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Project Silverback, Oakdale East Industrial Estate (SSD- 120888992)

Transport Accessibility and Impact Assessment

2-10 Old Wallgrove Road, Horsley Park

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P1546E



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Executive Summary

This Transport Accessibility and Impact Assessment (TAIA) has been prepared by Ason Group on behalf of Goodman Property Services (Aust) Pty Ltd (Applicant) on behalf of BGMG 14 Pty Ltd (ACN 661 888 884) as trustee of BGMG 1 Oakdale East Trust No.2 (Owner) to support a Concept Plan Amendment (Mod 6) and SSDA (No. 120888992) for a warehouse and logistics development at the Oakdale East Estate (OEE), Horsley Park. Specifically, the proposed development, herein referred to as the Proposal, includes the construction, fit-out, operation and use of 2 warehouse buildings and associated internal site infrastructure works to accommodate the proposed building layouts across 3 lots, lots 2A, 2B and 2C. This report has been prepared to appropriately address the Secretary's Environmental Assessment Requirements and core objectives documented in **Section 1.3** and **Section 1.4** respectively.

Key outcomes of this report are documented below in **Table 1**.

Table 1: Key Outcomes

Item Assessed	Assessment Outcomes
Traffic Assessment	The key outcomes from the traffic assessment are as follows: - From the theoretical assessment, there is a net reduction of approximately 23 vehicle trips in the AM and PM road network peak hours with the reduced GLA as part of the proposed scheme. - The first principles assessment shows that estate wide traffic generation at the AM and PM road network hours are well within the thresholds established by the MOD 1 transport assessment during the approved road network periods. As such, the Proposal is not expected to have any material impact on the performance to the external road network compared to the approved scheme under MOD 1.
Parking	The key outcomes from the parking assessment are as follows: - For lot 2A, there is a requirement of 79 car parking spaces established by the requirements of the Oakdale East Estate Development Control Plan 2024 (OEE DCP) and the Fairfield City Wide Development Control Plan 2024 (FDCP). which is satisfied by the provision of 79 car parking spaces. - For lots 2B and 2C, the provision of 646 car parking spaces means there is parking additional to the requirements established by the DCP, noting the DCP assessment indicates a requirement of 572 spaces. The additional car parking provides flexibility for the operation of these lots and the provision is therefore deemed appropriate.
Site Layout	Swept path analysis has been undertaken on the Site access and internal design considering the necessary design vehicles for the Site. It is expected that any detailed construction drawings in relation to the Site access and internal design would comply with the AS2890 series.

In summary – this TAIA concludes that the subject Proposal is supportable on traffic and transport planning grounds and will not result in adverse impacts on the surrounding road network.

1 Introduction

1.1 Project Summary

This Transport Accessibility and Impact Assessment (TAIA) has been prepared by Ason Group to address the following Development Applications:

- Concept Plan Amendments (Mod 6): Amendments to State Significant Development Application 37486043 (as modified) in accordance with Section 4.24 of the Environmental Planning & Assessment Act 1979
- Detailed Application (Proposed Works): State Significant Development Application (SSDA) No. 120888992 based on Industry-Specific Secretary's Environmental Assessment Requirements (SEARs) dated 8 May 2026.

The proposed development is being undertaken by Goodman Property Services (Aust) Pty Ltd (Applicant) on behalf of BGMG 14 Pty Ltd (ACN 661 888 884) as trustee of BGMG 1 Oakdale East Trust No.2 (Owner). The development is located within Lot 109 in DP 1293112, formally referred to as 2-10 Old Wallgrove Road, Horsley Park (the Site).

1.2 Project Description

The details of the proposed development are provided below.

Concept Plan Amendments | State Significant Development Application SSD-37486043 (Mod 6)

As part of the proposed works under SSD No. 120888992, the following amendments are proposed to the Concept approval and Stage 1 Infrastructure works approved under SSDA 37486043:

- Amendment to approved Masterplan and Subdivision plan to accommodate revised Precinct 2-5 layout which will consolidate Precincts 2, 4 and 5, resulting in a total of three (3) precincts. (Precinct 1, 2 & 3).
- Amendment of Stage 2 infrastructure scope to accommodate revised and consolidated Precinct 2-5 layout
- Amendment of Development Controls, including those prescribed under Condition A9 & A10 of the consent, specifically:
 - Building Height
 - Maximum GLA
- Increase maximum permissible vehicle from a 30 m super B-double to a 36.5m B-triple (Condition D14)

This application, inclusive of the amendments to the Concept approval under SSD 37486043, seeks to facilitate the development of Building 2A, 2B & Lot 2C and associated Internal infrastructure changes.

Detailed Application | State Significant Development Application SSD-120888992

The SSDA seeks approval for the construction, fit-out, operation and use of 2 warehouse buildings and associated internal site infrastructure works to accommodate the proposed building layouts. Specifically, this includes:

- **Warehouses and Distribution Building – Building 2A**
 - 24/7 warehouse and distribution use.
 - Construction, operation, fit-out (warehouse racking and office fit-out) and use of approximately 18,110m² warehouse with ancillary office GLA. Proposed ridge height of 14.6m (excluding rooftop plant and solar).
 - Includes hard stand, dock offices, loading bays, landscaping, electric vehicle charging, solar panels and signage.
- **Warehouses and Distribution Building – Building 2B & Lot 2C**
 - 24/7 warehouse and distribution use for an automated mail and parcel processing and sorting facility.

- Construction, operation, fit-out (office and warehouse) and use of approximately 142,157m² of warehouse and office GLA across two levels spanning a proposed ridge height of 25.0m (excluding rooftop plant, roof access stairs and solar).
 - Warehouse fit-out includes automation and sortation equipment along with associated mezzanine structures.
- Building 2B will include hardstand, heavy rigid parking, guardhouses, dock offices, loading bays, landscaping, electric vehicle charging, goods collection lockers, solar panels six lithium-ion battery energy storage systems (BESS) external to the main warehouse building and fleet workshop, weighbridges, fleet workshop, dock temperature control with external units, emergency generators, refuelling bay, truck wash and signage.
- Dangerous goods (DGs) are proposed to be stored at the site, which are below the threshold quantities under Chapter 3 of the State Environmental Planning Policy (Resilience and Hazard) 2021
- Ground Improvements to Warehouse 2B building footprint (i.e. piling), including a 200mm thick layer of Cement Treated Fine Crushed Rock (CTFCR) placed under the entire warehouse footprint.
- **Internal Estate Infrastructure**
 - Bulk Earthworks to Precinct 2 (formally Precinct 2, 4 & 5)
 - Approximately 550,000m³ fill importation required as either virgin excavated natural material (VENM), excavated natural material (ENM) or Resource Recovery Order under Section 286A of the Protection of the Environment Operations Act 1997 (PoEO Act 1997) Importation proposed to be 24 hours, 7 days a week during the Fill Importation program
 - Export any unsuitable material (i.e Topsoil and Clay)
 - Retaining Walls (including importation of Engineered backfill)
 - Stormwater Basin D (including fit-out)
 - Construction and associated Easement to Drain of Stage 1 stormwater discharge line through Building 2B to Basin C
 - Stage 1 road and servicing amendments to reflect revised Precinct 2, 4 & 5 building layout
 - Noise barriers
 - Lead-in services including additional 11kv feeder via the extension of HV feeders from existing Endeavour Energy switching stations within Roberts Road and Capicure Drive
- **Other**
 - Expansion and on-going management of DA 347.1/2021 Containment Cell
 - Subdivision of Precinct 2, 4 & 5 to suit revised precinct plan and ultimate lot layout

1.3 Secretary's Environmental Assessment Requirements

The overall objective of this transport assessment is to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD-120888992) dated 8 May 2026. Specifically, this report has been prepared to respond to the SEARs requirements summarised in Table 2.

Table 2: SEARs

Item	Description of Requirement	Section Reference and Response
Traffic and Transport		
1	Provide a transport and accessibility impact assessment, which includes:	This TAIA has been developed accordingly to address this requirement.

Item	Description of Requirement	Section Reference and Response
a)	details of all traffic types and volumes likely to be generated during construction and operation, including a description of key access and haul routes.	Traffic volumes associated with the operation of the proposed Site are documented and analysed in Section 7 . In terms of construction traffic, potential haulage routes are discussed in Section 9.2.4 , and discussion of volumes is provided in Section 9.5.1 .
b)	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).	Refer to Section 7 for the details of the overall traffic assessment.
c)	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, detailed discussion regarding mitigation of queuing is provided in Section 8.6 . 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 9.3.1 .
d)	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.	Site plans are documented in Section 5.1 . The provision of parking facilities is described in Section 6.1 . It is to be noted that the Oakdale East Development Control Plan 2024 does not detail any specific requirements for loading dock provisions.
e)	swept path analysis for the largest vehicle requiring access to the development.	Refer Appendix A and Appendix B for swept path assessment. The site access, internal roads and loading dock have been designed to allow for service vehicle entry, exit and decoupling for vehicles up to 30m Super B-Doubles for lot 2A, and 36.5m B-Triples for lots 2B and 2C. It is noted any access of B-Triple vehicles would require a relevant permit from the NHVR.
f)	details of road upgrades, infrastructure works, or new roads or access points required for the development if necessary.	No upgrades of roads or intersections will be required as part of this Proposal. The relevant analysis to justify this is documented in Section 7 . Access points for the Site are documented in Section 5.2 .
2	Provide a Construction Traffic Management Plan detailing predicted construction vehicle, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	Refer to Section 9 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.

1.4 TAIA Objectives

In addition to addressing the SEARs above, the TAIA also aims to address the following key objectives:

- To establish that the use of the Site is consistent with the access, traffic and parking requirements outlined in Council's Development Control Plan (DCP) and other relevant statutory requirements, as well as previous approvals for the wider OEE (where applicable).
- To demonstrate that the relevant transport requirements of the SEARs have been addressed.
- To demonstrate that there is an appropriate and sustainable provision of car parking within the proposed Site.
- To demonstrate that the proposed access driveways, internal roads, car parks and service facilities currently provide a design compliant with the relevant Australian Standards.
- To establish that the trip generation of the Proposal can appropriately be accommodated by the existing local road network.
- To assess the need for any changes to the proposed facilities / Site layout.

1.5 Consultation with Authorities

Some initial consultation with TfNSW has been undertaken, noting a meeting was undertaken on the 20 May 2026 between the project team and TfNSW to discuss the subject Proposal. Following this meeting, TfNSW has issued an email to the project team on 28 May 2026, with the key outcomes provided below:

- TfNSW has advised that redoing the modelling is not required for SSD-120888992 as the generations are within the previously agreed Concept Plan SSD-37486043.
- TfNSW has requested details surrounding B-Triple access to and from the Site.
 - The traffic assessment included in **Section 7.2** takes into account the potential total B-Triple movements to and from the Site (lots 2B and 2C only). The total daily number of B-Triples travelling to the Site is anticipated to be in the order of 20-26 per day.
 - A NHVR permit application will be submitted for B-Triple access to and from the Site. Swept paths undertaken by Arcadis are attached in **Appendix B**, with access to and from the Site shown in **Appendix A**.
- TfNSW has confirmed the RL of the proposed crossing of the freight line to be at RL 60.34, although, it is noted that this is not within the scope of this report.

Relevant email correspondence is also provided in **Appendix C**.

1.6 Key References

In preparing this TAIA, Ason Group has referenced the following key planning documents:

- Oakdale East Estate Development Control Plan 2024 (OEE DCP)
- Fairfield City Wide Development Control Plan 2024 (FDCP)
- Fairfield Local Environmental Plan 2013.
- Development Consent – Oakdale East Industrial Estate (SSD-37486043)
- Other documents as referenced in this report.

This TAIA also references general access, traffic and parking guidelines, including:

- Australian Standard 2890.1:2004: Parking Facilities – Off-Street Car Parking (AS 2890.1)
- Australian Standard 2890.2:2018: Parking Facilities – Off-Street Commercial Vehicle Facilities (AS 2890.2)



- Australian Standard 2890.3:2015: Parking Facilities – Bicycle Parking (AS 2890.3)
- Australian Standard 2890.6:2022: Parking Facilities – Off-Street Parking for People With Disabilities (AS 2890.6)
- Transport for NSW, Guide to Transport Impact Assessment, Version 1.1, 2024 (GTIA)

2 Planning History and Context

2.1 Introduction

Reference has been made to the State, regional and local planning documents that are considered relevant to the context of the Site. These key reference documents and policies, as well as discussion of previous approvals for the wider OEE will be detailed in the following sections.

2.2 OEE DCP 2024

The approval for the Oakdale East Development Control Plan 2024 (OEE DCP) was granted on 25 May 2022 (and came into force on 26 May 2022) and applies to the Austral Bricks Plant Site Boundary area shown in **Figure 1**.



Figure 1: Land to Which this DCP Applies

2.3 Summary of Previous Applications for OEE

2.3.1 Initial Applications

Precinct 1 within OEE has previously been approved in a previous DA (DA No. 93.1/2019) on 1 April 2020. The proposal comprised of 4 warehouses with ancillary office as well as a masonry plant, together with associated car parking and construction of Estate Road 1.

The wider OEE has been approved on 11 October 2023 under the State Significant Development Application (SSDA) pathway (ref: SSD-37486043). This SSDA proposal comprised a concept masterplan for an industrial estate and Stage 1

works including intersection upgrades, bulk earthworks, internal roads, services, expansion of an existing warehouse in precinct 1 and construction and operation of a warehouse in precinct 3. The subject Proposal encompasses precincts 2, 4 and 5 in this concept masterplan.

The proposed yield as part of the approved masterplan is detailed below, noting this includes both warehousing and ancillary office GLA.

Table 3: Approved Yield for Transport Assessment – SSD-37486043

Precinct	GLA (m ²)
1	41,744
2	86,600
3	114,904
4	58,400
5	16,200
Others	15,906
Total	333,754

The traffic generation associated with the original SSDA is reproduced below.

Table 4: Transport Assessment Traffic Generation – SSD-37486043

Period	Vehicle Trips / Hr
AM Peak	768
PM Peak	801
Daily	8,110

The conclusion from the traffic modelling undertaken was that the proposed OEE can be satisfactorily accommodated with proposed mitigation measures, which included upgrades to the Lenore Drive / Old Wallgrove Road and Old Wallgrove Road / Millner Avenue intersections. It is noted that the upgrades to these intersections have been completed and are part of the existing road network.

2.3.2 MOD 1

MOD 1 was submitted to the approved SSD-37486043, seeking the amendment of building layouts in precincts 1 and 3. The modification was subsequently approved on 21 February 2024.

The proposed change in yield with reference to MOD 1 and the original SSDA are documented below.

Table 5: Approved Yield for MOD 1 Transport Assessment

Precinct	Original SSDA GLA (m ²)	MOD 1 GLA (m ²)	Difference (m ²)
1F	3,122	3,148	+26
3	120,664	122,422	+1,758
Overall Estate	333,754	335,538	+1,784

In terms of the traffic assessment associated with this modification, the associated estate traffic generation is reproduced below.

Table 6: MOD 1 Transport Assessment Traffic Generation

Period	MOD 1 peak season Vehicle Trips / Hr	MOD 1 non-peak season Vehicle Trips / Hr
AM Peak	876	729
PM Peak	818	674
Daily	8,281	7,545

It was acknowledged that the peak season would occur over 6 weeks during December / January where background traffic volumes were generally lower due to the festive season, and thus, the non-peak season would be the primary focus of the traffic assessment.

The overall conclusion from the traffic modelling undertaken was that the Old Wallgrove Road / Lenore Drive intersection and Old Wallgrove Road / Millner Avenue would operate satisfactorily with the associated development traffic generation considering the non-peak season.

2.3.3 MOD 2

MOD 2 was submitted to the approved SSD-37486043, seeking an increase in GFA and changes to design in the overall concept plan as well as GFA changes to Stage 2 development (precinct 3A). The modification was subsequently approved on 3 October 2024.

The proposed change in yield with reference to MOD 2 and MOD 1 are documented below.

Table 7: Approved Yield for MOD 2 Transport Assessment

Precinct	MOD 1 GLA (m ²)	MOD 2 GLA (m ²)	Difference (m ²)
3A	40,167	44,227	+4,060

In terms of the traffic assessment associated with this modification, the traffic generation associated with precinct 3A is reproduced below.

Table 8: MOD 2 Transport Assessment Traffic Generation

Period	MOD 1 Vehicle Trips / Hr	MOD 2 Vehicle Trips / Hr	Difference ¹ Vehicle Trips / Hr ¹
AM Peak	72	80	+7
PM Peak	64	71	+6
Daily	976	1,075	+99

The overall conclusion from this traffic assessment was that this increase in traffic generation was generally negligible and was not expected to have any material impact on the surrounding road network.

2.3.4 MOD 3 & MOD 4

MOD 3 was submitted the approved SSD-37486043, seeking for the amendment of a specific condition and the precinct 5 masterplan layout. The modification was subsequently approved on 3 October 2024.

MOD 4 was similarly submitted as a modification to the original SSDA, seeking minor changes to the proposed Precinct 3B warehouse layout. The modification was subsequently approved on 17 April 2025.

No transport assessments were undertaken with the MOD 3 and MOD 4 submissions.

2.3.5 MOD 5

MOD 5 was submitted as a modification to the original SSDA, seeking changes to the precinct 3A lot layout to reflect tenant requirements. The modification was subsequently approved on 5 June 2025.

The proposed change in yield for precinct 3A with reference to MOD 5 and MOD 2 are documented below.

Table 9: Approved Yield for MOD 5 Transport Assessment

Precinct	MOD 2 GLA (m ²)	MOD 5 GLA (m ²)	Difference (m ²)
3A	44,227	44,228	+1

Given the minor increase in overall GFA, it was anticipated that there would be no material impact on the surrounding road network compared to the approved MOD 2 scheme.

2.3.6 Overall Summary

An overall summary is provided below including the layout, traffic generation, existing state and access arrangements.

Masterplan Layout

The layout of the latest approved masterplan per MOD 5 is provided below in **Figure 2**. The approved yield for the estate is provided below in **Table 10**.

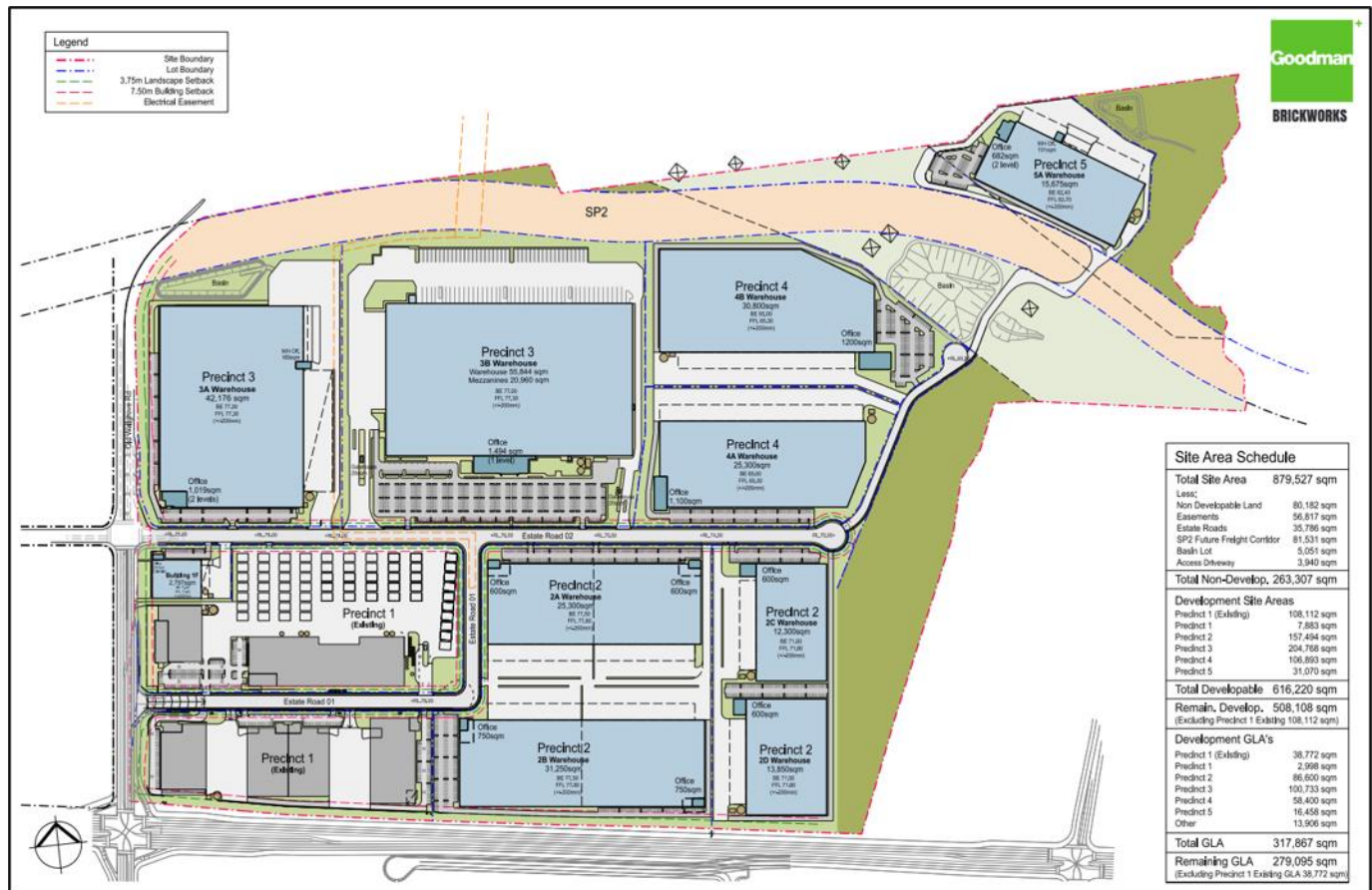


Figure 2: MOD 5 Approved Masterplan

Table 10: MOD 5 Yield

Precinct	GLA (m ²)
1	41,770
2	86,600
3	100,733
4	58,400
5	16,458
Others	13,906
Total	317,867

Further to the above, a summarised comparison of approved yields against the Proposal under this SSD is provided below. It is to be acknowledged that all of the floor area of the approved scheme is warehousing with ancillary office, while for the proposed scheme, the majority of the floor area is warehousing with ancillary office, with a relatively small component of workshop.

Table 11: MOD 5 and Subject Proposal Yield Comparison

	MOD 5 GLA (m ²)	Proposal GLA (m ²)	Difference (m ²)
Precincts 2, 4 & 5	161,458	145,169 ¹	-16,289

¹ The GLA associated with the Proposal differs from that detailed in Section 1.2 as it excludes the van parking area in lots 2B and 2C

The comparison of yield documented above shows that the Proposal is generally consistent with the approved schemes for precincts 2, 4 and 5, noting a reduction in overall floor area.

A detailed breakdown of the Proposal is shown in **Section 5.1**.

Existing Estate

A review of the existing – 2026 of the OEE is documented below in **Table 12** and the extent of the subject Proposal is shown in **Figure 3**.

Table 12: Summary of OEE Sites

Precinct	Current Status
1	Operational
1F	Approved, construction yet to commence
2	Approved (under SSD-77020757), and part of subject Proposal
3A	Approved, and under construction
3B	Approved, and under fit-out
4	Part of concept masterplan, and part of subject Proposal
5	Part of concept masterplan, and part of subject Proposal

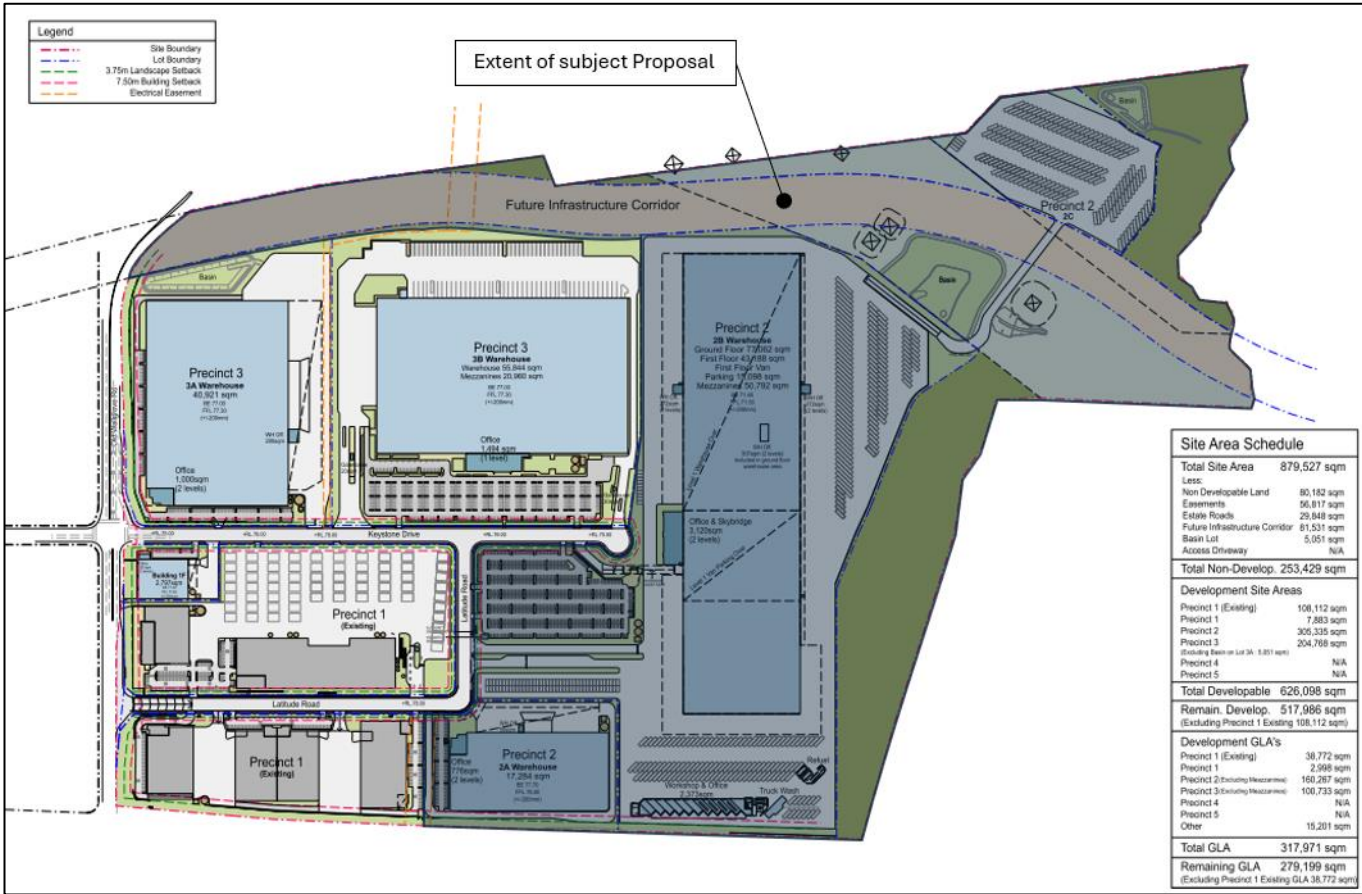


Figure 3: Extent of Proposal

In addition to the above, in terms of access to the wider estate, vehicles can travel through the Lenore Drive / Old Wallgrove Road intersection and the Old Wallgrove Road / Millner Avenue / Keystone Drive intersection to access the

wider estate. It is acknowledged that both intersections were upgraded as part of the works for the wider OEE and function as key intersections facilitating access into and out of the wider OEE.

