

**Submission  
No 40**

**CRITICAL TRANSPORT INFRASTRUCTURE SUPPORTING THE WESTERN  
SYDNEY INTERNATIONAL AIRPORT AND WESTERN SYDNEY  
AEROTROPOLIS**

**Organisation:** NSW Rural Fire Service and Fire Rescue NSW

**Date Received:** 10 April 2024



# **PARLIAMENTARY INQUIRY INTO TRANSPORT INFRASTRUCTURE SUPPORTING THE WESTERN SYDNEY AIRPORT AND WESTERN SYDNEY AEROTROPOLIS**

**NSW Rural Fire Service & Fire Rescue NSW  
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April 2024

## 1. Overview

South Western Sydney has experienced significant growth over recent years with extensive residential development, infrastructure, industry and supporting services such as education and health care facilities. With the introduction of the Western Sydney International Airport (WSIA) and associated infrastructure the trajectory of this growth will be amplified.

The result of this growth means the risk profile for the area has changed and will continue to change into the future with the planned expansion and targeted growth areas. The NSW Rural Fire Service (RFS) and Fire Rescue NSW (FRNSW) have been working closely to enhance and future proof fire service delivery to meet the changing needs this community.

## 2. Inquiry Terms of Reference

That the Committee on Transport and Infrastructure inquire into and report on critical transport infrastructure supporting the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis, including:

- a) an analysis of options for transport infrastructure
- b) funding of transport infrastructure
- c) the impacts of employment movements in Western and Southwestern suburbs of Sydney
- d) integration with existing transport infrastructure
- e) reducing road usage around the new airport and surrounding regions; and
- f) any other related matters.

This submission will address f) any other related matters.

## 3. Coordinated Approach

A collaborative approach has been established at all levels of both agencies, with service delivery to the community being paramount and underpinning our approach. RFS and FRNSW Deputy Commissioners met in June 2023 to discuss the impact of the development of the Western Sydney Aerotropolis with the following principles agreed to:

- There are areas that will need to be subject 'Agreed Variation Zones' (AVZ) to provide a streamlined approach and negate the need for constant Jurisdictional Boundary Reviews as development occurs.
- Most areas will be joint response regardless of jurisdiction.
- Terminal area, tunnels and large industrial developments will transition to FRNSW at yet to be determined dates with appropriate RFS resources integrated into response protocols.

- Areas of increased housing and/or light development will transition where it is contiguous and only after a yet to be agreed % of those areas have commenced construction.
- RFS is maintaining Brigades in these areas and will increase capabilities of some as risk changes, this will include allocation of bulk water appliances to increase water capacity and compressed air breathing apparatus (CABA) capability uplifts.
- FRNSW will increase both capacity and capability in these areas with further stations with urban pumpers for general emergency response along with increasing aerial appliances, heavy rescue and heavy hazmat. FRNSW crews will also be able to undertake community engagement activities for fire prevention and education.

RFS and FRNSW are committed to ensuring that the community receive the most appropriate and timely response, regardless of operational jurisdiction. Our agencies are jointly developing a Service Delivery Plan for the South Western Sydney Area and a Coordination Plan for the Western Sydney Aerotropolis Precinct.

The Service Delivery Plan will ensure the most appropriate level of service is based on the risks and needs of the community now and into the future. This will in turn inform future jurisdictional boundaries for legislative purposes. This is supported by existing policy doctrine established by the Fire Services Joint Standing Committee (FSJSC) including the establishment of Mutual Aid Agreements, Mutual Aid Zones, Agreed Variation Zones, and Joint Response Protocols.

The FSJSC is a statutory committee established by the Fire Services Joint Standing Committee Act 1998. It is charged to develop and submit to the Minister strategic plans for the delivery of comprehensive, balanced and coordinated urban and rural fire services at the interface of fire district boundaries and rural fire district boundaries. The committee undertakes periodic reviews of fire district and rural fire district boundaries and, if appropriate, makes recommendations to the Minister concerning those boundaries. It is also responsible for submitting implementation strategies to the Minister to minimise duplication and maximise compatibility between the RFS and FRNSW. The Committee, chaired alternatively by the Commissioners of RFS and FRNSW, has a particular focus on infrastructure planning, training, equipment design and community education programs.

The Coordination Plan will apply to the Western Sydney Aerotropolis Precinct (WSAP) which has a land mass of more than 11,200 hectares. It is broadly described as being bounded by the Western Freeway to the north, The Northern Road to the west, the Westlink M7 to the east and Camden Valley Way to the South including Bringelly.

