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Project Atlas Data Centre Transport Assessment

10 Roberts Road, Eastern Creek

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P3013





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1 Introduction

1.1 Overview

This Transport Assessment (TA) report has been prepared by Ason Group on behalf of Goodman Property Services (Aust) Pty Ltd (Goodman) to accompany a State Significant Development Application (SSDA) for the construction and ongoing operation of a data centre facility and associated Offsite Enabling Infrastructure (OEI) at 10 Roberts Road, Eastern Creek within in the Blacktown Local Government Area (“LGA”). The site is legally described as Lot 553 in Deposited Plan 1110447.

1.1.1 Secretary's Environmental Assessment Requirements

This TA report has been prepared to address the Secretary’s Environmental Assessment Requirements (SEARs) issued for the Project Atlas Data Centre (SSD-101067971) dated 16 January 2026.

Specifically, this TA has been prepared to respond to the SEARs requirements issued below.

Table 1: SEARs

Item	Description	Response
Traffic and Transport		
1	a quantitative transport impact assessment prepared in accordance with relevant Transport for NSW (TfNSW) and Austroads guidelines (including the Guide to Transport Impact Assessment (TfNSW, 2024)), which includes	This Transport Assessment document is considered the quantitative transport impact assessment.
a)	details of the likely construction trip generation, construction vehicle routes, access and parking arrangements during construction works	Refer to Section 7 for the preliminary Construction Traffic Management Plan (CTMP), with a detailed CTMP to be prepared upon appointment of a Contractor with detailed construction traffic and construction staging information.
b)	measures to mitigate any construction traffic and parking impacts such as through coordination with other construction occurring in the area, and details of how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated, included in a draft Construction Traffic Management Plan	Refer to Section 7 for the preliminary Construction Traffic Management Plan (CTMP), with preliminary construction traffic generation thresholds. Pedestrian and cyclist management will be reviewed as part of a future detailed CTMP to be prepared upon appointment of a Contractor when detailed construction traffic and construction staging information are available.
c)	details of all traffic types and volumes likely to be generated during construction and operation, including a description of key access and haul routes	Once operational, the traffic is expected to be 60 vehicle trips per hour during AM peak period, 53 vehicle trips per hour during the PM peak period and 472 daily vehicle trips, as outlined in Section 5.1.2 . During operation, the largest vehicle expected for the Proposal are 20m Articulated Vehicles. During construction, it is anticipated traffic types would include vehicles up to 20m Articulated Vehicles. The largest heavy vehicle for construction

		and expected construction traffic generation to be confirmed once a contractor is appointed. Construction access routes are provided in Section 8.2.3 . Preliminary assessment on construction traffic is provided in Section 8.4 .
d)	an assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts on existing performance levels of nearby intersections (using industry standard modelling)	Once operational, the traffic is expected to be 60 vehicle trips per hour during AM peak period, 53 vehicle trips per hour during the PM peak period and 472 daily vehicle trips, as outlined in Section 5.1.2 . Traffic impacts have been assessed in Section 5 .
e)	plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network	For operation, queuing would be mitigated by the provision of sufficient queue storage of up to 36 metres located between the first vehicular boom gate and the property boundary. Refer to Section 6.1 . For construction, queuing would be avoided by ensuring that any control points would be sufficiently set back so that no queuing will occur onto the street network. Refer to Section 8.3.1 .
f)	details and plans of any proposed internal road network, loading dock provision and servicing, on-site parking provisions, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards.	The internal access, loading dock provision and servicing are shown in Section 3 . Parking facilities are described in Section 4 and Section 5.2 .
g)	swept path analysis for the largest vehicle requiring access to the development	Refer to Appendix A for swept path assessment demonstrating suitable access for 20.0m Articulated Vehicles in accordance with AS 2890.2:2018.
h)	details of road upgrades, infrastructure works, or new roads or access points required for the development if necessary	There are currently 4 access driveways on Roberts Road for the existing Site (Section 2.2) which includes 1 heavy vehicle access points, 2 light vehicle access points and 1 services compound-only access point. The Proposal involves the provision of 3 access driveways on Roberts Road (Section 3.2). This includes 1 combined primary access point for light and heavy vehicles, 1 secondary (back-up only) access point for heavy vehicles and 1 access point for substation access. Refer to design commentary provided in Section 6.1 which provides details on the access restrictions for the secondary and substation access. Overall, the Proposal reduces the number of vehicular access points compared with the existing Site.

1.1.2 Agency Advice – Transport for New South Wales

TfNSW have provided assessment requirements on 9 December 2025. Relevant sections of the report addressing these requirements are shown in **Table 3**.

Table 2: TfNSW requirements

Description	Relevant Section
A TIA shall be prepared in accordance with the Guide to Transport Impact Assessment (GTIA). GTIA replaces the Guide to Traffic Generating Developments and can be found at this link. The TIA will enable TfNSW to understand the impacts the development may have on the transport network, as well as the impacts to the state classified road network resulting from increased vehicular, bus and pedestrian/active transport movements. The TIA must include, but not be limited to, the following:	This Transport Assessment document is considered the TIA.
Details of the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand for the proposed development; and	Refer Section 4 for parking assessment. Refer Section 6 for commentary on swept paths, dimensions and aisle widths. Refer Section 5 for traffic impact assessment.
Measures to integrate the development with the existing/future public transport network.	Section 2.7, Section 7.5 and 7.6
A review of the crash data along the identified transport route/s and key nearby intersections for the most recent 5- year reporting period and an assessment of the safety implications of the proposed development and required mitigation measures.	Section 2.8
Details of the site access and pedestrian network and parking provision associated with the proposed development, in accordance with the relevant Australian Standards, Austroads Guide and Council's Development Control Plan (DCP).	Section 4 and Section 6.
Plans demonstrating how all vehicles likely to be generated during construction can be accommodated on the site to avoid impacts to the transport network. A preliminary Construction Transport Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	Section 8
TfNSW encourages the proposal to minimise the reliance on car usage through providing minimal parking spaces and the implementation of Travel Demand Management (TDM) measures.	Section 7
Details of TDM measures to be utilised to minimise the development impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and/or specific Workplace Travel Plan) and the provision of facilities to increase the non-car mode share for travel to and from the site.	Section 7

1.1.3 Agency Advice – Blacktown City Council

Requirements have been provided by Council on 19 December 2025. Relevant sections of the report addressing these requirements are shown in **Table 3**.

Table 3: Council requirements

Description	Relevant Section
A comprehensive Traffic and Parking Assessment report, prepared by a suitably qualified traffic engineer (consultant), shall be submitted with the DA. The report is to be prepared in line with the NSW Government Guide to Transport Impact Assessment 2024 Version 1.1.	This Transport Assessment document is considered the Traffic and Parking Assessment report.
The report is to include the assessment of number and allocation of parking spaces, swept paths, dimensions, aisle widths, ramp grades and impact on the surrounding road network as applicable.	Refer Section 4 for parking assessment. Refer Section 6 for commentary on swept paths, dimensions and aisle widths. Refer Section 5 for traffic impact assessment.
Traffic generation and safety assessment and also to minimise amenity impact for neighbouring properties.	Section 5
Demonstrate that there is sufficient on-site parking and that there will be no traffic related issues resulting from the proposed development. The proposed use must not create on-street parking problems and must be able to cater for its own car parking demands on the site. On-street parking will not be considered as part of a parking solution for the proposed development.	Section 4 and Section 5
Parking layout and accessible parking spaces must comply with the current Australian Standard (AS). All vehicles must enter and exit the site in a forward direction	Section 6

1.2 Objectives

This TA report has been prepared to provide a detailed assessment of the traffic and transport impacts associated with the Proposal on the surrounding road network to address the following key objectives:

- To establish that the Proposal of the Site is compliant and consistent with the access, traffic and parking principles outlined in Council's Development Control Plan (DCP),
- To demonstrate that there is an appropriate and sustainable provision of car parking within the Site,
- To establish that the trip generation of the Proposal can appropriately be accommodated by completed/committed upgrades to the local road network, and
- To demonstrate that the proposed access driveways, internal roads, car parks and service facilities can provide a design compliant with the relevant Australian Standards.

1.3 References

This TA addresses the relevant traffic, transport and parking implications of the Proposal, including compliance with relevant State and Local Government controls, and Australian Standards. In preparing this TA, key planning documents and access, traffic and parking guidelines have been referenced as follows.

- Blacktown City Council, Blacktown Local Environmental Plan 2015 (LEP)
- Blacktown City Council, Blacktown Development Control Plan 2015 (DCP)
- Blacktown City Council, Employment Lands Precinct Plan SEPP 59 – Stage 3 (ELPP)
- TNSW, Guide to Transport Impact Assessment 2024 (GTIA)
- Australian Standard/New Zealand Standard, Parking Facilities, Part 1: Off-street car parking 2004 (AS/NZS 2890.1:2004)
- Australian Standard, Parking Facilities, Part 2: Off-street commercial vehicle facilities 2018 (AS 2890.2:2018)
- Australian Standard, Parking Facilities, Part 3: Bicycle parking 2015 (AS 2890.3:2015)
- Australian Standard, Parking Facilities, Part 6: Off-street parking for people with disabilities 2022 (AS 2890.6:2022)
- Fire and Rescue NSW, Fire Safety Guidelines: Access for fire brigade vehicles and firefighters, Version 05.01, 17 November 2020 (Fire Safety Guidelines)
- NSW Government, NSW Planning Guidelines for Walking and Cycling (Walking and Cycling Guidelines)

2 Existing conditions

2.1 Site location

The proposed Data Centre is located at 10 Roberts Road, Eastern Creek, legally referred to as Lot 553 DP1110447 with Offsite Enabling Infrastructure (OEI) proposed across Lot 21 DP1246626, Lot 20 DP1157491, and Lot 22 DP1246626 to connect to TransGrid's Sydney West Substation & Switchyard. The site is located on Country of the Dharug people within the local government area of Blacktown.

The Data Centre site has a land area of approximately 168,574m².

The site is identified as part of the Eastern Creek Precinct Stage 3 within the Western Sydney Employment Area. It is located approximately 35km of the Sydney Central Business District (CBD) and 5.1km from Rooty Hill Train Station.

The site has a site area of approximately 17 hectares and is bounded by industrial development and has a primary frontage of 400m to Roberts Road. The existing site contains an industrial warehouse and surrounding hardstand areas.

Surrounding land uses in the vicinity include:

- Northeast: A range of mixed-use industry & commercial buildings
- Southeast: Data Centre and substation
- South, southwest and west: land primarily owned and operated by TransGrid Sydney
- Northwest: Commercial industry and the Industrial Harvest cafe

The site is zoned IN1 General Industrial within Chapter 2 Western Sydney Employment Area of State environmental Planning Policy (Industry and Employment) 2021 (IESEPP). The proposal is permissible with development consent in the IN1 zone as per the State Environmental Planning Policy (Transport and Infrastructure) 2021 (TISEPP).

A summary of key features for the site and surrounding context is also summarised below.

Table 4: Key features

Item	Description
Site Area	Data Centre – 168,574m ²
Ownership	Goodman
Legal Description	Data Centre - Lot 553 DP1110447 OEI - Lot 21 DP1246626, Lot 20 DP1157491, and Lot 22 DP1246626

The Site is shown in context in **Figure 1**.



Figure 1: Site location

2.2 Existing access arrangements

The existing Site has a southeast frontage to Roberts Road. Vehicular access is currently provided as shown in **Figure 2**.

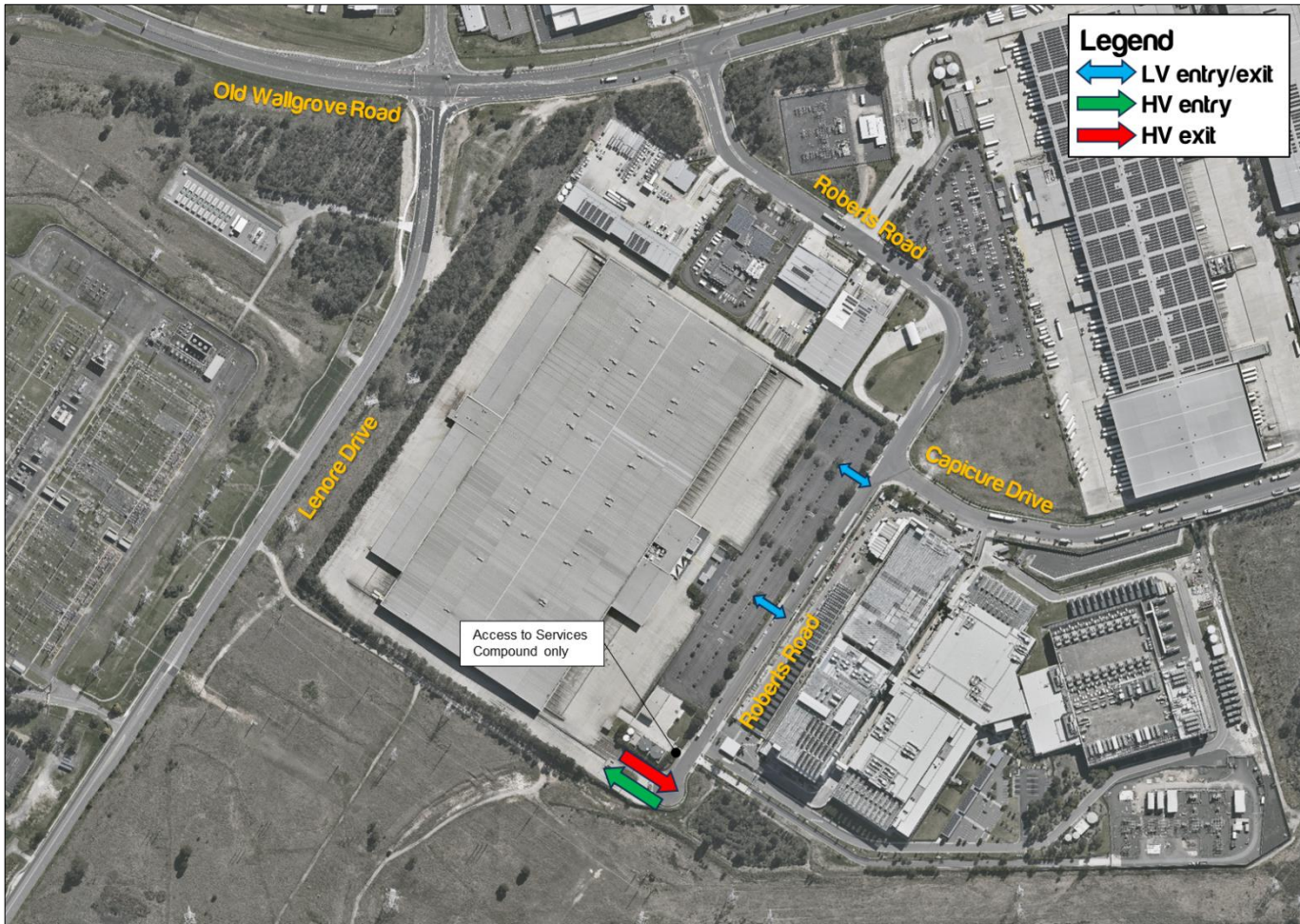


Figure 2: Existing site access arrangement

2.3 Road Hierarchy

The road network surrounding the Site includes arterial and collector and local roads. Key roads in vicinity of the Site are described and shown in **Table 5**.

Table 5: Surrounding roads

Road name	Road classification	Description	Aerial
Old Wallgrove Road	State Road	- Runs east-west 2 lanes each direction 80 km/h posted speed limit - No on-street parking	
Lenore Drive	Collector Road	- Runs east-west 2 lanes each direction 80 km/h posted speed limit - No on-street parking	

Roberts Road	Collector Road	- Runs northeast-southwest 1 lane each direction 50 km/h posted speed limit - On-street parking available	
Capicure Drive	Local Road	- Runs east-west 1 lane each direction 50 km/h built-up area speed limit - On-street parking available	

2.4 Existing traffic

2.4.1 Existing intersections

The following intersections which form part of the study area have been surveyed on 27 November 2025.