These are shown in **Figure 4** and **Figure 5** below, with the intersections shown alongside the SIDRA layouts per the SSDA transport assessment report¹.

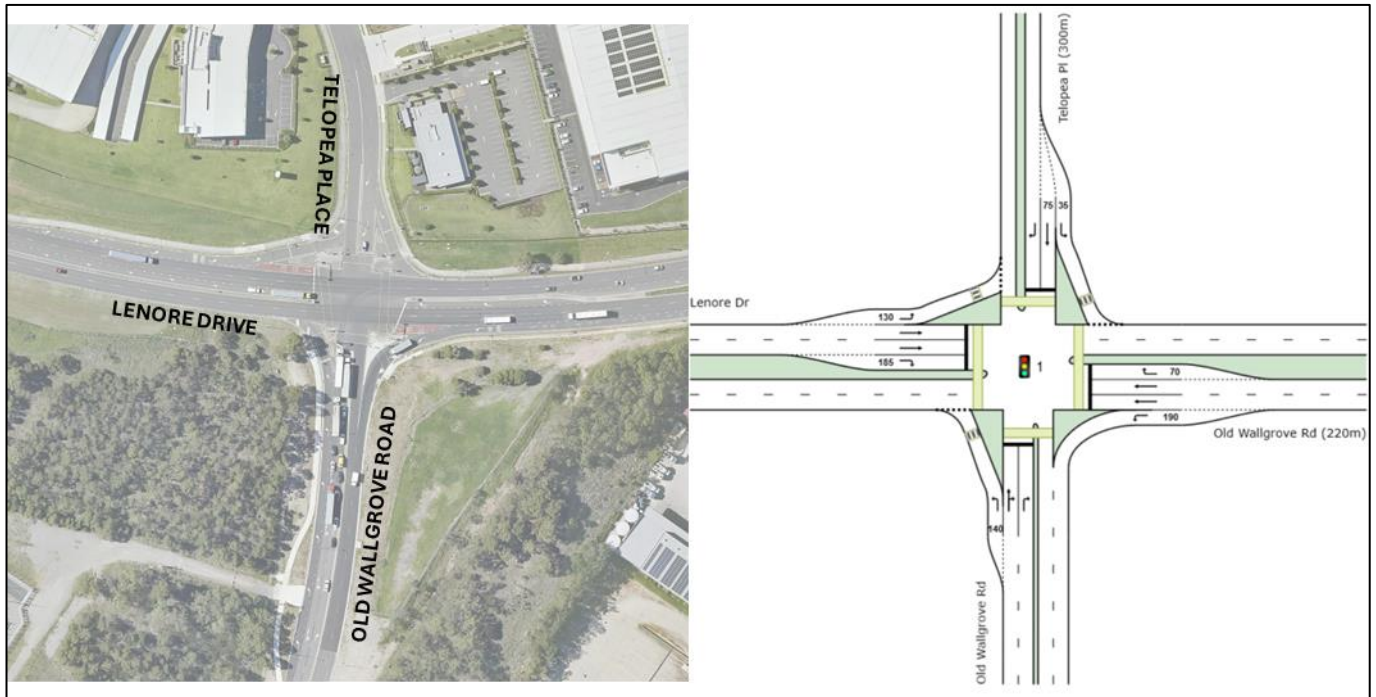


Figure 4: Old Wallgrove Road / Lenore Drive Intersection

Base image source: Metromap, February 2026

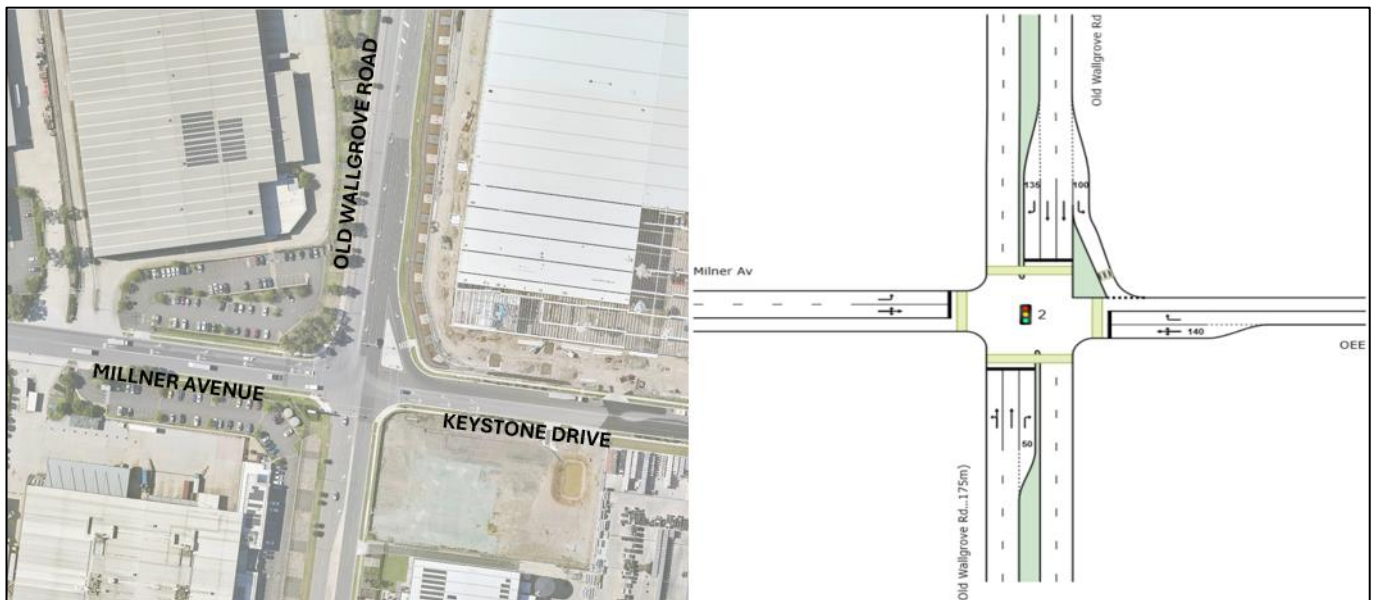


Figure 5: Old Wallgrove Road / Millner Avenue / Keystone Drive Intersection

Base image source: Metromap, February 2026

Traffic Generation

¹ SSD transport assessment report: <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-37486043%2120220706T064447.813%20GMT>

The MOD 1 estate wide traffic generation is reproduced below in **Table 13**, noting that will form a key part of the traffic assessment in **Section 7**. The peak season and non-peak season traffic generation was associated with the precinct 3B traffic generation which was directly tied to the nature of the tenant's operations throughout the year.

It is to be noted that the MOD 1 transport assessment was the latest modification lodged which included traffic modelling with the conclusion acknowledging that key surrounding local intersections would operate satisfactorily with the addition of the estate wide development traffic.

Table 13: Latest Estate Wide Traffic Generation

Period	MOD 1 peak season (vehicle trips / hr)	MOD 1 non-peak season (vehicle trips / hr)
AM Peak	876	729
PM Peak	818	674
Daily	8,281	7,545

3 Strategic Context

3.1 Western Sydney Employment Area

The Western Sydney Employment Area (WSEA) was established by the NSW Government to provide businesses in the region with land for industry and employment, including transport and logistics, warehousing and office space. Centred approximately 50 kilometres west of the Sydney CBD, the WSEA provides for employment generating development further to the provision of significant new transport infrastructure connecting the WSEA to the regional road network and to the Western Sydney International Airport.

3.2 Broader Western Sydney Employment Area

The Draft Structure Plan² for the WSEA proposes the inclusion of lands to the south of the OEE at Kemps Creek, with a relevant extract provided in **Figure 6** (it is understood that there is no updated or final version which is publicly available).

The Plan details the changes in land use zoning and character of these additional lands to an industrial / employment focus consistent with that of the existing WSEA. Furthermore, the Plan details goals and principles which primarily focus on job creation, encouraging strategic industries, and transport connectivity to the wider Western Sydney area.

The Site is located within the Broader Western Sydney Employment Area (BWSEA), with the subject Proposal generally aligning with the principles and aims of the Plan. The Site benefits from proximity to key freight and logistics corridors, including the M7 Motorway to the east and Lenore Drive to the north, providing efficient connections across Greater Western Sydney.

² Draft Structure Plan, source: <https://www.planning.nsw.gov.au/sites/default/files/2023-03/broader-western-sydney-employment-area-draft-structure-plan-map.pdf>

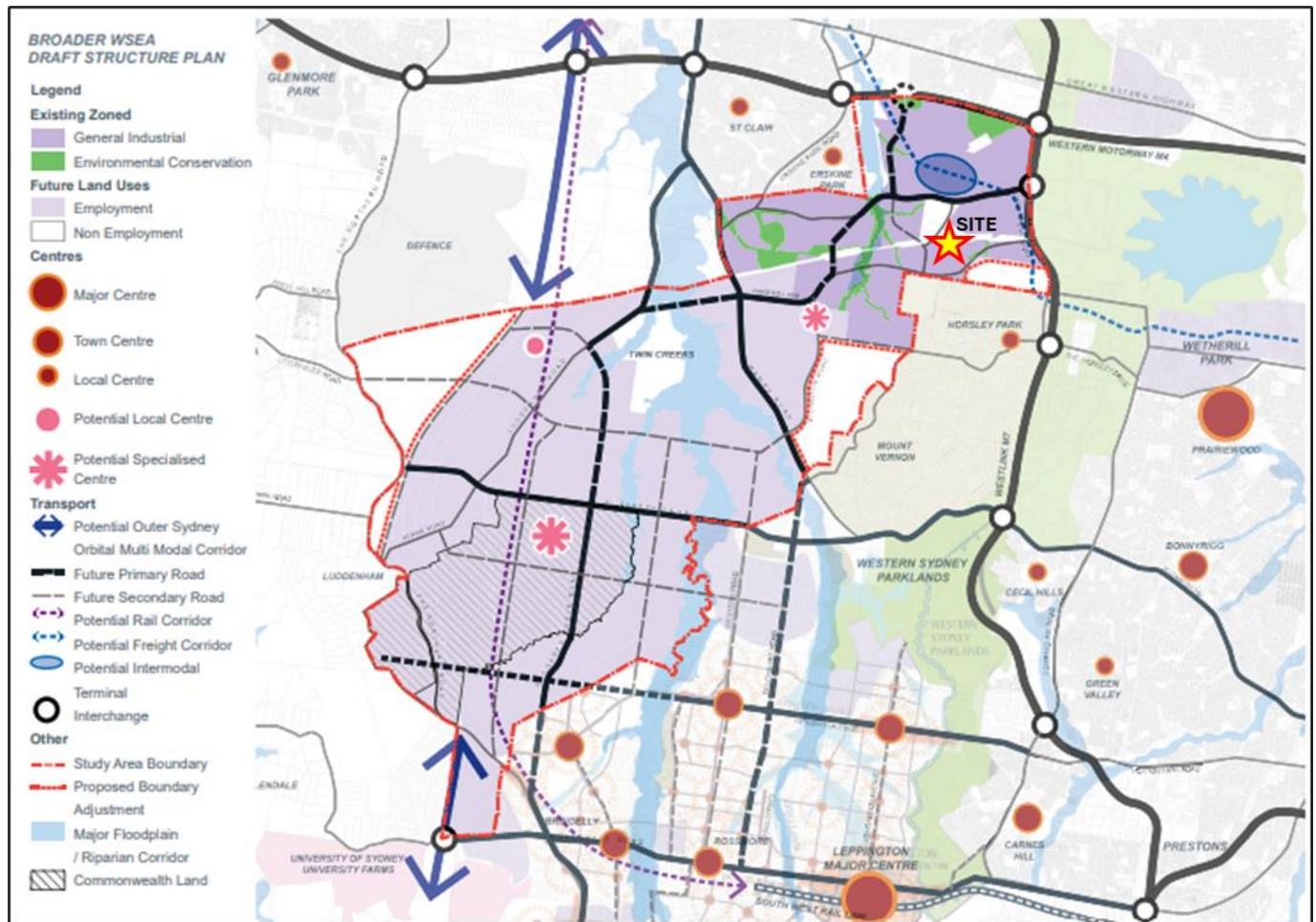


Figure 6: BWSEA Precinct Plan (Source: Draft Structure Plan, 2013)

Further to the above, the Preliminary Analysis Report for the Broader Western Sydney Employment – Area Structure Plan³ undertaken by GHD in 2013 shows the existing road network with future road network upgrades in the vicinity of the subject Site. These upgrades will naturally improve transport connectivity in the wider area, inclusive of Southern Link Road and Archbold Road upgrades which are discussed in more detail in **Section 3.3**. A relevant extract is shown in **Figure 7**.

³ Preliminary Analysis Report, source: <https://www.planning.nsw.gov.au/sites/default/files/2023-03/broader-western-sydney-employment-area-structure-plan.pdf>



Figure 7: Future Road Network (Preliminary Analysis Report, 2013)

3.3 Future Road Network

There are two key road upgrades in the vicinity of the Site: Southern Link Road and the Archbold Road Upgrade.

The Southern Link Road is a proposed new corridor running in an east-west alignment connecting Old Wallgrove Road, Horsley Park with Mamre Road, Kemps Creek. The Southern Link Road would be a key piece of additional road infrastructure accommodating travel demand in the wider area and was initially identified in the SEPP (WSEA) 2009. The Southern Link Road will provide a key new connection between the OEE and the broader WSEA, improving freight and logistics access across the sub-region.

It is noted that the Southern Link Road network planning and development process is ongoing noting that the latest updates indicate the completion of the business cases for stages 1A and 1B, with authorities working on stage 2 corridor currently. As such, the delivery timeline for the Southern Link Road is currently unknown.

The proposed alignment of the Southern Link Road is shown in **Figure 8**.



Figure 8: Southern Link Road Alignment (May 2024)

Base image source: https://www.transport.nsw.gov.au/system/files/media/documents/2024/Southern-Link-Road-community-update-revised-preferred-options-2024-05_0.pdf

The Archbold Road upgrade includes an extension of Archbold Road between the Great Western Highway, Minchinbury and Old Wallgrove Road, Eastern Creek. This upgrade would also be a key piece of road infrastructure, being a future north-south route providing access to the wider Western Sydney Employment Area. Upon delivery, the Archbold Road upgrade and the Southern Link Road will provide significantly improved connectivity across the wider employment area. The concept alignment is shown in **Figure 9**.

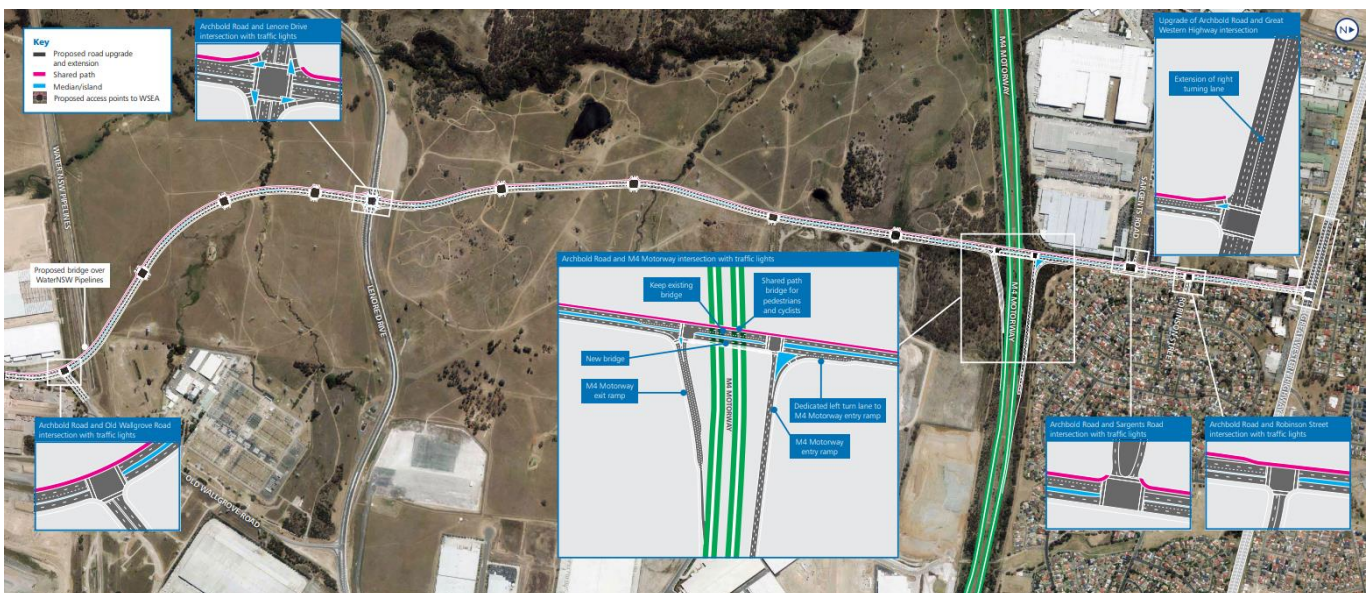


Figure 9: Archbold Road concept plan (2017)

Base image source: <https://www.transport.nsw.gov.au/sites/default/files/media/documents/rww/projects/01documents/archbold-road/archbold-road-community-update-2017-05.pdf>

Similar to the Southern Link Road, there is no known timing for delivery noting delivery would still be subject to detailed design and availability of funding. Notwithstanding the above, the current local road network in the vicinity of the Site allows vehicles to travel to and from Old Wallgrove Road and as such is not directly reliant on these upgrades. It is noted that these upgrades will allow for greater connectivity with the wider Western Sydney Employment Area. As documented above, the road network in the vicinity of the Site is anticipated to undergo continued upgrades to accommodate the employment and freight growth projected across the Western Parkland City. These upgrades will further enhance the accessibility of the OEE and hence the subject Site over time, without detracting from the Proposal's current access arrangements.

It is notable that the provision of Southern Link Road and Archbold Road by TfNSW will provide greater accessibility for the OEE and other adjoining warehouse precincts and would reduce traffic pressure from the Old Wallgrove Road /



Lenore Drive which forms a key signal accommodating traffic as a result of the entire precinct (including OEE and this SSD).

4 Existing Conditions

4.1 Site Context

The Site is located at 2-10 Old Wallgrove Road, Horsley Park, legally described as lot 109 in DP1293112. It is located within Fairfield City Council (Council) Local Government Area. It is shown in **Figure 10**.



Figure 10: Site Location

4.2 Existing Road Network

The Site location and existing road network in the vicinity of the Site are provided in **Table 14** and **Figure 11**. Key existing roads are detailed below.

Table 14: Key Roads

Road	Classification	Description	Speed limit in the vicinity of the site
M7 Motorway	State Road	- Is a key high capacity north-south link carrying traffic across the wider Western Sydney region, and connects to the M2 Motorway in the north and M5 Motorway to the south - Generally two lanes in each direction across a divided carriageway	100km/h (noted to be 80km/h or lower where there are areas of road work)

Road	Classification	Description	Speed limit in the vicinity of the site
Lenore Drive	State Road	- Oriented in the east-west direction in the vicinity of the Site, this road connects to other State roads, with Mamre Road to the west and the M7 Motorway to the east - Generally two lanes in each direction across a divided carriageway	80km/h
Old Wallgrove Road	Local Road	- Oriented in the north-south direction in the vicinity of the Site, this road connects to Lenore Drive to the north - Generally two lanes in each direction	80km/h
Millner Avenue	Local Road	- Oriented in the east-west direction in the vicinity of the Site - Generally two lanes in each direction	50km/h
Keystone Drive	Local Road	- Oriented in the east-west direction in the vicinity of the Site - Generally two lanes in each direction	50km/h
Latitude Road	Local Road	- Oriented in the east-west / north-south direction in the vicinity of the Site - Generally two lanes in each direction	50km/h

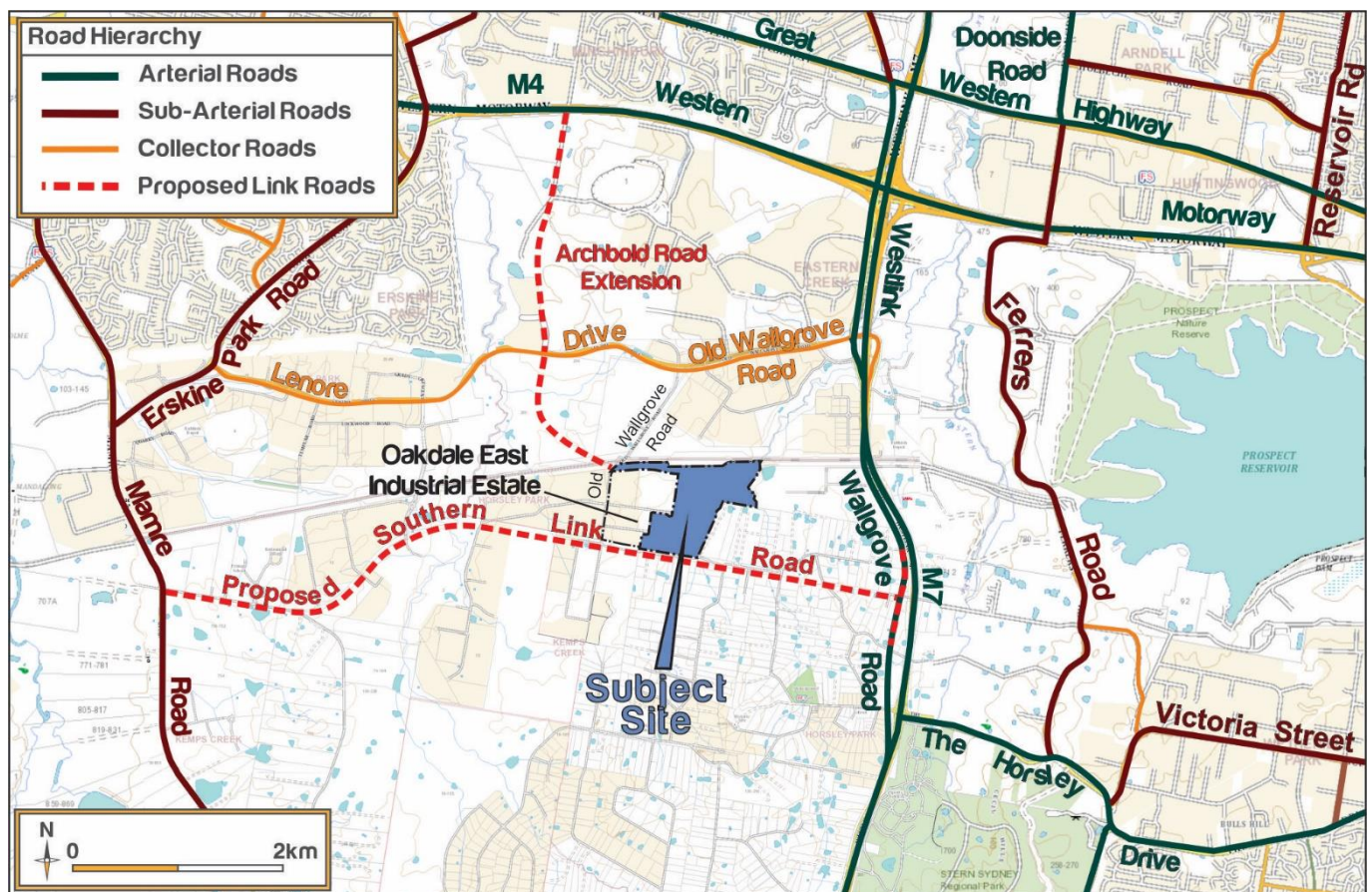


Figure 11: Site Location and Road Hierarchy

4.3 Crash Data Analysis

Crash data in close proximity to the site from 2020 to 2024 were retrieved from the Transport for NSW website (<https://www.transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics/lga-view-crashes-map>) and subsequently reviewed. No crashes were recorded on the road network in proximity to the Site and as such, there are no road safety issues that would be indicated along this local road network. A relevant extract of the TfNSW Crashes Map is shown in **Figure 12**.

