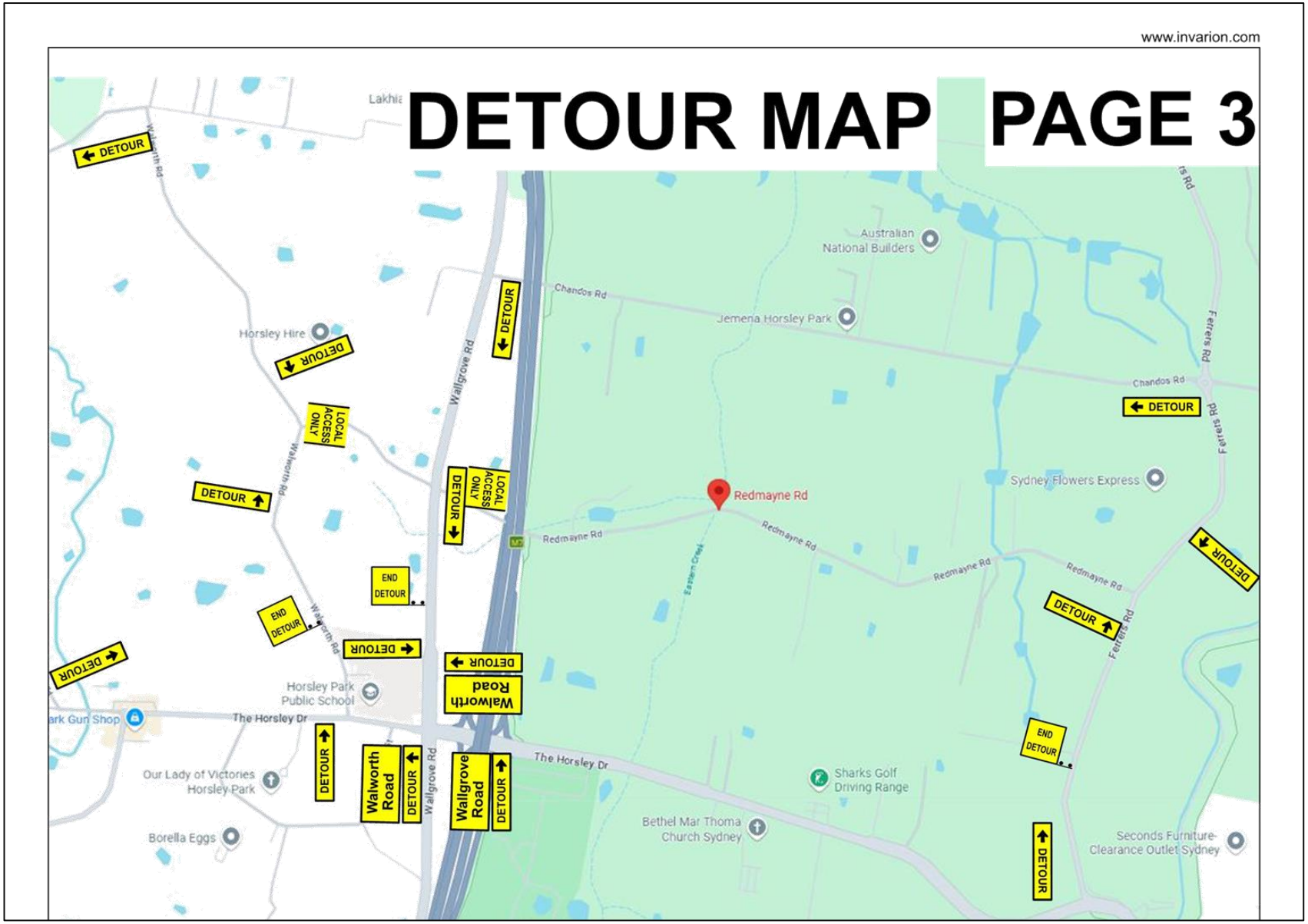

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Our Lady of Victories Horsley Park
Borella Eggs
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Jemena Horsley Park
Australian National Builders
Sydney Flowers Express
Sharks Golf Driving Range
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Arundel Rd
Ferrets Rd
Butley Rd