This area will present new and significant challenges to fire services and supporting functional areas in the provision of sustainable service delivery. The cities of Penrith, Liverpool, Camden, and Wollondilly will see significant increases in residential housing estates, commercial and industrial estates, logistics and transportation facilities, and a new rail link as part of the Metro line, within this space.



This Coordination Plan will provide a cohesive coordinated response to incidents which occur within the defined area of operations. The area of operations will include areas surrounding the WSAP, commercial/industrial precincts, and residential areas in the surrounding cities of, but not limited to, Penrith, Liverpool, Wollondilly, and Camden. This Plan will also establish the process for review of fire district jurisdictional boundaries into the future.

#### 4. Consultation

To ensure effective current and future service delivery, consultation is critical to the success of planning conducted across our agencies. To date there has been a high level of consultation both jointly and within each agency. This has been at a local and state level gathering input from staff and members to ensure strategic decisions are based on a comprehensive understanding of the organisation's internal capabilities and external environment. This will aid the mitigation of risks and increases the likelihood of successful implementation.

The RFS has done extensive consultation with its members within the Cumberland – Macarthur District regarding Western Sydney International Airport (WSIA). The consultation with affected brigades has been undertaken through various processes including multiple workshops, presentations and the attendance of members at various public information days. FRNSW has also undertaken consultation within their Metropolitan South Area Command.

Jointly RFS and FRNSW have established a working group to plan and implement the required changes including resource planning, the transition of operational jurisdiction and the process, joint response criteria, service delivery and development of draft response protocols. This is overseen by the Joint Operations Taskforce (JOT) which is made up of Deputy Commissioners and Assistant Commissions from each agency. Both services remain committed to the established FSJSC process being followed via Review and Policy Sub Committee (RPSC), meaning the Rural Fire Service Association (RFSA) and Fire Brigade Employee Union (FBEU) will be engaged through the process.

#### 5. Resourcing Implications

To ensure fire service delivery meets the needs of South Western Sydney and its changing risk profile now and into the future our agencies are reviewing the current and emerging needs for resourcing. This includes membership/staffing, training and infrastructure including vehicles and stations.

The projected passenger capacity of the airport itself is initially planned to be 10 million passengers per annum as well as future land releases will see the increase on private transport in the area which in turn increases the potential for motor vehicle accidents. Additionally, we will also see a significant increase in the movements of trucks and other heavy vehicles to and from the airport. It is understood that bulk fuel supplies will be delivered to the new airport via road as no other means exist at this time. This will include the movement of aviation fuel by trucks on average once every 40 mins (40

per day) as well as general freight operators and significant industrial and logistics businesses that will continue to set up around the wider precinct. Construction work vehicles for both transport and general building works will also add to the complexities of the area for a considerable time into the future. In addition to fuel for airport operations, an increase in the transport of hazardous materials is also likely based on the logistics, research and manufacturing industries proposed for the area.

Current road infrastructure upgrades are underway and will ultimately make for a safer journey of this increased traffic however not all affected roads / routes are likely to be upgraded prior to the major influx of traffic when the airport and surrounding business operations commence in 2026, again potentially increasing the likelihood of serious motor vehicle accidents on roads not suitable to the increased volumes. The M12 will provide a direct motorway connection to the airport, but also provides a high-speed road which has no reticulated water supply on it, thus creating a reliance on fire appliances to have to ferry water in a timely manner to any fire on the motorway. There is also an emerging increase of electric & alternate fuel vehicles on our roads which is will also add to the complexities of the operating environment we will be jointly working with in.

In addition to the road network, the Metro train system will be built which poses different risks and capability needs for fire and rescue services. The proposed 'driverless' fully automated mass transit system with both underground and elevated track sections and stations will introduce complexities from a response perspective.

Ultimately, this culminates in a resourcing issue for fire, rescue and wider emergency services. The Service Delivery Plan that is currently underway will establish this new and future baseline of resourcing however there is yet to be a commitment for suitable additional firefighting and rescue resources across the precinct for both services. Both services remain committed to joint proposals for identified additional resourcing needs. Anticipated resourcing across the wider area for FRNSW will include five (5) stations with a significant increase in permanent (salaried) firefighter positions, enhancement to six (6) stations for RFS with a change in appliance types and new appliances across both services to suit the locations including aerial, hazmat, bulk water and urban type appliances.

Both services will continue to not only work on this joint planning for fire service delivery, but will also continue to contribute to planning through local and regional emergency management committees, the Airport operator, ASA and Airport Fire Services.



Commissioner Rob Rogers AFSM  
NSW Rural Fire Service

10/4/24



Commissioner Jeremy Fewtrell AFSM  
Fire Rescue NSW