- Old Wallgrove Road / Lenore Drive
- Old Wallgrove Road / Roberts Road

The traffic surveys were undertaken during the following periods:

- AM peak period: 6:00am to 10:00am
- PM peak period: 2:00pm to 6:00pm

Accordingly, the following peak hours were identified based on the surveys undertaken:

- AM peak hour: 7:00am to 8:00am
- PM peak hour: 2:00pm to 3:00pm

2.5 Existing traffic generation

24-hour traffic surveys were conducted at the existing driveway accesses to the Site to determine the traffic volumes generated by the existing development which is understood to be a distribution facility. The following vehicular trips were recorded throughout the AM and PM network peak hours:

- Network AM Peak: 18 vehicular trips (15 inbound & 3 outbound)
- Network PM Peak: 132 vehicular trips (1 inbound & 131 outbound)

It is noteworthy to mention that despite the existing development generating minimal traffic during the network AM peak hour, the site peak occurs between 5:30am to 6:30am where the development generates 209 vehicular trips. This level of traffic aligns with the traffic volumes typically generated by warehouse and distribution type developments of this scale.

2.6 Heavy vehicle routes

As is appropriate for a predominantly industrial area, key roads providing access for the Site are designated for Restricted Access Vehicles (RAV) as summarised in **Figure 3**.

25/26 B-double travel is approved up to Old Wallgrove Road and Lenore Drive. It is noted that site access and internal roadways have been designed to accommodate for up to 20m Articulated vehicles for access and circulation.

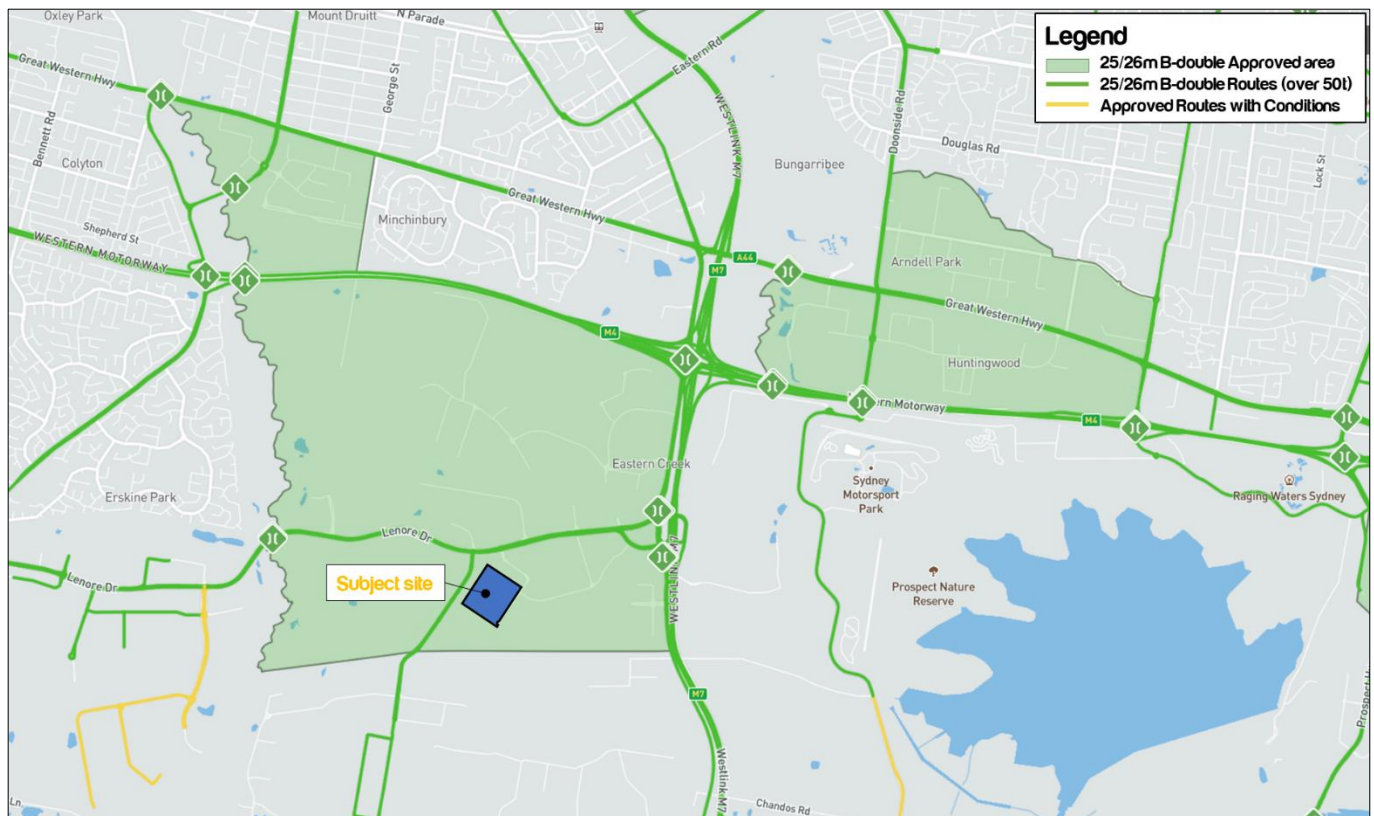


Figure 3: NHVR approved B-double routes

2.7 Public and active transport

2.7.1 Bus services

TfNSW Service Guidelines state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes) of a bus stop. A nearby bus service operates along on Roberts Road, stopping under 400m from the Site. Bus services are summarised in **Table 6** and shown in **Figure 4**.

Table 6: Weekday bus services and frequencies

Route	Description	Bus stop location	AM peak	PM peak
738	Mount Druitt to Eastern Creek via Rooty Hill (Loop Service)	Roberts Road (300m walk away)	~30-45 minutes	~45 minutes
835	WSU Penrith to Prairiewood	Old Wallgrove Road (1km walk away)	~30 minutes	~30 minutes

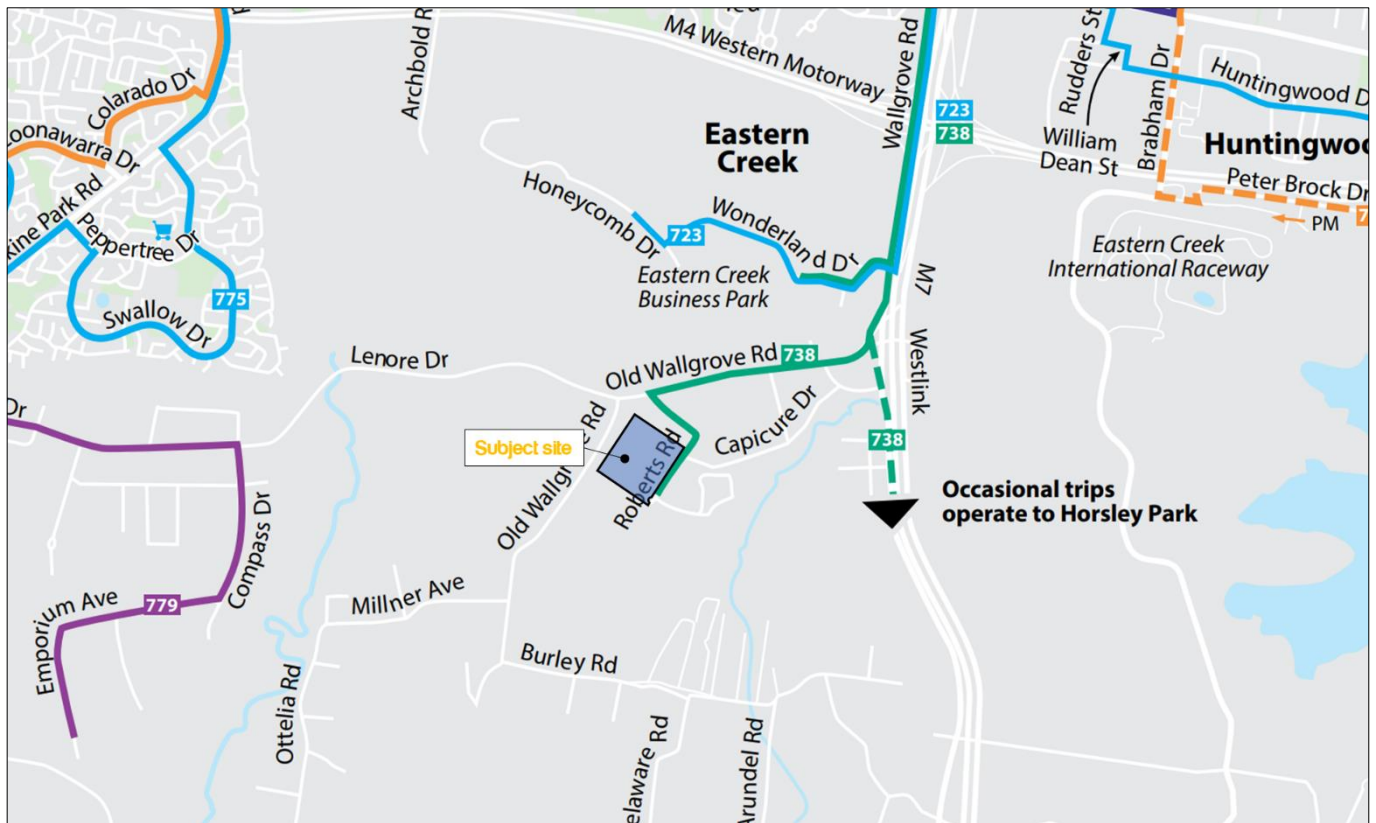


Figure 4: Busways Western Sydney network map

2.7.2 Train services

TfNSW's Integrated Public Transport Service Planning Guidelines (TfNSW Service Guidelines) state that rail services influence the travel mode choices of areas within 800 metres walk (approximately 10 minutes) of a railway station.

The nearest train stations are Mount Druitt Station located 5.4km from the Site and Rooty Hill Station located 5.1km away. Nevertheless, the 738 bus service from Mt Druitt Station (300m away from the Site entrance) generally operates every 30-45 minutes in the morning and afternoon peak hours, taking approximately 30 minutes between the site and Mt Druitt Station.

2.7.3 Pedestrian and cyclist connections

Pedestrian footpaths are generally provided on both sides of surrounding roads including Roberts Road, Capicure Drive and Old Wallgrove Road providing accessibility with bus services. Signalised crossings are provided on Old Wallgrove Road at Roberts Road and at Mini Link Road which links shared bike and walk paths available on the west and south sides of Roberts Road and Capicure Drive with shared paths on Old Wallgrove Road and Westlink M7.

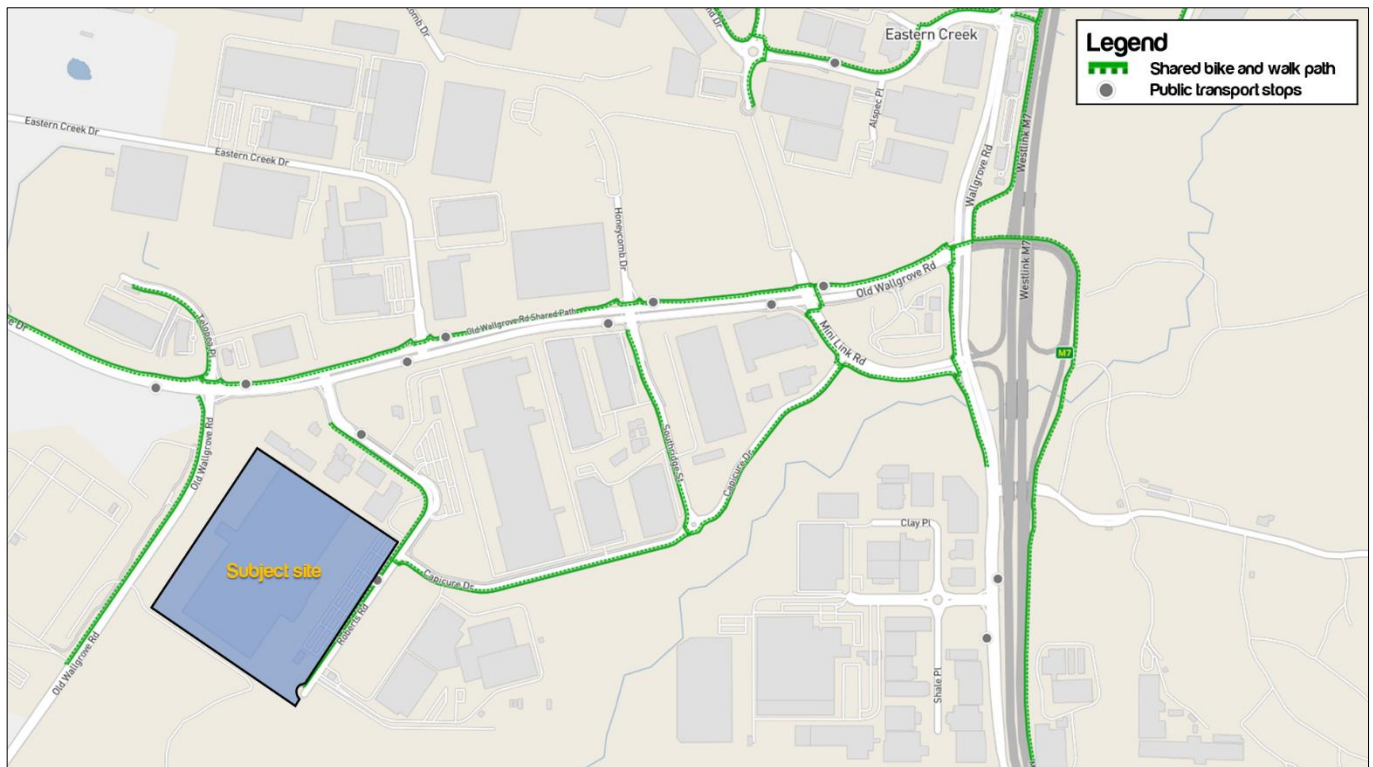


Figure 5: Shared path network – TfNSW Trip Planner

2.8 NSW Crash data

Crash data, from the Transport for NSW Centre for Road Safety, was analysed for the 5-year period between 2020-2024. The crash map is presented in **Figure 6**. A single crash occurred in 2021 over the 5-year period along the Site frontage to Roberts Road. The crash was a rear-end primarily caused by 'slippery surface' which resulted in one serious injury. No discernible patterns in crashes are therefore noted.

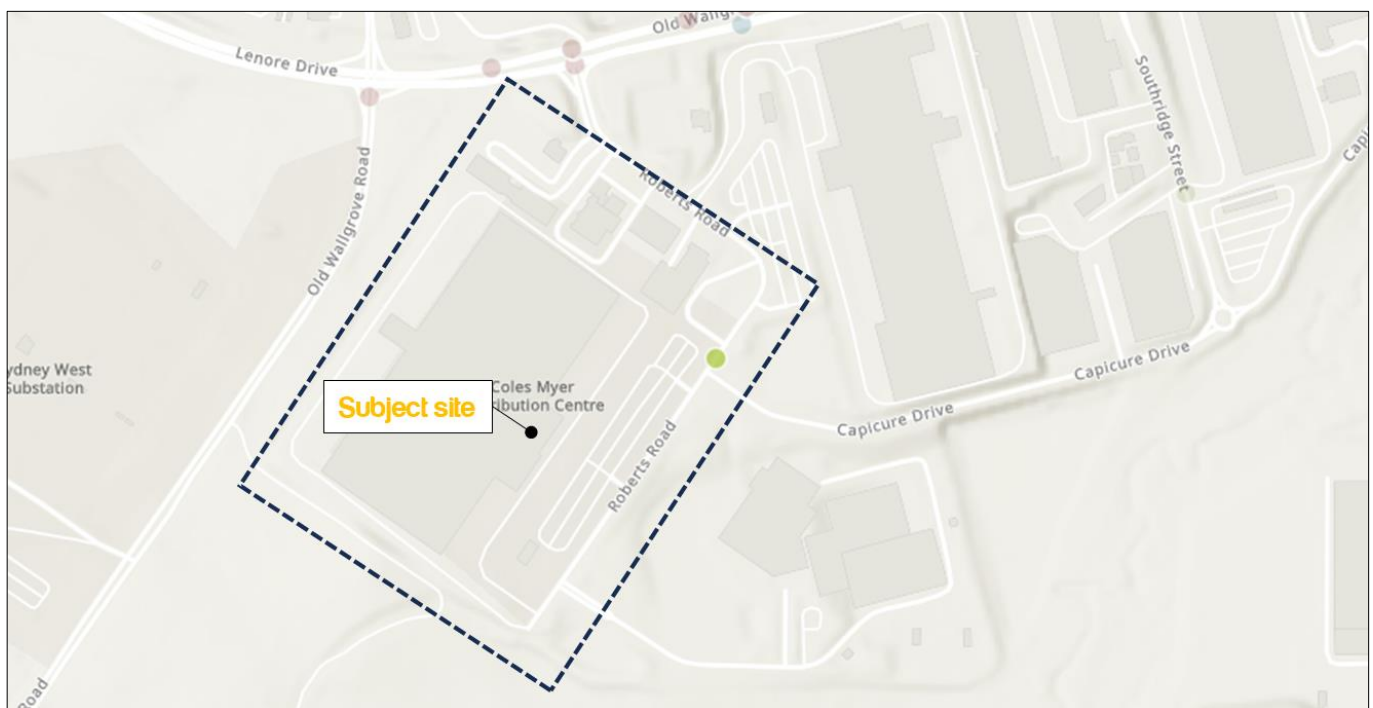


Figure 6: Study area crash locations

3 Proposal

3.1 Project description

A State Significant Development Application (SSDA) has been prepared to support a data centre at 10 Roberts Road, Eastern Creek and associated offsite enabling infrastructure.