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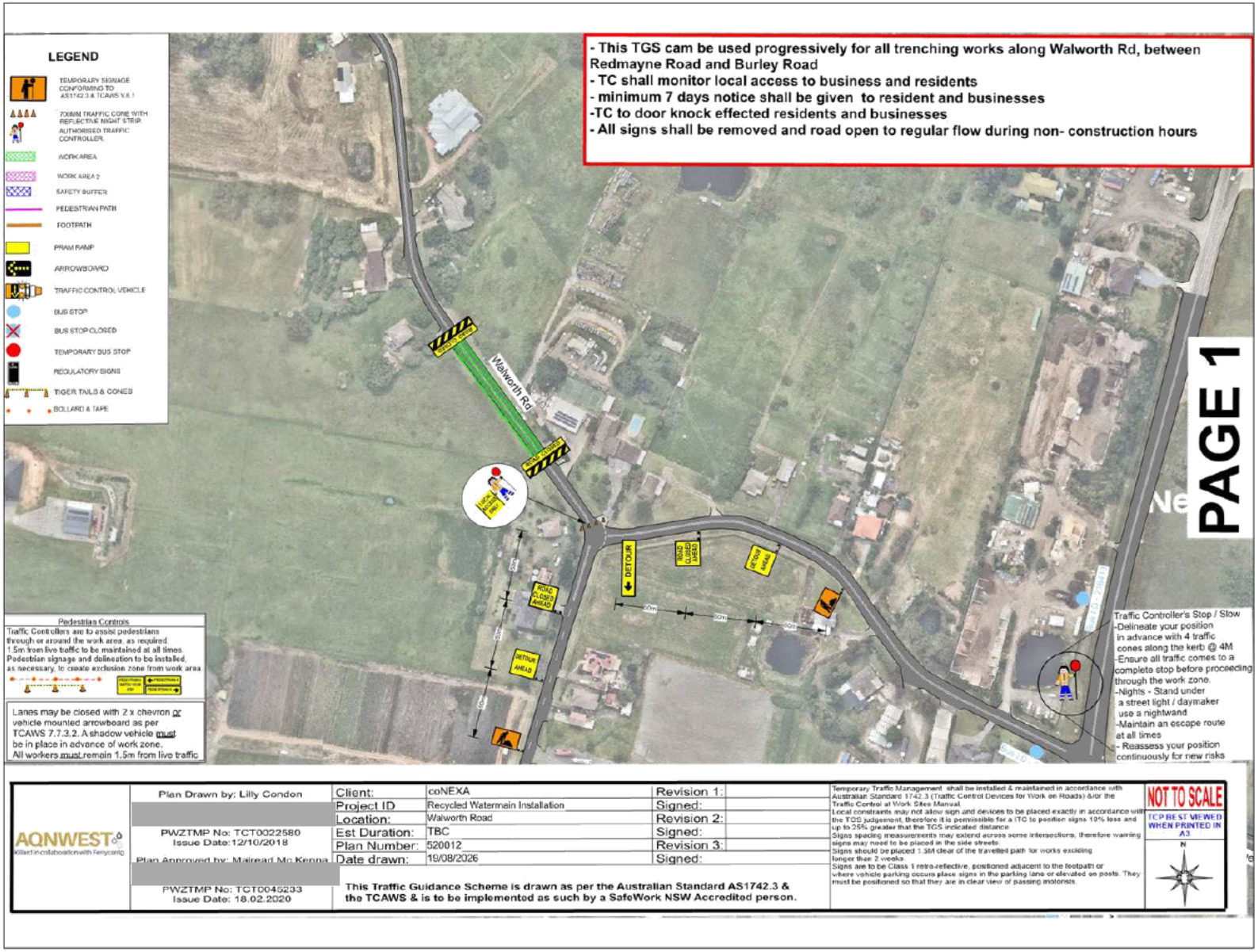