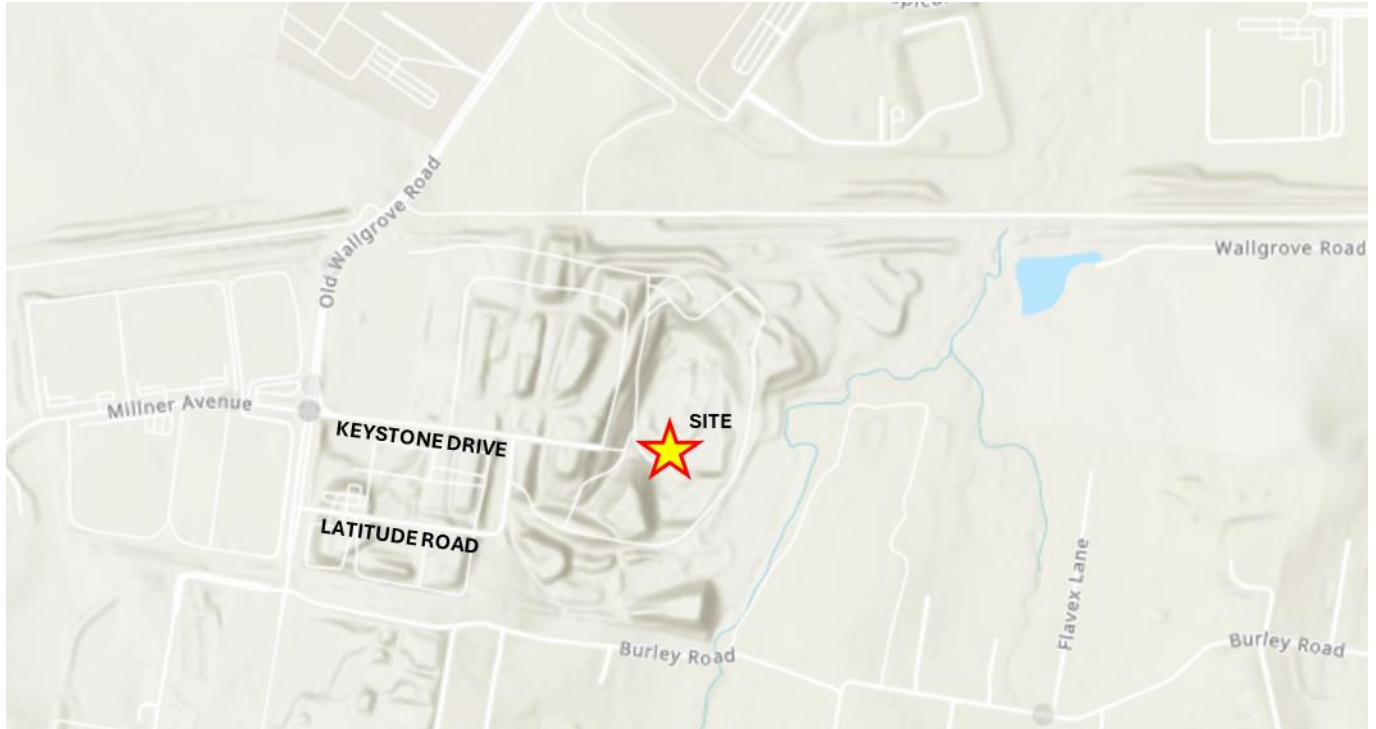


Figure 12: TfNSW Crashes Map Extract

4.4 Heavy Vehicle Routes

The approved 26m B-Double and PBS 2B routes around the Site have been obtained from the TfNSW web portal (<https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html>) and are illustrated respectively below in **Figure 13** and **Figure 14**. It is to be noted that PBS 2B includes 30m Super B-Doubles.

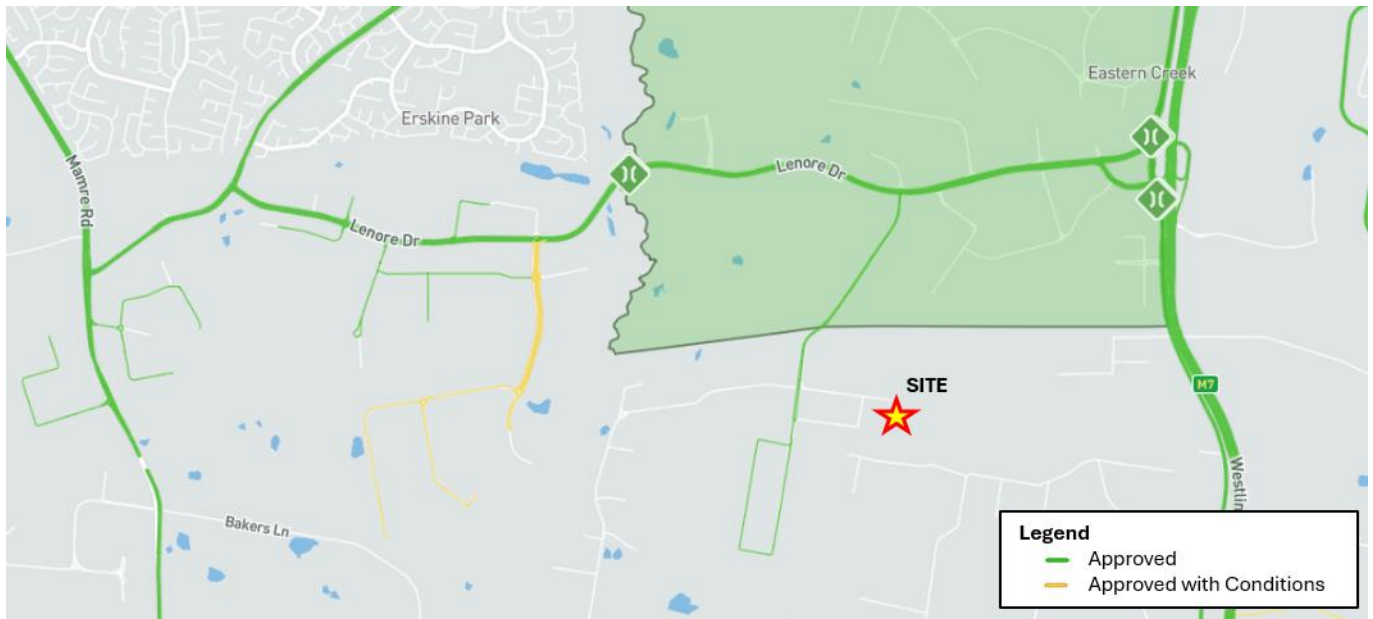


Figure 13: Approved Heavy Vehicle Map – 25/26m B-double Routes

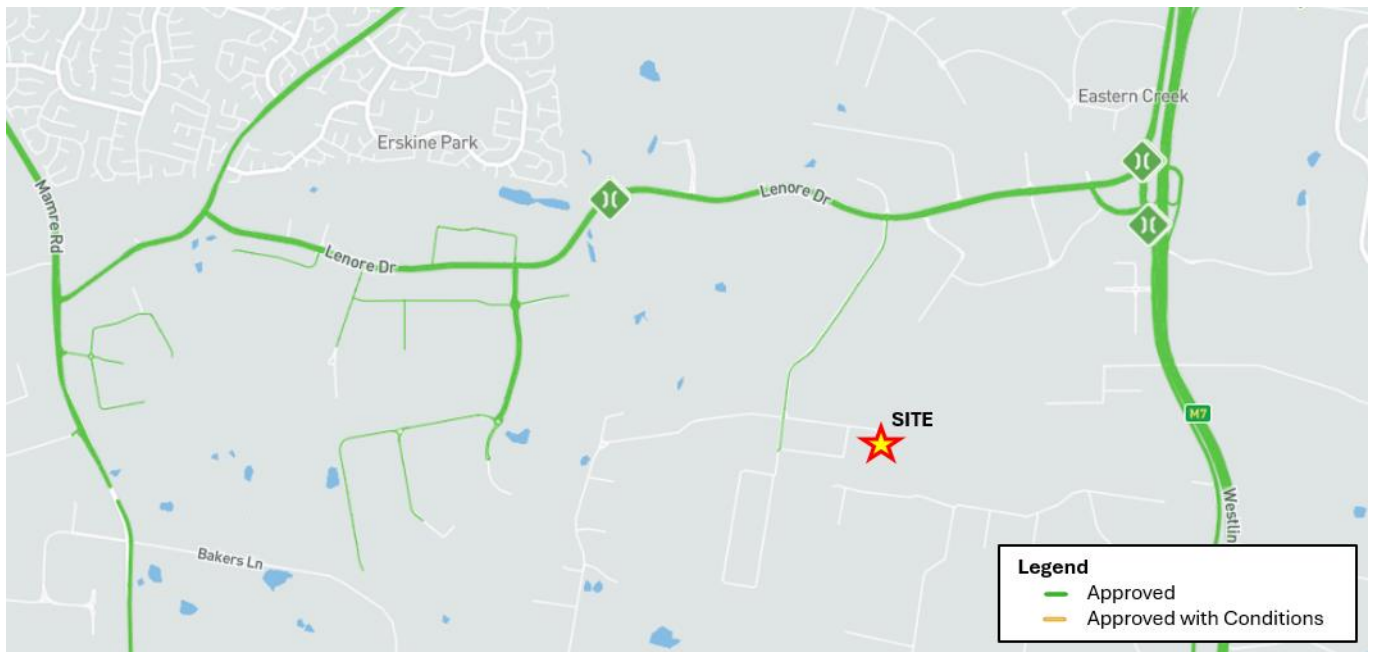


Figure 14: Approved Heavy Vehicle Map - PBS 2B Routes

Based on the above, key roads linked to and from the Site are acknowledged to be approved for 26m B-Double and 30m Super B-Double access e.g. Lenore Drive, Old Wallgrove Road, however it is also noted that the immediate local estate roads i.e. Latitude Road and Keystone Drive, are not approved for such access. It is noted from the OEE SSDA consent conditions (SSD-37486043) that the largest vehicle permitted into the wider estate is a 30m Super B-Double.

It is to be noted that the above figure considers the approved General Mass Limit (GML) and Concessional Mass Limit (CML) routes. Should the vehicle mass of any service vehicles travelling to / from site exceed the maximum vehicle mass detailed by the NHVR relating to the CML, approval needs to be sought with the NHVR for Higher Mass Limit (HML) along relevant roads to / from site which do not have HML approval currently.

Further to the above, a review of the approved heavy vehicle routes per the source above indicates that 36.5 metre B-Triple access is not approved in the road network local to the Site noting that such vehicles are not permitted on roads within Greater Sydney without a relevant permit obtained from the NHVR. It is understood that a permit application will

be lodged as part of the subject Proposal and such a permit is expected to be received prior to operation of the proposed lots 2B and 2C.

4.5 Public Transport

4.5.1 Existing Bus Services

The OEE and the subject Site at Horsley Park are not currently directly served by public transport. Bus route 738 extends partially into Old Wallgrove Road from the east, providing limited connectivity to the western Sydney train network, as shown in **Figure 15**. The predominant mode of access for the existing workforce is private vehicle, consistent with the established industrial character of the area and its current limited public transport coverage.

4.5.2 Bus Service Opportunities

There are substantial opportunities to provide improvements to public transport connectivity within WSEA (likely via Lenore Drive and Old Wallgrove Road further to a connection to the Southern Link Road) and additional provisions for 'localised' services as employment numbers increase and additional road infrastructure becomes available.

Reference is made to the TfNSW Integrated Public Transport Service Planning Guidelines – Sydney Metropolitan Area which establishes some key guidelines with bus service planning, with some relevant guidelines reproduced below:

- Routes should be planned to provide connectivity between major centres / interchanges, as well as take customers as close as possible to their destination
- Routes should connect with other transport modes (trains, ferries and other buses)
- Routes should be direct and frequent

It should be noted that the current bus route 738 extends partially into Old Wallgrove Road from the east. It is understood that there have been previous discussions between TfNSW and Goodman regarding the extension of the Rooty Hill Bus service through the Oakdale Central, South and East Estates. Per these discussions, it is noted that TfNSW and Busways were working towards extending the bus route, however, no changes have been made thus far to such bus routing.

The future delivery of the Southern Link Road will open new potential bus corridors connecting the OEE westward toward Mamre Road and the broader Aerotropolis precinct, where significant public transport investment is already committed. These investments are including the Sydney Metro – Western Sydney Airport Line and new bus services connecting Penrith, Liverpool, Mount Druitt and Campbelltown to WSI Airport by July 2026. These bus services are shown in **Figure 16**.

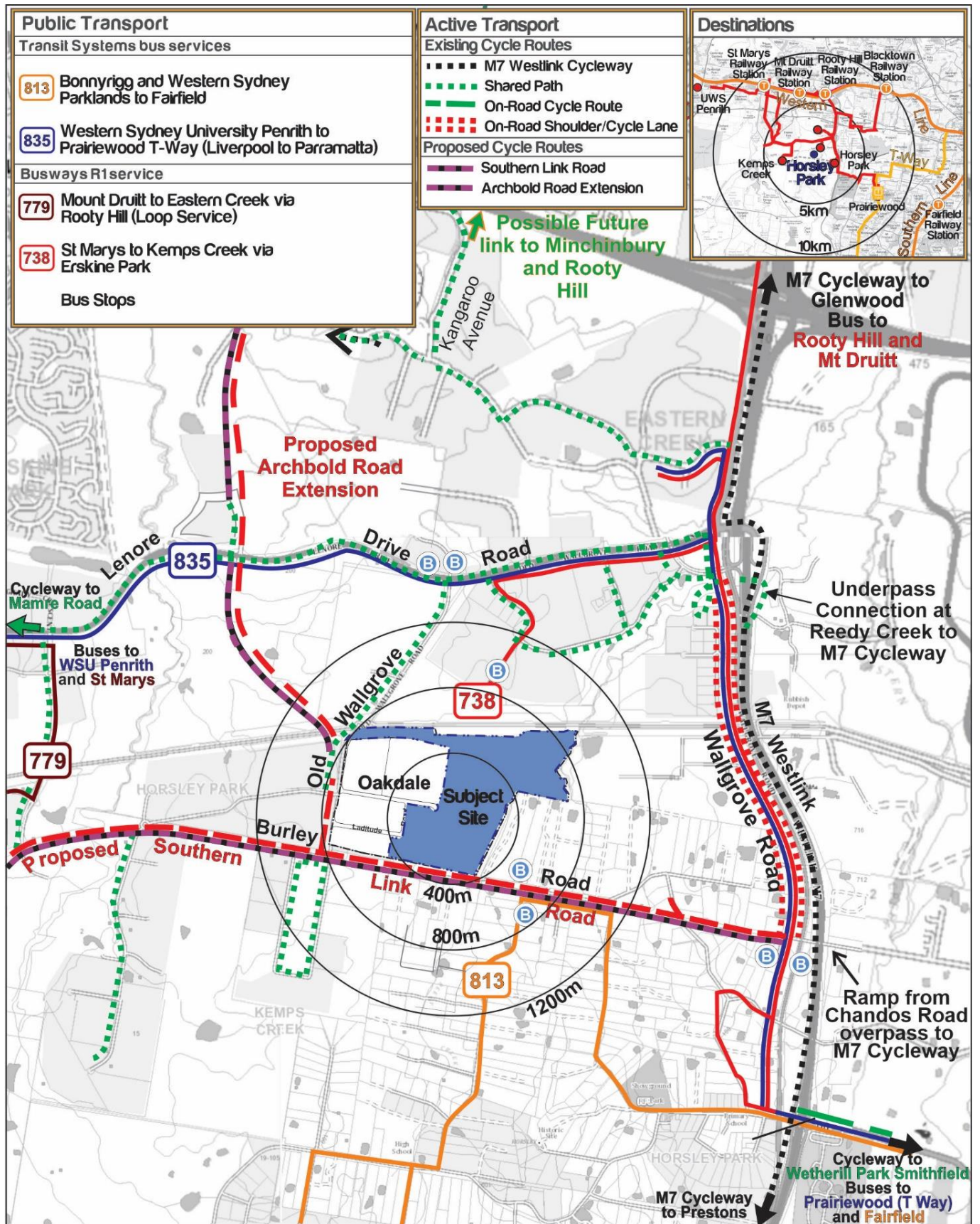


Figure 15: Existing Public Transport and Cycle Links

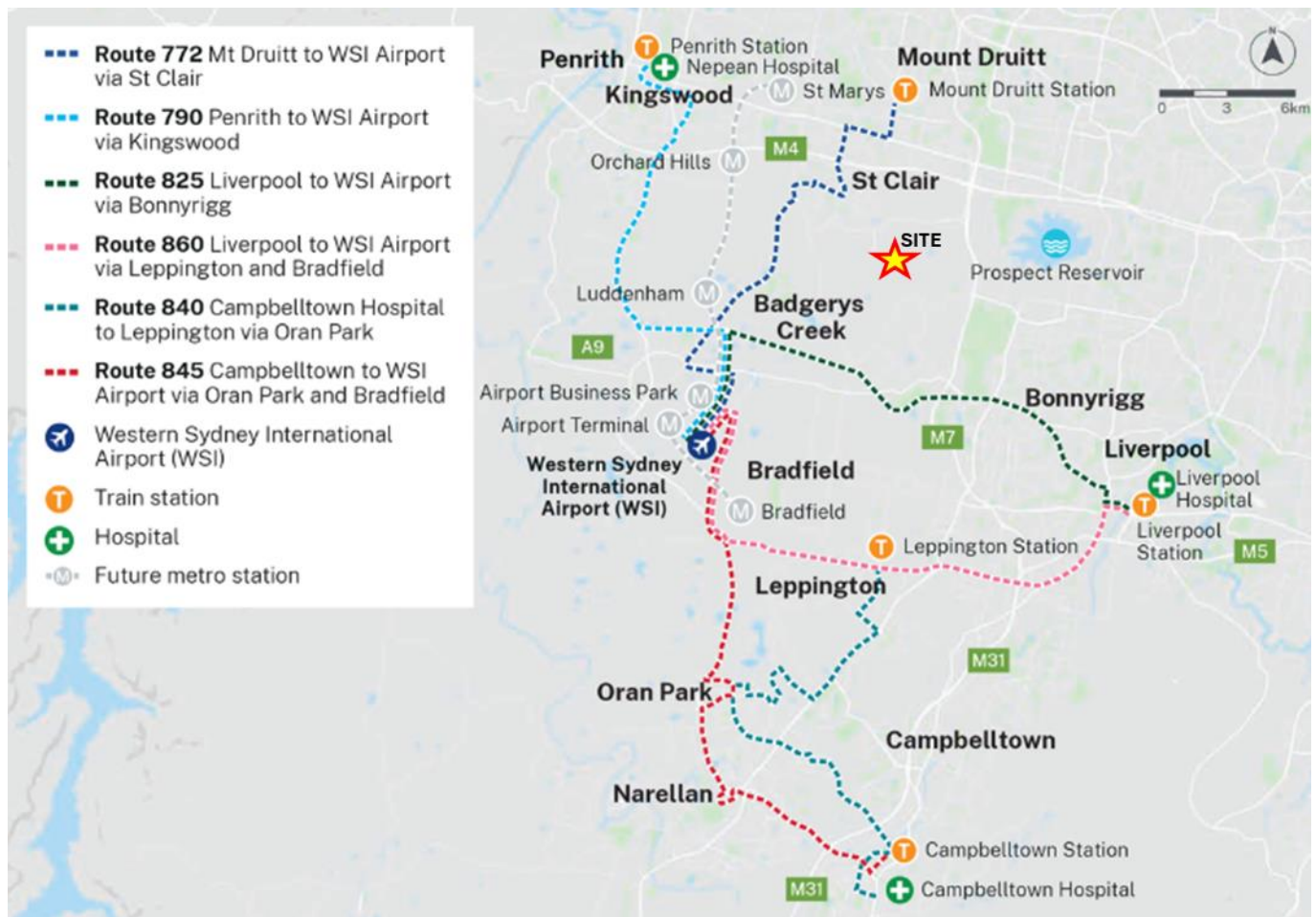


Figure 16: Proposed Bus Services

Base image source: <https://www.transport.nsw.gov.au/projects/current-projects/new-bus-services-for-western-sydney>

4.6 Active Transport

Lenore Drive has specifically been designed to provide appropriate cycle infrastructure, linking to the east (to the M7 Motorway cycleway) and the west (to the existing Mamre Road cycle path, which is expected to play a key connector role in the broader framework of cycleways in the sub-region).

Currently there is a shared path on the western side of Old Wallgrove Road, north of the Old Wallgrove Road / Millner Avenue intersection, that connects to Lenore Drive. Furthermore, Old Wallgrove Road and Lenore Drive provide active transport coverage which generally connects to the wider OEE. Relevant existing and proposed cycling infrastructure has been detailed in **Figure 15**.

In terms of pedestrian infrastructure, the local estate roads, Keystone Drive and Latitude Road, currently generally provide footpaths on both sides of the roads.

The existing signalised intersection of Old Wallgrove Road / Millner Avenue provides for pedestrian crossing facilities on three approaches.

In terms of future active transport infrastructure, there are clear opportunities to improve potential uptake in active travel modes particularly with the future road upgrade networks in the vicinity of the subject Site.

5 Description of the Proposal

5.1 Proposed Development

The Proposal seeks for a modification to an existing SSDA seeking to amend the proposed OEE masterplan under SSD-37486043. In addition, a detailed SSDA will be lodged for the construction, fit-out and operation of 2 warehouse buildings and associated internal site infrastructure works to accommodate the proposed building layouts. Further details of the Proposal have been provided earlier in the report in **Section 1.2**.

The proposed site plans for lot 2A, lot 2B and 2C are shown respectively in **Figure 17** and **Figure 18**. The level 1 layout for lots 2B and 2C is shown in **Figure 19**. It is to be noted that lot 2A does not have a prospective tenant at this time, while there is a prospective tenant for lots 2B and 2C.