The proposal will include:

- Site preparation works including demolition, bulk excavation and removal of existing structures on the site, tree and vegetation clearing and bulk earthworks.
- Construction, fit-out and 24/7 operation of a Data Centre
- Offsite enabling infrastructure
- 2 Data Centre Buildings
 - Building 1 – 2 Level + rooftop plant
 - Building 2 – 3 Level + rooftop plant
- Ancillary office, EOT and amenity
- Provision of required utilities including:
 - diesel storage tanks
 - water tanks
 - substations on site
- Vehicle access for 20m articulated vehicles (semi-trailers)
- Associated landscaping and site servicing
- Installation of site services and drainage infrastructure

A reduced copy of the site plan is shown in **Figure 7** below.

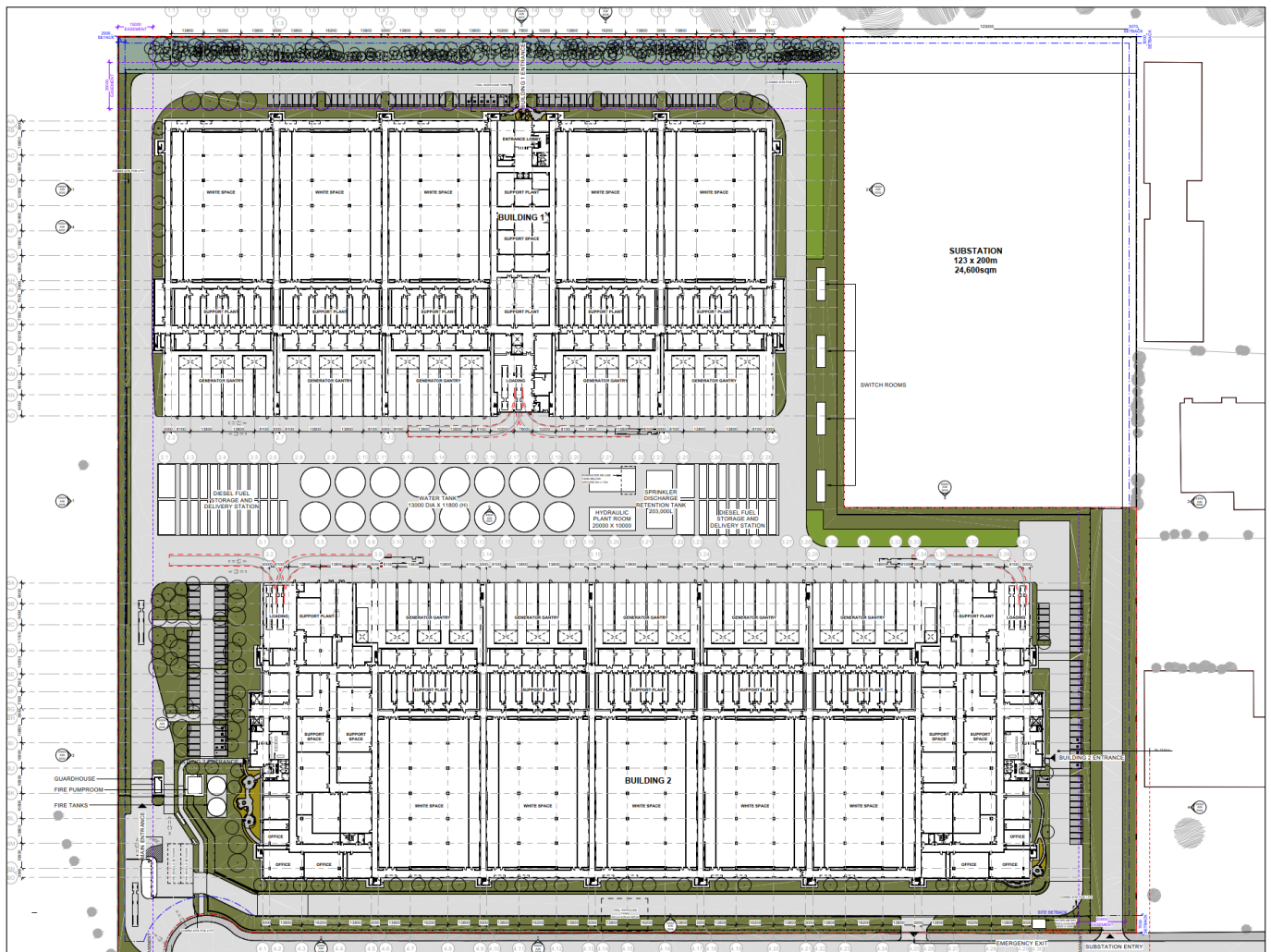


Figure 7: Site plan (source: Grimshaw)

3.2 Proposed access strategy

The light vehicle and heavy vehicle access plans are shown in **Figure 8** and **Figure 9** below. The design incorporates a primary access driveway located at the end of the cul-de-sac of Roberts Road for combined access by light and heavy vehicles. The design of this combined access point incorporates a 'vehicle trap' security system which will control vehicular ingress and egress from the Site. Refer to **Section 6.1** for detailed information on the operation of the access. The Proposal also provides for a secondary (back-up only) access point as required for heavy vehicles in the rare occasion that vehicles are unable to gain access via the primary access for reasons such as malfunction of the access control. It is envisaged that this access will be closed at all other times whilst the primary access is operational. A third access driveway to the substation area for servicing/ maintenance requirements is also provided at the easternmost point of the Site.

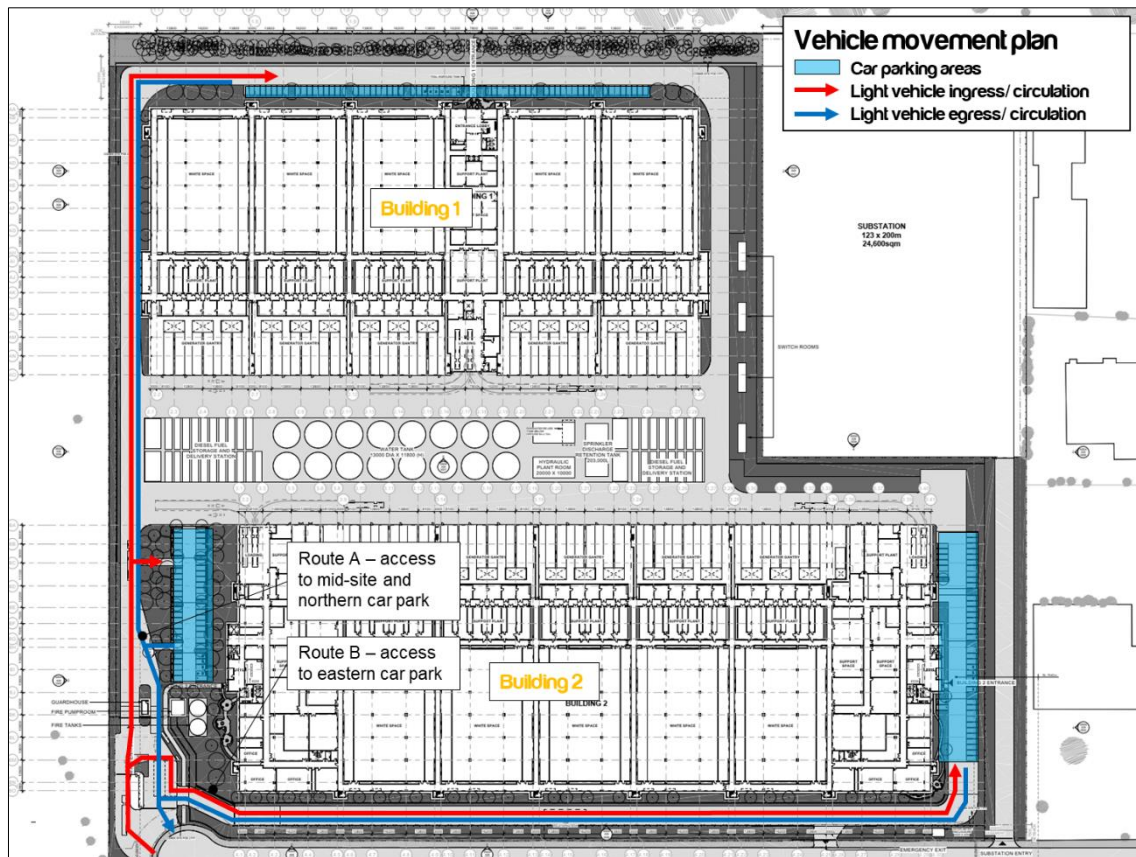


Figure 8: Proposed access strategy – light vehicles

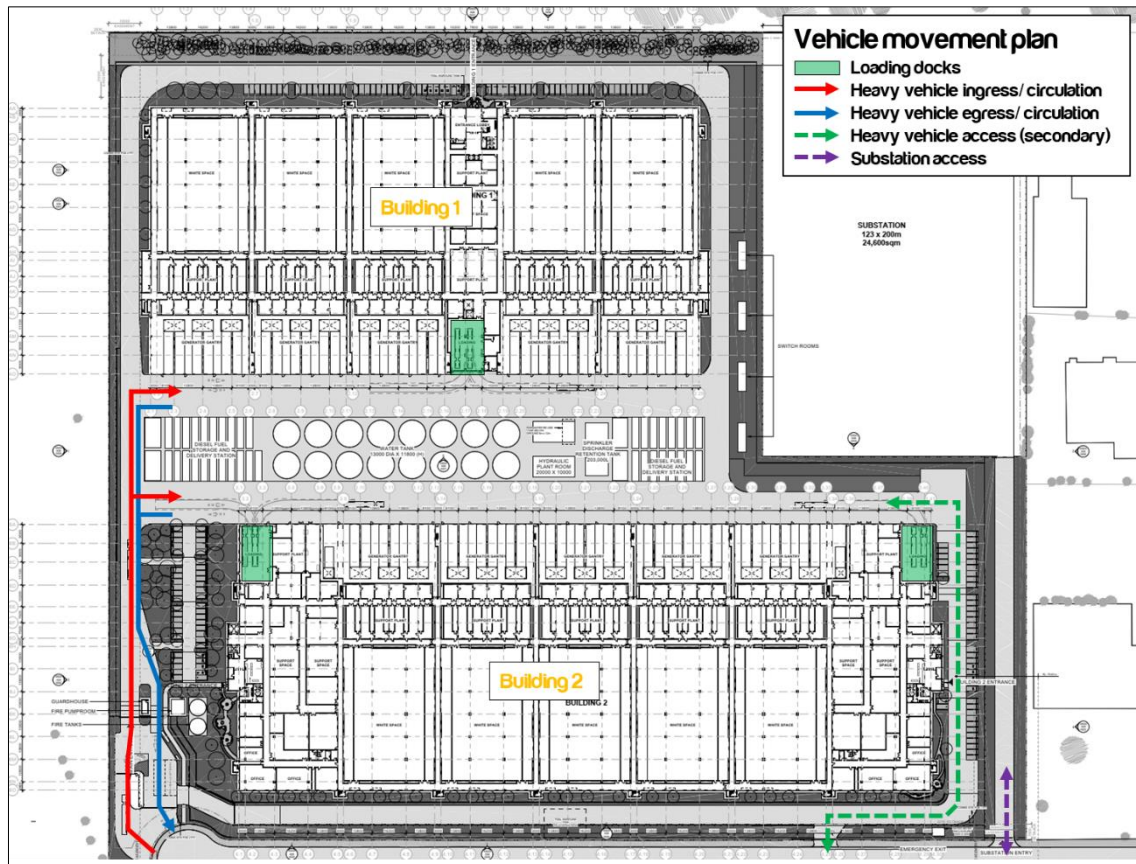


Figure 9: Proposed access strategy – heavy vehicles

4 Parking assessment

4.1 Car parking requirements

The following planning controls have been reviewed to identify relevant parking rates applicable to the proposed data-centre land use.

- Blacktown City Council, Blacktown Development Control Plan 2015 (DCP)
- Blacktown City Council, Employment Lands Precinct Plan SEPP 59 – Stage 3 (ELPP)
- TNSW, Guide to Transport Impact Assessment 2024 (GTIA)

A review of these planning controls indicates that there is no specific parking rate for Data Centre developments.

Therefore, a first principles assessment has been undertaken based on the operational information provided by the proponent. The following are the number of staff expected to be on-site:

- Engineering Operations: 92 staff (46 staff across 2 shifts)
- Operations: 70 staff

Noting the above, the development will employ up to 162 staff however it is critical to understand the staff travel patterns to understand the parking demand likely to be generated by the Site.

It is understood that the entire Operations team comprising 70 staff will be on-site in one shift which is expected to be during the standard office hours. However, the Engineering Operations team will be on-site across 2 shifts with the shift changeover to occur when the Operations team is no longer on-site.

Therefore, it is anticipated that the maximum parking demand is to be generated when the Operations team and Engineering Operations team are both on-site, resulting in a practical requirement of up to 116 car parking spaces.

Based on factors including limited public transport accessibility to the Site and distance from residential areas, it is expected that a conservative application of 1 car parking space per on-site staff would be an appropriate provision of car parking.

It should be noted that there would be staff that will travel to the Site via alternative modes of transport (i.e. public and/or active transport) and that due to the locality, it is envisaged that some staff may opt to carpool to travel to the Site. Therefore, the application of 1 car parking space per on-site staff is considered a robust assessment to ensure that the absolute peak parking demand can be accommodated wholly within the Site whilst also providing flexibility for occasional parking demand generated by external factors such as maintenance workers and visitors.

The Proposal provides for a total of 150 car parking spaces which therefore meets the anticipated parking demand. For Building 1, car parking has been provided to the northern boundary to accommodate access to office, reception and amenities. For Building 2, car parking has been provided to the western and eastern boundaries to accommodate access to office, reception and amenities.

4.2 Accessible parking

Part 10.6 of the ELPP stipulates accessible parking requirements as follows:

- Developments of more than 50 car parking spaces must provide at least 2% or part thereof of those spaces for disabled drivers, clearly marked and signposted for this purpose

The Proposal provides for a total of 3 accessible parking spaces to meet the requirements of the ELPP. This includes the provision of 1 and 2 accessible spaces for Building 1 and Building 2 respectively, near building entrances.

4.3 Bicycle parking

Part 10.4 of the ELPP stipulates the provision of bicycle parking as follows:

- One bicycle locker or other suitable form of secure bicycle accommodation is to be provided per 600m² of GFA of the office component

The bicycle parking requirement is summarised in **Table 7** which indicates a total requirement of 5 spaces. For comparison purposes, reference has also been made to the NSW Planning Guidelines for Walking and Cycling (Walking and Cycling Guidelines) which provides a staff-based rate.