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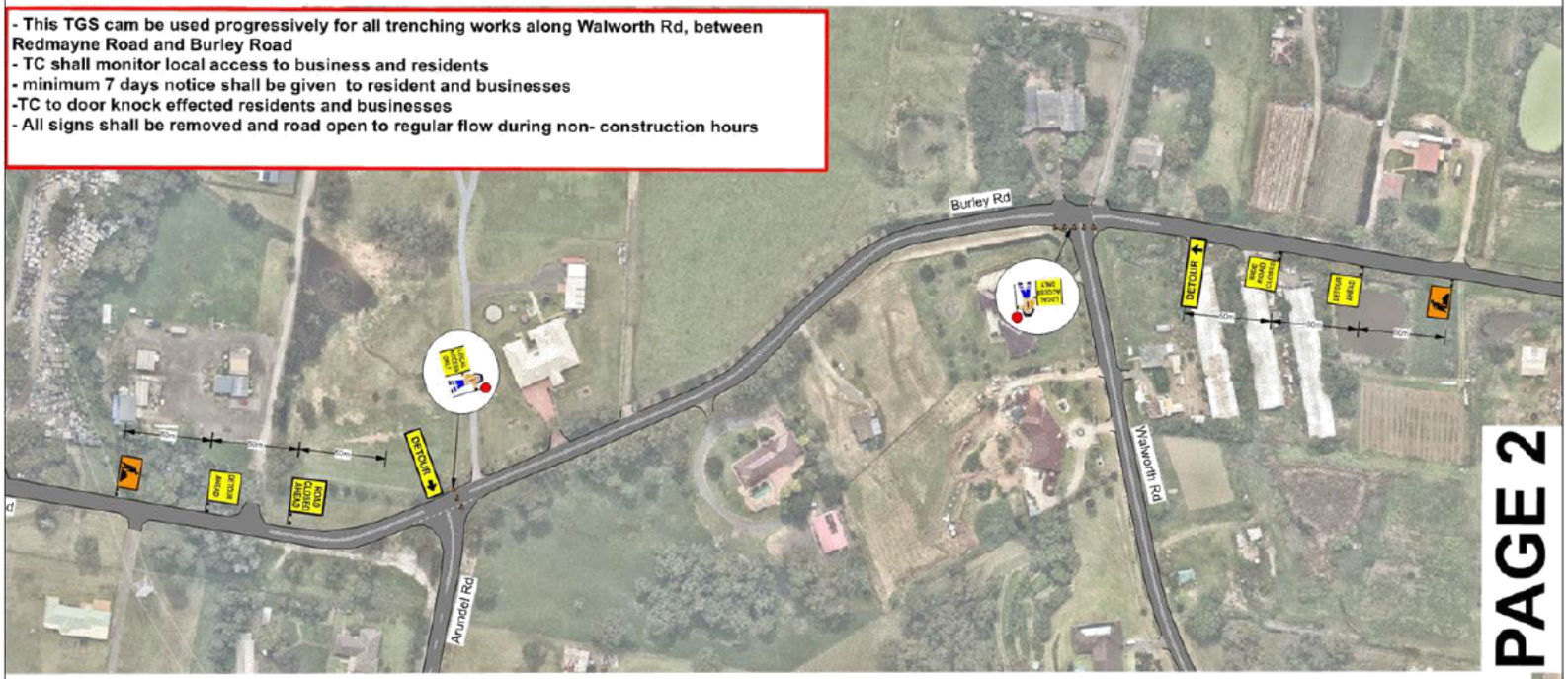

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Horsley Park Public School
The Horsley Dr
Walworth Road
Wallgrove Road
Our Lady of Victories Horsley Park
Borella Eggs
Sharks Golf Driving Range
Bethel Mar Thoma Church Sydney
Seconds Furniture Clearance Outlet Sydney
Eastern Creek

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- This TGS cam be used progressively for all trenching works along Walworth Rd, between Redmayne Road and Burley Road
- TC shall monitor local access to business and residents
- minimum 7 days notice shall be given to resident and businesses
-TC to door knock effected residents and businesses
- All signs shall be removed and road open to regular flow during non- construction hours