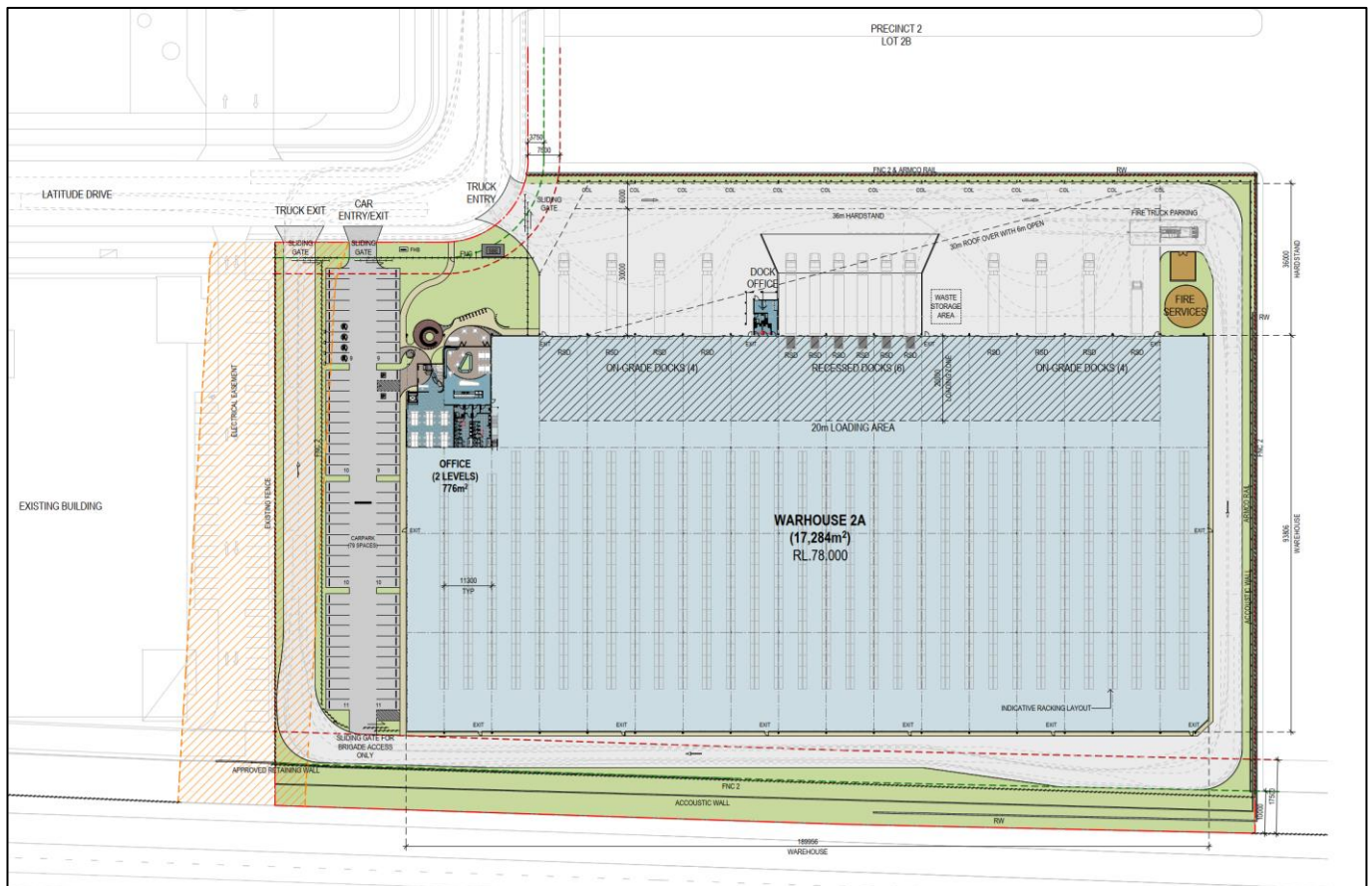


Figure 17: Lot 2A Site Plan

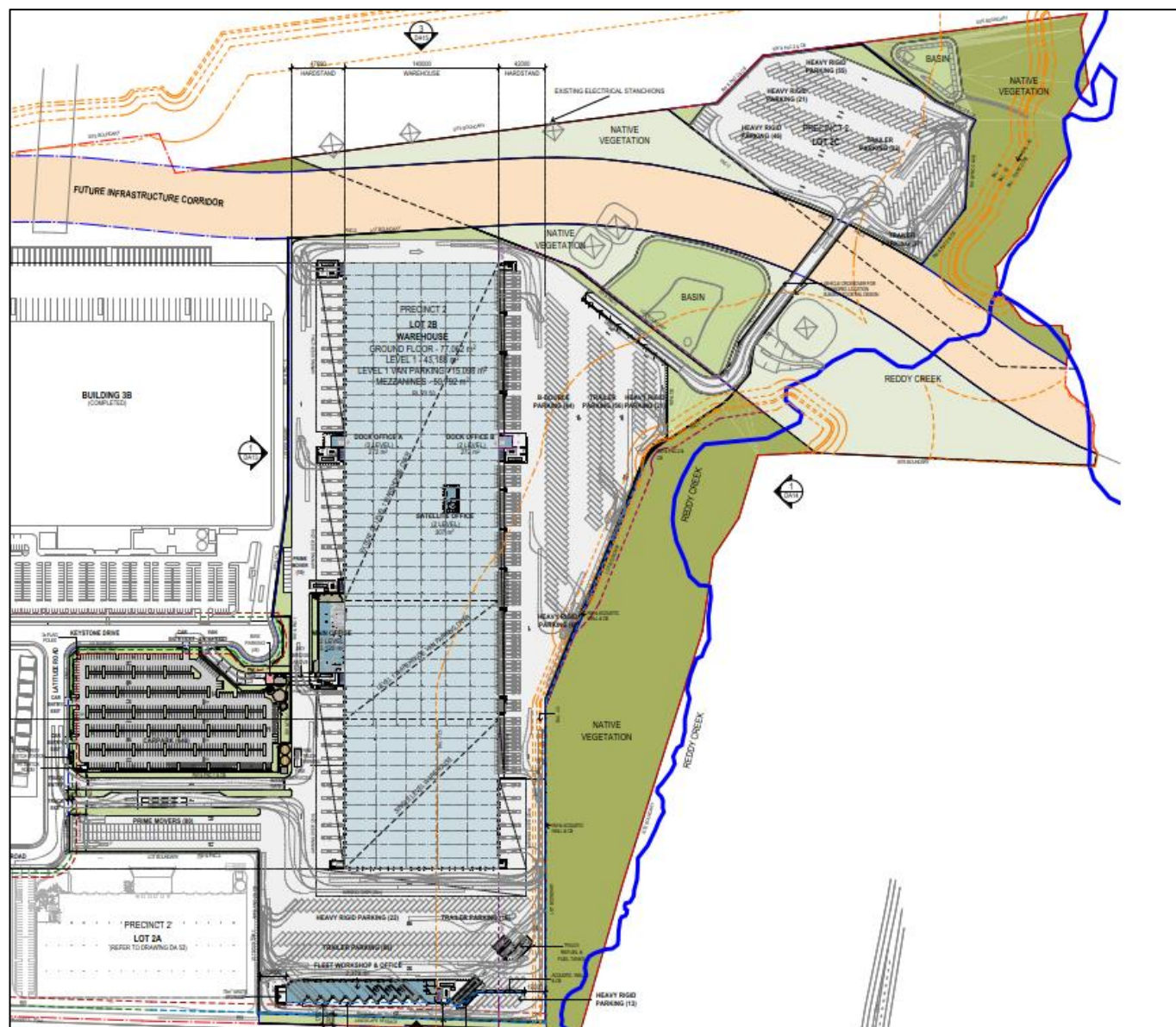


Figure 18: Lots 2B and 2C Site Plan

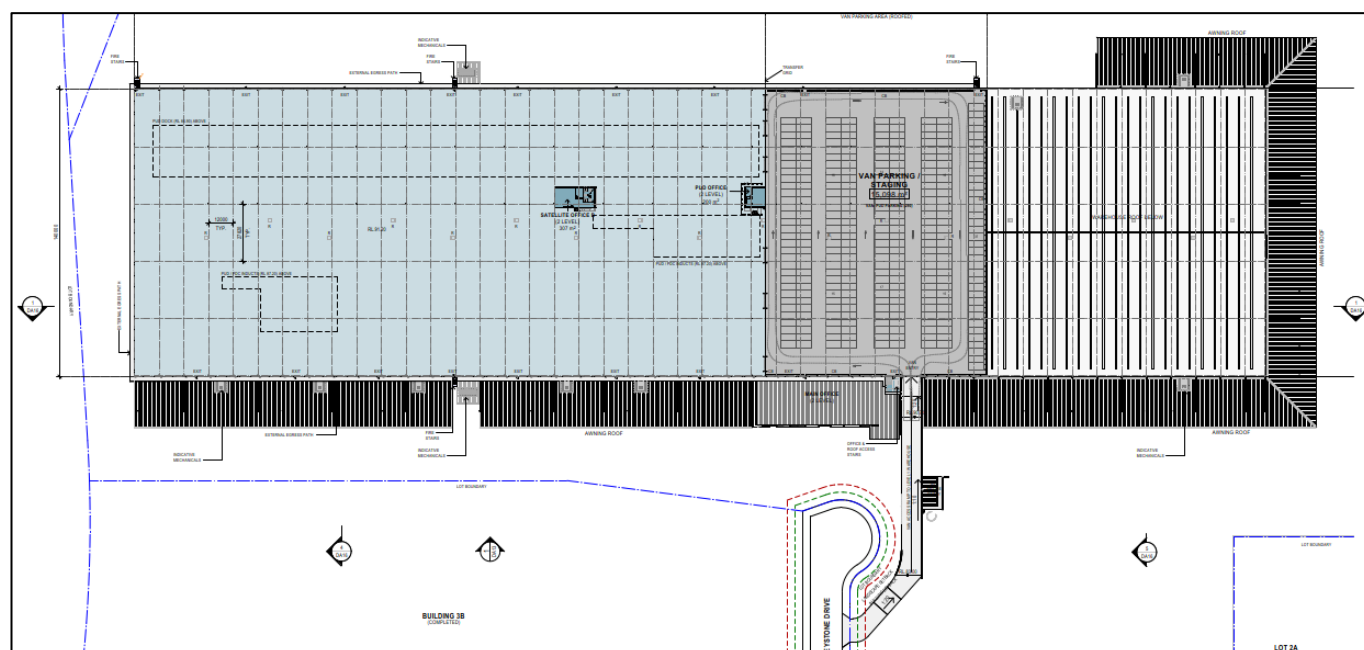


Figure 19: Lots 2B and 2C - Level 1 Layout

The proposed yield is shown below in **Table 15**.

Table 15: Proposed Yield

Lot	Land Use	Lot Yield (m ²)
2A	Warehouse	17,284
	Office	826
2B and 2C	Warehouse	120,250
	Office	4,436
	Workshop	2,373

Per the discussion as part of **Section 2.3.6**, the subject Proposal results in a total net reduction of 16,289m² of GLA compared to the MOD 5 approval.

5.2 Vehicle Access Strategy

For lot 2A, all vehicular accesses are provided along Latitude Road. Separate entry and exit driveways are provided for heavy vehicles while a consolidated entry and exit driveway is provided for light vehicles to and from the car park.

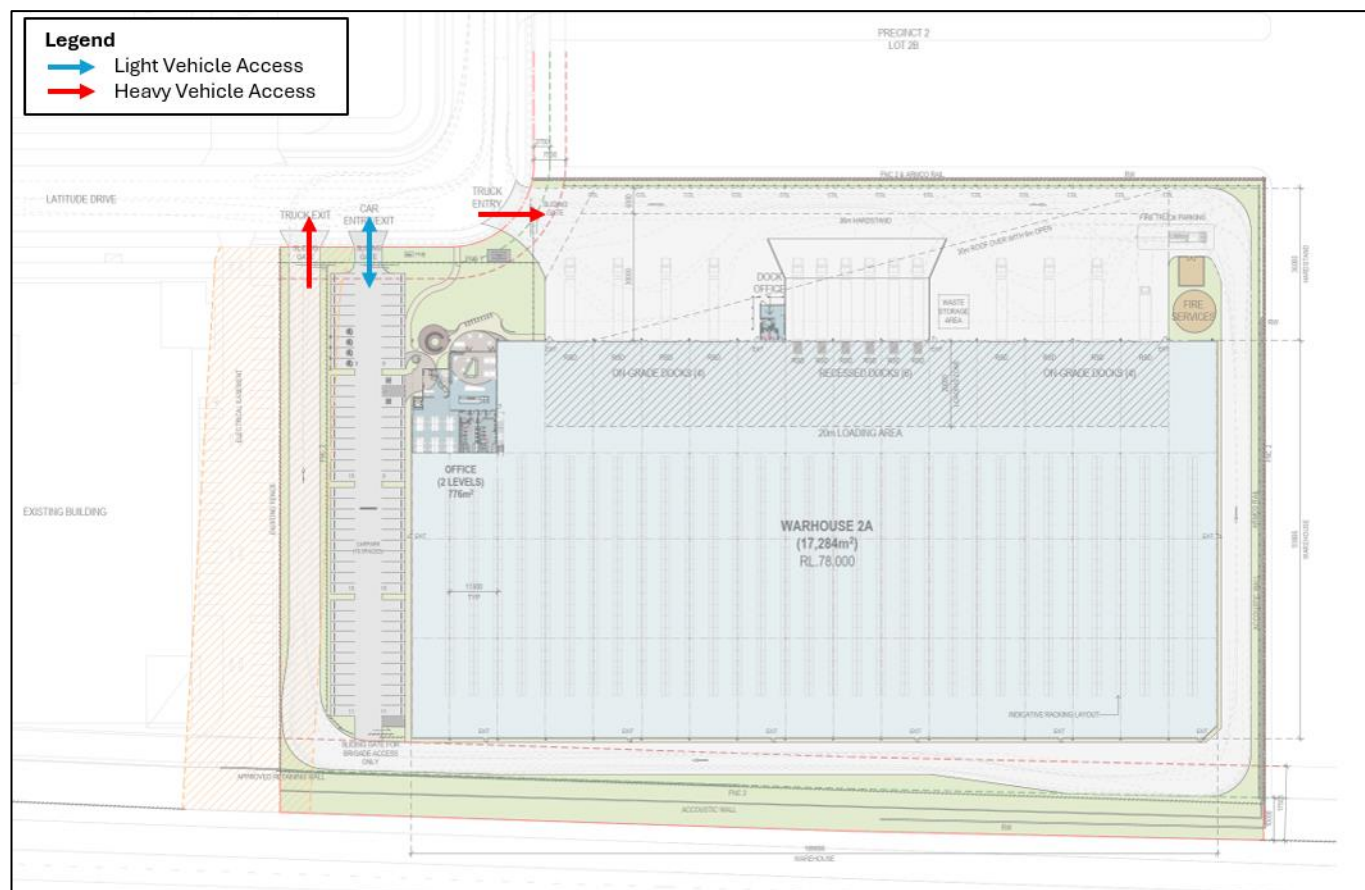


Figure 20: Lot 2A Access Strategy

For lots 2B and lot 2C separate entry and exit driveways are provided for heavy vehicles, located along Latitude Road.

A consolidated entry and exit driveway is provided for vans and delivery vehicles along Keystone Drive.

For the proposed car park on Site, there are three separate driveways, all of which accommodate vehicle entry and exit. Two of these are provided along Latitude Road and one is provided along Keystone Drive.

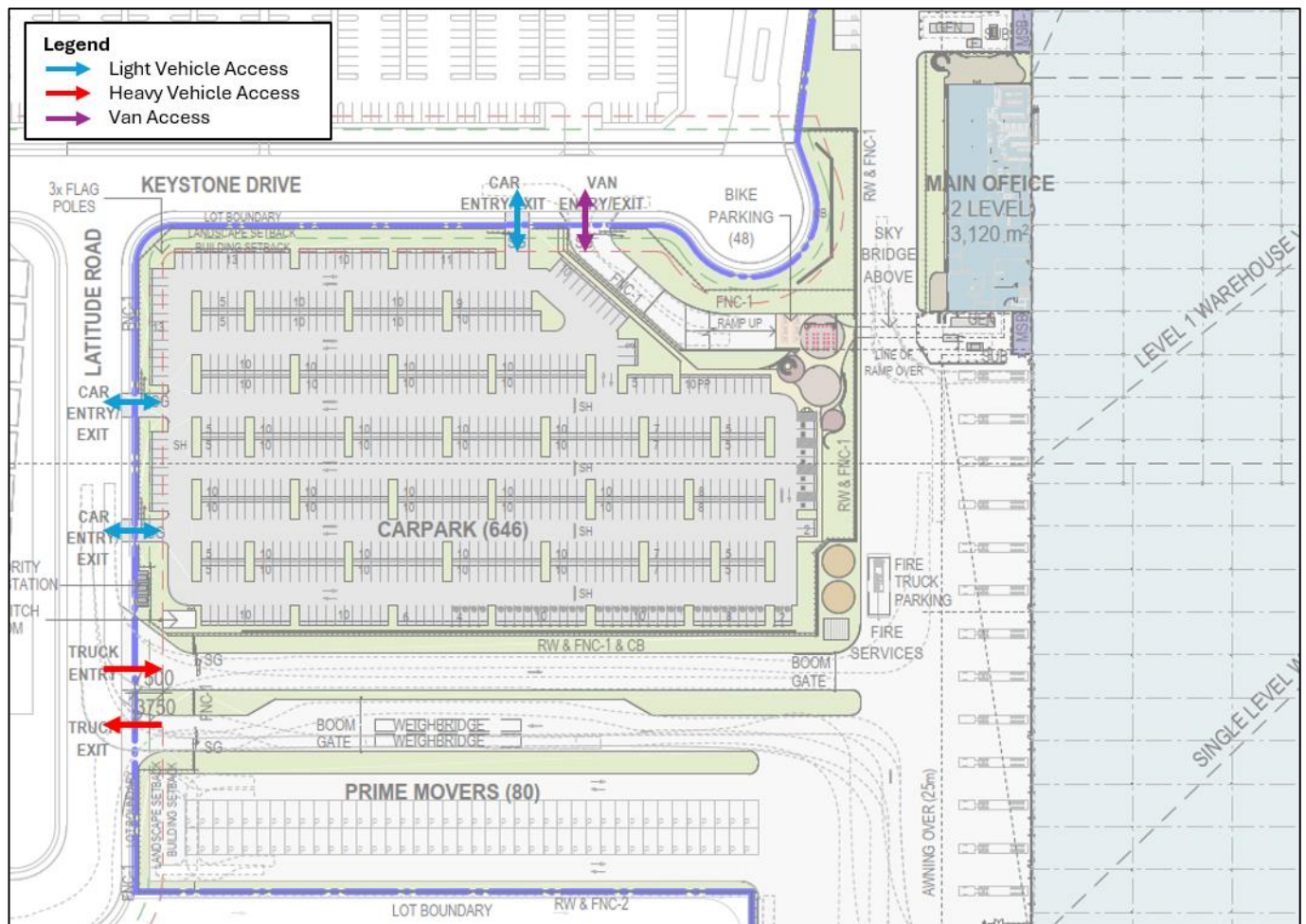


Figure 21: Lots 2B and 2C Access Strategy

5.3 Operational Information for Lots 2B and 2C

The prospective tenant has provided operational information including an hourly profile of light and heavy vehicle movements expected from lots 2B and 2C and is provided in **Table 16**. It is emphasised that the traffic volume provides the estimated hourly breakdown at ultimate state. The operations are expected to steadily increase from day of opening to the ultimate state which is projected at year 2036.

Table 16: Operational Data – Lots 2B and 2C

Time	All Vehicles	Light Vehicles	Heavy Vehicles
0:00	80	64	16
1:00	122	107	15
2:00	96	86	10
3:00	80	64	16
4:00	78	64	14
5:00	132	85	47
6:00	227	128	99
7:00	294	179	115
8:00	307	232	75
9:00	175	133	42
10:00	45	16	29
11:00	25	0	25
12:00	91	58	33
13:00	155	116	39
14:00	195	147	48
15:00	284	210	74
16:00	351	260	91
17:00	405	250	155
18:00	331	145	186
19:00	201	59	142
20:00	97	21	76
21:00	81	42	39
22:00	53	21	32
23:00	50	21	29
Total	3,955	2,508	1,447

From the operational data documented above, the site (lots 2B and 2C) peak hours are identified as follows:

- AM Peak (8:00am to 9:00am) 307 vehicular trips
- PM Peak (5:00pm to 6:00pm) 405 vehicular trips

6 Parking Assessment

6.1 Car Parking

6.1.1 DCP Assessment

A review of the OEE DCP has been undertaken with reference to relevant car parking rates. The relevant rates are reproduced below:

- Warehouse: 1 space per 300m² of Gross Floor Area (GFA)
- Office: 1 space per 40m² of GFA

The OEE DCP does not provide a specific rate for vehicle workshops. As such, a review of the Fairfield City Wide Development Control Plan 2024 (FDCP) has been undertaken with the following relevant rate reproduced below:

- Vehicle body repair shop: 6 spaces per work bay plus 1 space per 40m² Gross Leasable Area (GLA) for any spare parts shop

Application of the above rates with the subject Proposal results in the car parking requirements shown below. It should be noted that the lot yields referred to in this section are in GLA for conservativeness compared to GFA. Furthermore, this approach is consistent with previous approvals for OEE.

Table 17: Lot 2A Car Parking Requirement

Land Use	Lot Yield (m ²)	Car Parking Rate	Car Parking Required	Parking Provided
Warehouse	17,284	1 space per 300m ² of GFA	58	79
Office	826	1 space per 40m ² of GFA	21	
Total			79	79

Table 18: Lots 2B and Lot 2C Car Parking Requirement

Land Use	Lot Yield (m ²)	Car Parking Rate	Car Parking Required	Parking Provided
Warehouse	120,250	1 space per 300m ² of GFA	401	646
Office	4,436	1 space per 40m ² of GFA	111	
Workshop	2,373	6 spaces per work bay plus 1 space per 40m ² gross leasable area for any spare parts shop	60 ¹	
Total			572	646

¹ 10 work bays have been provided and it is assumed that this operates strictly as a workshop and not a spare parts shop

Application of the above rates for lot 2A indicates that there is a car parking requirement of 79 spaces, which meets this requirement established above.

For lots 2B and 2C, the application of the above rates shows a car parking requirement of 572 spaces. There are 646 car parking spaces proposed meaning there is a surplus of 74 spaces.

The proposed parking provision for lots 2B and 2C would accommodate a range of parking demand including office staff, shift workers and visitors across the day and night, including shift changeover periods given the 24/7 operational

requirements. The provision allows flexibility to accommodate any such major meetings and events, fluctuations in visitor demand and small deliveries and associated daily and seasonal variations in parking demand.

Considering the above, the subject Proposal satisfies the car parking requirements established by the OEE DCP.

6.2 Accessible Car Parking

The OEE DCP provides the following rate for accessible car parking:

- 1 per 100 car parking spaces.

Considering the rate above, the accessible car parking requirements are established below.

Table 19: Accessible Car Parking Requirement

Lot	Parking Provided	Accessible Car Parking Rate	Accessible Car Parking Required	Accessible Parking Provided
2A	79	1 space for every 100 carparking spaces or part thereof	1	2
2B & 2C	646		7	7

Based on the above, there are requirements of 1 space for lot 2A and 7 spaces for lots 2B and 2C. The provision of 2 accessible spaces for lot 2A and 7 accessible spaces for lots 2B and 2C satisfies these above requirements.

6.3 Electric Vehicle Parking

The OEE DCP provides the following rate for accessible electric vehicle (EV) parking:

- A minimum of 5% of car parking spaces are to be provided with electric vehicle charging stations.

Table 20 below provides the requirements for EV charging.

Table 20: EV Parking Requirement

Lot	Parking Provided	EV Parking Rate	EV Parking Required	EV Parking Provided
2A	79	Minimum 5% of car parking	4	4
2B & 2C	646		33	34

Based on the above table, the proposed EV charging space provision as part of the Proposal satisfies the requirements established as part of the OEE DCP.

6.4 Bicycle Parking

OEE DCP does not stipulate bicycle parking requirements for developments. In this regard, it is recommended to adhere to the requirements set out in the NSW Government's Planning Guidelines for Walking and Cycling (2004) to promote uptake of active travel modes.

The above referenced guidelines detail the following rates for bicycle parking numbers:

- 3-5% of staff numbers for long-term use
- 5-10% of staff numbers for short-term use

Further to the above, for lot 2A reference is made to the DPHI 2023 CPA Workspace Ratios which details an estimated rate of 1 staff per 150m² for warehousing, thereby equating to an estimated total of 121 staff for lot 2A.

For lots 2B and 2C, reference is made to operational data provided by the prospective tenant which has been used to understand the peak potential number of staff on Site at any one time.

Table 21 details the bicycle parking required for lots 2A, 2B and 2C.

Table 21: Bicycle Parking Requirement

Lot	Estimated Staff	Bicycle Parking Required, Short-Term	Bicycle Parking Required, Long-Term	Bicycle Parking Required	Bicycle Parking Provided
2A	121	4-7	7-13	11-20	18
2B & 2C	600	18-30	30-60	48-90	48

For all lots, the proposed provision meets the requirements established above.

6.5 End of Trip Facilities

Similar to bicycle parking, the OEE DCP does not stipulate any specific requirements for end of trip facilities and as such, it is recommended to adhere to the requirements set out in the NSW Government's Planning Guidelines for Walking and Cycling (2004).

Based on the staff numbers provided above, **Table 22** details the minimum end of trip facility requirements per the above reference guidelines.

Table 22: End of Trip Facility Requirement

Lot	Estimated Staff	Staff Reference Range ¹	Bicycle Racks Provided	Lockers	Showers	Change Rooms
2A	121	50-149	9	3 lockers (1 per 3 racks)	4 (2 male and 2 female)	2 (1 male and 1 female)
2B & 2C	600	300-500	24	8 lockers (1 per 3 racks)	10 (5 male and 5 female) ²	2 (1 male and 1 female)

¹Staff reference range from the NSW Government's Planning Guidelines for Walking and Cycling (2004)

²Estimated staff exceeds upper limit of reference range and additional shower facilities provided at a rate of 1 female and 1 male shower for every 250 staff in accordance with the above guidelines

The following provisions have been made:

- Lot 2A
 - Lockers: 56
 - Showers: 4
 - Change rooms: 2
- Lots 2B & 2C
 - Lockers: 324
 - Showers: 9
 - Change rooms: 2

The above requirements are satisfied with exception to the shower requirement for lots 2B and 2C noting there is a shortfall of 1 shower. This provision is still deemed acceptable from a transport perspective noting there is still a notable provision of showers and that the above guidelines serve as a recommendation. It is expected that the Proposal can provide these showers to meet the requirement prior to the CC phase of the project, should it be required.

6.6 Parking Summary

For lot 2A, the proposed layout provides sufficient onsite car parking to meet the DCP requirements. For lots 2B and 2C, the proposed layout provides enough parking to exceed the DCP requirements and is therefore expected to not have adverse impacts onto the surrounding road network.

7 Traffic Assessment

7.1 Methodology

The methodology for the traffic assessment developed for this SSD considers the previous approvals for the wider OEE. As part of the assessment, the traffic generation has been estimated both through application of the theoretical (generic TfNSW Guide to Transport Impact Assessment 2024) trip rates and for conservativeness through assessment of the operational data for the prospective tenant for lots 2B and 2C.

The transport assessment for the approved SSDA for the OEE concept masterplan⁴ included a traffic assessment inclusive of traffic generation and traffic modelling. The transport assessment for the approved MOD 1⁵ included an updated traffic assessment inclusive of traffic generation and traffic modelling which has been used as a key reference for the traffic assessment for the subject Proposal. The traffic generation associated with the subject Proposal has been directly compared against that of the MOD 1 transport assessment which is detailed further in the following section.

7.2 Traffic Generation Assessment

7.2.1 Traffic Generation – Theoretical Approach

As noted in **Section 2.3.6**, as part of the subject Proposal, there is a net reduction in 16,289 m² of GLA compared to the GLA from the MOD 5 approval. A theoretical assessment has been undertaken considering traffic generation rates for large format warehousing from the TfNSW Guide to Transport Impact Assessment 2024 to understand the net reduction in traffic generation comparing the MOD 5 approval to the subject Proposal as shown in **Table 23**.

Table 23: Theoretical Change in Traffic Generation

Reduction in GFA (MOD 5 to Subject Proposal) ¹	Period	Traffic Generation Rate	Change in Vehicle Trips Vehicle Trips / Hr
-16,289m ²	AM Peak	0.14 trips per 100m ² GFA	-23
	PM Peak	0.14 trips per 100m ² GFA	-23

¹ Note there is a proposed workshop as part of lots 2B and 2C, but this is understood to be ancillary in nature to the main warehouse building proposed. Furthermore, GLA has been adopted in place of GFA which is consistent with the commentary provided in Section 6.1.

The application of the rates indicates that the Proposal results in a net reduction of 23 vehicle trips in the network AM and PM peak periods. Therefore, the theoretical assessment suggests that the proposed development would have no additional impact to the external road network than what was previously modelled as part of the MOD 1 approval.

7.2.2 Traffic Generation – First Principles Assessment

A review of the operational data that has been provided by the tenant has been used to derive a 24-hour traffic profile for the Proposal. This has been presented as hourly traffic volumes at half hourly increments to be consistent with the

⁴ OEE concept masterplan SSD transport assessment report, source:
<https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-37486043%2120220706T064447.813%20GMT>

⁵ MOD 1 transport assessment report, source:
<https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-37486043-MOD-1%2120231114T032814.028%20GMT>

traffic assessment undertaken as part of the MOD 1 approvals. The traffic profile is summarised and illustrated in **Figure 22**.

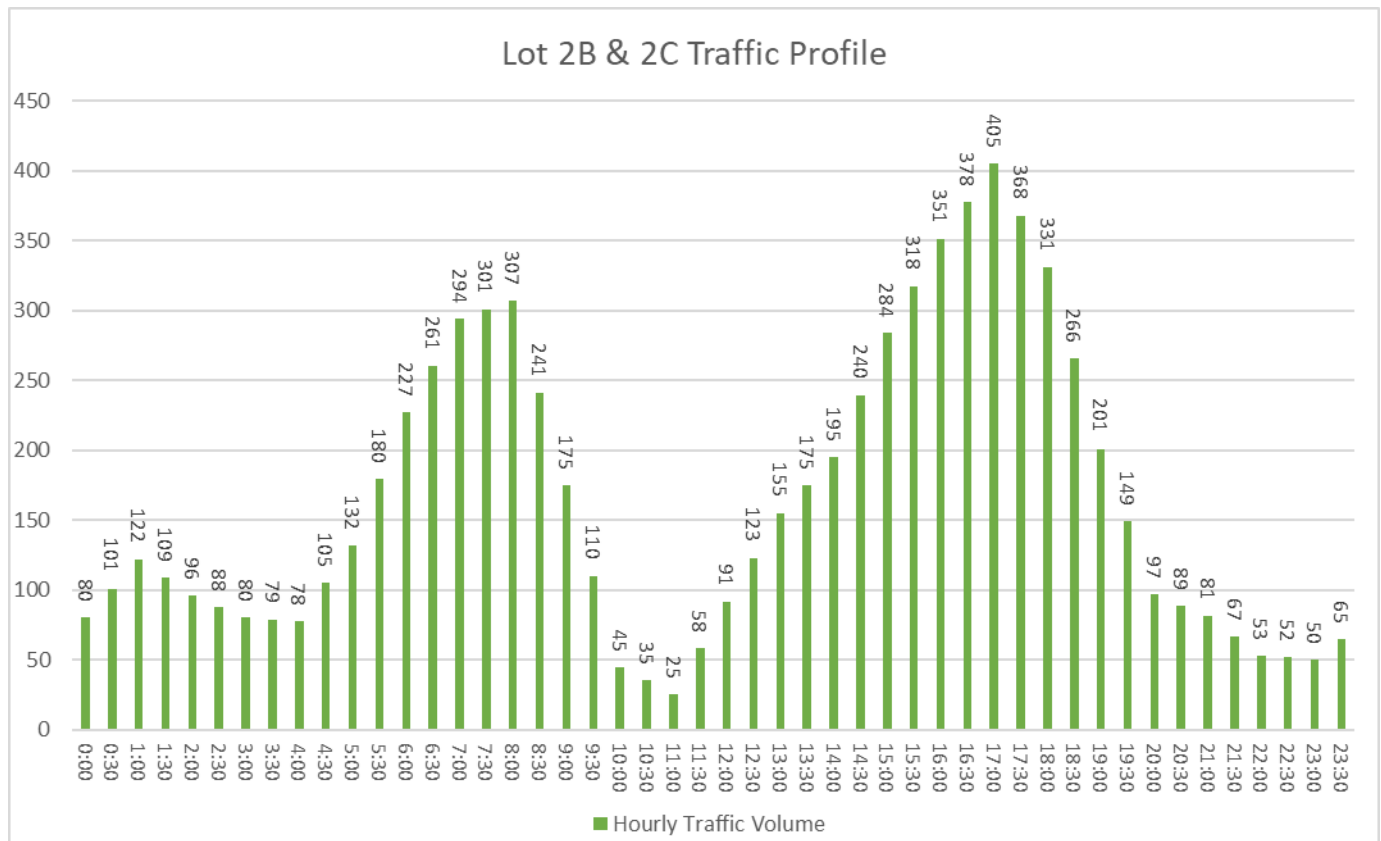


Figure 22: Lots 2B and 2C 24-hour Profile

The following are the identified site peak hours and the associated traffic volumes:

- Site AM Peak (8:00am to 9:00am) 307 vehicle trips
- Site PM Peak (5:00pm to 6:00pm) 405 vehicle trips

7.2.3 Approved Estate Wide Traffic Volume

Reference has been made to the **MOD 1 traffic report** and modelling completed underlying the upgrades for the Old Wallgrove Road intersections with Lenore Drive and Millner Avenue. That approved modelling already includes the traffic to/from this SSD.