Table 7: Bicycle Parking Requirement

Relevant requirement	Yield	Bicycle parking rate	Bicycle parking requirement
ELPP	Office: 5,131m ² GFA	1 space per 600m ² GFA of office	9
Walking and Cycling Guidelines	162 on-site staff	Staff parking 3-5% of staff numbers	5 to 8
		Visitor parking 5-10% of staff numbers	8 to 16

Evidently, the Walking and Cycling Guidelines provides a more conservative requirement. Based on the availability of shared paths on Roberts Road, Capicure Drive, Old Wallgrove Road and Westlink M7 as described in **Section 2.7.3**, it is considered more appropriate to provide parking based on the conservative requirement.

Therefore, the Proposal provides for a total of 13 bicycle spaces to meet the requirements of the ELPP and Walking and Cycling Guidelines.

4.4 End of trip facilities

Neither the DCP nor ELPP provides a rate for end of trip facility requirements. Therefore, reference is made to the Walking and Cycling Guidelines which provides requirements for change-rooms and showers as shown in **Table 8**. For the purpose of the assessment, it has been assumed that the staff will be equally split between the two buildings to derive the requirements.

Table 8: EOTF Requirements

Yield	Showers requirement	Change rooms requirement	Lockers requirement
162 staff	8 (4 male and 4 female)	4 (2 male and 2 female)	5

The Proposal provides for unisex shower and change cubicles as follows, meeting the requirements of the Walking and Cycling Guidelines.

- Building 1: 4 unisex shower and change cubicles
- Building 2: 8 Unisex shower and change cubicles

5 Traffic assessment

5.1 Traffic generation

5.1.1 Existing development traffic generation

As detailed in **Section 2.4**, traffic surveys were conducted at the existing access to the Site to determine the traffic volumes generated by the existing development. The following vehicular trips were recorded throughout the AM and PM network peak hours:

- Network AM Peak: 18 vehicular trips (15 inbound & 3 outbound)
- Network PM Peak: 132 vehicular trips (1 inbound & 131 outbound)

5.1.2 Proposed traffic generation rates

It is noted that the GTIA does not specifically provide any trip generation rate for data centre land uses.

In lieu of any applicable rates, reference is made to previous traffic studies on several existing data centres within the Sydney area by Ason Group. Traffic surveys were conducted over 24-hour periods on 28 May 2024 over the following nominated sites across the Sydney metropolitan area.

Table 9: Summary of existing surveyed data centres

Data centre	Address	SSDA/DA No.	GFA (m ²)
CDC Eastern Creek Campus	17 Roberts Rd, Eastern Creek	SSD-10330	44,330
AirTrunk SYD1	35 Huntingwood Dr, Huntingwood	JRPP-16-03318	28,530
Equinix SY3	47 Bourke Rd, Alexandria	D/2010/112	18,063
NEXTDC Sydney Data Centre (S1)	4 Eden Park Drive, Macquarie Park	LDA 2011/413	10,391
NEXTDC Sydney Data Centre (S2)	8 Giffnock Ave, Macquarie Park	LDA 2017/0192	15,726
NEXTDC Sydney Data Centre (S3)	2 Broadcast Way, Artarmon	DA-2019/79 DA-2019/79/A	33,799

Based on the survey results, an average traffic generation rate was derived from the above sites as follows:

- Network AM Peak: 0.09 vehicles trips / 100m² GFA
- Network PM Peak: 0.08 vehicles trips / 100m² GFA
- Daily: 0.71 vehicles trips / 100m² GFA

5.1.3 Proposed traffic generation

Application of the average data centre rates to the proposed GFA of 66,451m² (comprising of 5,131m² office plus 61,320m² of data hall) results in the following traffic generation for the Site:

- Network AM Peak: 60 vehicles trips

- Network PM Peak: 53 vehicles trips
- Daily: 472 vehicles trips

5.2 Net traffic generation

Therefore, the net change in traffic volume expected on the wider road network due to the Proposal is shown in **Table 10**.

Table 10: Net traffic generation

Development	Traffic estimation method	AM peak (vehicles trips)	PM peak (vehicles trips)
Existing	Survey	18	132
Proposal	Surveyed average data centre trip rates	60	53
Net change		+42	-79
Existing	Theoretical large format warehousing trip rate based on GTIA	126	155
Proposal	Surveyed average data centre trip rates	60	53
Net change		-66	-102

The analysis indicates that the Proposal will result in a net reduction in traffic compared with the existing Site during the PM network peak by 79 trips. Conversely, the Proposal is expected to generate an additional 42 vehicle trips in the AM network peak. The following should be considered when assessing the development traffic impact on the external road network:

- The existing Site is operating as a distribution facility, previously occupied by Coles and currently with other tenants. Therefore, it is expected that the existing Site is underutilised and that the traffic generation observed from the traffic surveys are lower than the potential traffic generated by the facility.
 - To provide a like-for-like comparison, a theoretical assessment using GTIA warehouse trip generation rates indicates that the existing facility – at full utilisation – would generate 126 vehicle trips in the AM network peak and 155 vehicle trips in the PM network peak. Therefore, the Proposal would result in a net reduction by 66 and 102 vehicle trips in the AM and PM network peak hours.
- Traffic survey undertaken at the nearby intersection of Roberts Road / Old Wallgrove Road captured approximately 2,606 vehicular trips in the AM peak period. The net increase of 42 vehicular trips equates to approximately **1.6%** of the existing traffic volumes.

Finally, the projected net increase when comparing with the existing surveyed volumes is considered minor and expected to be negligible when distributed over the wider external road network. It is important to note that, with reference to the *Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments, Appendix F. 1.5*, if development traffic is less than 5% then it does not warrant detailed intersection modelling assessment, noting that it is unlikely to have any material impact on the Roberts Road / Old Wallgrove Road intersection.

Therefore, the Proposal is not expected to have any adverse impact on the current performances of the road network and is supportable from traffic impact grounds.

6 Design commentary

A detailed review of the Site access, car park and loading been completed with consideration to the following relevant Australian Standards:

- Australian Standard/New Zealand Standard, Parking Facilities, Part 1: Off-street car parking 2004 (AS/NZS 2890.1:2004)
- Australian Standard, Parking Facilities, Part 2: Off-street commercial vehicle facilities 2018 (AS 2890.2:2018)
- Australian Standard, Parking Facilities, Part 3: Bicycle parking 2015 (AS 2890.3:2015)
- Australian Standard, Parking Facilities, Part 6: Off-street parking for people with disabilities 2022 (AS 2890.6:2022)
- Fire and Rescue NSW, Fire Safety Guidelines: Access for fire brigade vehicles and firefighters, Version 05.01, 17 November 2020. (Fire Safety Guidelines)

Heavy vehicle access driveways, internal car park layout and heavy vehicle loading docks have generally been designed in accordance with AS/NZS 2890.1:2004, AS 2890.2:2018 and AS 2890.6:2022.

The 20.0m Articulated Vehicle (in accordance with AS 2890.2:2018) has been used as the largest design vehicle to assess the design of the heavy vehicle access driveways and all relevant internal circulation areas. The loading docks have been designed to accommodate up to a 20.0m Articulated Vehicle for rear-loading where loading and waste collection would occur.

Relevant vehicle swept paths have been completed and included in **Appendix A** to demonstrate appropriate site access, internal circulation and parking manoeuvres throughout.

The at-grade car parks have been designed as User Class User 1/1A car parks with minimum 2.4m wide and 5.4m long spaces with adjacent 5.8m aisle widths, exceeding the requirements of AS/NZS 2890.1:2004. The accessible spaces have been designed to be minimum 2.4m wide with adjacent shared areas of the same width (and central bollard).

A 12.5m heavy rigid vehicle has been used to represent the aerial fire appliance vehicle, in accordance with the NSW Fire and Rescue Fire Safety Guidelines. This includes vehicle swept paths around the perimeter of the Site to ensure appropriate carriageway widths and appropriate turnaround areas to accommodate forward entry and exit.

It is expected that any such Conditions of Consent will include reference to ensure all access driveways and internal design is compliant with relevant Australian Standards and other relevant controls.

6.1 Vehicular access control

Access to the Site for light and heavy vehicles will be provided via a single access point on Roberts Road which incorporates a system of “vehicle traps” for access control and security purposes. Access to various areas of the Site is facilitated as follows and shown in Figure 10.

- Building 1 car park: via vehicle trap to the north of the driveway
- Building 2 car park: via vehicle trap to the east of the driveway
- Building 1/2 loading docks: via vehicle trap to the north of the driveway

It is noted an M/M/1 probabilistic queuing assessment has been undertaken to derive the queue capacity required to ensure that the queue can be accommodated wholly within the Site. The assessment assumes a maximum service time of 42 seconds which is considered a conservative assessment noting the intention is for the installation of Licence Plate Recognition (LPR) system. The assessment indicates that the 98th percentile queue of 6 vehicles, equivalent to 36 metres queue length, is anticipated for the development.

Therefore, the access has been designed and located to provide the necessary queue length. It should be noted that the 98th percentile queue will likely be generated during the AM peak period when staff are entering the Site. Therefore, an Operational Traffic Management Plan (OTMP) is to be implemented to restrict heavy vehicle access in this period.

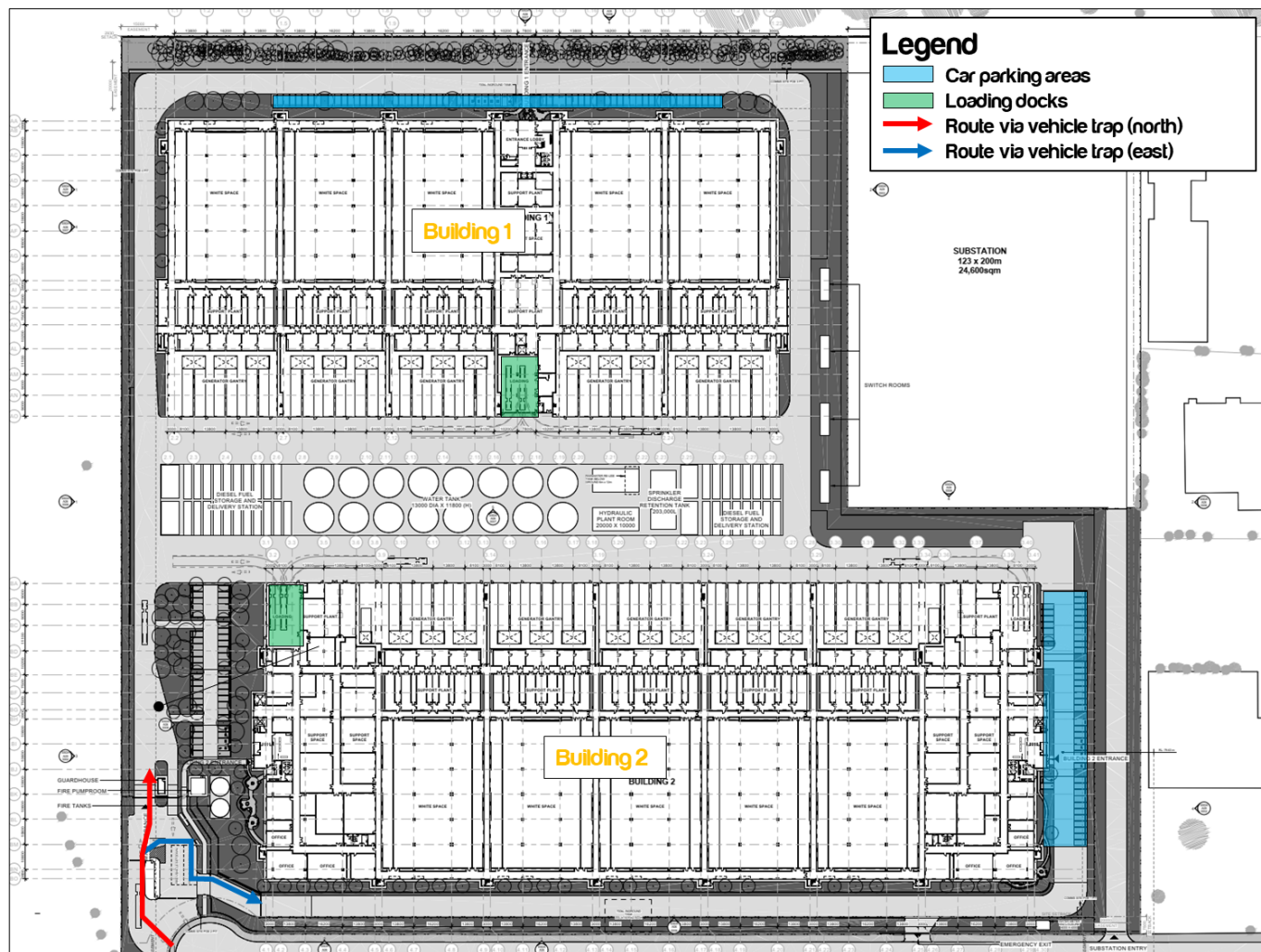


Figure 10: Vehicle trap arrangements

7 Preliminary Green Travel Plan

7.1 Overview

7.1.1 Context

This Preliminary Green Travel Plan (PGTP) has been prepared by Ason Group to accompany a State Significant Development Application (SSDA) for a proposed data centre located 10 Roberts Road, Eastern Creek (the Site).

Typically, this is required post-approval stage of development and therefore premature at the time of this application. Nevertheless, this plan has been prepared to reinforce Goodman's commitment towards sustainable development.

This GTP has been prepared in response to the industry standard Secretary Environmental Assessment Requirements, which requires that a Green Travel Plan (GTP) or equivalent be provided with the SSD submission. As such, recognising the Proposal is in its early stages, the purpose of this PGTP is to outline the overarching requirements for a future GTP. Noting the proposed use of the Site, the focus of the future GTP will be to effect change in staff travel to and from the Site. It is anticipated that a CoC would apply to any SSD approval, requiring the implementation of the final GTP prior to occupation of the development.

Preparation of the GTP will assist with:

- Removing barriers to active travel for all Site employees and visitors; and
- Maximising the number of people who walk, cycle, or utilise public or active transport to and from the Site.

This GTP is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and car sharing. In this regard, this plan sets out objectives and strategies to assist the Council in achieving its goal to improve sustainability. These targets are to be realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes.

As a 'live' document, this GTP should be updated regularly as part of an ongoing review to ensure it remains relevant and up-to-date.

7.1.2 Goals

This GTP has specifically been prepared to achieve the following key goals:

- Identify objectives and modes share targets (i.e., Site and land use specific, measurable, and achievable and timeframes for implementation) to define the direction and purpose of the future GTP including:
 - Reduce the environmental footprint of the Site.
 - Improve access, amenity, convenience, and safety of sustainable transport modes to/from the Site.
 - Promote the use of 'active transport' modes such as walking and cycling, particularly for short-medium distance journeys.
 - Reduce reliance on the use of private vehicles for all journeys.
 - Encourage a healthier, happier, and more active & public transport use culture
- Suggest specific tools and actions to help achieve the objectives and mode share targets
- Suggest measures to promote and support the implementation of the GTP, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the future GTP
- Suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times

7.2 Responsibility and Implementation

The responsibility for the future Travel Plans will lie with site management and should form part of organisational policies. Future GTPs should include a statement on company policy in relation to travel and should be endorsed by senior management.

A Travel Plan Coordinator (TPC) should be appointed to act as the primary point of contact for enquiries relating to the progress of the future Plans. The TPC will manage all aspects of the GTP, including the co-ordination and joint working practices between those on-site.

The TPC will promote participation in and commitment to the future GTP from site tenants and will work in partnership with all stakeholders to deliver the strategies and actions.

The TPC should be appointed before the Site becomes occupied, or within 1 month of the site becoming occupied. Contact details for the TPC should be provided in the implemented Plan.

The main duties of the TPC are envisaged to be:

- Overseeing final development and implementation of the GTP.
- Internal liaison to promote awareness of the GTP amongst businesses and staff within the Site
- Liaison with outside bodies, such as Council and local bus operators, as required regarding the operation of the GTP.
- Providing updated travel information to staff and visitors, as necessary.
- Monitoring, review and (if necessary) updates to the GTP.

7.3 Site audit

7.3.1 Existing travel patterns

Journey-to-Work (JTW) data from the Australian Bureau of Statistics (ABS) 2021 Census and specifically aggregated Destination Zones (DZ) has been referenced to understand the baseline travel characteristics of the area, inclusive of the site. This data has been used to inform the initial targets in lieu of site-specific travel data, which cannot be collated until the site is occupied.