AQNWEST
Kilard in collaboration with Ferrycarig

Plan Drawn by: Lilly Condon

PWZTMP No: TCT0022580
Issue Date:12/10/2018

Plan Approved by: Mairead Mc Kenna

PWZTMP No: TCT0045233
Issue Date: 18.02.2020

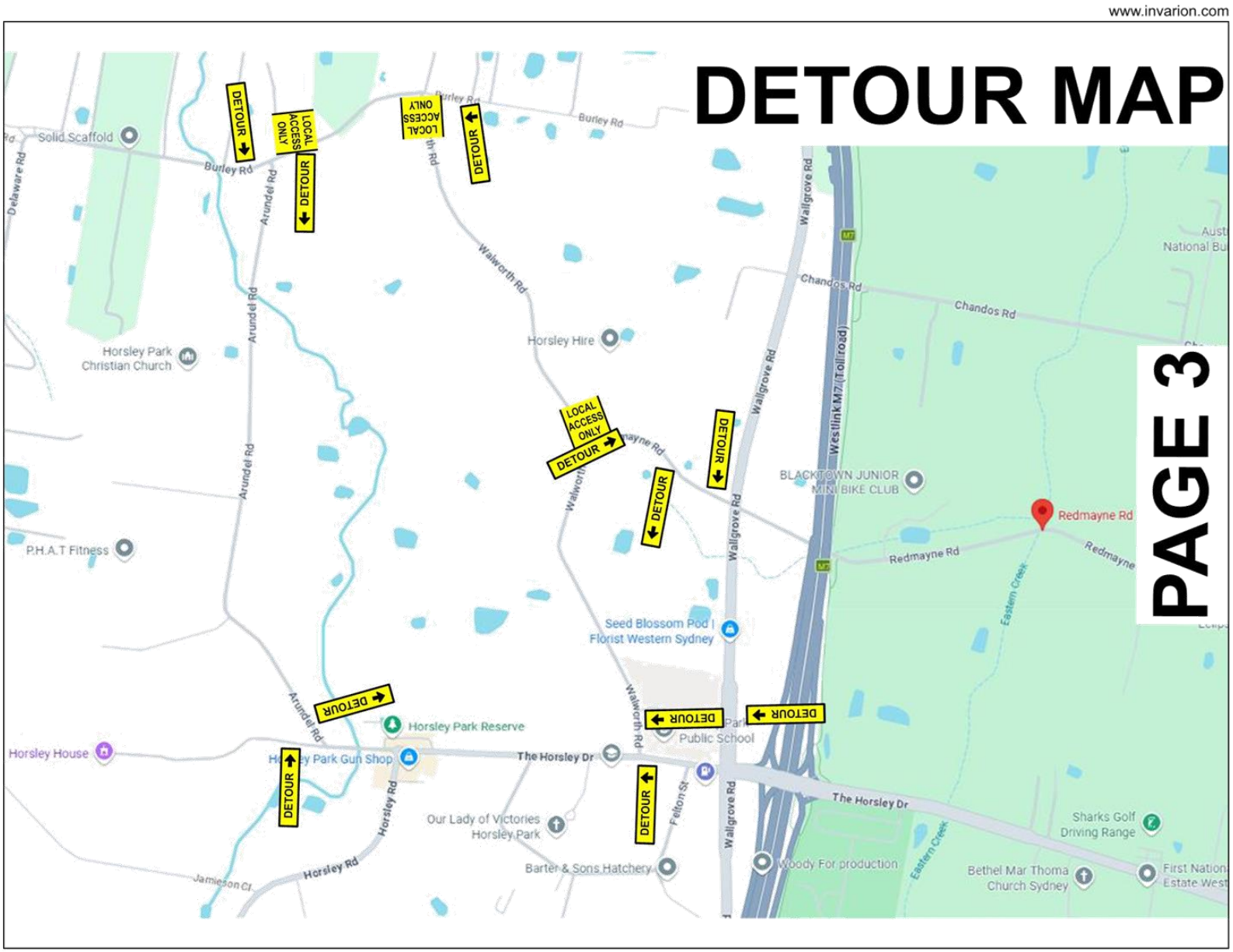
Client:	coNEXA	Revision 1:	
Project ID	Recycled Watermain Installation	Signed:	
Location:	Walworth Road	Revision 2:	
Est Duration:	TBC	Signed:	
Plan Number:	520012	Revision 3:	
Date drawn:	19/08/2026	Signed:	

This Traffic Guidance Scheme is drawn as per the Australian Standard AS1742.3 & the TCAWS & is to be implemented as such by a SafeWork NSW Accredited person.