For context, the MOD 1 approved assessments includes first principles assessment based on operational data that was provided by a known tenant for Precinct 3B. The following is a summary of the traffic assessment which accompanied the MOD 1 traffic report:

- The tenant identified that the operation would have peak and non-peak season throughout the year with the peak season expected to occur over a span of 6 weeks during December / January.
- The approval acknowledged that the modelling is to accommodate for the non-peak seasonal traffic volume noting that the peak season coincides with a period of the year where background traffic volumes are typically lower due to the festive season, school holidays, office closures etc.
- The following were the approved AM and PM road network peak hours:
 - AM Peak 7:30am to 8:30am
 - PM Peak 3:00pm to 4:00pm

- A review of the operational data for Precinct 3B indicated that the site AM and PM peak hours lied outside the road network peak hours. However, to provide a robust assessment, the traffic modelling was undertaken assuming that the site peak traffic volumes would be generated during the road network AM and PM peak hours.

Noting the above, the estate wide traffic generation during the road network AM and PM peak hours and the daily traffic volumes were derived.

7.2.4 Estate Wide Traffic Assessment

An estate wide traffic profile has also been developed with reference to the first principles assessment undertaken for the proposed development. The following forms the methodology and assumptions in the development of the estate wide traffic profile:

- For Precincts 1 and 1F, traffic profiles were developed theoretically based on traffic profiles developed from the average of 24-hour traffic surveys of existing warehouses throughout Greater Sydney and adjusted based on proposed floor area and relevant traffic generation rates.
- For Precinct 2A, a traffic profile has been developed theoretically based on traffic profiles developed from the average of 24-hour traffic surveys of existing warehouses throughout Greater Sydney and adjusted based on proposed floor area and relevant traffic generation rates.
- For Precinct 3A, the traffic profile was developed based on operational data provided by the incoming tenant for the site.
- For Precinct 3B, the traffic profile was developed based on operational data provided by the incoming tenant for the site.
- As discussed previously in **Section 2.3.6**, the subject Proposal for Lots 2A, 2B and 2C replaces Precincts 2, 4 and 5 as part of the previous OEE masterplan.

This estate wide traffic profile is provided below in **Figure 23**.

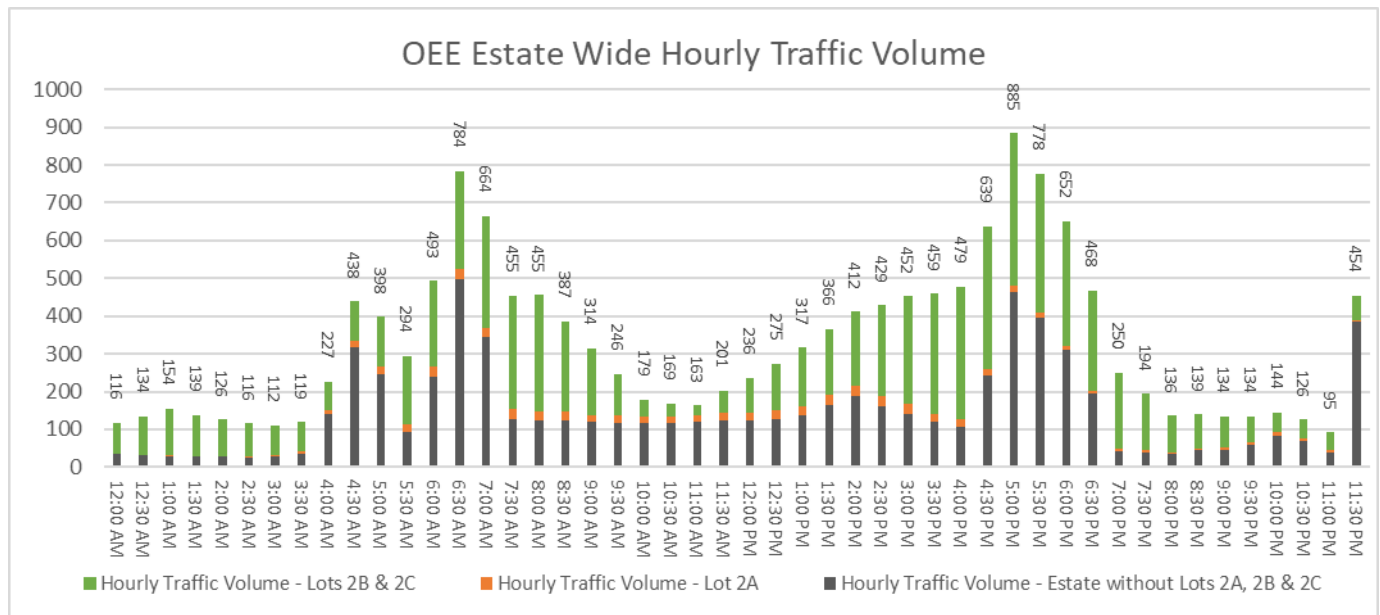


Figure 23: Estate Wide 24-hour Profile

Per the above profile for the entire estate, the estate peaks are identified to be at:

- Estate AM Peak (6:30am to 7:30am) 784 vehicle trips
- Estate PM Peak (5:00pm to 6:00pm) 885 vehicle trips

Further to the above, the estate is expected to generate the following volumes during the road network peak hours:

- Road Network AM Peak (7:30am to 8:30am) 455 vehicle trips
- Road Network PM Peak (3:00pm to 4:00pm) 452 vehicle trips

The following is a summary of the key findings from the traffic assessment:

- The estate is expected to generate 455 vehicle trips in the road network AM peak hour which is 274 trips less than the approved AM traffic threshold.
- The estate generates 452 vehicle trips in the road network PM peak hour which is 222 trips less than the approved PM traffic threshold.

The assessment indicates that the Proposal is in line with the assessment undertaken as part of the MOD 1 approval with the estate wide traffic volumes not exceeding the approved AM and PM thresholds during the road network peak periods. This indicates that the Proposal will not have any material impact to the performance of the external road network when compared to the approved scheme.

8 Design Commentary

8.1 Relevant Design Standards

A detailed review of the Site access, car park and loading areas have 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)

It is expected that any detailed construction drawings in relation to the car park or Site accesses would comply with these Standards. Furthermore, compliance with the above Standards would be expected to form a standard condition of consent prior to any development approval. Detailed Design will be undertaken based on relevant Australian Standards (AS2890 series) as part of the Construction Certificate (CC).

8.2 Heavy Vehicle Access and Circulation

Lot 2A can accommodate access and circulation for vehicles up to 30m Super B-Doubles on site, noting these vehicles will be limited to side loading. The largest vehicle for rear loading to recessed docks and RSDs in lot 2A will be a 20m Articulated Vehicle (AV). Swept path assessment has also been undertaken for the wider site, which indicates that vehicles larger than a 12.5m Heavy Rigid Vehicle (HRV) are to exit via a right out of Site only. This will need to be managed operationally e.g. through signage and can be documented as part of a future Operational Traffic Management Plan for lot 2A.

Heavy vehicle circulation for lot 2A is shown in **Figure 24**.

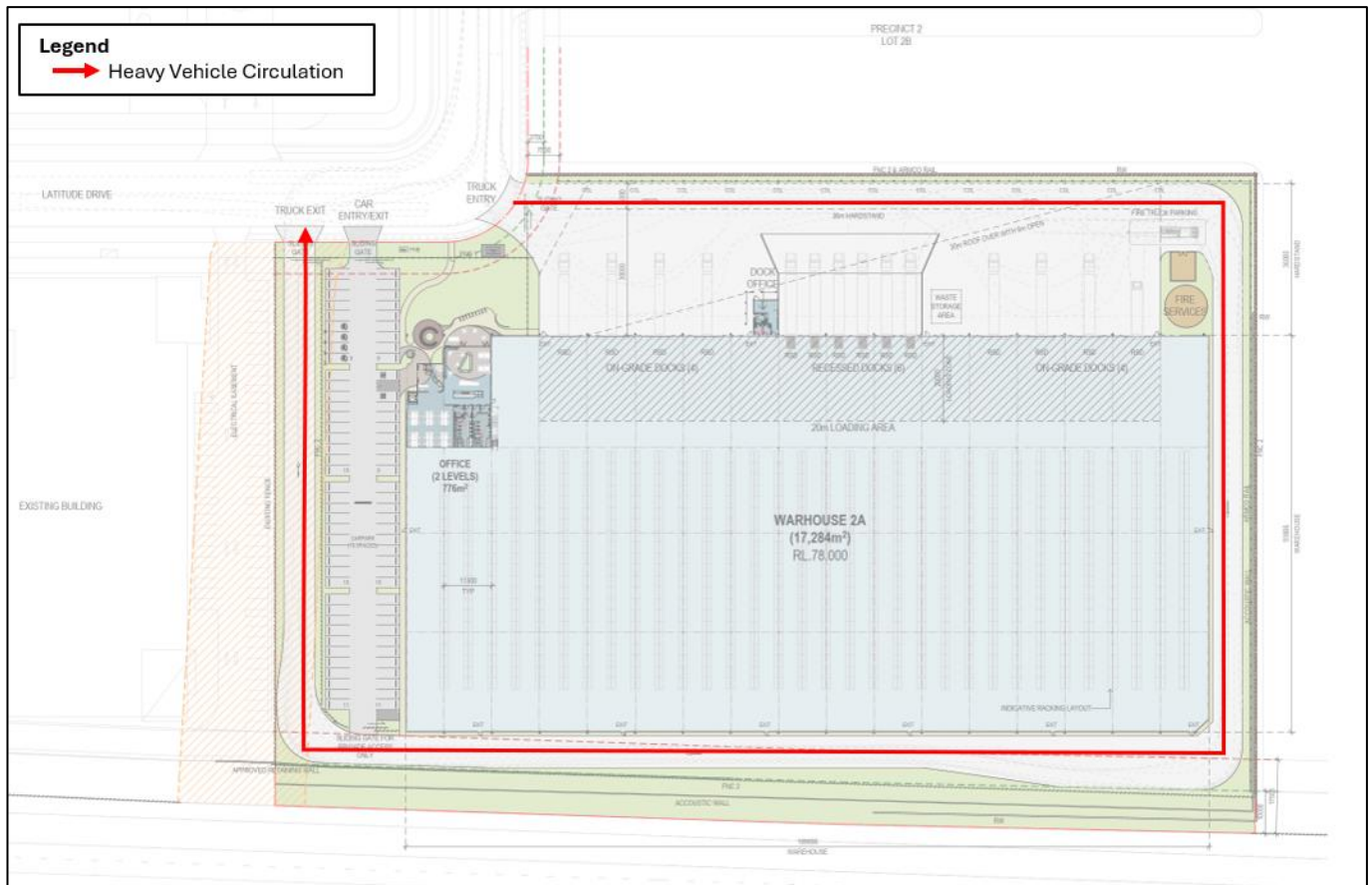


Figure 24: Lot 2A Heavy Vehicle Circulation

Lots 2B and 2C can accommodate access and circulation for vehicles up to 36.5m B-Triples on site, noting these vehicles will be limited to side loading. The largest vehicle for rear loading to recessed docks and RSDs in lots 2B and 2C will be a 20m AV. Considering this, heavy vehicles larger than 20m AVs e.g. 30m Super B-Doubles, will be restricted to side loading as well. Swept path assessment has also been undertaken for the wider site, which indicates that vehicles larger than a 30m Super B-Double are to exit via a right out of Site only. This will need to be managed operationally e.g. through signage and can be documented as part of a future Operational Traffic Management Plan for lots 2B and 2C.

Key heavy vehicle circulation for lots 2B and 2C is shown in **Figure 25**, noting this reflects the main expected circulation route for vehicles which load and unload in lot 2B, as well as access into and out of lot 2C.

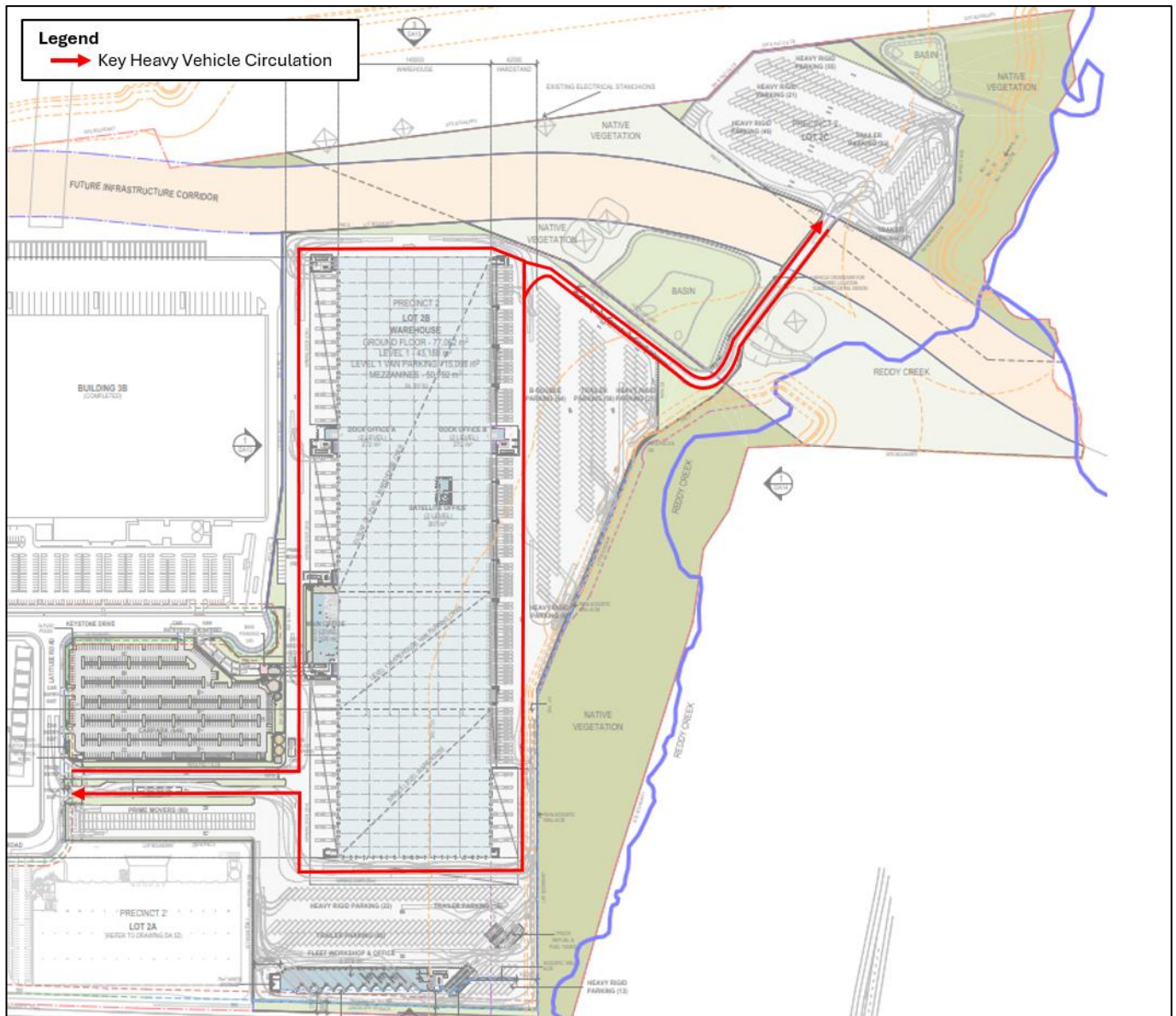


Figure 25: Lots 2B and 2C Key Heavy Vehicle Circulation

Per the discussion earlier in **Section 4.4**, 36.5m B-Triples will require a separate permit from the NHVR to travel to and from Site which is specifically relevant to lots 2B and 2C.

Vehicle swept path assessment of the above design vehicles within the subject sites are provided in **Appendix A**. Road network swept paths have been provided in **Appendix B** which show relevant design vehicles can travel through key adjacent intersections in proximity to the Site.

8.3 Level 1 Van Parking

The site access for van and delivery vehicle parking on level 1 is located along Keystone Drive and swept path assessment indicates that the access driveway can accommodate simultaneous passing of 8.8m Medium Rigid Vehicles. Swept path assessment is shown in **Appendix A**.

It is noted that the layout of the level 1 layout is subject to input from the prospective tenant with respect to necessary design inputs. The layout will be reviewed in detail once such input is received.

8.4 Light Vehicle Car Parking

The car parks have been designed as User Class User 1/1A car parks with generally 2.5m wide and 5.5m long spaces with 6.5m aisle width which meets the minimum 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).

8.5 Fire Appliance Circulation

A 12.5m Heavy Rigid Vehicle (HRV) has been used to represent the aerial fire appliance vehicle, in accordance with the NSW Fire and Rescue Fire Safety Guidelines. Swept path assessment has been undertaken reflecting the necessary circulation required for fire appliance access for lots 2A, 2B and 2C to ensure appropriate carriageway widths and appropriate turnaround areas to accommodate forward entry and exit. Refer to **Appendix A**.

8.6 Vehicular Access Control

Access control is understood to be unrestricted for all accesses other than the heavy vehicle entry point for lots 2B and 2C. No queuing onto the public road is expected for the various site accesses within lots 2A, 2B and 2C without access control.

For the heavy vehicle entry point for lots 2B and 2C, there are two entry lanes controlled by a boom gate. These boom gates have been located to allow for approximately 195 metres of queue length within lots 2B and 2C.

Based on the expected site peak for heavy vehicle arrival volumes, an M/M/1 probabilistic queueing assessment has been undertaken with the following assumptions made with regards to the assessment:

- Service vehicles will arrive and enter on a first come, first served basis.
- There are two lanes available based on the lots 2B and 2C layout, and the heavy vehicle volumes will be distributed evenly across the two lanes.
- An effective service time of maximum 20 seconds is assumed for the proposed development. It is understood that a number plate recognition system would be implemented and that such a system is likely to accommodate this service time or even less.
- The assessment assumes no issues with maintenance with regards to the boom gate controls.

This assessment results in a 98th percentile queue of 4 vehicles per lane, which indicatively would result in approximately 84 metres of queuing beyond the boom gate. Noting the available queuing length per lane being 195 metres, such queuing is expected to be accommodated within the site.

9 Preliminary Construction Traffic Management Plan

9.1 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 preliminary CTMP 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).

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.

9.1.1 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.

9.2 Overview of Works

9.2.1 Overview of Wider OEE Works

As previously documented in **Section 2.3.6**, a review has been taken of the sites within the wider estate, and the current status of these sites is shown in **Table 12**.

9.2.2 Staging and Duration of Work

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

Notwithstanding, the following indicative start and completion dates have been provided:

- Lot 2A: April 2028 – April 2029
- Lots 2B and 2C: January 2027 – July 2029

Furthermore, some indicative key stages of works are provided below pertaining to the works on Lots 2B and 2C, which is subject to revision post SSDA approval:

Table 24: Indicative Programme of Works – This SSD

Construction Stage	Estimated Commencement and Completion	Duration
Infrastructure and earthworks	January 2027 to April 2028	15 months
Ground improvement, piling, footings and slab preparation	July 2027 to October 2027	4 months
Stormwater, inground services, excavation and placement	September 2027 to September 2028	12 months
Structure (Lots 2A & 2B)	September 2027 to July 2029	22 months

9.2.3 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. The likely construction working hours are provided below, noting these are subject to revision post-SSDA approval:

Import of fill

- 24 hours a day, 7 days a week.

Other construction works

- Monday to Friday (other than Public Holidays): 7am-6pm.
- Saturday: 8:00am to 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.

9.2.4 Potential Construction Access Routes

Potential construction access is proposed to be provided to all construction vehicles via Keystone Drive. 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 primary potential haulage route to and from the Site would be via the M7 Motorway, Old Wallgrove Road, Mini Link Road and Keystone Drive as shown in **Figure 26** and **Figure 27** below. Site access and haulage route would be subject to further liaison with the proposed contractor and can be finalised later and prior to the CC phase.

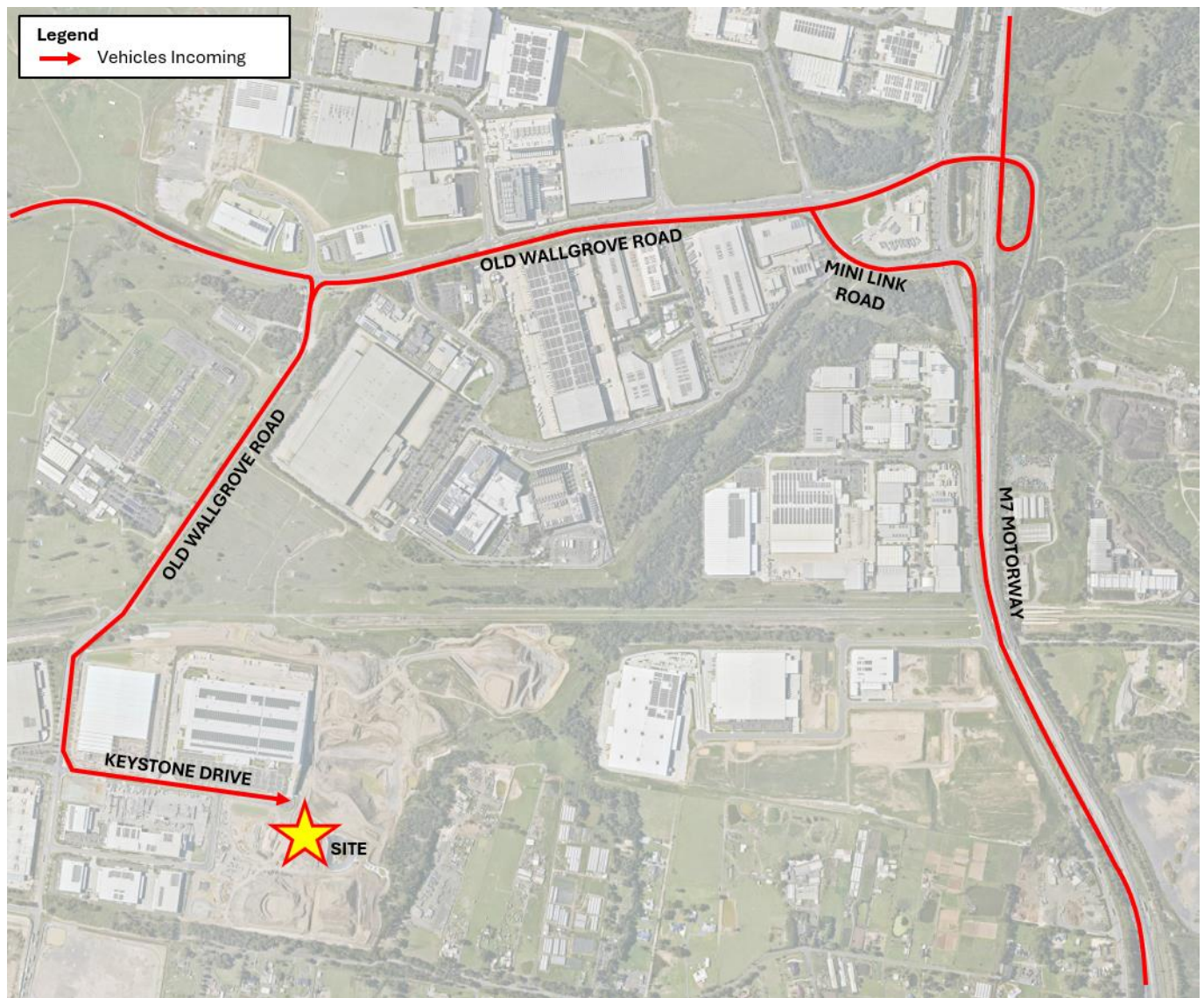


Figure 26: Potential Construction Travel Routes - Incoming

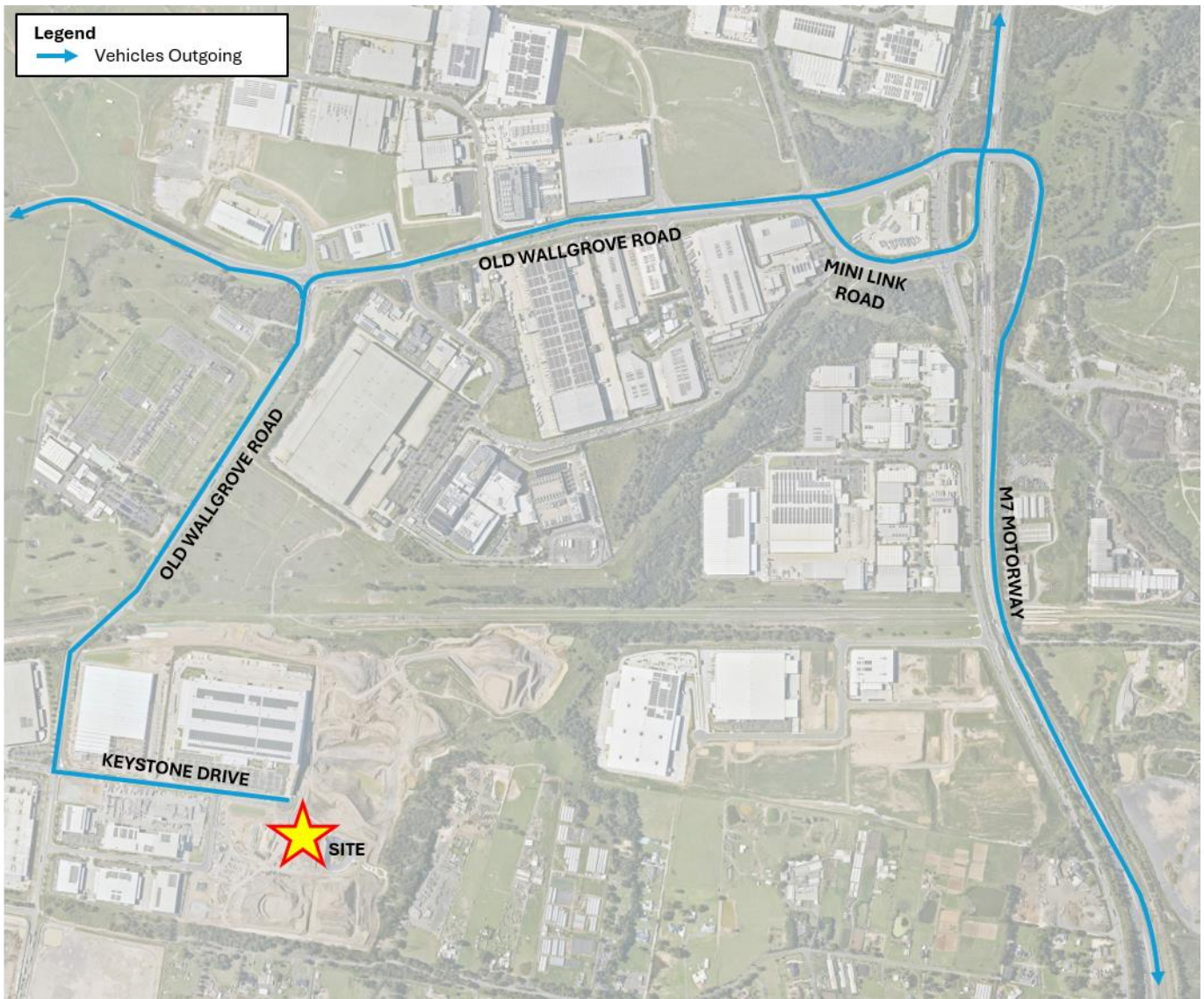


Figure 27: Potential Construction Travel Routes - Outgoing

9.3 Construction Site Management

9.3.1 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.