A summary of key travel modes for those travelling to the locality for work has been reviewed for the surrounding Destination Zone 113185651 within the *Prospect Reservoir* area as shown below.

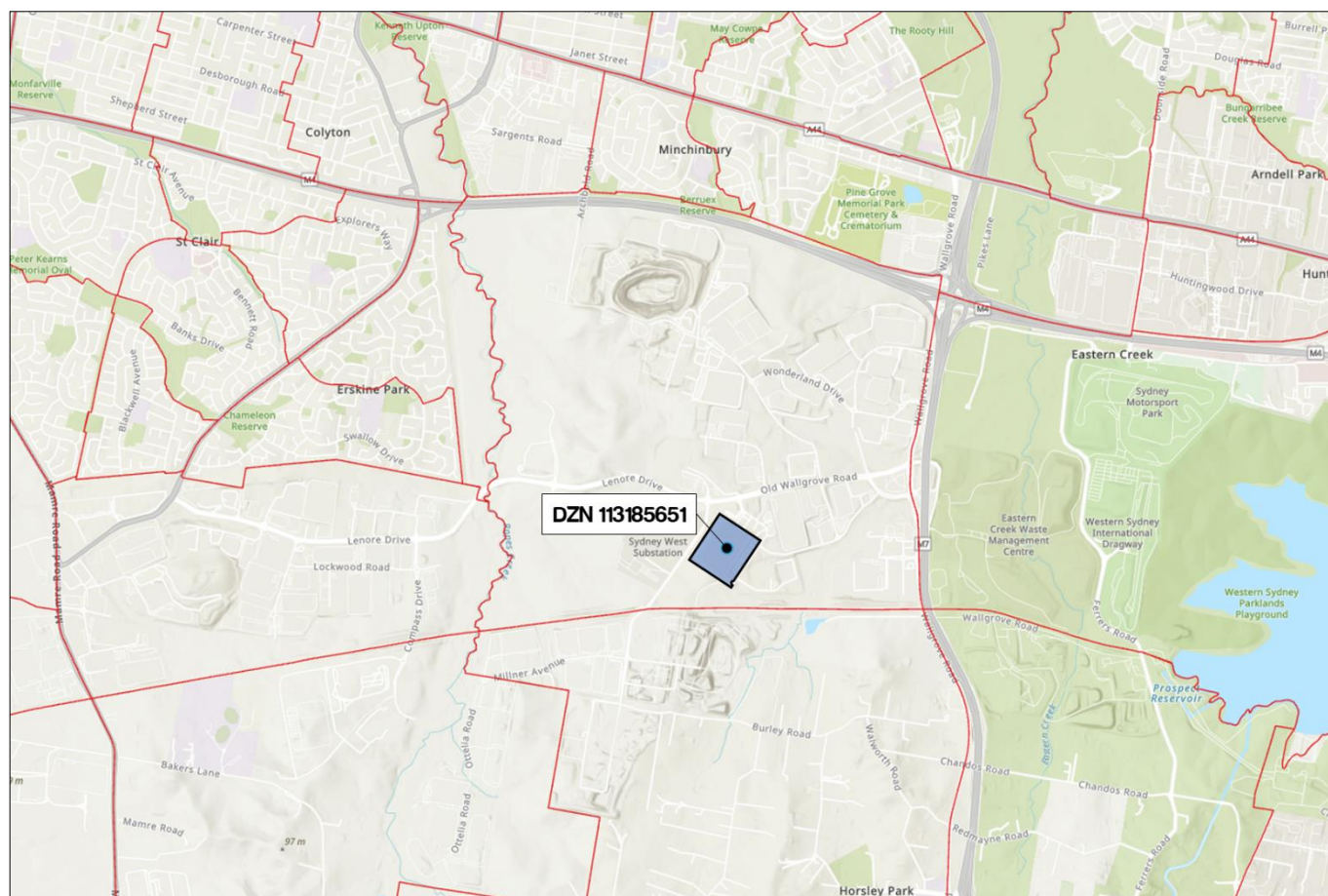


Figure 11: Site within DZN 113185651

A breakdown of the existing travel mode share is presented below.

Table 11: Existing travel mode share – ABS 2021

Travel mode	Mode share
Car as driver	89%
Car as passenger	8%
Train	2%
Bus	1%
Motorbike/Scooter	nil
Bicycle	nil
Walked only	nil

It is evident that the private vehicle (car) is the overwhelming preferred mode of choice for commuters travelling to work to the area, which is reflective with the Site's existing limitations to public transport and distance from residential areas. Over 97% of all workers in the area travel via private vehicles, which is consistent with travel patterns for industrial sites surveyed as part of the RMS Guide to Traffic Generating Developments – Updated Traffic Surveys.

7.4 Travel mode targets

Based on the existing travel mode splits identified previously, the Site and the surrounding areas are considered to have a high reliance on private transport. This is reflective of the current nature of the area, which accommodates rural residential properties and agricultural businesses with limited coverage of public transport services.

This section therefore sets out the targets for the reduction in car journeys associated with the Site, with consideration to the future land use in the area. Targets are the means of measuring the achievement of the objectives. They need to be clear, directly linked to the objectives, monitored and reviewed.

Questionnaire surveys will be conducted in the future that will form the updated travel mode baseline to further develop site-specific targets. The first surveys will be undertaken shortly after occupation. These surveys will be repeated at a suitable time to assess the effectiveness of the implemented Travel Plan.

7.4.1 Preliminary mode share targets

It is essential that Mode Share targets be achievable with consideration for the public transport, walking and cycling opportunities available within proximity to the Site. Targets should also be factoring in what future transport options could reasonably be used to access the Site, and also the nature of the development itself.

Table 12: Preliminary 2027 mode share targets

Travel mode	Existing mode share	Proposed targets	Relative change
Car as driver	89%	84%	-5%
Car as passenger	8%	10%	2%
Train	2%	3%	1%
Bus	1%	2%	1%
Bicycle	nil	1%	1%
Walked only	nil	nil	nil

7.5 Measures and action strategies

The below is a range of measures which could achieve the objectives of this preliminary GTP. It is critical to note that these are suggested measures and are not necessarily likely to be applicable in the early stages of development.

This section needs to be reviewed and confirmed prior to implementation of any future Plan.

- An introduction to the GTP for all staff, setting out its purpose and objectives.
- Provision of public transport travel information for staff, customers and visitors.
- Encouragement of car sharing, both amongst staff on site and in the wider context.
- Provision of car share spaces (future potential measure) and / or provision of a business “pool car” while public car share operators are limited in the area.
- Assisted cycle purchase schemes.
- Interest free loans to assist with cycle purchase, cycle equipment purchase etc.
- A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date.
- The provision of transport information for visitors to the Site.

7.6 Strategies

Six main strategies are identified and the actions required for each are detailed in the action strategies plan in **Table 13**. The table details specific actions that could be implemented as part of a future site-specific GTP (subject to tenant requirements) and the party responsible for implementing each action.

These actions must be reviewed at regular intervals to ensure that the mode split targets are being met. By that principle, this document is classed as a living document and subject to regular review. It is important to note, that the actions should not be taken as mandatory but rather potential options that should be investigated and implemented by future occupants of the development.

**Table 13: GTP Action Strategies**

Strategy		How it works	Resources / responsibility	Timeline	Funding
1 Travel Planning and Demand Management					
1.1	Green / Sustainable Travel Plans	- Develop a GTP to provide information for Travel Access Guide (TAG) (See Appendix A) - Management of GTPs. - Promotion of GTPs.	Building Manager to be responsible for overall implementation of final GTP and providing annual reporting on GTP outcomes to Council. Tenant to develop Company specific travel plan based on Final GTP prior to the commencement of a new lease/sale of property. Company/Staff/Visitors shall be responsible for ongoing implementation of Company assigned actions and participation in annual monitoring and reporting process to Council	Upon completion of the development and ongoing annual GTP events	Tenant / Business Owner
1.2	Travel Information Points	- Establish locations such as travel information points where staff and visitors and others can access travel information via interactive platforms. - Promotion of GTPs - Provision of travel and transport information options	Tenant / Business Owner	Subject to employer preference.	Tenant / Business Owner
1.3	Flexible Working hours	Allow employees the flexibility to commute outside peak periods to reduce overall congestion and travel time.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / Visitors as part of an Employer specific GTP to be developed and forwarded to Council prior to building occupation.	Tenant / Business Owner
1.4	Teleworking	Provide the option to work remotely (where possible) to reduce the number of vehicles travelling to the development and encourage teleconferencing rather than travelling to meetings.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors	Tenant / Business Owner
2 Promoting Public Transport					
2.1	Opal Card Loan Schemes / Subsidising schemes for public transport travel through pre-paid credit cards	Company may consider subsidising staff public transport travel. Alternatively, staff can pay for their own Opal Cards / pre-paid travel card through their salary, spreading the cost over the year to make it more affordable.	Tenant / Business Owner / TPC	Subject to employer. Can be implemented at building occupation	Developer, Tenant / Business Owner



2.2	Maximise Bus Service Frequency	- Meet or exceed Transport NSW bus planning guidelines. - Reduce headways between services where possible, especially during peak periods. - Report back to Transport for NSW on perception of bus service adequacy	TfNSW	Developer to hold on-going discussions with TfNSW after each annual review of GTP and report on relevant findings	TfNSW
2.4	Public Transport for work travel	The company and the TPC can promote public transport as one of the main preferences for work travel. This should be supported by all users and visitors to development having access to Opal Cards.	TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner
3 Promoting Carpooling					
3.1	Open Car Sharing	Where anyone in a defined geographical area can join a ride sharing scheme. This involves no input from the employer and should be on the onus of staff to schedule.	Staff	Ongoing in the workplace	Fuel costs can be arranged and split equitably by those involved
3.2	Closed Car Sharing	The company / department sets up an in-house car-matching scheme	Company, TPC	Ongoing in the workplace. Updates can be made to organisation as appropriate	Tenant / Business Owner
3.3	Third-party Car Sharing Program	Companies such as Liftshare are an online service that facilitates journey sharing between individual users, as well as providing separate services for businesses, organisations and events.	Staff – encouraged by TPC	Ongoing in the workplace	Staff
3.4	Carpool week	Arrange for a dedicated carpool campaign week to promote the benefits of carpooling.	Tenant / Business Owner	One week per calendar year	Tenant / Business Owner
4 Promoting Cycling					
4.1	Providing & Maintaining End of Trip Facilities	Providing facilities such as showers, change rooms, lockers. For the initial stages of development it is recommended to provide facilities compliant with the relevant controls, and as the Site develops further, they should be reviewed as part of the GTP monitoring process to meet any increase in demand. Bicycle parking, unisex shower and change cubicles have been provided for each Building in accordance with recommend rates by the NSW Government Walking and Cycling Guidelines.	Developer &/or Tenant / Business Owner	To be provided at completion	Developer
4.2	Create a Bicycle Users Group (BUG)	BUGs are local groups of like-minded bike riders who get together generally for social riding in their area. For the purposes of the workplace, this can be adapted as a way of creating as social and healthy aspect of travelling to work.	Tenant / Business Owner, TPC	Ongoing in the workplace	Tenant / Business Owner



		As a minimum, the establishment of the BUGs should be promoted as Precinct wide initiative.			
4.3	Promote Bicycle Initiatives	Promotion of bicycle initiatives – NSW bicycle week, Ride to Work etc.	TPC	To be promoted annually	Tenant / Business Owner
4.4	Advertise Bicycle Routes	Promotion of bike lanes through the TAG.	TPC	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner
5 Promoting Walking					
5.1	Providing End of Journey Facilities	Provision of sufficient end of trip facilities such as showers, change rooms, lockers etc to maximise pedestrian activity throughout the site and the wider precinct.	Developer	To be provided at completion of development	Tenant / Business Owner
5.2	Walking routes	Incentivise travelling by foot by highlighting possible routes particularly those to nearest bus stops	Tenant / Business Owner	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner
5.3	Promote walking initiatives	Promotion of walking initiatives: walk to game / training day, pedometers / step challenge / gamification of walking / reward programs based on steps to elevate pedestrian activity throughout site and to / from public transport points.	Tenant / Business Owner, TPC	To be implemented monthly or as appropriate throughout the calendar year.	Tenant / Business Owner
6 Influencing Travel Behaviour					
6.1	Provision of Sustainable Travel Packs to employees and visitors	Introduces employees and visitors alike to the GTP and provides information on walking and cycling routes, and travel by bus & train, timetables, and access routes. This would include a TAG.	Tenant / Business Owner, TPC	Travel Packs to be provided upon occupancy of building to employees.	Tenant / Business Owner

8 Preliminary Construction Traffic Management Plan

8.1 Overview

This preliminary Construction Traffic Management Plan (CTMP) has been prepared in advance of development approval and, as such, relevant conditions of consent have not yet been provided. Notwithstanding, as is standard practice, it is expected that the final CTMP shall demonstrate the proposed management of the impact in relation to construction traffic addressing the following:

- Assessment of cumulative impacts associated with other construction activities (if any)
- Assessment of road safety at key intersections and locations to be subject to heavy vehicle construction traffic movements and high pedestrian activity
- Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process
- Anticipated peak hour and daily construction vehicle movements to and from the site
- On-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle
- Details of temporary cycling and pedestrian access during construction

Having regard for the above, the purpose of this report is to establish the broad traffic principles for construction that would minimise traffic impacts on the surrounding road network, ensure safety and efficiency for workers, pedestrians, and road users, and provide information regarding construction vehicle access routes and any changed road conditions (if applicable).

The Proposal is expected to consist of the following components of works considered as part of this preliminary CTMP.

- Site preparation works including:
 - Vegetation removal
 - Installation of environment controls
 - Establishment of construction facilities
- Demolition of existing buildings / structures
- Bulk earthworks
- Civil, utilities and in-ground works including:
 - In ground works
 - Infrastructure and services works
 - Surface preparation works
- Construction and fit out of the proposed data centre development
- Offsite enabling infrastructure works including
 - Trenching / civil works
 - Cable installation and termination
- Commissioning, testing and completion of works

It is expected that this plan will be updated should any necessary changes to the currently proposed arrangements arise in the future. Any special events (if required) would be subject to a separate request for a specific permit not covered by this report. Please note, Ason Group is responsible for the preparation of this preliminary CTMP only and not for its implementation, which is the responsibility of the Contractor.

8.1.1 Authority requirements

Following approval of future applications relation to the Site, it is expected that this CTMP shall be updated to include a comprehensive list of requirements for later stages of construction.

8.2 Overview of Works

8.2.1 Staging and duration of Work

Recognising that this CTMP has been prepared to support an SSD, detailed construction staging and the duration of each stage of works will be determined post approval as part of the Construction Certificate (CC) phase.

8.2.2 Hours of Construction

The type of work being undertaken may vary depending on the phase of construction and associated activities and includes both construction and design personnel. However, all works will be in accordance with standard construction working hours, which are likely to be as follows:

- Monday to Friday (other than Public Holidays): 7:00AM – 6:00PM.
- Saturday: 8:00AM – 1:00PM.
- Sunday and Public Holidays: No works to be undertaken

Any work to be undertaken outside of the standard construction hours will be required to obtain an Out of Hours (OOH) approval. Any such works would necessarily be undertaken in accordance with the appropriate OOH protocols and approval processes.

8.2.3 Proposed construction site access

Access is proposed to be provided to all construction vehicles via Roberts Road. A copy of the approved routes will be distributed by the Contractor as part of the Driver Code of Conduct before their arrival to Site.

The routes shown in the **Figure 12** below are to be utilised by all construction vehicles travelling to and from the Site and represents the shortest route between the local and regional road network, minimising the impacts of the construction. An on-site turning area shall be provided such that movement to/from the Site is undertaken in a forward direction, at all times.

Any oversized or over-mass vehicles which do not comply with the mass, dimension or operating requirements as specified by the National Heavy Vehicle Regulator (NHVR) which will travel on Roberts Road (i.e. to or from the Site) would be required to obtain a class 1 Oversize Over-mass (OSOM) permit.

Permits may be issued with conditional restrictions which limit the time and days vehicles are allowed to access the Site. Additionally, specific Traffic Guidance Schemes (TGS) may be required to facilitate safe manoeuvring of these vehicles.