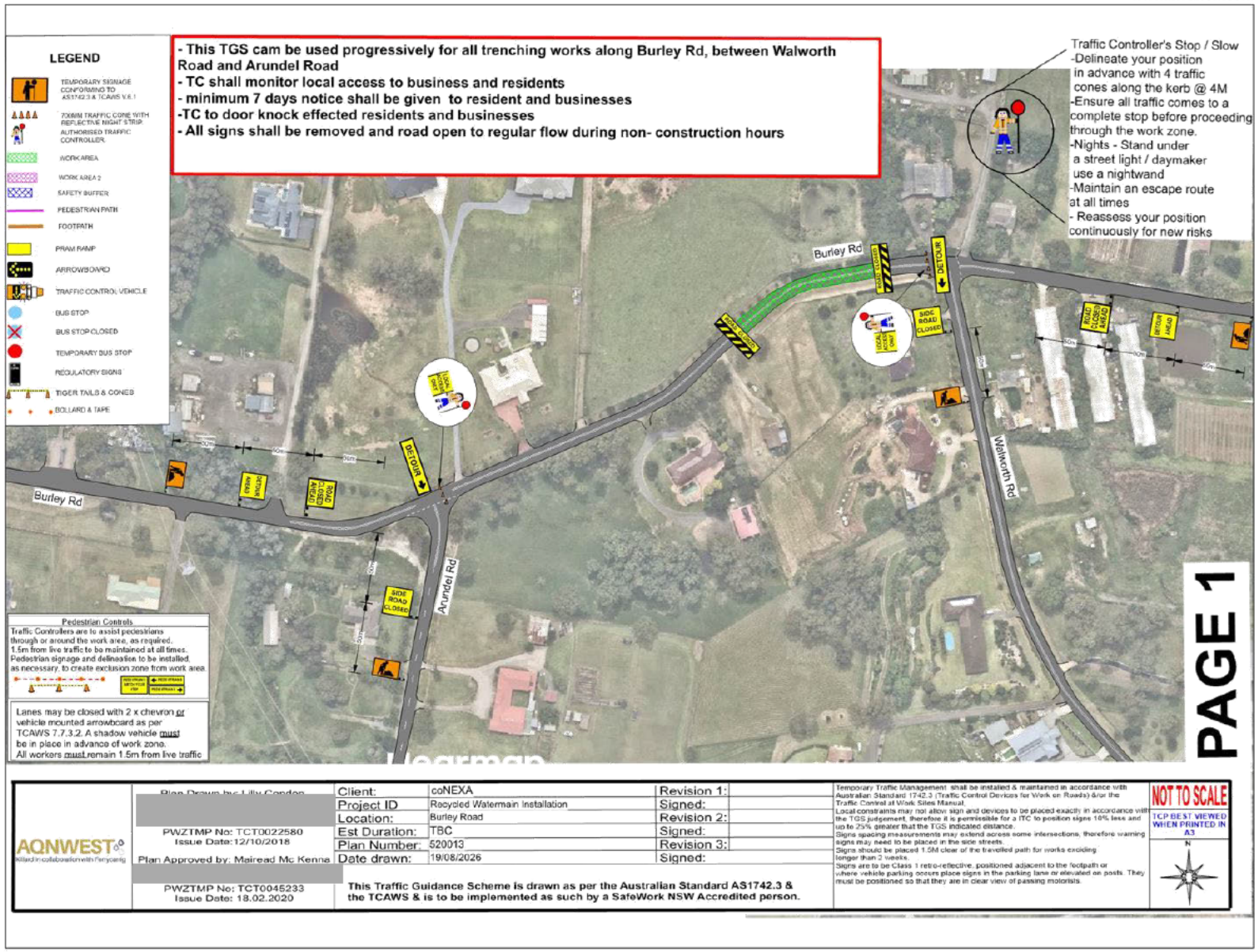
Temporary Traffic Management shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) &/or the Traffic Control at Work Sites Manual.
Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater that the TGS indicated distance.
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs should be placed 1.5M clear of the travelled path for works existing longer than 2 weeks.
Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.

