

**From:** [Joe Sharaf](#)  
**To:** [Tom Steinthal](#)  
**Cc:** [Luke Ridley](#); [Lachlan O'Reilly](#); [Daniel Wunsch](#)  
**Subject:** Re: #External# Re: More Suitable Site  
**Date:** Thursday, 8 January 2026 4:51:37 PM  
**Attachments:** [image789298.png](#)  
[image554741.png](#)  
[image043894.png](#)  
[image794348.png](#)  
[image024685.png](#)  
[image290022.png](#)  
[image444861.png](#)  
[image203811.png](#)  
[image707948.png](#)  
[image804860.png](#)

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Hi Tom

We will proceed with the original plan given the work that has been completed.

**Regards,**

**Joe Sharaf**

Operations Manager - Sydney  
Operations Central Region  
National Heavy Vehicle Regulator

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**From:** Tom Steinthal <Tom.Steinthal@goodman.com>  
**Sent:** Thursday, January 8, 2026 4:48:54 PM  
**To:** Joe Sharaf <Joe.Sharaf@nhvr.gov.au>  
**Cc:** Luke Ridley <Luke.Ridley@goodman.com>; Lachlan O'Reilly <Lachlan.OReilly@goodman.com>; Daniel Wunsch <Daniel.Wunsch@nhvr.gov.au>  
**Subject:** Re: #External# Re: More Suitable Site

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Hi Joe,

Hope all is well with you mate and you have had a good break.

Are you able to respond to the below in Danny's absence?

Cheers,  
Tom



**Tom Steinthal**  
Assistant Project Manager  
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**From:** Tom Steintal <Tom.Steintal@goodman.com>  
**Sent:** Wednesday, 7 January 2026 10:10 AM  
**To:** Daniel Wunsch <Daniel.Wunsch@nhvr.gov.au>  
**Cc:** Joe Sharaf <Joe.Sharaf@nhvr.gov.au>; Luke Ridley <Luke.Ridley@goodman.com>; Lachlan O'Reilly <Lachlan.OReilly@goodman.com>  
**Subject:** Re: #External# Re: More Suitable Site

Hi Danny,

I hope you had a great break and appreciate NHVR's position regarding the location of the new stopping bay.

From Goodman's perspective, the new proposed bay is sufficient due to the following:

- The proposed location is situated on a sag between the Huntingwood Drive intersection and Brabham Drive intersection. Consequently, drivers will not have foresight to take an alternate route to avoid the NHVR stopping bay.
- The existing bay on GWH can be avoided by drivers turning right onto Reservoir Road, travelling West to Doonside Road, and then re-entering the GWH.
- Similarly, your proposed location allows drivers to use Reservoir Road to reach the M4 Motorway, travel west to the Lighthorse interchange, exit at Old Wallgrove Road, and re-enter the GWH.

Noting the above, all options are able to be avoided. As such, we are providing a 'like for like' stopping bay, as per our requirement.

It is also prudent to note that TfNSW have provided their in principle agreement to the proposed location.

As previously advised, we are well underway on our due diligence for this area. Please see attached Civil Plans for your reference.

We trust that the above is sufficient for NHVR to provide written acceptance of this proposed location for the new NHVR bay.

Kind regards,  
Tom

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**From:** Daniel Wunsch <Daniel.Wunsch@nhvr.gov.au>  
**Sent:** Wednesday, 17 December 2025 3:21 PM  
**To:** Tom Steintal <Tom.Steintal@goodman.com>  
**Cc:** Joe Sharaf <Joe.Sharaf@nhvr.gov.au>; Luke Ridley <Luke.Ridley@goodman.com>; Lachlan O'Reilly <Lachlan.OReilly@goodman.com>  
**Subject:** Re: #External# Re: More Suitable Site

Hi Tom

The site that was visited is situated on the Great Western Highway between Huntingwood Drive and Brabham Drive with a real issue of heavy vehicle drivers avoiding the site.

The new site proposed will eliminate this issue which is what the Ferrers Rd Eastern Creek and current Great Western Highway Huntingwood site also eliminating this issue.

Regards Danny

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**From:** Tom Steintal <Tom.Steintal@goodman.com>  
**Sent:** Wednesday, December 17, 2025 2:45:34 PM  
**To:** Daniel Wunsch <Daniel.Wunsch@nhvr.gov.au>

**Cc:** Joe Sharaf <Joe.Sharaf@nhvr.gov.au>; Luke Ridley <Luke.Ridley@goodman.com>; Lachlan O'Reilly <Lachlan.OReilly@goodman.com>

**Subject:** #External# Re: More Suitable Site

**WARNING:** This email originated from outside of the organisation. Do not click links or open documents unless you recognise the sender and know the content is safe.

Hi Danny,

Thanks for your email.

I must say this has come as a surprise considering the positive discussions we had during our site inspection.

As noted during the inspection, both parties were aligned that the location had adequate provisions to accommodate the new bay, and that Goodman would run to ground the survey and civil design to ultimately confirm this.

I confirm we have since completed the detail survey and services search of the area and are close to finalising the civil design for this agreed area.

Can you please advise why the site is not suitable for your operations?

Many thanks,  
Tom



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**From:** Daniel Wunsch <Daniel.Wunsch@nhvr.gov.au>

**Sent:** Wednesday, 17 December 2025 1:59 PM

**To:** Tom Steinthal <Tom.Steinthal@goodman.com>

**Cc:** Joe Sharaf <Joe.Sharaf@nhvr.gov.au>

**Subject:** More Suitable Site

Hi Tom

Thanks for your assistance always in building a suitable operational site to today's standards.

After a discussion the site we looked at on the Great Western Highway **is not suitable** and now we have found a suitable site further up towards Pikes Lane on the Great Western Highway and the link with details is attached.

Please work on making this new site to at least the same minimum standard as Ferrers rd Eastern Creek with addition of lighting.

Thanks Heaps

*Danny Wunsch*

Daniel Wunsch

**Sydney Central Principal Safety & Compliance Officer**

**Operations Central Region Safety and Compliance**

**National Heavy Vehicle Regulator**

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**M:0413 368 036**

**Daniel.Wunsch@NHVR.gov.au**



I acknowledge the traditional owners and custodians of the land on which I work and pay my respects to Elders past, present and future.



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