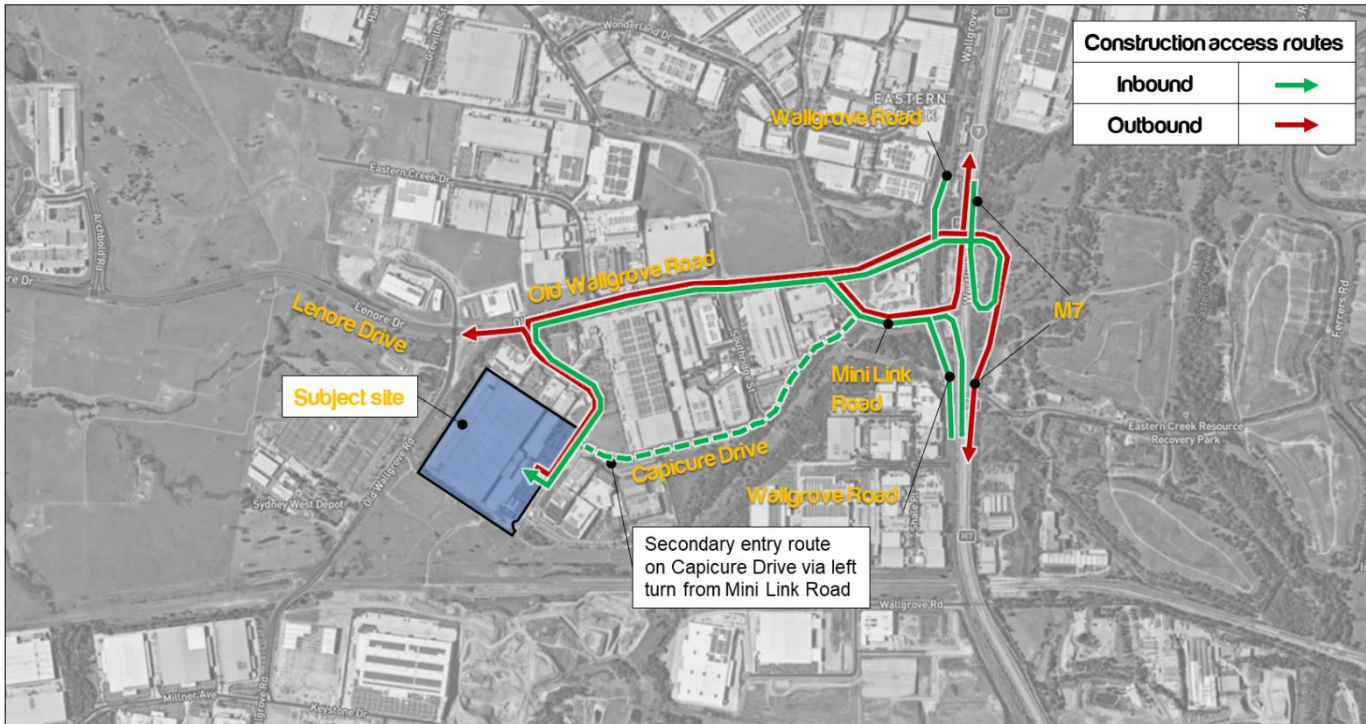


Figure 12: Construction vehicle access routes

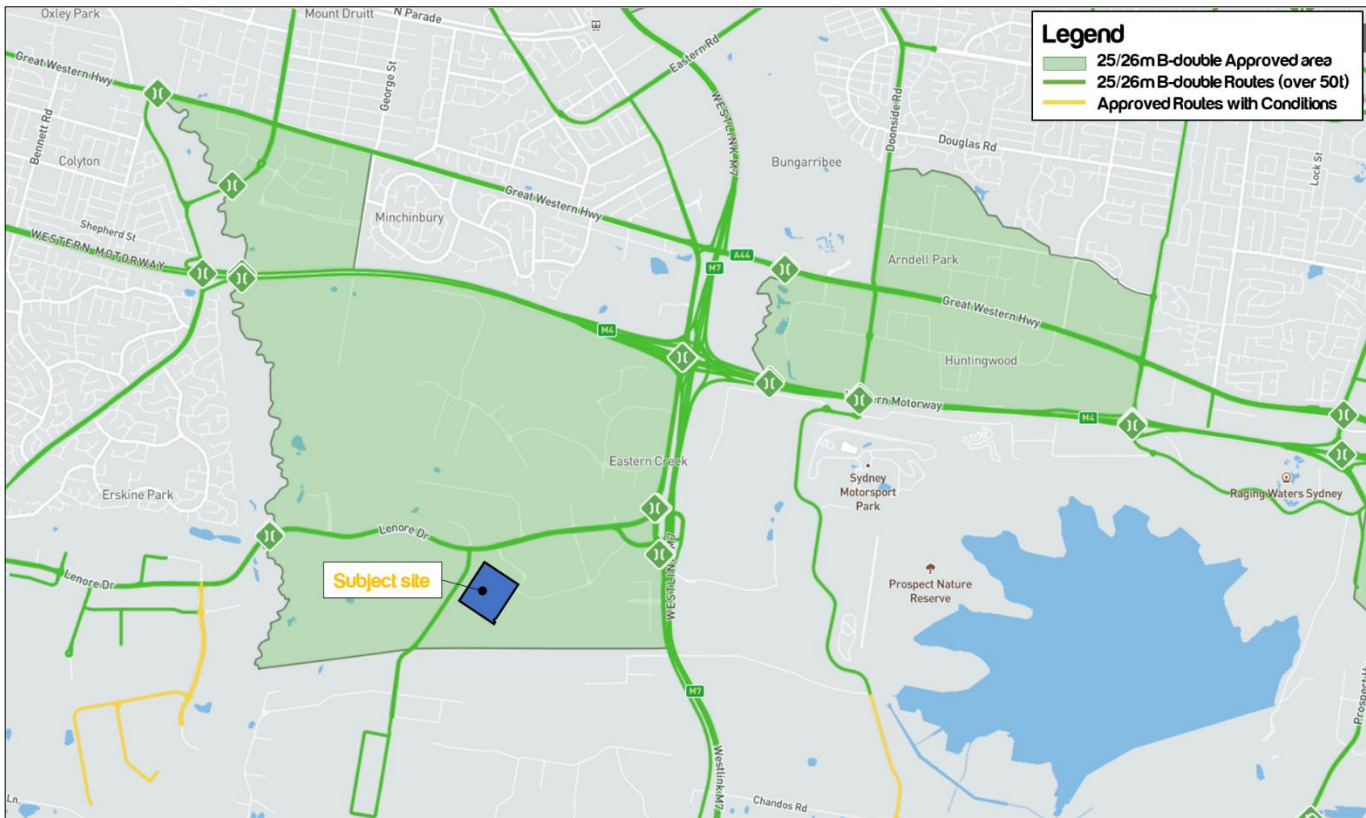


Figure 13: NHVR approved B-double routes

8.3 Site management

8.3.1 Fencing requirements and vehicle control points

Temporary exclusion fencing is expected to be erected along the entire boundary of the Site and will be maintained for the duration of the construction program. The fencing is to ensure unauthorised persons are kept out of the Site.

Site access gates would be provided on Roberts Road and will be closed at all times outside of permitted construction hours. Any control points – operational during work hours – shall be sufficiently setback so that no queuing will occur on-street.

8.3.2 Emergency vehicle access

Emergency vehicle access to and from the Site will be available at all times while the Site is occupied by construction workers. This process would be implemented through emergency protocols on the Site which will be developed by the Contractor.

8.3.3 Materials handling

Handling of all materials throughout the construction shall adhere to the following.

- It is proposed that all material loading will occur within the construction site boundary.
- No loading is proposed to occur outside of the provisioned areas.
- Equipment, materials, and waste will be kept within the construction site boundary.

All materials handling shall be undertaken off public roadways, however in the event materials handling is required from a public roadway, then prior approval shall be sought and obtained from the relevant Authorities.

8.3.4 Worker induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work, health, and safety (WHS), driver protocols and emergency procedures. Any workers required to undertake works or traffic control within the public domain would be suitably trained and covered by adequate and appropriate insurances.

8.4 Assessment of construction traffic impacts

8.4.1 Construction traffic thresholds

The traffic generation outlined in **Section 5.1** provides the following relevant movement thresholds for each period regarding future operational traffic volumes associated with the Site.

- AM Network Peak: 60 movements per hour (movements, in & out combined)
- PM Network Peak: 53 movements per hour (movements, in & out combined)
- Daily: 472 movements per day (movements, in & out combined)

Construction traffic generation during road network peak hour is not expected to exceed the operational peak hour traffic generation of the Proposal. However, a detailed CTMP will review and address construction vehicular traffic throughout each stage of development.

- LV traffic generation would generally be associated with staff movements to and from the Site. Staff would be comprised of project managers, various trades, and general construction employees. LV construction trips are

expected to arrive in the morning and depart in the evening. Noting the typical construction work hours, the peak periods are likely to occur outside of traditional road network peak periods.

- HV movements generated by the construction of the Site will be estimated having consideration of the likely requirements for construction plant, equipment, and haulage as part of the detailed CTMP. It is emphasised that a detailed CTMP will be provided in response to a suitable Conditions of Consent (CoC) for the proposal.

8.4.2 Construction program

Noting that a contractor has not been engaged at this early stage, the specific construction staging requirements are not yet known. Therefore, this section will need to be updated prior to the implementation of the future CTMP.

8.4.3 Road safety

The heavy vehicles would be travelling along several approved NHVR routes which would mitigate road safety impacts along local roads. It is expected heavy vehicles up to 20m AVs may be accommodated including at associated intersections. Traffic Guidance Schemes for the site access will be designed to minimise vehicle, pedestrian and cyclists impacts along Roberts Road as far as practicable.

8.5 Traffic control

8.5.1 Traffic Guidance Schemes

Any Traffic Guidance Scheme (TGS), associated risk assessment, consultation schedules, TGS verification checklist, and inspection checklists shall be prepared by an accredited person, in accordance with the TfNSW Traffic Control at Worksites Manual (Issue 6.1) and AS1742.3:2019.

All TGSs involving signage or impacts to public roads shall be approved by the Traffic Management Centre (TMC), prior to the works for which they relate. These TGSs shall be updated to respond to any changes to prevailing traffic conditions throughout the life of the works.

A copy of all approved TGSs shall be kept on-site for reference at all times.

8.5.2 Authorised traffic controller

An authorised Traffic Controller is to be present on-site throughout the construction stage of the project. Responsibilities include:

- Supervision of all construction vehicle movements into and out of site at all times,
- Supervision of all loading and unloading of construction materials during the deliveries in the construction phase of the project, and
- Pedestrian management, to ensure that adverse conflicts between vehicle movements and pedestrians do not occur, while maintaining radio communication with construction vehicles at all times.

8.5.3 Road occupancy

For any works that will impact the traffic flows on the external road network, a permit will need to be obtained from the relevant road authority (Council and / or TfNSW) by the Contractor.

At all times, two-way traffic shall be maintained along Roberts Road. Any works within or affecting (e.g., signage within) the surrounding roads shall only be undertaken in accordance with relevant TGS developed by an accredited person that has relevant Prepare Work Zone Traffic Management Plan accreditation.

It is understood that the works associated with construction of the offsite enabling infrastructure will require trenching and civil works potentially along the Old Wallgrove Road and Lenore Drive carriageway which will require some lane

closure. The extent of lane closure is yet to be determined and will be provided as part of the detailed CTMP provided with appropriate applications submitted and approved by the relevant road authorities prior to commencement of works.

All TGS shall be approved by TfNSW prior to commencement of any works. The Contractor shall adhere to any restrictions imposed by TfNSW (or Council) in the granting of those Road Occupancy Licenses (ROLs).

8.6 Monitoring and communication strategies

8.6.1 Development of Monitoring program

The development of a program to monitor the effectiveness of this CTMP shall be established by the Project Manager and should consider scheduled reviews as well as additional reviews should construction characteristics be substantially changed (from those outlined in the Final CTMP). All and any reviews of the CTMP should be documented, with key considerations expected to include:

- Tracking heavy vehicle movements against the estimated heavy vehicle flows during the works;
- The identification of any shortfalls in the CTMP, and the development of revised strategies / action plans to address such issues;
- Ensuring that all TGS are updated (if necessary) by “Prepare a Work Zone Traffic Management Plan” card holders to ensure they remain consistent with the set-up on-site; and
- Regular checks to ensure all loads are departing the Site covered as outlined within this CTMP.

8.7 Communication strategy

A Communications Strategy shall be established by the Project Manager for implementation throughout the construction works; this strategy will outline the most effective communication methods to ensure adequate information within the community and assist the Project Team to ensure the construction works have minimal disruption on the road network. The Communications Strategy will include:

- The erection of appropriate signage providing advanced notice of works and any traffic control measures to be implemented; and
- Written notices to surrounding landowners (and tenants) likely to be directly affected by the works, prior to commencement.

Ongoing communication is also required so that all stakeholders are kept up to date of works and potential impacts.

9 Conclusion

9.1 Overview

This Transport Assessment (TA) report has been prepared by Ason Group on behalf of Goodman Property Services (Aust) Pty Ltd (Goodman) to accompany a State Significant Development Application (SSDA) for the construction and ongoing operation of a data centre facility and associated Offsite Enabling Infrastructure (OEI) at 10 Roberts Road, Eastern Creek.

The proposal will include:

- Site preparation works including demolition, bulk excavation and removal of existing structures on the site, tree and vegetation clearing and bulk earthworks.
- Construction, fit-out and 24/7 operation of a Data Centre
- Offsite enabling infrastructure
- 2 Data Centre Buildings
 - Building 1 – 2 Level + rooftop plant
 - Building 2 – 3 Level + rooftop plant
- Ancillary office, EOT and amenity
- Provision of required utilities including:
 - diesel storage tanks
 - water tanks
 - substations on site
- Vehicle access for 20m articulated vehicles (semi-trailers)
- Associated landscaping and site servicing
- Installation of site services and drainage infrastructure

9.2 Key Findings

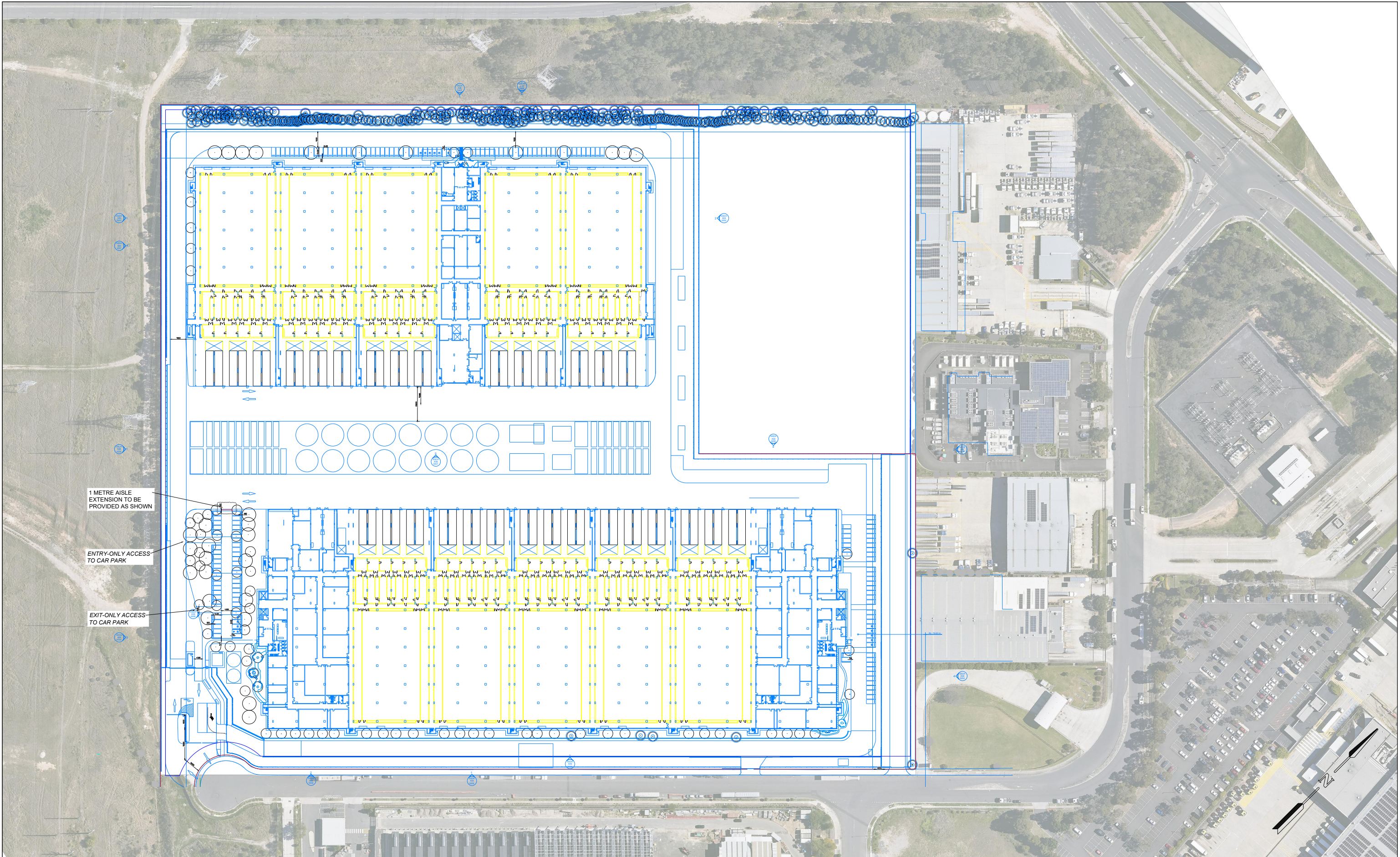
Based on the assessment and discussions within this TA, the following key parking and traffic findings are highlighted:

- An assessment of parking requirements indicates that the Proposal requires a minimum of 150 car parking spaces based on a first principles assessment for the anticipated maximum number of on-site staff. The proposed car parking provision of 150 spaces meets the expected car parking demand and is considered acceptable and would not result in any impacts to on-street parking.
- The potential traffic impact of the Proposal has been assessed by comparing the surveyed traffic generated by the existing site against the estimated Proposal traffic volumes, based on surveyed average data centre trip rates. The assessment indicates that the Proposal is expected to generate 60 and 53 vehicle trips in the AM and PM network peak hours respectively.
 - By comparison, this results in a net decrease by 79 trips in the PM peak when compared to the existing site which is currently underutilised. Conversely, the Proposal results in a net increase by 42 vehicle trips in the AM network peak – however, which represents only 1.6% - less than 5% - of traffic contributed to the local intersection at Roberts Road/ Lenore Drive. Therefore, this is not expected to have adverse impact to the performance of the external road network when compared to the existing site and would not warrant detailed SIDRA modelling assessment.

- To provide a like-for-like comparison, a theoretical assessment using GTIA warehouse trip generation rates indicates that the existing facility at full utilisation would generate 126 vehicle trips in the AM network peak and 155 vehicle trips in the PM network peak. Therefore, the Proposal would result in a net theoretical reduction by 66 and 102 vehicle trips in the AM and PM network peak hours.
- Swept path analysis confirms suitability of the Site access and internal design to accommodate the design vehicles. It is expected that any detailed construction drawings in relation to the car park or Site access would comply with these Standards, and moreover that compliance with the above Standards is anticipated to form a standard CoC to any development approval.

Overall, the Proposal is deemed supportable on traffic and transport planning grounds and is not anticipated to result in any unanticipated adverse impacts on the external road network or the availability of on-street parking.

Appendix A Design review and swept path assessment



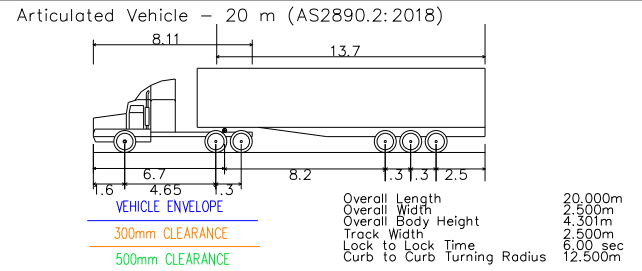
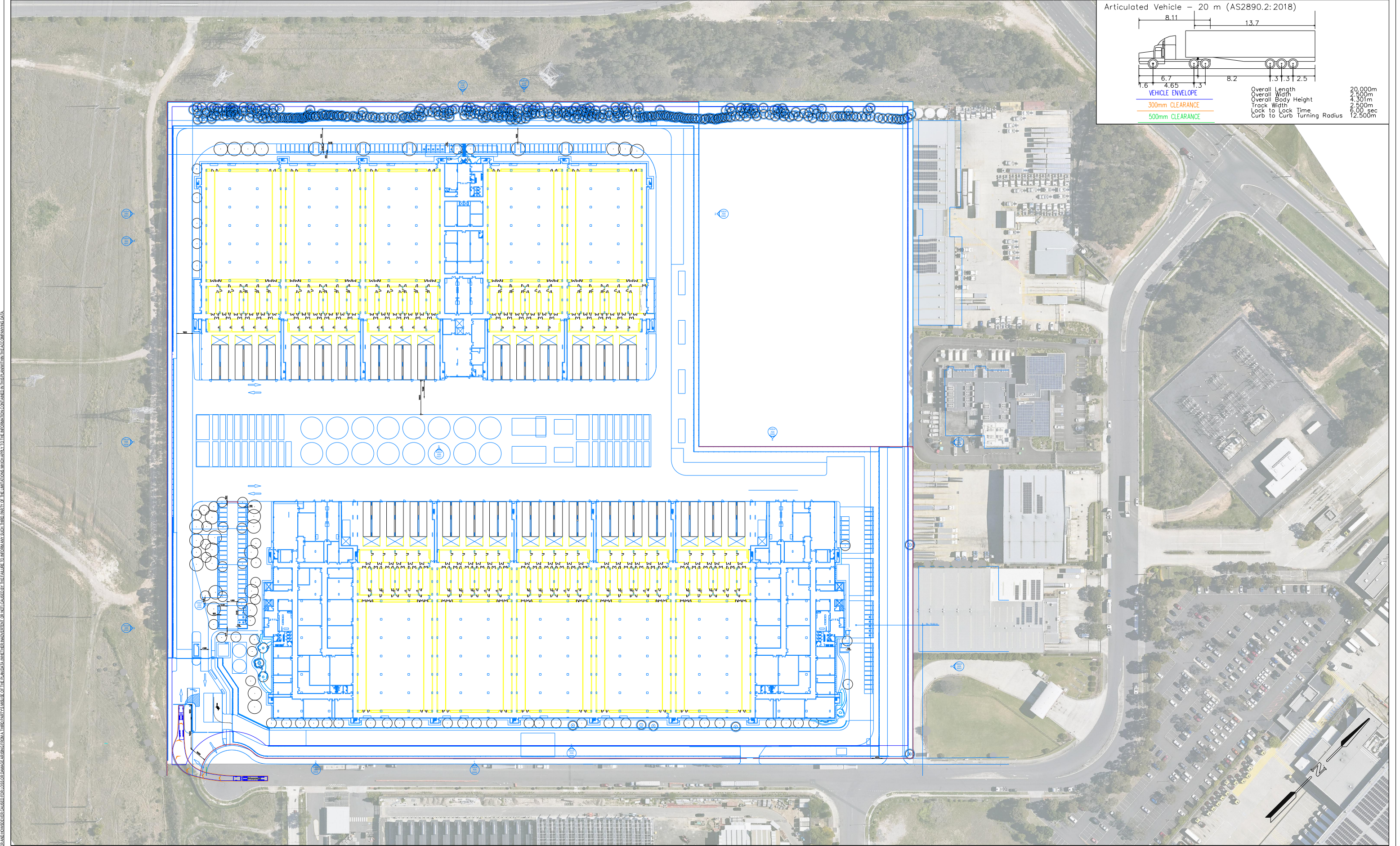
1 METRE AISLE
EXTENSION TO BE
PROVIDED AS SHOWN

ENTRY-ONLY ACCESS
TO CAR PARK

EXIT-ONLY ACCESS
TO CAR PARK

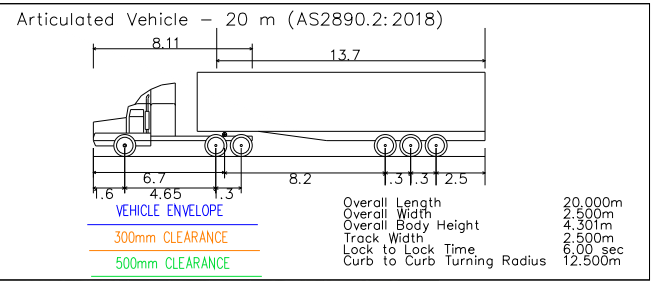
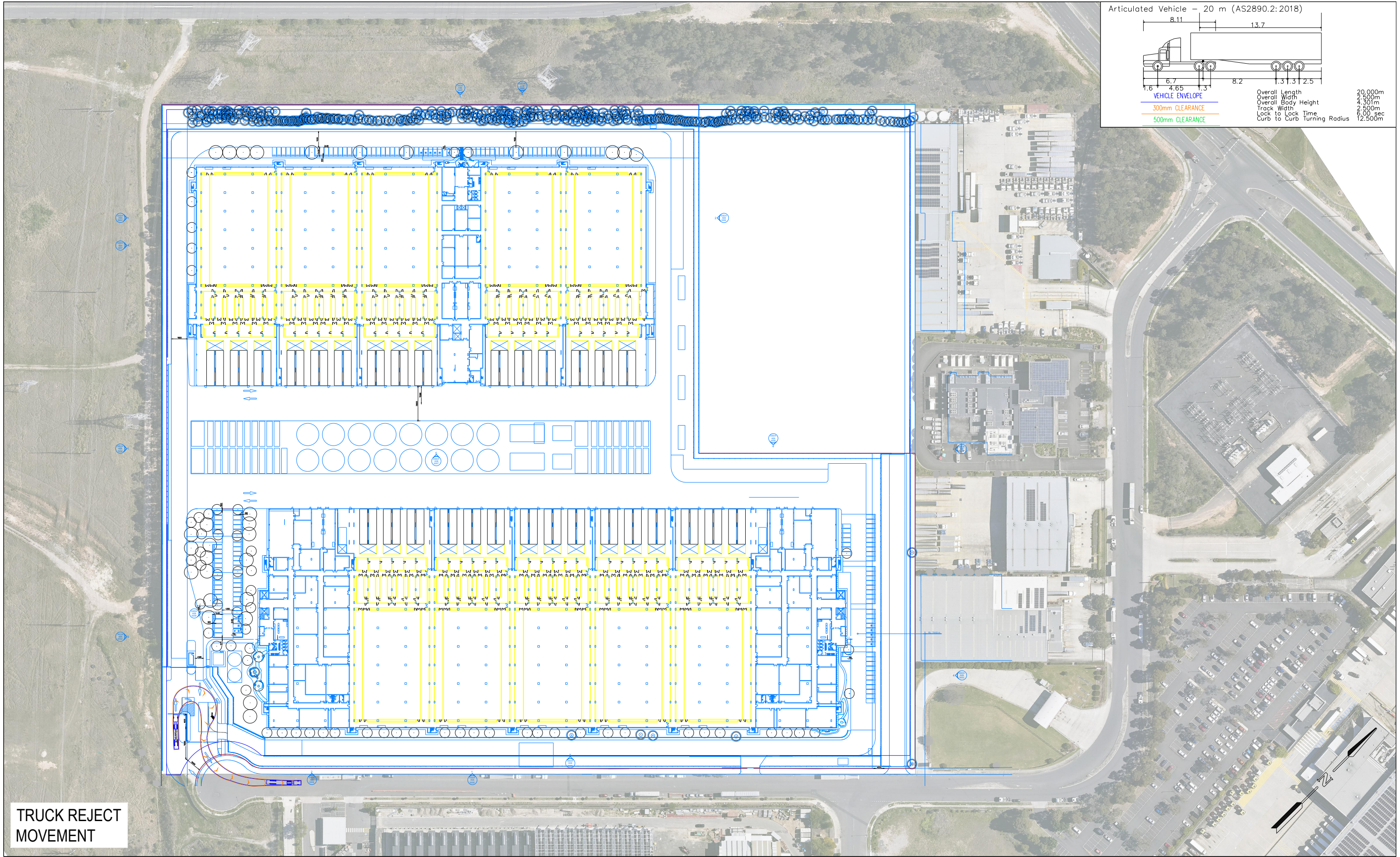
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TRUCK REJECT
MOVEMENT