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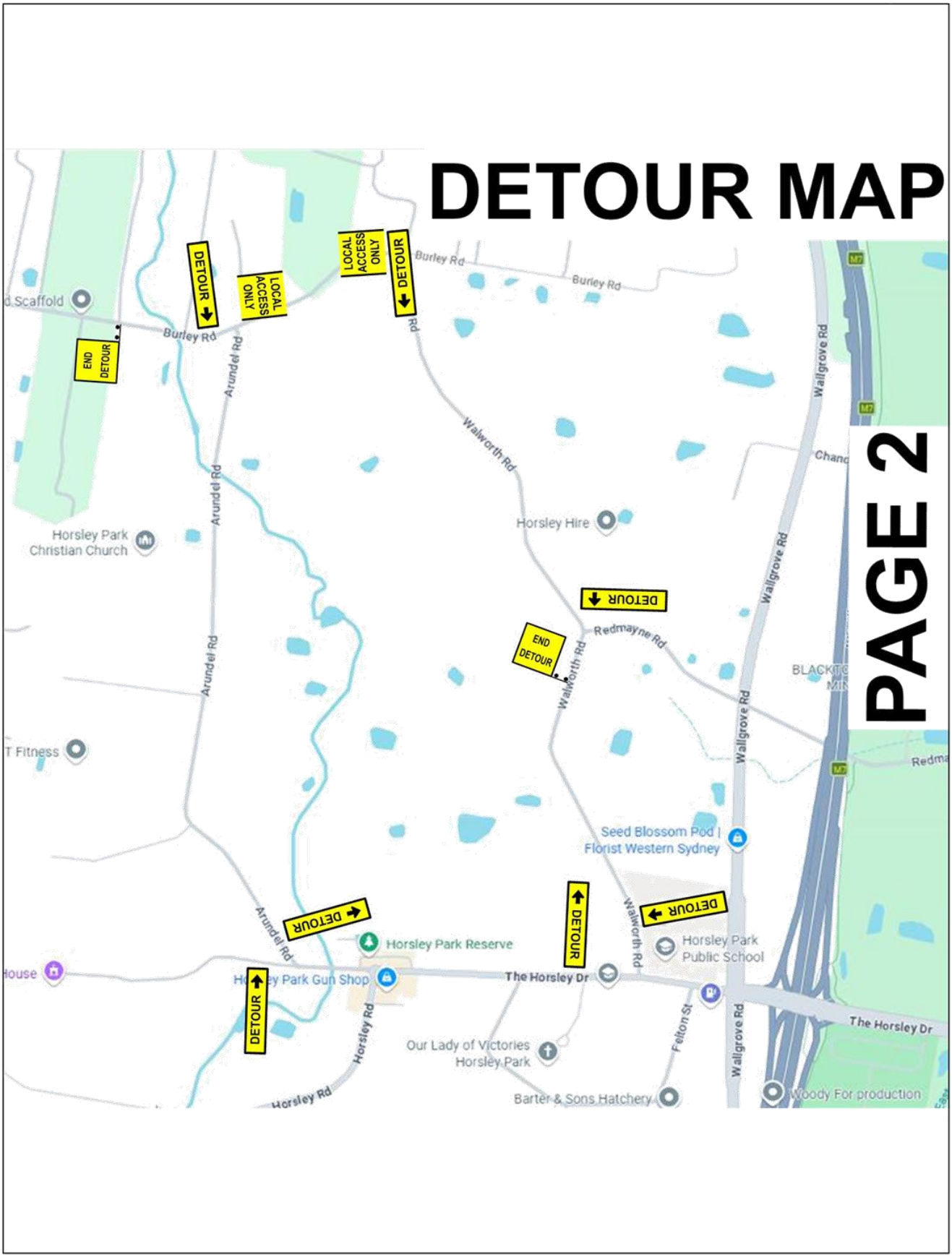
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Wallgrove Rd
Chandos Rd
WestlinkM7 (Toll road)
BLACKTOWN JUNIOR MINI BIKE CLUB
Redmayne Rd
Eastern Creek
P.H.A.T Fitness
Seed Blossom Pod | Florist Western Sydney
Horsley Park Reserve
Horsley House
Horsley Park Gun Shop
The Horsley Dr
Public School
Our Lady of Victories Horsley Park
Horsley Rd
Jamieson Cl
Barter & Sons Hatchery
Woody For production
Sharks Golf Driving Range
Bethel Mar Thoma Church Sydney

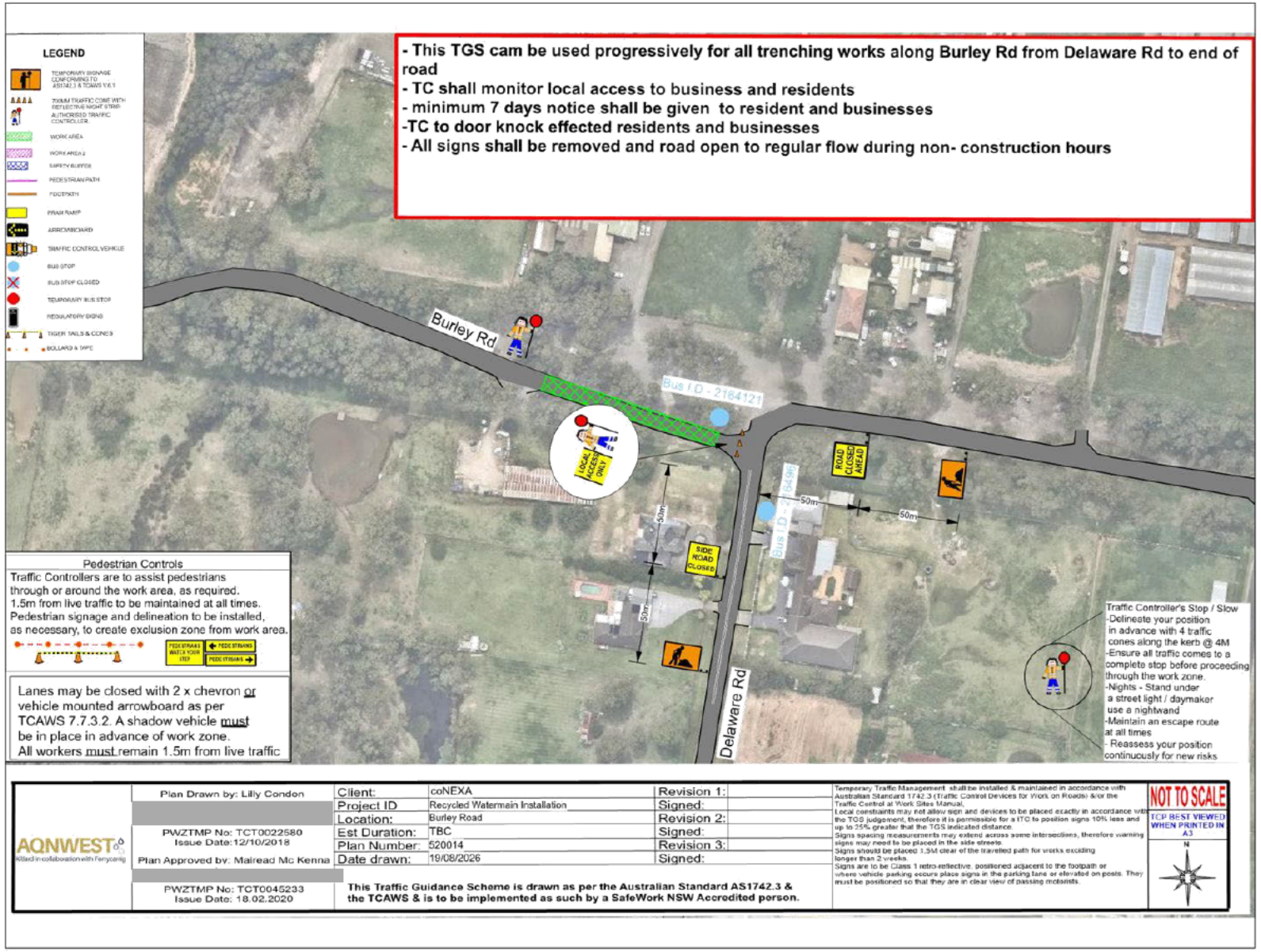
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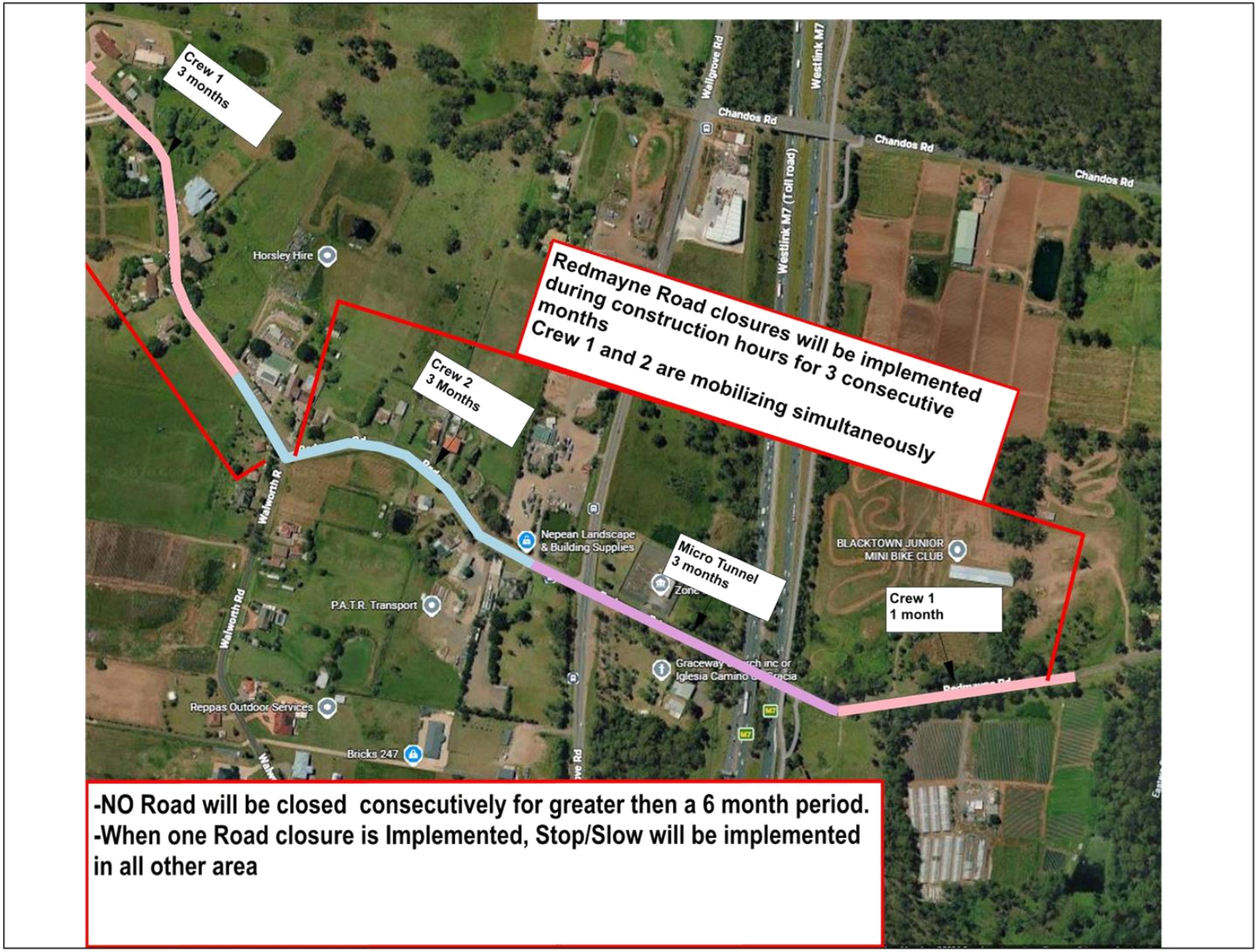