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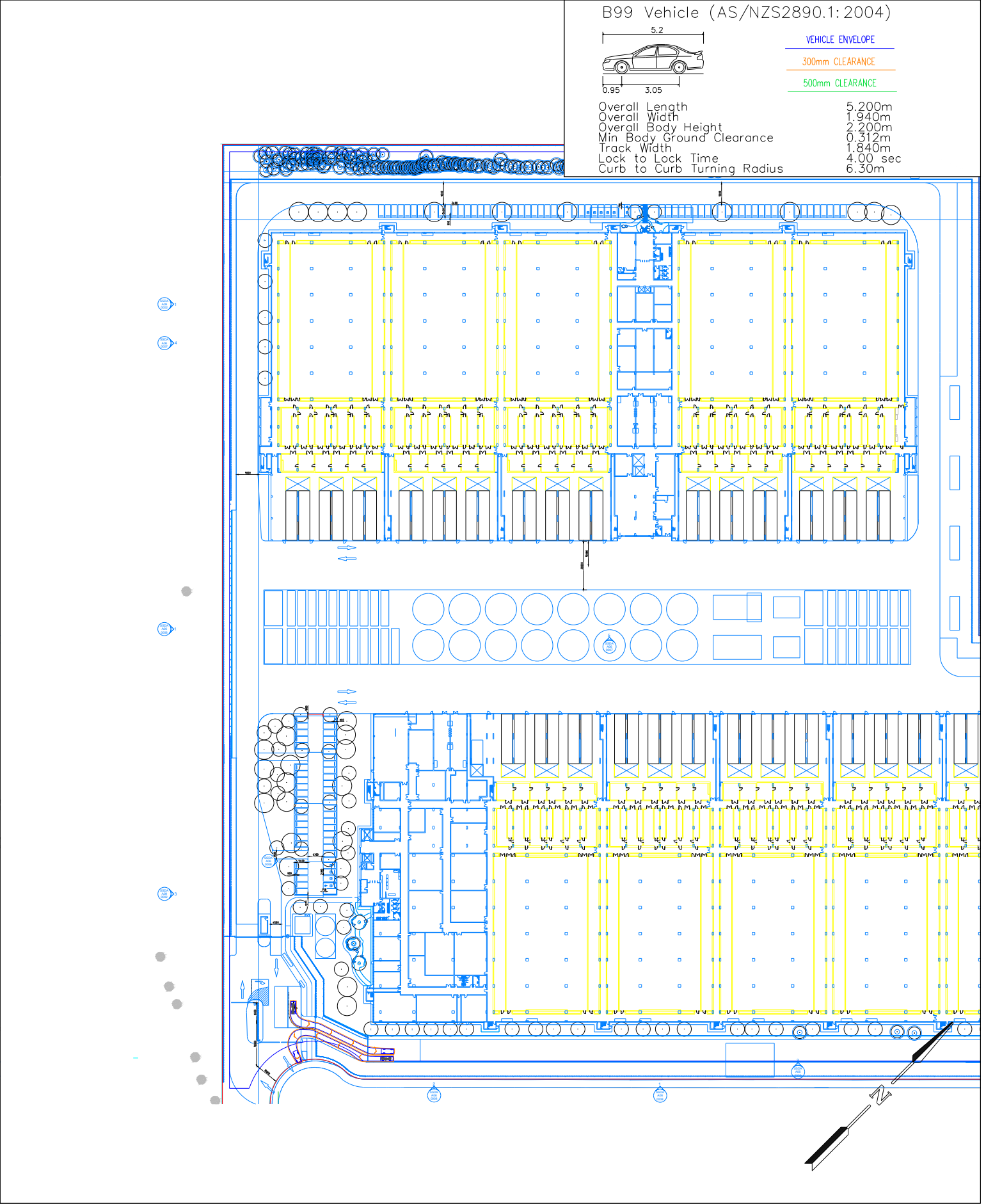
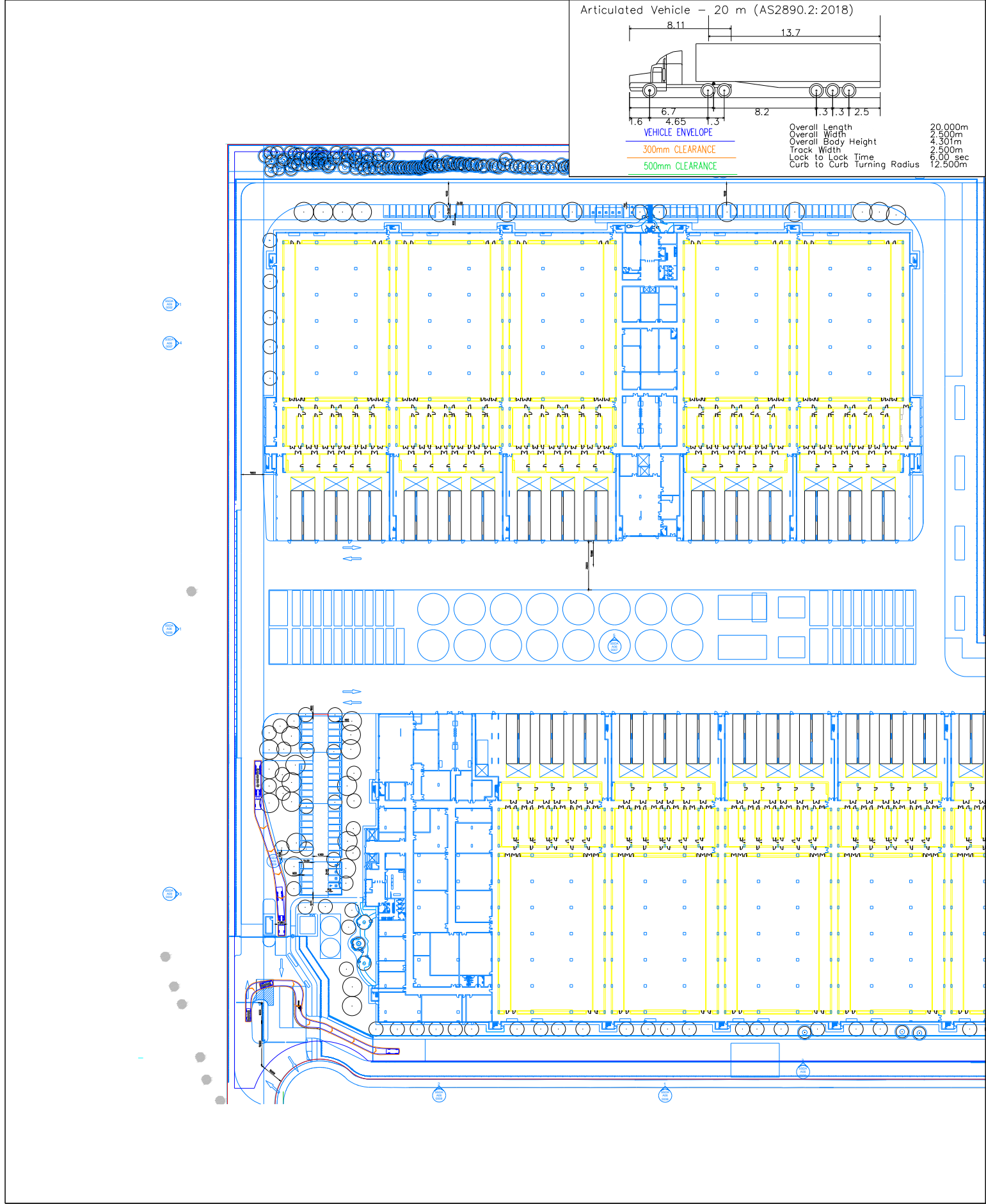
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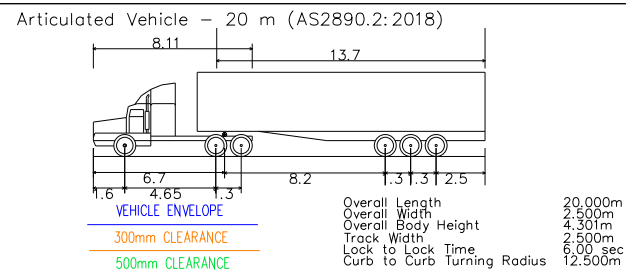
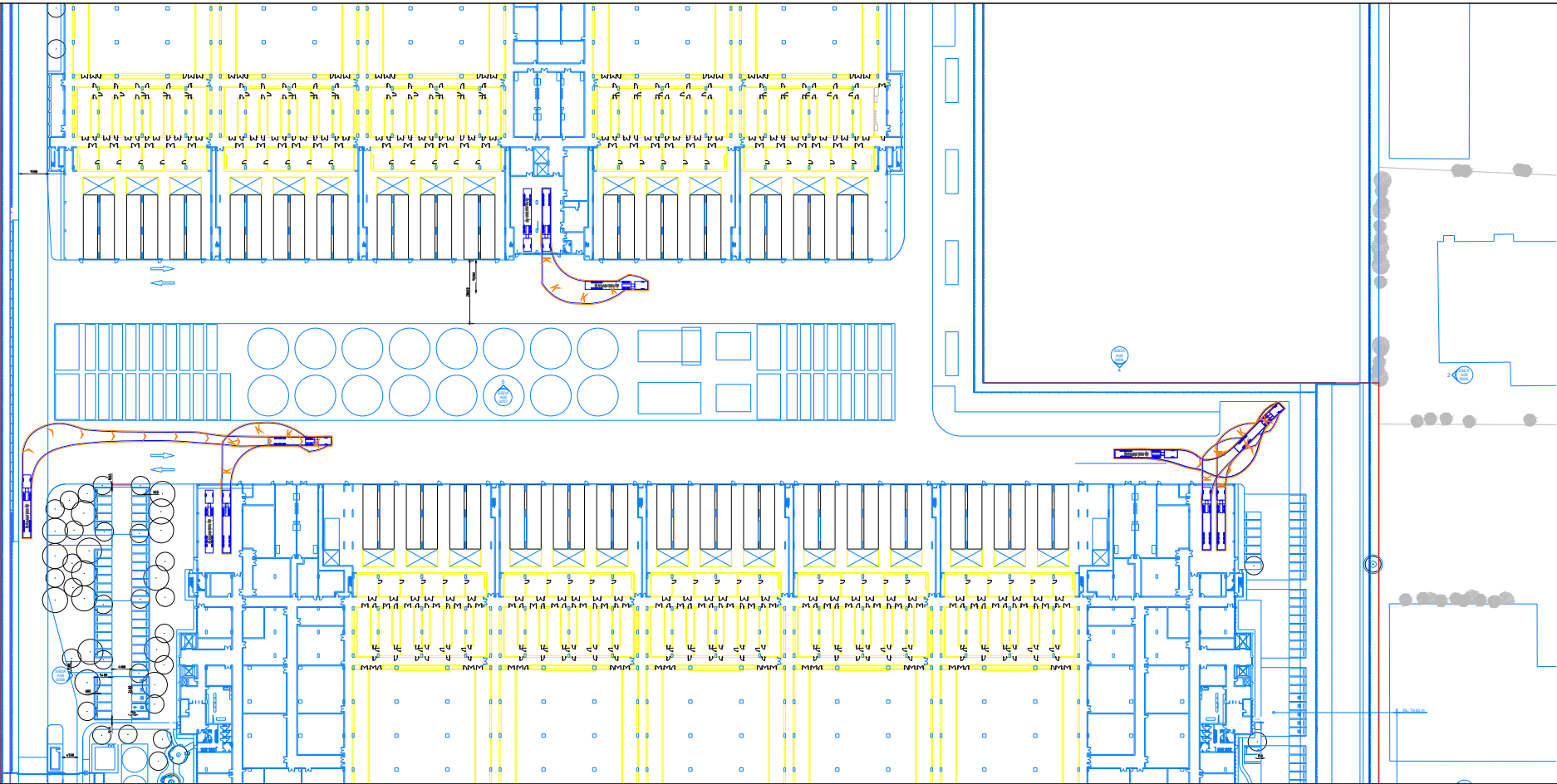
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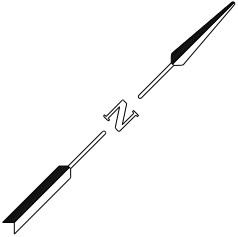
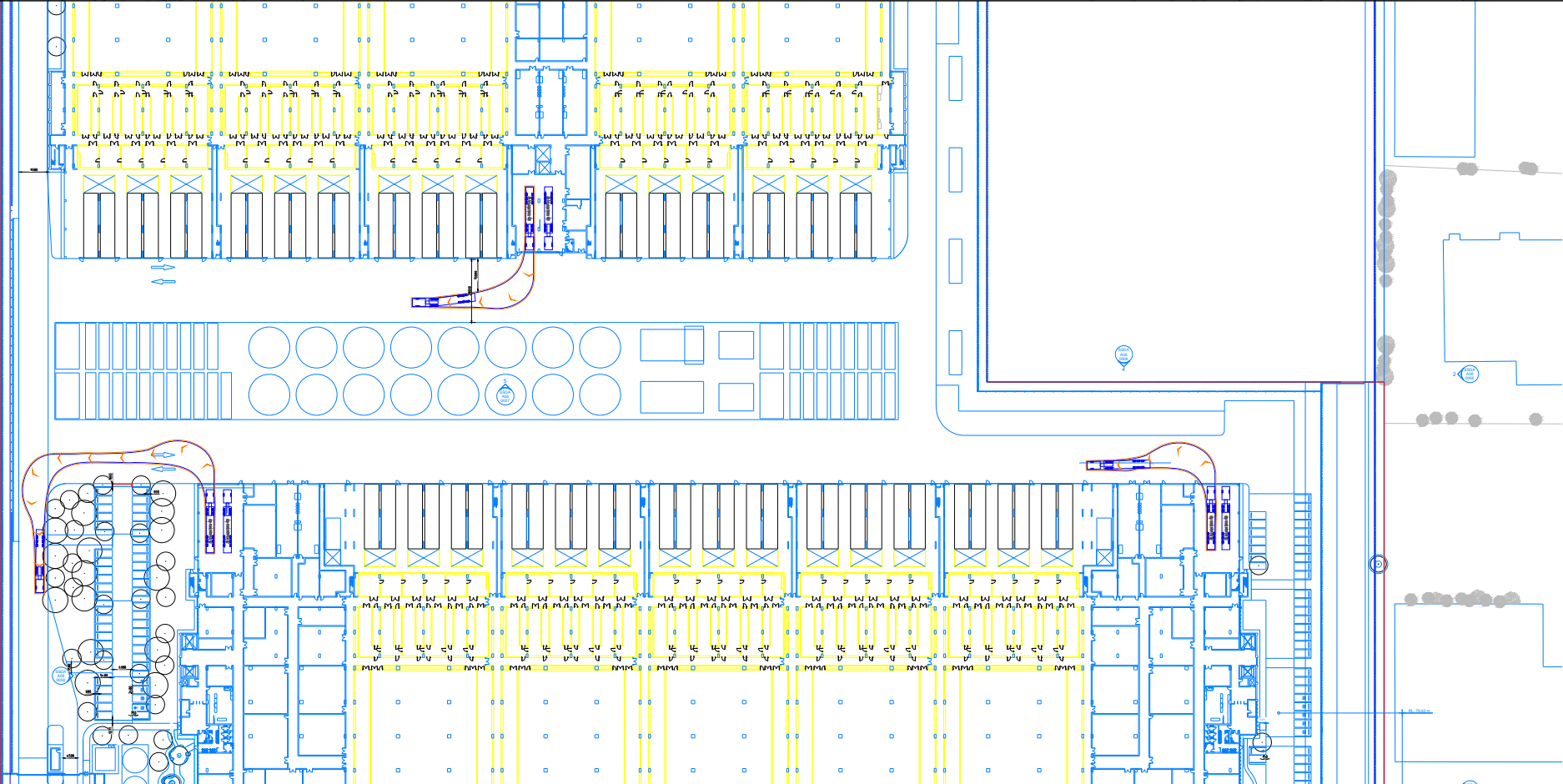
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ENTRY



EXIT



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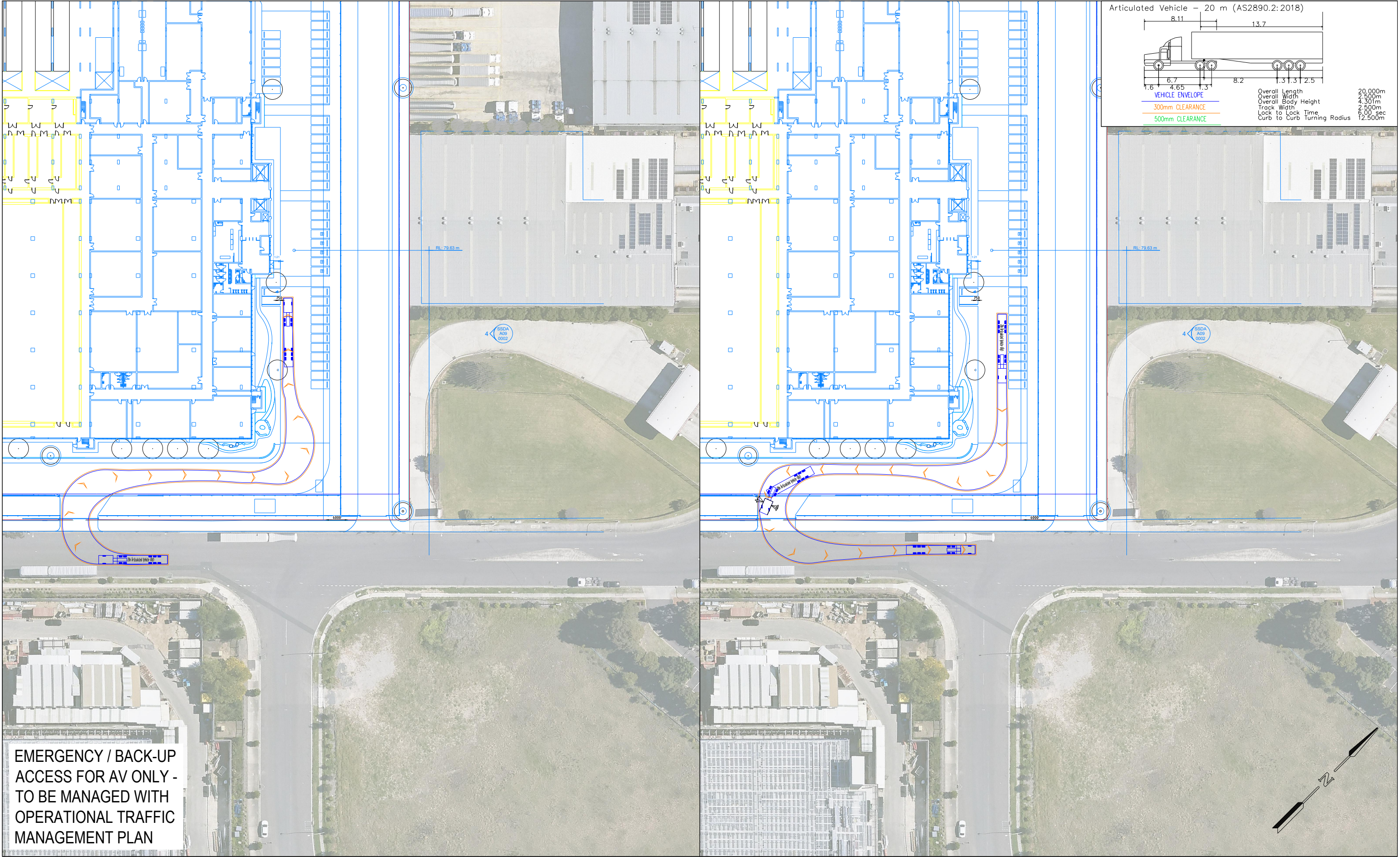
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10 Roberts Road, Eastern Creek

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