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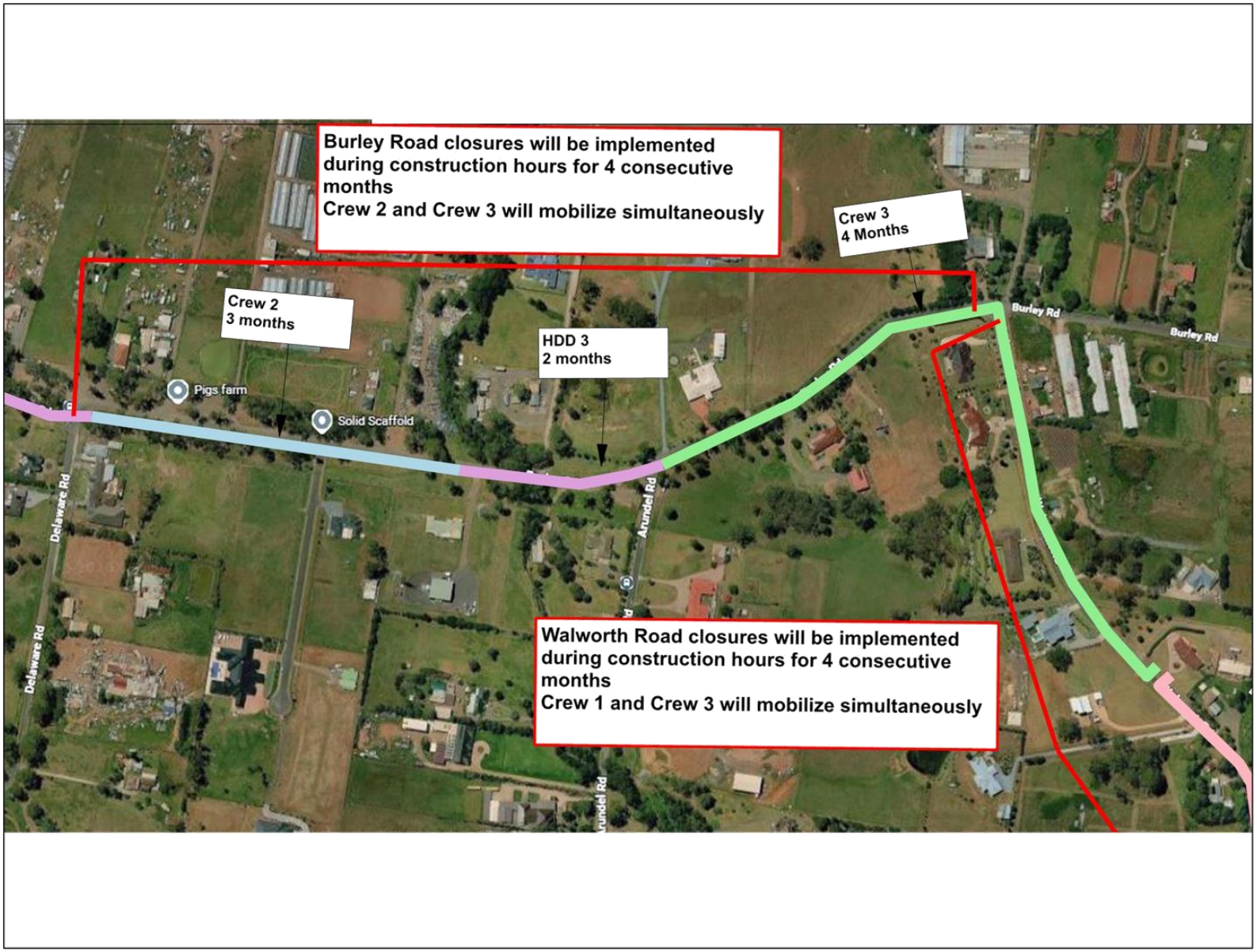
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