Any control points – operational during work hours – shall be sufficiently setback so that no queuing will occur on-street.

9.3.2 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.

9.3.3 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.

9.4 Construction Traffic Mitigation Measures

9.4.1 Vehicle Management Principles

All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. Drivers are to be familiar with the Driver Code of Conduct before attending the Site.

All subcontractors must be inducted by the Contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The Head Contractor will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicle movements to, from and within the Site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points shall not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

9.4.2 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.

9.4.3 Construction Staff Parking

On-site parking for key contractors and staff is expected to be provided throughout the construction works. The number and location of this temporary on-site car parking is expected to change throughout the various construction phases, depending on the surplus area available not required for truck loading and turning areas.

Carpooling will be actively encouraged to reduce the reliance on private vehicles and minimise parking demands. This is particularly important noting that the Site is not serviced by public transport services noting there are no bus stops in the vicinity of the Site.

Should parking be not available for specific stages of works, it is the incumbent contractor's responsibility to prepare relevant plans and documentation to ensure contractor parking demand and associated management measures are documented, implemented, continually monitored and managed.

9.5 Assessment of Construction Traffic Impacts

9.5.1 Construction Traffic Thresholds

In determining the construction traffic thresholds, reference is initially made to the MOD 1 peak hour estate traffic generation (non-peak season) which formed a key part of the operational traffic assessment documented earlier in the report. This is reproduced below:

- AM estate peak 729 vehicle trips
- PM estate peak 674 vehicle trips

For the purpose of this report, 1 truck delivery is equal to 1 inbound trip plus 1 outbound trip which equals to a total of 2 trips.

As discussed earlier in **Section 9.2.1**, different precincts within the wider estate are at different stages i.e. only approved, under constructed, or operational. It is expected that the cumulative traffic generated by the wider estate will be within the thresholds established above, noting that ultimately, a detailed CTMP will be prepared to address this matter in more detail with input from an engaged contractor.

9.5.2 Anticipated Construction Programme

Section 9.2.1 provides details around indicative stages of works which may form part of the future construction programme.

This section will need to be updated prior to implementation of the future CTMP in accordance with input from the appointed contractor once engaged. Construction is generally expected to commence shortly after the approval of this planning application.

9.5.3 Anticipated Construction Vehicle Traffic Generation

At this stage, construction traffic volumes cannot be provided noting there is no appointed contractor to provide such input.

Notwithstanding the above, the construction traffic volumes are anticipated to be within the operational thresholds established above, and as such, it is anticipated that the addition of the construction traffic will not have a material impact on the external road network.

This section will need to be updated in a future detailed CTMP in accordance with input from the appointed contractor once engaged.

9.5.4 Road Safety

Heavy vehicles will be travelling along approved Restricted Access Vehicle (RAV) routes which would mitigate road safety impacts along local roads and heavily pedestrianised areas. Traffic Guidance Schemes for the site access will be designed to minimise vehicle, pedestrian and cyclists impacts along Keystone Drive, as far as practicable.

9.6 Traffic Control

9.6.1 Traffic Guidance Schemes

Any Traffic Guidance Scheme (TGS's) 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 Council and/or Traffic Management Centre (TMC), prior to the works for which they relate (depending on the road involved). These TGSs shall be updated to respond to any changes to prevailing traffic conditions throughout the life of the works.

With regard to the proposed temporary access road, a site-specific TGS would be implemented for the duration of the works. A copy of all approved TGSs shall be kept on-site for reference at all times.

9.6.2 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.

9.6.3 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 Keystone Drive. Any works within or affecting (e.g., signage within) Keystone Drive shall only be undertaken in accordance with relevant TGS developed by an accredited person that has relevant Prepare Work Zone Traffic Management Plan accreditation.

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 Licences (ROLs).

10 Preliminary Green Travel Plan

10.1 Introduction

10.1.1 Context

Recognising the Proposal is in its early stages, the purpose of this GTP 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 Condition of Consent would apply to any SSDA approval, requiring the implementation of the final GTP prior to occupation of the development.

Preparation of the GTP will assist in:

- 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 'living' document, this GTP should be updated regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

10.1.2 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;
- 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.

10.1.3 Objectives of GTP

Underpinning this GTP comprises a package of measures which could be adopted and designed to address the specific travel needs of the Site. In this regard, the overall intention is to encourage and facilitate the use of alternative and sustainable modes of transport and to reduce single-occupancy car travel for journeys to and from the Site.

The primary objectives of the future GTP will be to:

- Reduce the environmental footprint of the Site.
- Set future staff travel mode share targets.
- 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.

Having regard for the above, this GTP seeks to adopt the movement hierarchy shown in **Figure 28**, with priority given to 'active transport' such as walking and cycling.

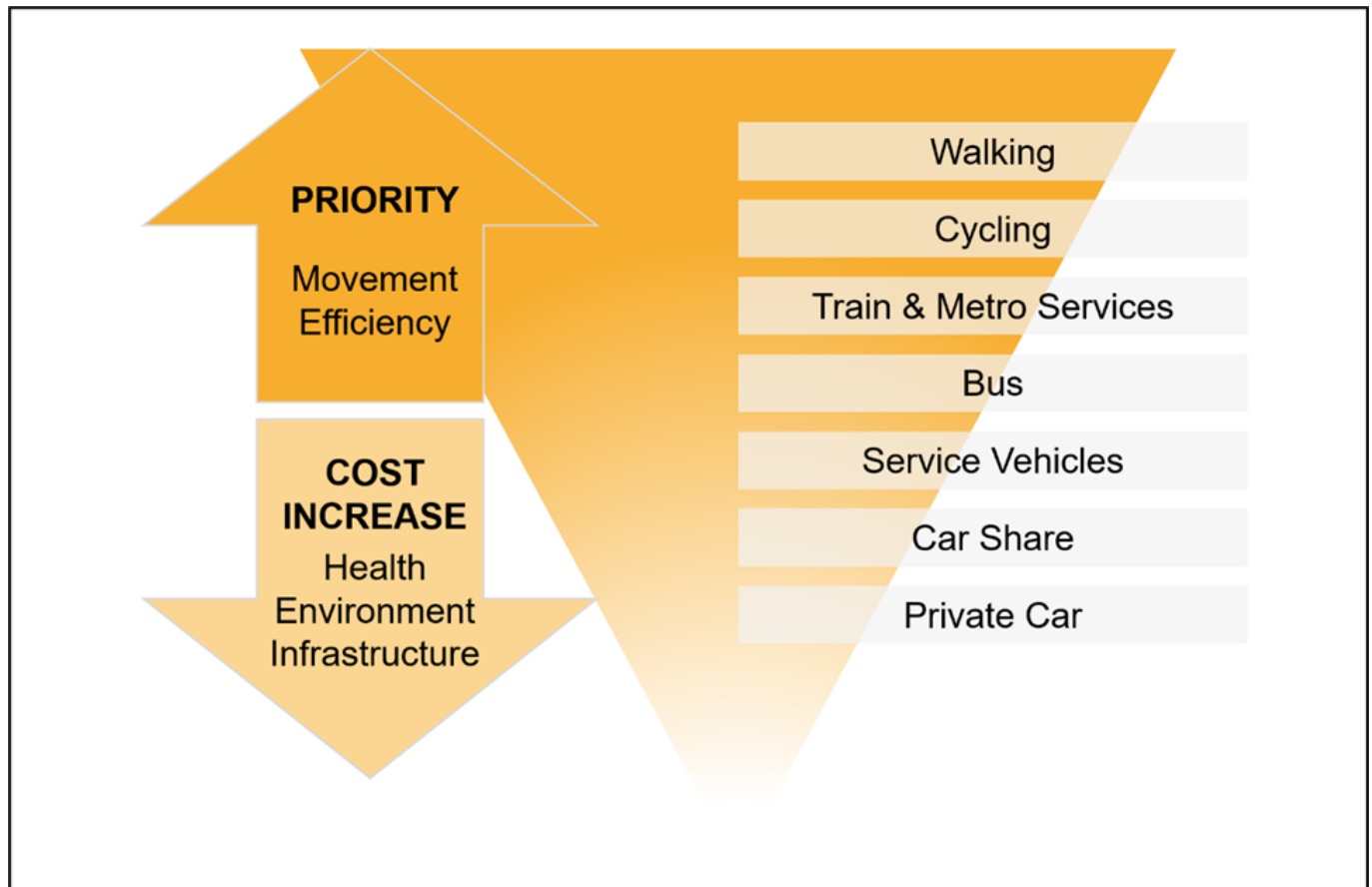


Figure 28: Movement Hierarchy

10.2 Site Audit

10.2.1 Introduction

An audit of the Site is required to determine the existing facilities in the area and review existing transport choices. This section will need to be updated prior to implementation of the future site-specific GTP, and at appropriate times, during the period of monitoring and review. The audit should consider the following:

- Site conditions, once the development is complete.
- Public transport services in the area, including proximity to the Site, frequency of services and accessibility.
- Bicycle and pedestrian facilities, including accessibility, connectivity and safety.
- Mode-split data for the Site and local area

10.2.2 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 have been reviewed with regard for the surrounding Destination Zone 115184212 within the Horsley Park area.

The location of the Site with respect to Destination Zone 115184212 is shown in **Figure 29**.

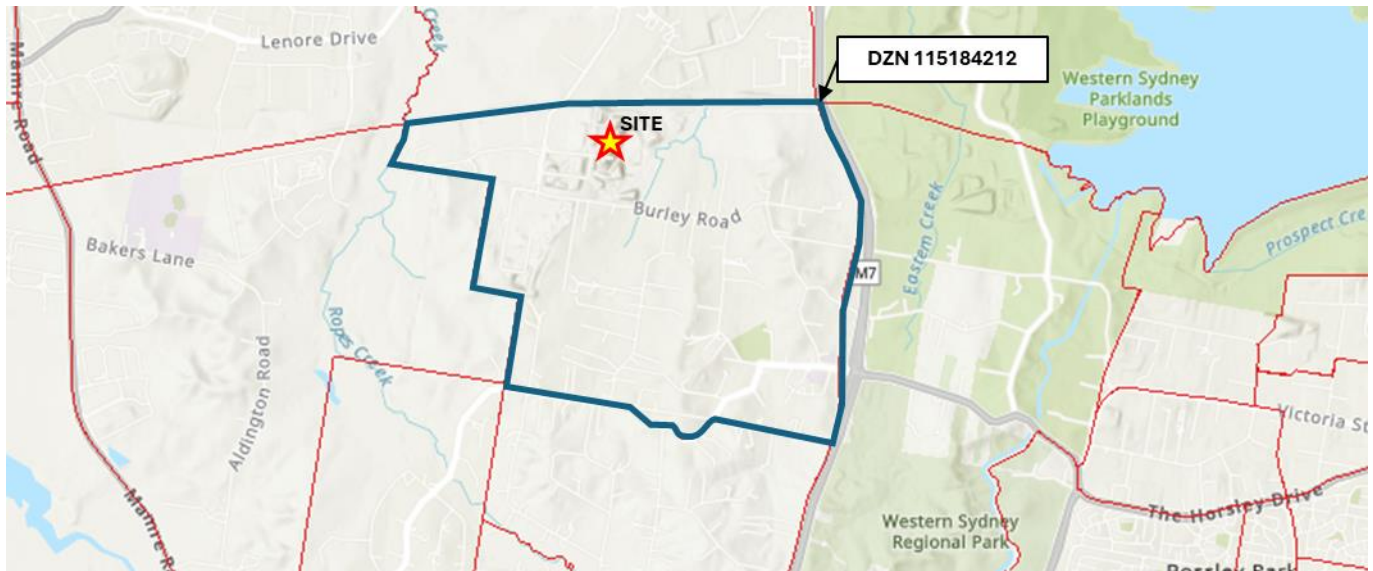


Figure 29: Site within Destination Zone 115184212

A breakdown of the existing travel mode share is presented in **Table 25**.

Table 25: Travel Mode Summary (Journey to Work)

Travel Mode	Mode Share of Employees
Car as driver	90%
Car as passenger	7%
Truck as driver	2%
Bus	0%
Train	0%
Motorbike	0%
Taxi	0%
Walked only	1%
Cycle	0%

The data above indicates a very strong preference for the use of private vehicles to travel to Site. It is also noted that there is almost no uptake in active and public transport modes.

10.3 Travel Mode Targets

10.3.1 Introduction

This section sets out the targets for the reduction in car journeys associated with the Site, with consideration to the land use in the area. A focus on encouraging modal shifts away from individual private vehicle usage aligns with the overall objective of this GTP. 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; the targets are to be reviewed to align with the most up-to-date information.

The implemented GTP is to be in place for the lifetime of the development. The initial timeframe in which targets need to be monitored and reviewed will be reviewed every 1-2 years, for a minimum of 5 years.

10.3.2 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.

Considering the above, preliminary 5-year targets have been developed. These targets are detailed as follows in **Table 26**.

Table 26: Travel Mode Summary (Journey to Work)

Travel Mode	Mode Share of Employees	Proposed Targets	Relative Change
Car as driver	90%	85%	-5%
Car as passenger	7%	9%	+2%
Truck as driver	2%	2%	-
Bus	0%	3%	+3%
Train	0%	0%	-
Motorbike	0%	0%	-
Taxi	0%	0%	-
Walked only	1%	1%	-
Cycle	0%	0%	-

The above targets focus on reducing the individual use of private vehicles and increasing uptake of carpooling, as well as increasing uptake in public transport. The increase in uptake in public transport would primarily subject to extension of bus routes along the local road network in the vicinity of the Site e.g. Old Wallgrove Road, Keystone Drive and Latitude Road.

10.4 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.

11 Conclusion

11.1 Overview

This TAIA has been prepared by Ason Group to accompany a modification to an existing SSDA seeking to amend the proposed OEE masterplan under SSD-37486043. Furthermore, it will accompany a detailed SSDA for the construction, fit-out, operation and use of 2 warehouse buildings and associated internal site infrastructure works to accommodate the proposed building layouts

11.2 Key Findings

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

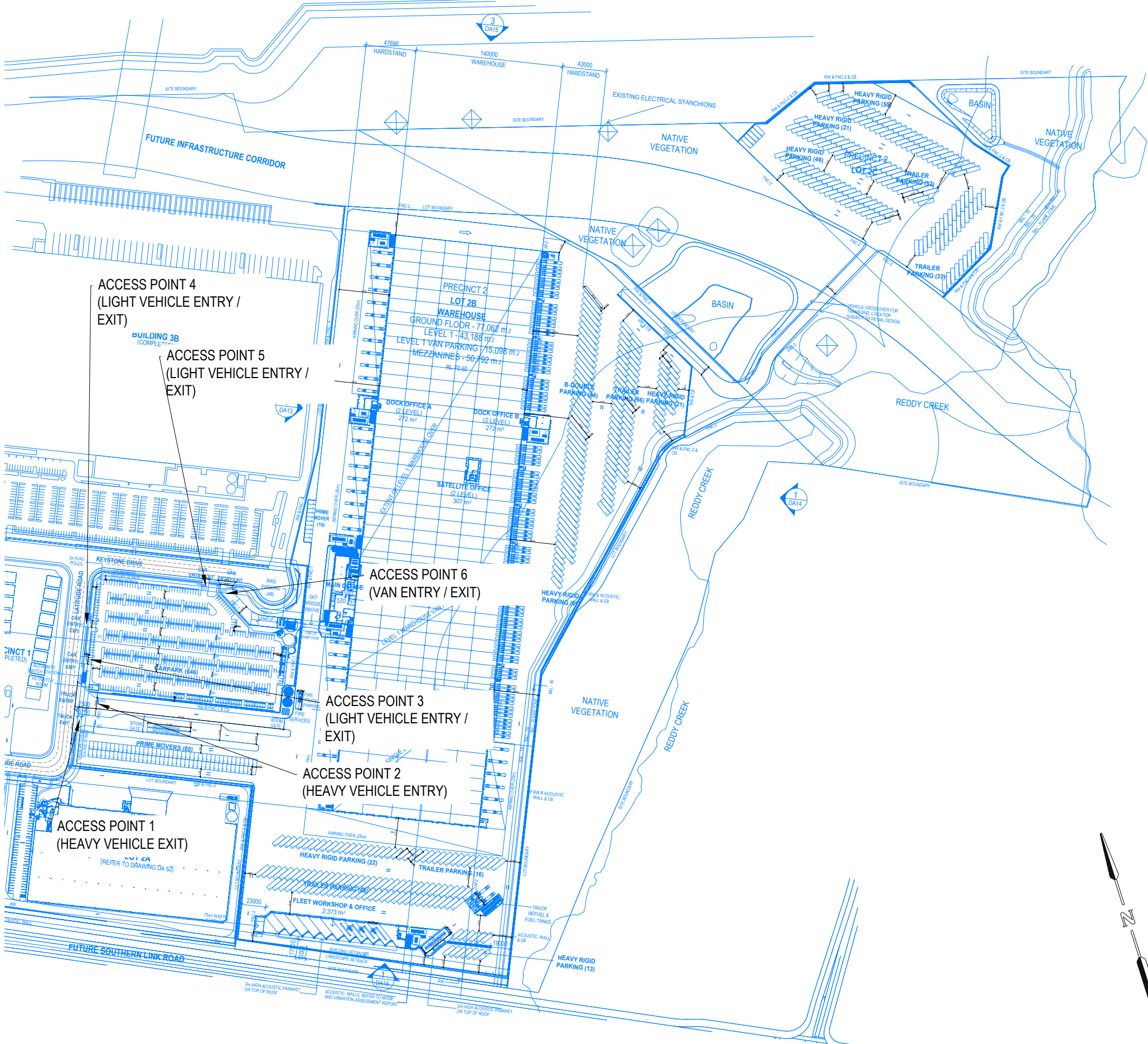
- The key findings pertaining to the traffic assessment are as follows:
 - From the theoretical assessment, there is a net reduction of approximately 23 vehicle trips in the AM and PM road network peak hours with the reduced GLA as part of the proposed scheme.
 - From the first principles assessment, estate wide traffic generation at the AM and PM road network hours are well within the thresholds established by the MOD 1 transport assessment. As such, the Proposal is not expected to have any material impact on the performance to the external road network compared to the approved scheme.
- Parking provision for the subject Proposal has been assessed against the OEE DCP and FDCP requirements:
 - For lot 2A, there is a requirement of 79 car parking spaces. The Proposal provides 79 car parking spaces and therefore meets this requirement.
 - For lots 2B and 2C, there is a requirement of 572 car parking spaces. The Proposal provides 646 car parking spaces meaning there is a surplus of 74 car parking spaces, which provides significant flexibility with potential times where additional parking demand is required e.g. events which require visitor parking demand and staff shift changeover periods.
- Swept path analysis has been undertaken on the Site access and internal design considering the necessary design vehicles for the Site. It is expected that any detailed construction drawings in relation to the Site access and internal design would comply with the AS2890 series, and moreover that compliance with these Standards is anticipated to form a standard condition of consent 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.

Appendix A Design Review

NOTE:

- 6 VEHICULAR ACCESS POINTS HAVE BEEN REVIEWED
 - ACCESS POINT 1 SHALL BE LIMITED TO HEAVY VEHICLE EXIT
 - ACCESS POINT 2 SHALL BE LIMITED TO HEAVY VEHICLE ENTRY
 - ACCESS POINT 3 SHALL BE LIMITED TO LIGHT VEHICLE ENTRY AND EXIT
 - ACCESS POINT 4 SHALL BE LIMITED TO LIGHT VEHICLE ENTRY AND EXIT
 - ACCESS POINT 5 SHALL BE LIMITED TO LIGHT VEHICLE ENTRY AND EXIT
 - ACCESS POINT 6 SHALL BE LIMITED TO VAN ENTRY AND EXIT
- HARDSTANDS SHOWN ON THIS SITE PLAN HAVE BEEN REVIEWED WITH THE DESIGN VEHICLES UNDER AS2890.2:2018.
- CAR PARKING AREAS HAVE BEEN REVIEWED AGAINST AS2890.1:2004. CAR PARKING SPACES ARE OF USER CLASS 1/1A (2.4m X 5.4m).
- DESIGN VEHICLES ADOPTED
 - SIDE LOADING: 36.5m B-TRIPLE
 - REAR LOADING: 20.0m ARTICULATED VEHICLE
 - CAR PARK: B99 CAR
- MINIMUM HEIGHT CLEARANCES TO BE PROVIDED
 - 4.5m ABOVE LOADING AREAS AND ACCESS TO LOADING PER AS2890.2:2018
 - 2.5m ABOVE ACCESSIBLE CAR PARKING PER AS2890.6:2022
 - 2.2m ABOVE CAR PARKING AND ACCESS TO CAR PARKING
- PROVIDE GRADES AND RLs FOR REVIEW AGAINST AS2890 SERIES REQUIREMENTS. ALTERNATIVELY, CIVIL CAN DESIGN / REVIEW GRADES AND RLs AGAINST THESE STANDARDS.

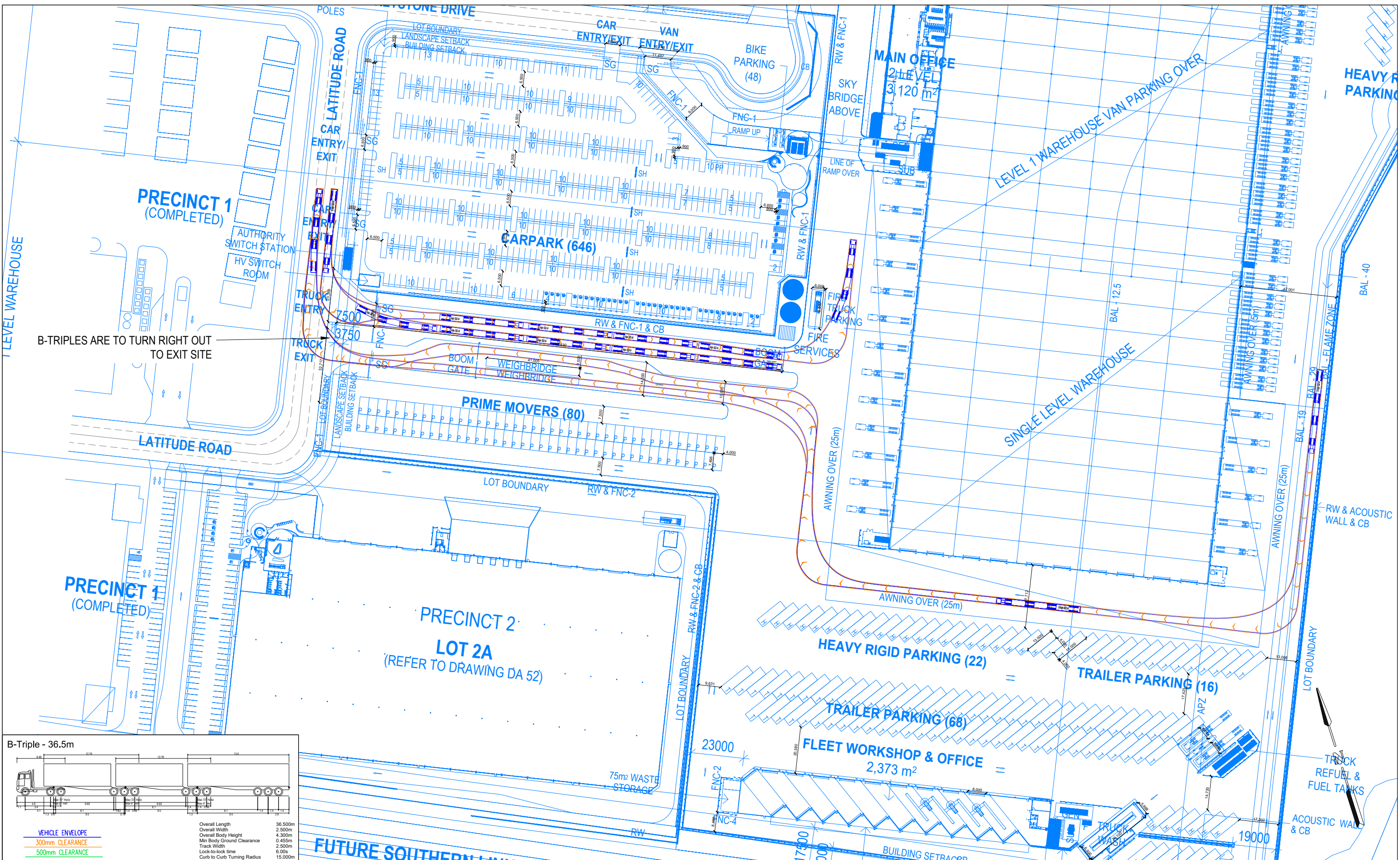


GENERAL NOTES
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Base Plan prepared by SBA, received 02.07.2026.

DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:4000		Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION	
Design Review Overview Plan - Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG01

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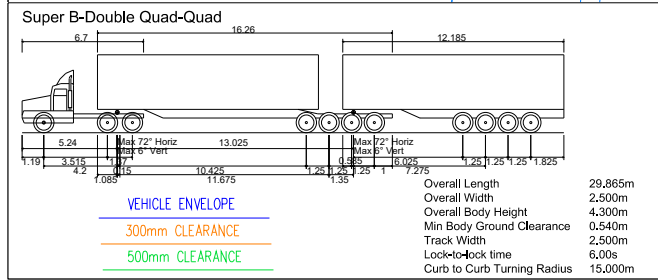
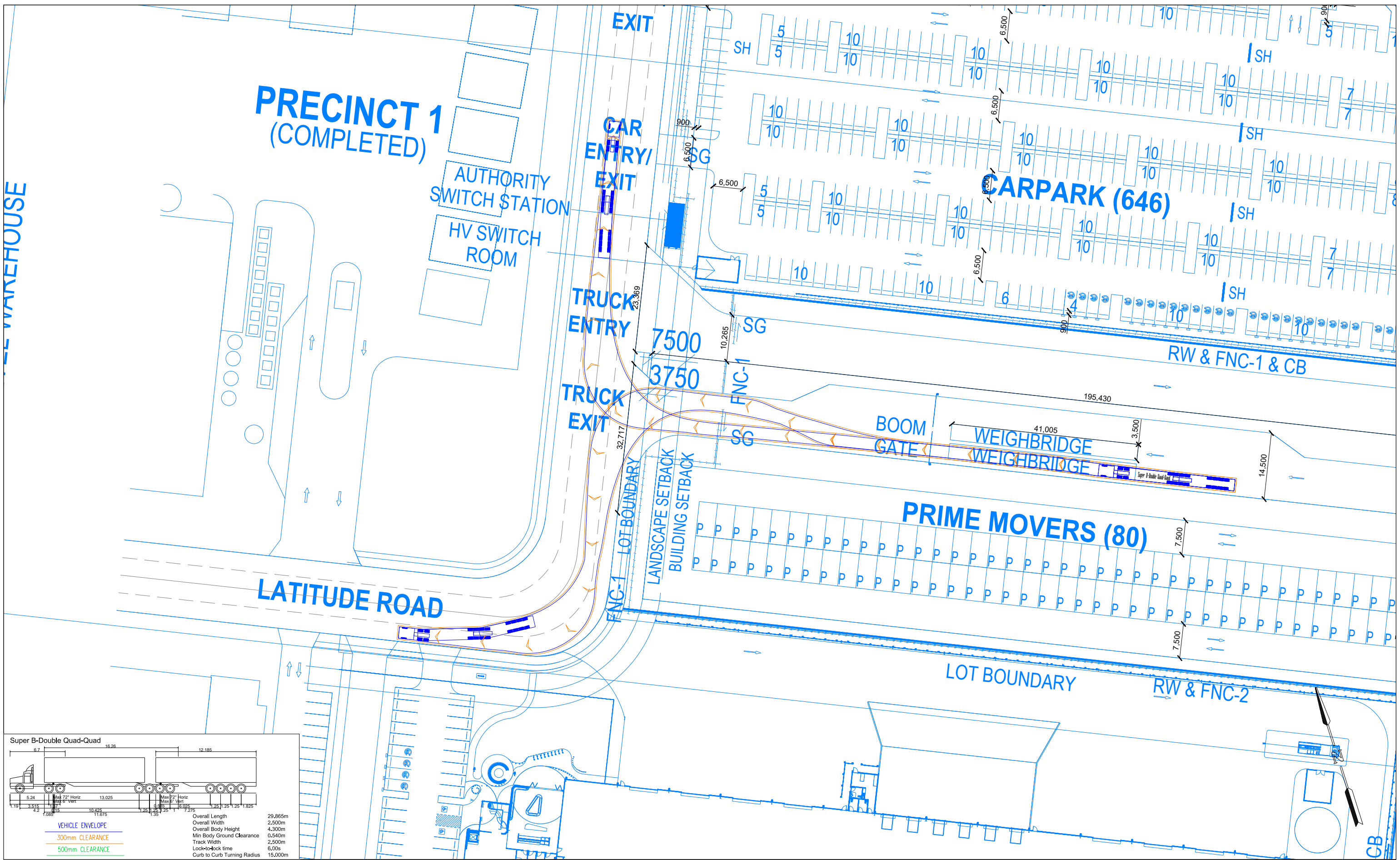
Base Plan prepared by SBA, received 02.07.2026.

DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:1500		Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION	
Design Review Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG02

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Sydney NSW 2000
info@asongroup.com.au



GENERAL NOTES

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Base Plan prepared by SBA, received 02.07.2026.

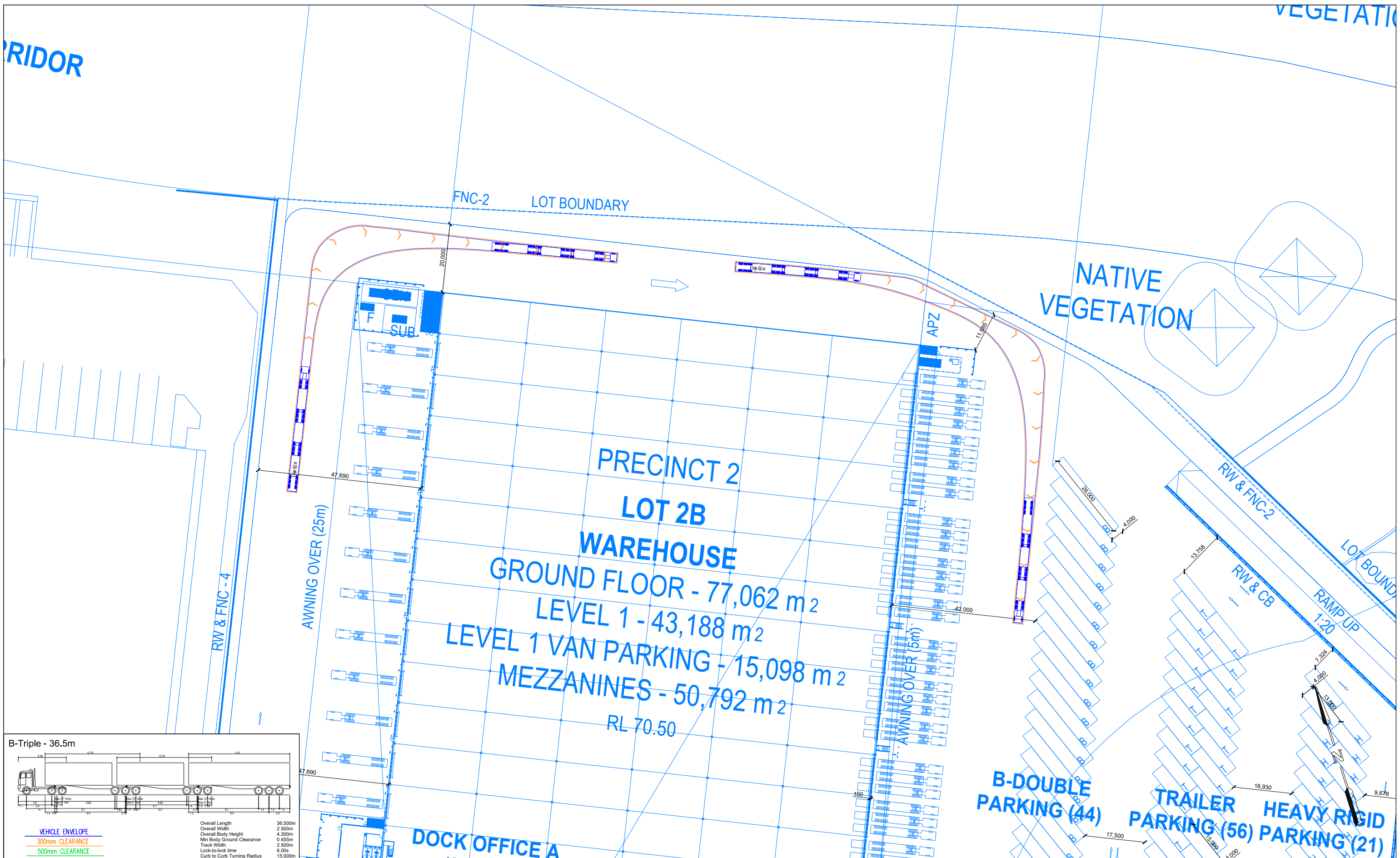
DESIGNED William Xie	PAPER SIZE A3 OR A1
APPROVED BY Ali Rasouli	DATE 02.07.2026
SCALE 1:750	

CLIENT Goodman
PROJECT 1546E
Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION	
Design Review Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG03

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GENERAL NOTES

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Base Plan prepared by SBA, received 02.07.2026.

DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION

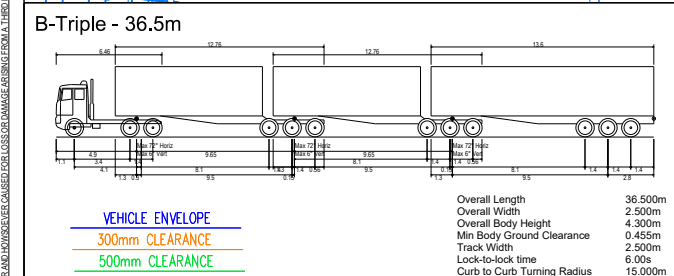
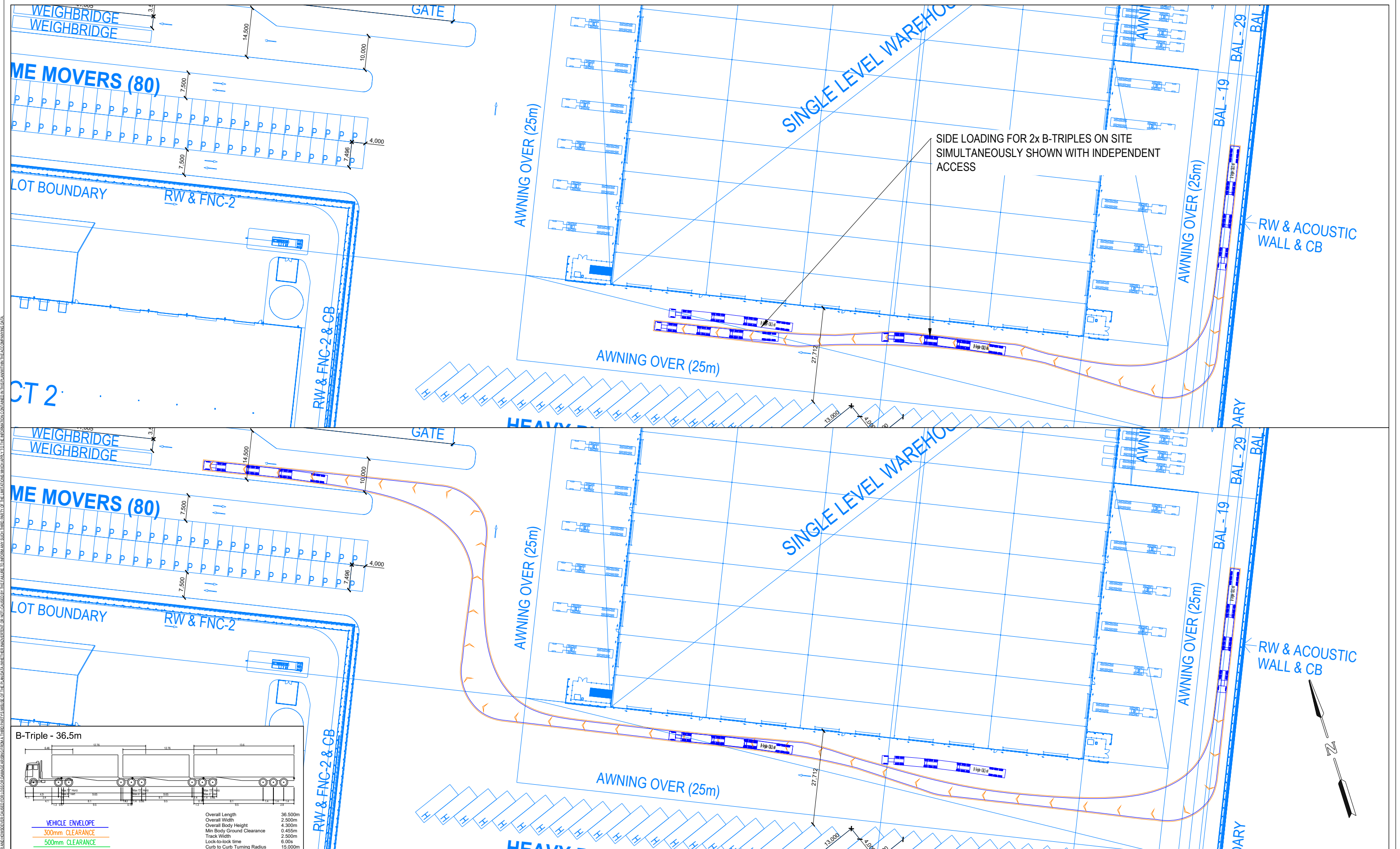
Design Review
Lots 2B & 2C

FILE NAME
AG1546E-02-v06.dwg

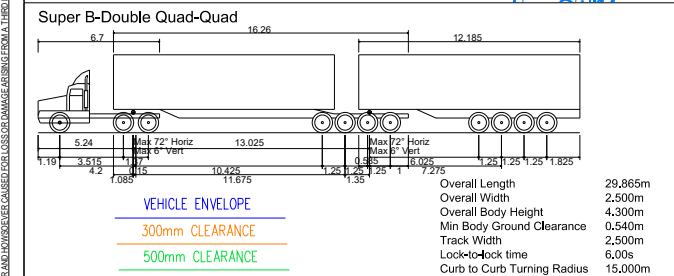
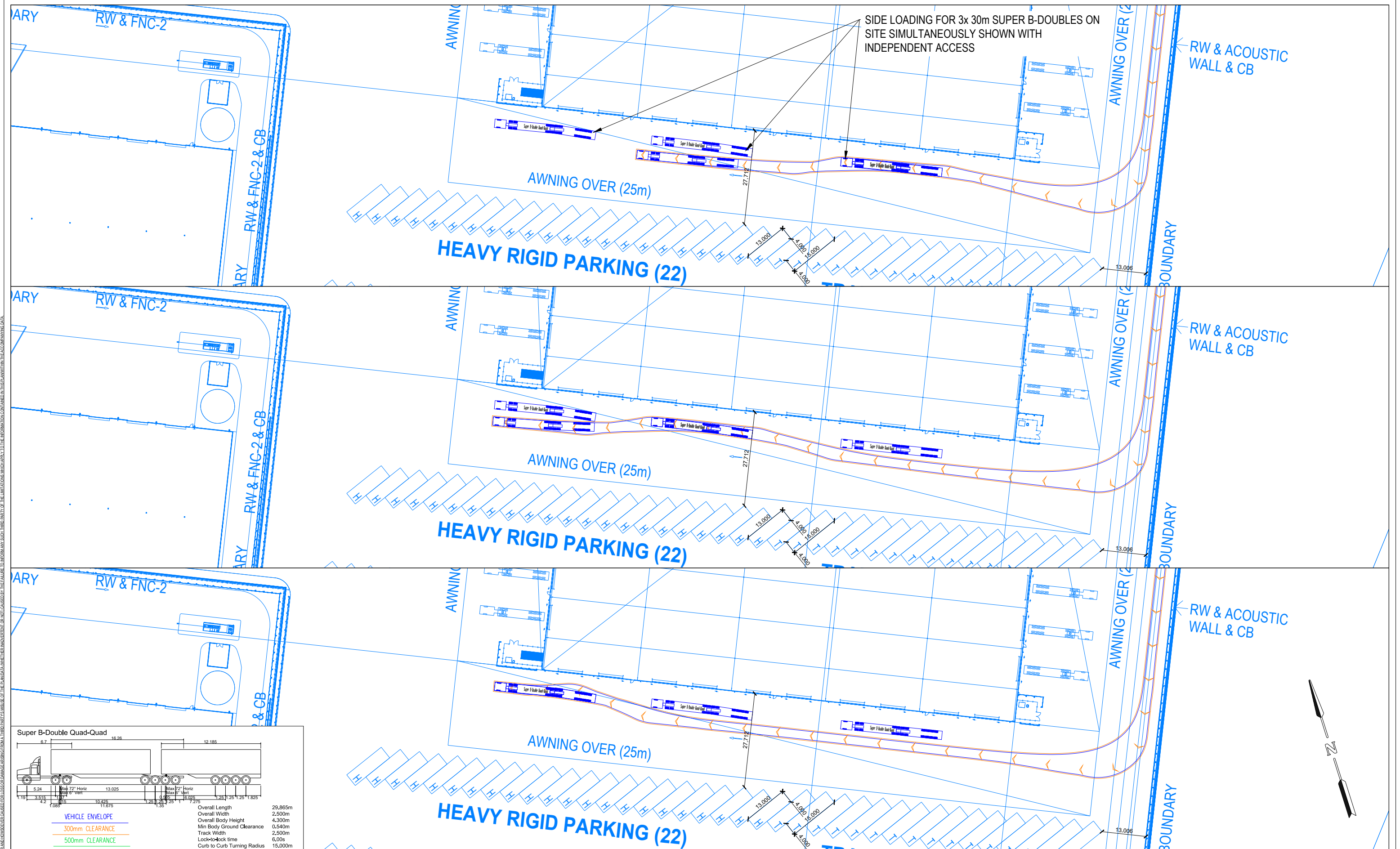
SHEET
AG04

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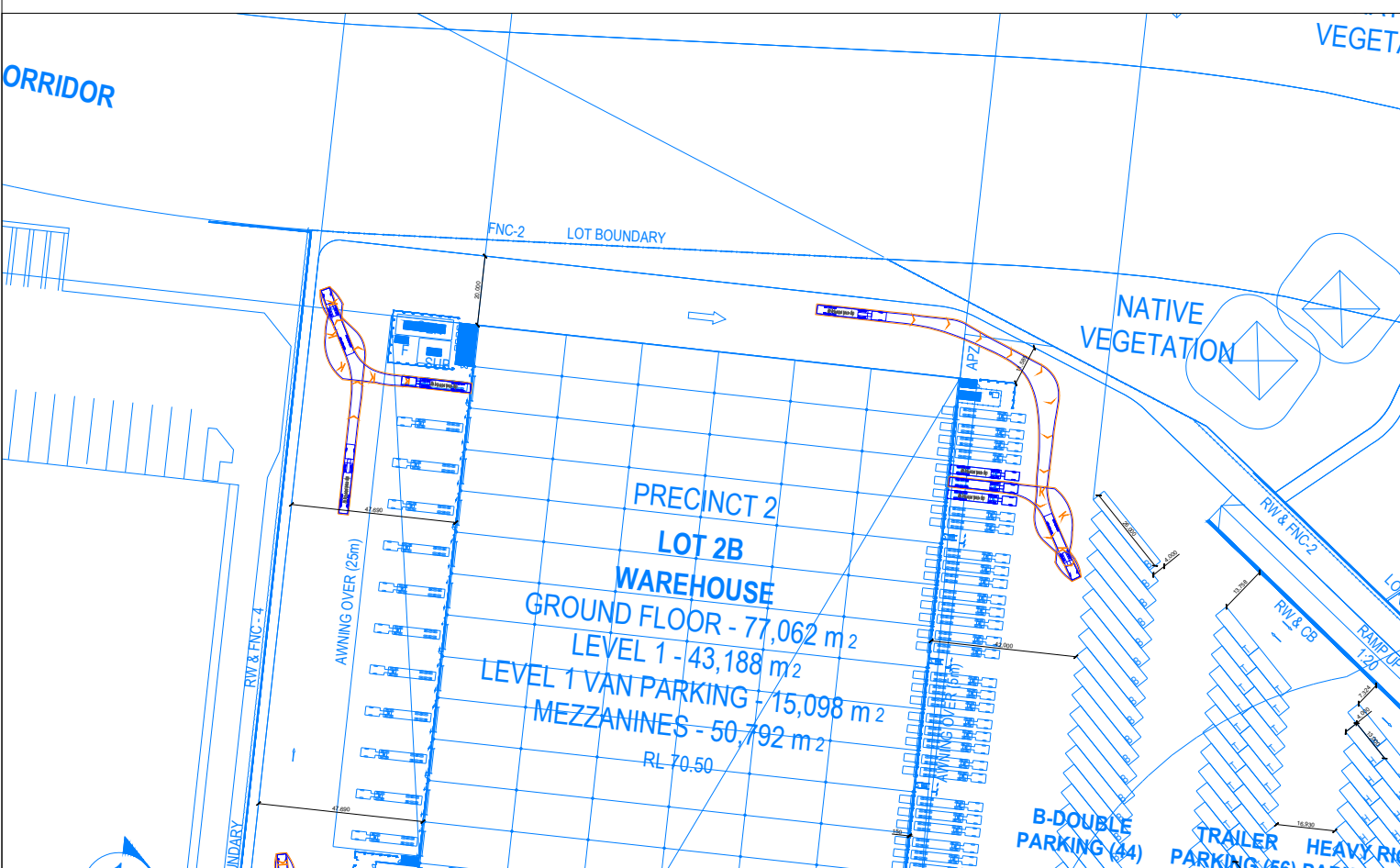
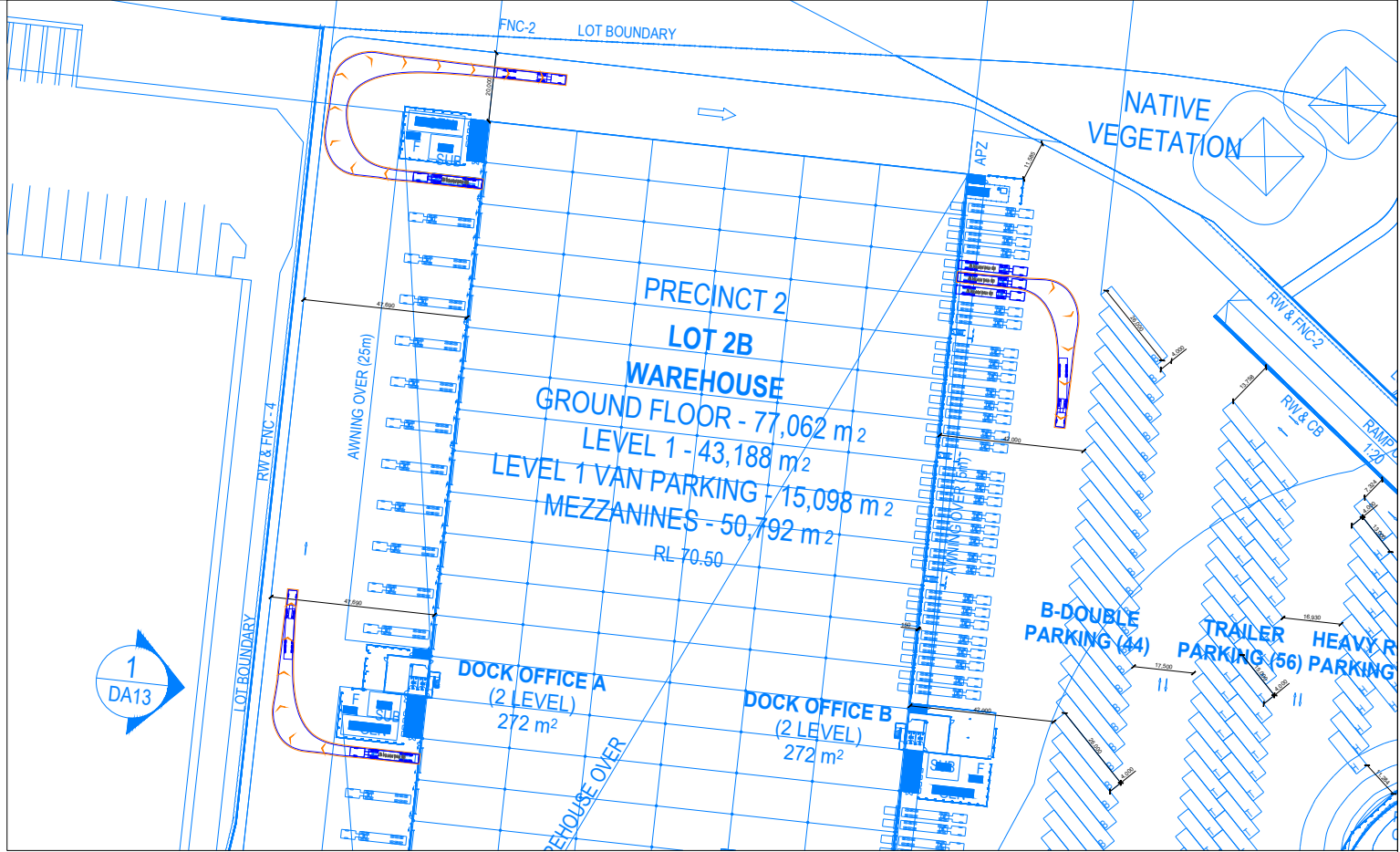
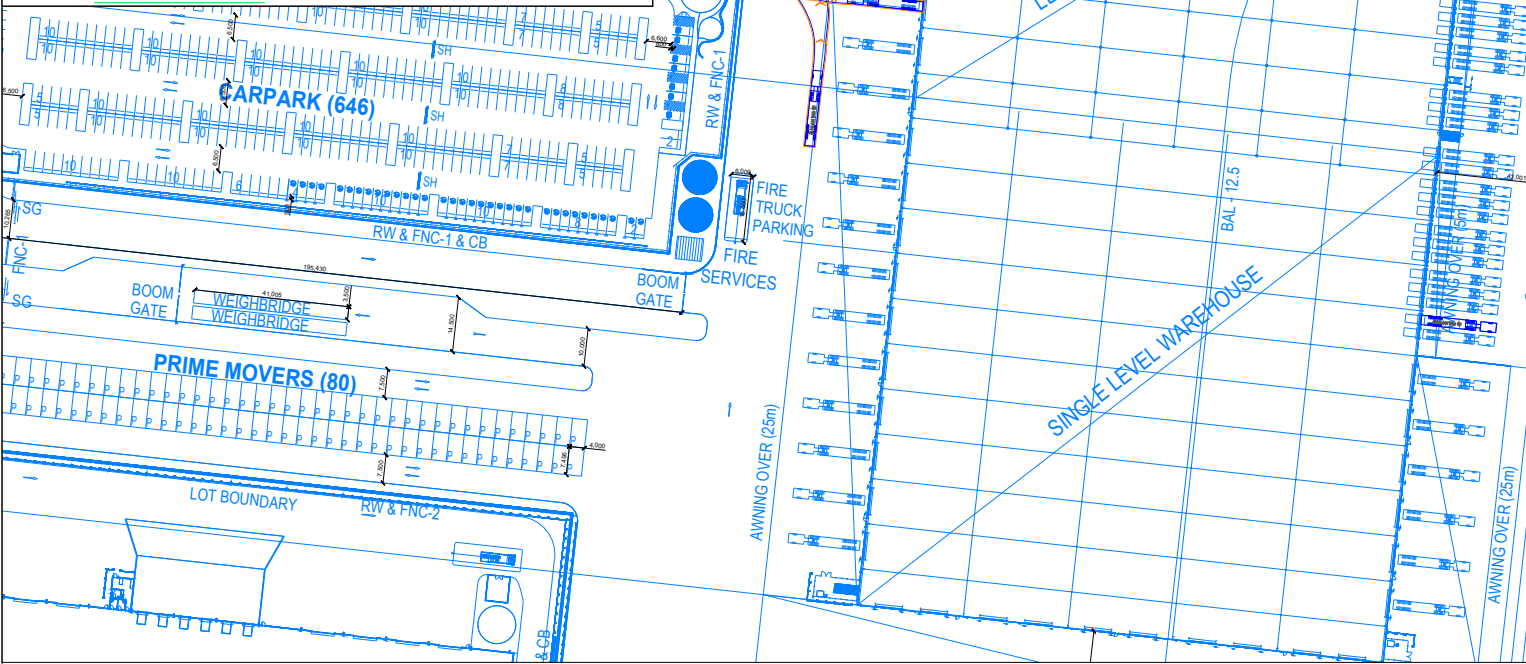
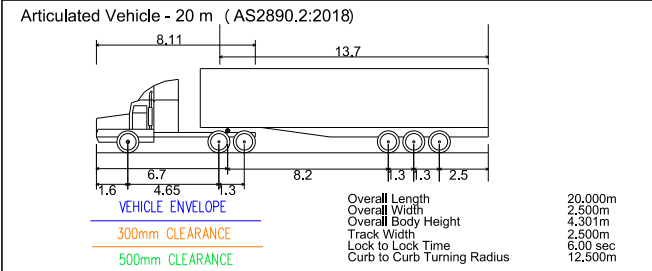


GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA, received 02.07.2026.	DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman	DOCUMENT INFORMATION Design Review Lots 2B & 2C	
	APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E		
	SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5	FILE NAME AG1546E-02-v06.dwg	SHEET AG05
				asongroup Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	

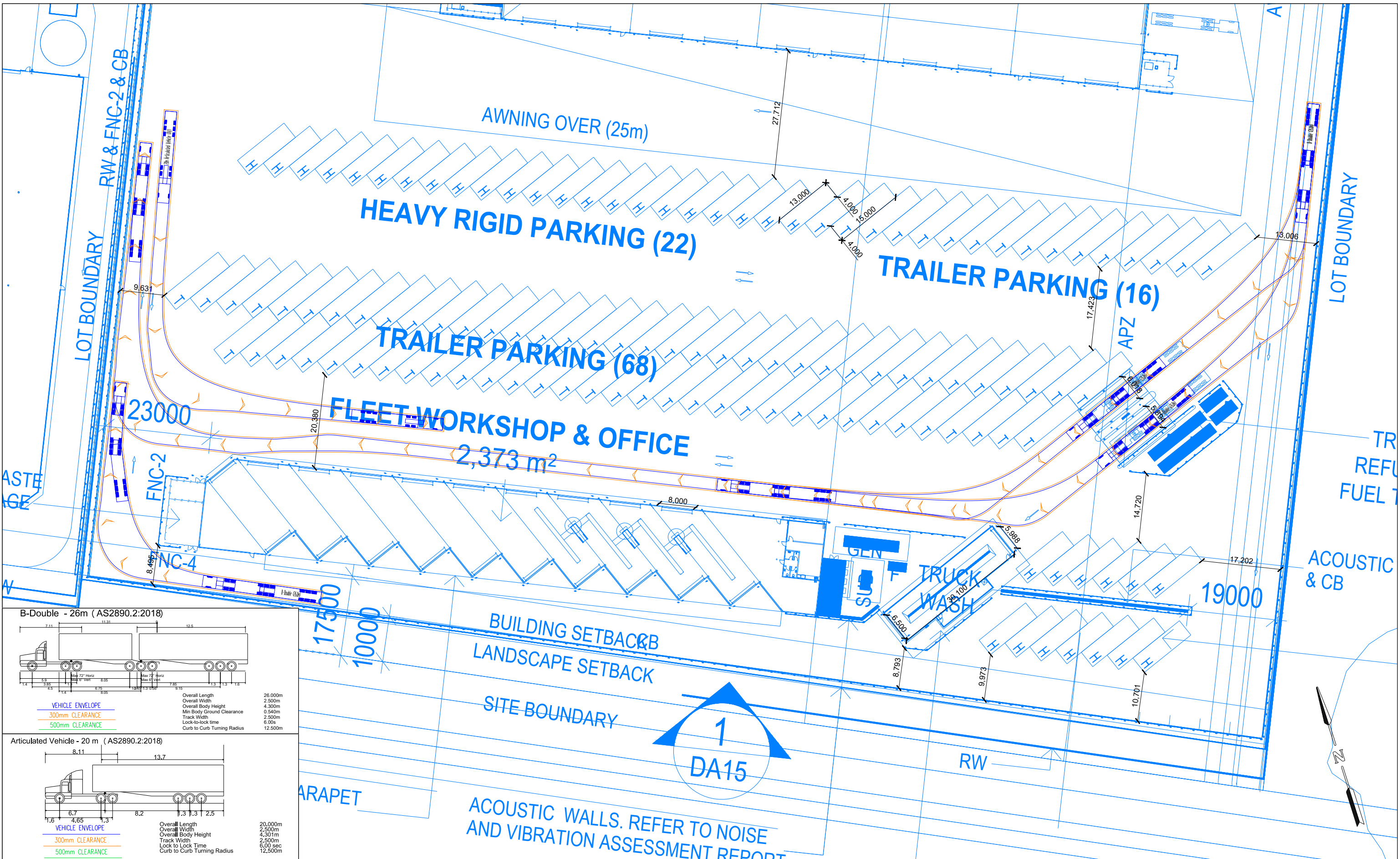


GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA, received 02.07.2026.	DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman	DOCUMENT INFORMATION Design Review Lots 2B & 2C	
	APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E		
	SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5	FILE NAME AG1546E-02-v06.dwg	SHEET AG06

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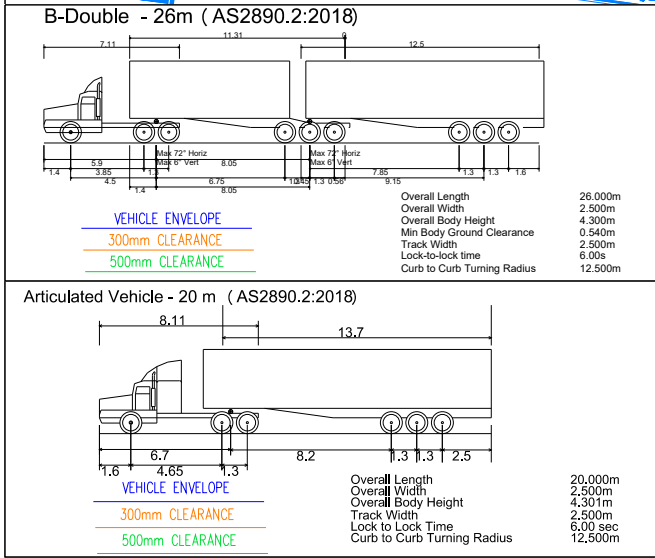
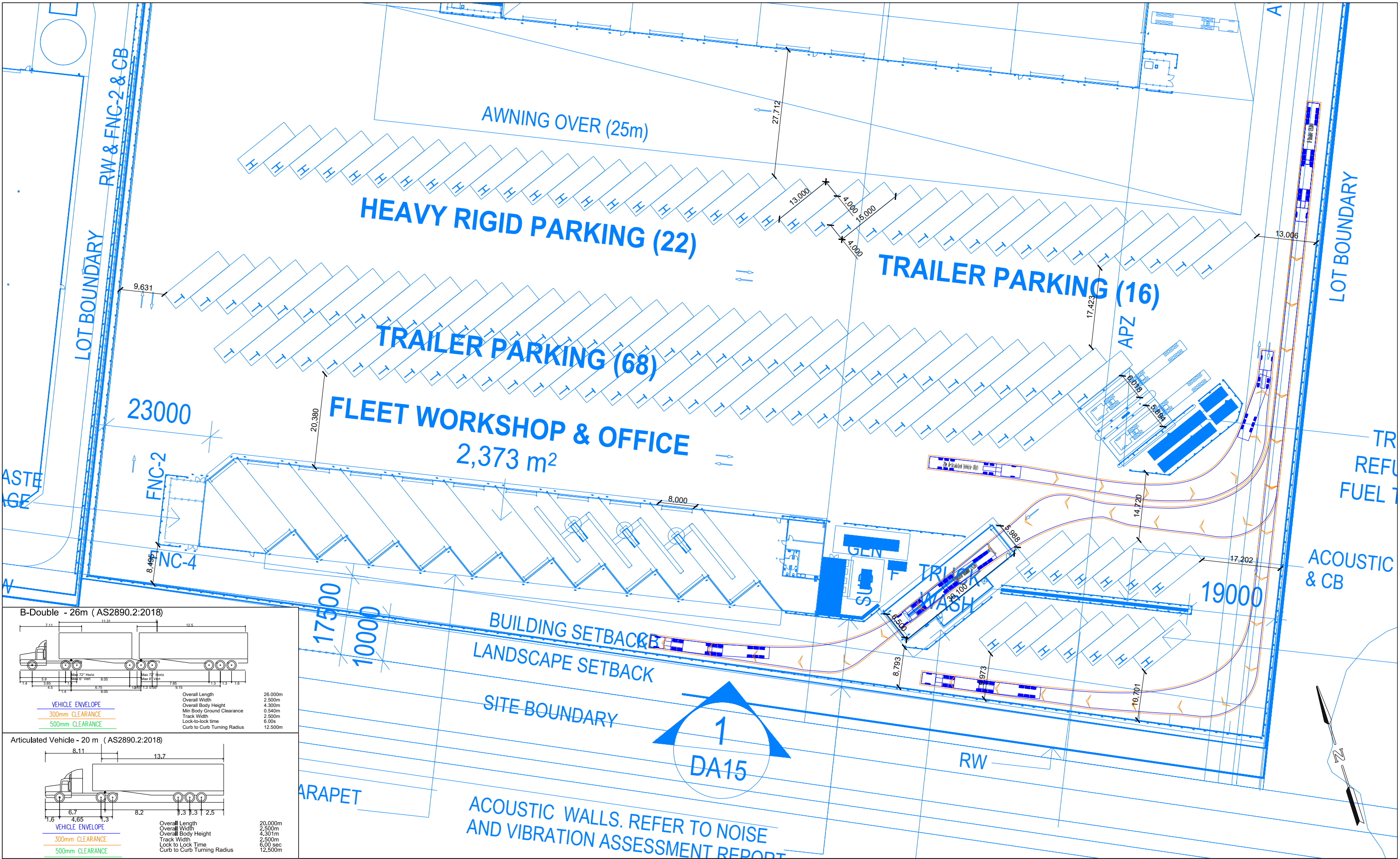


GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA, received 02.07.2026.	DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman	DOCUMENT INFORMATION	
	APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E		
	SCALE 1:2000		Oakdale East Estate Precinct 2, 4 & 5	FILE NAME AG1546E-02-v06.dwg	SHEET AG07
				asongroup Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	



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	APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E		
	SCALE 1:750		Oakdale East Estate Precinct 2, 4 & 5	FILE NAME AG1546E-02-v06.dwg	SHEET AG08

Suite 17.02, Level 17, 1 Castlereagh St
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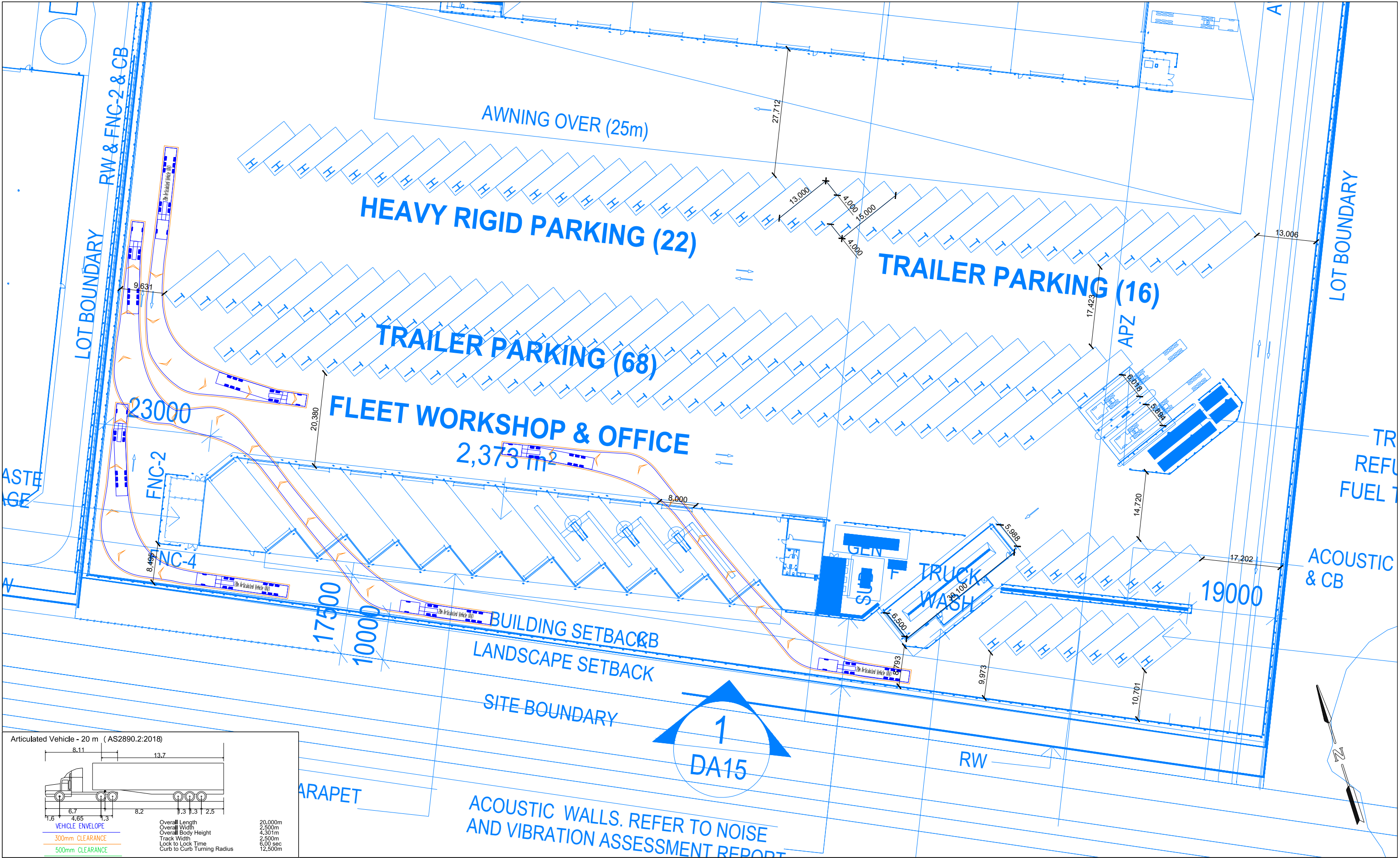


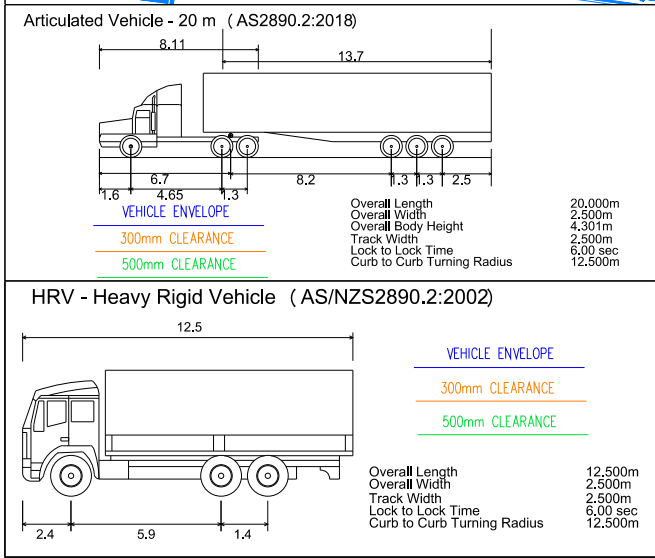
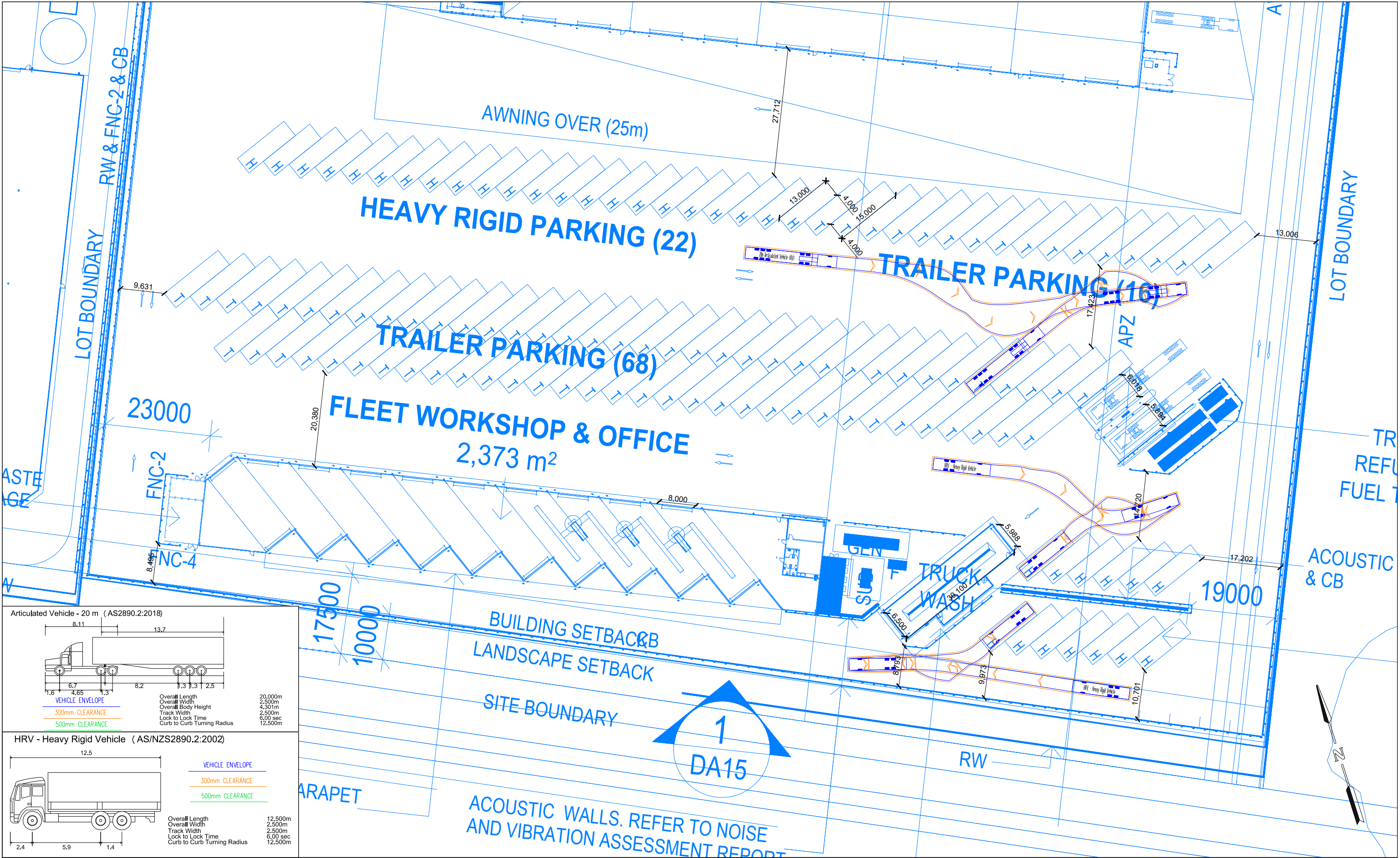
GENERAL NOTES
This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by SBA, received 02.07.2026.

DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:750		Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION	
Design Review Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG09

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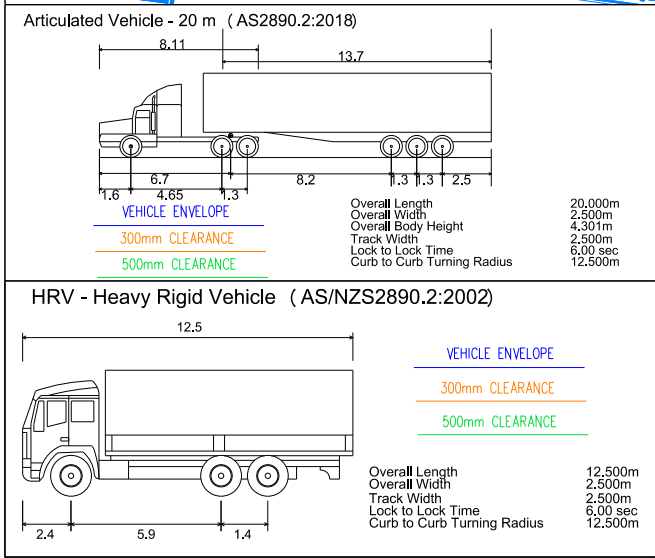
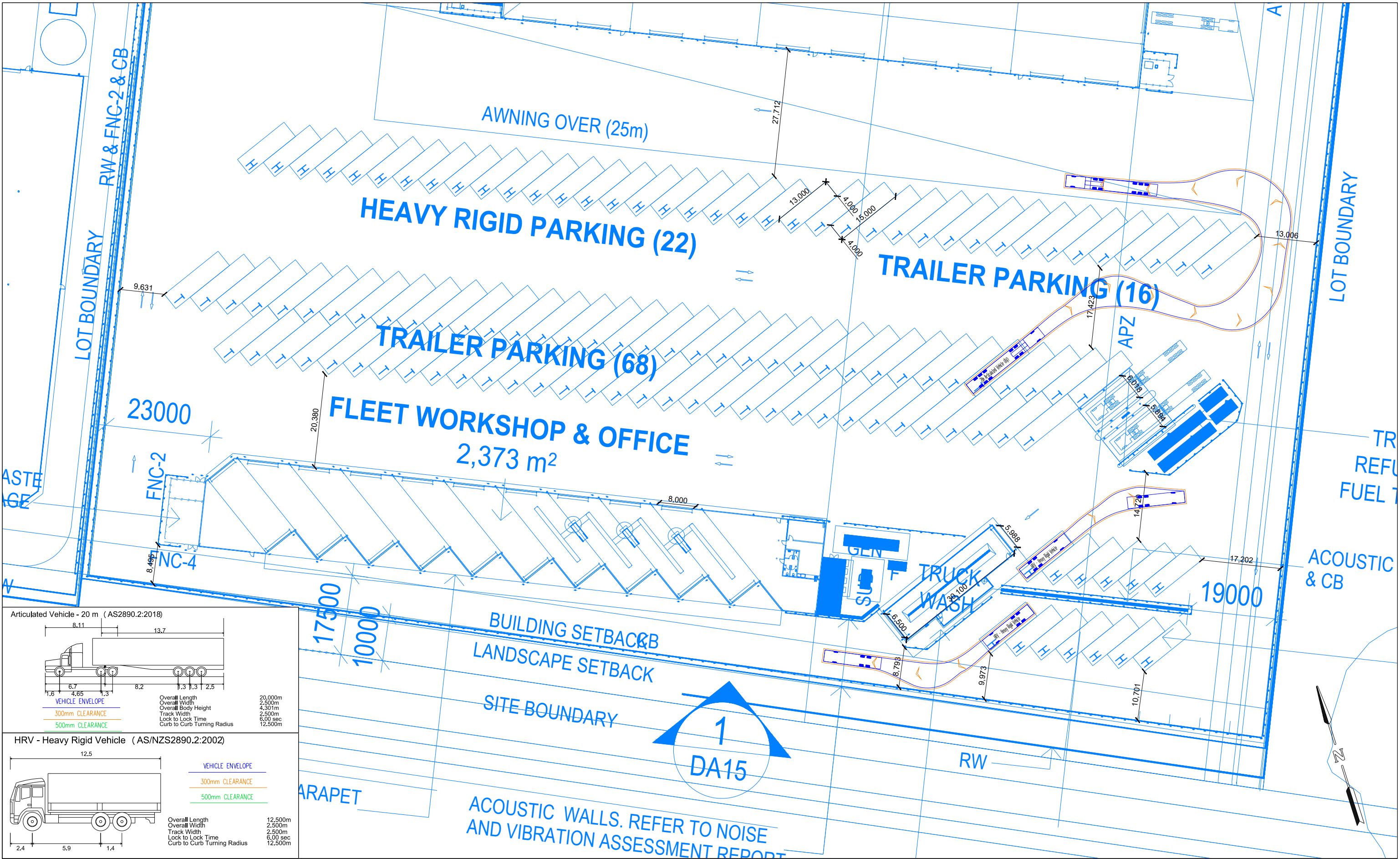
GENERAL NOTES
This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by SBA, received 02.07.2026.

DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:750		Oakdale East Estate Precinct 2, 4 & 5

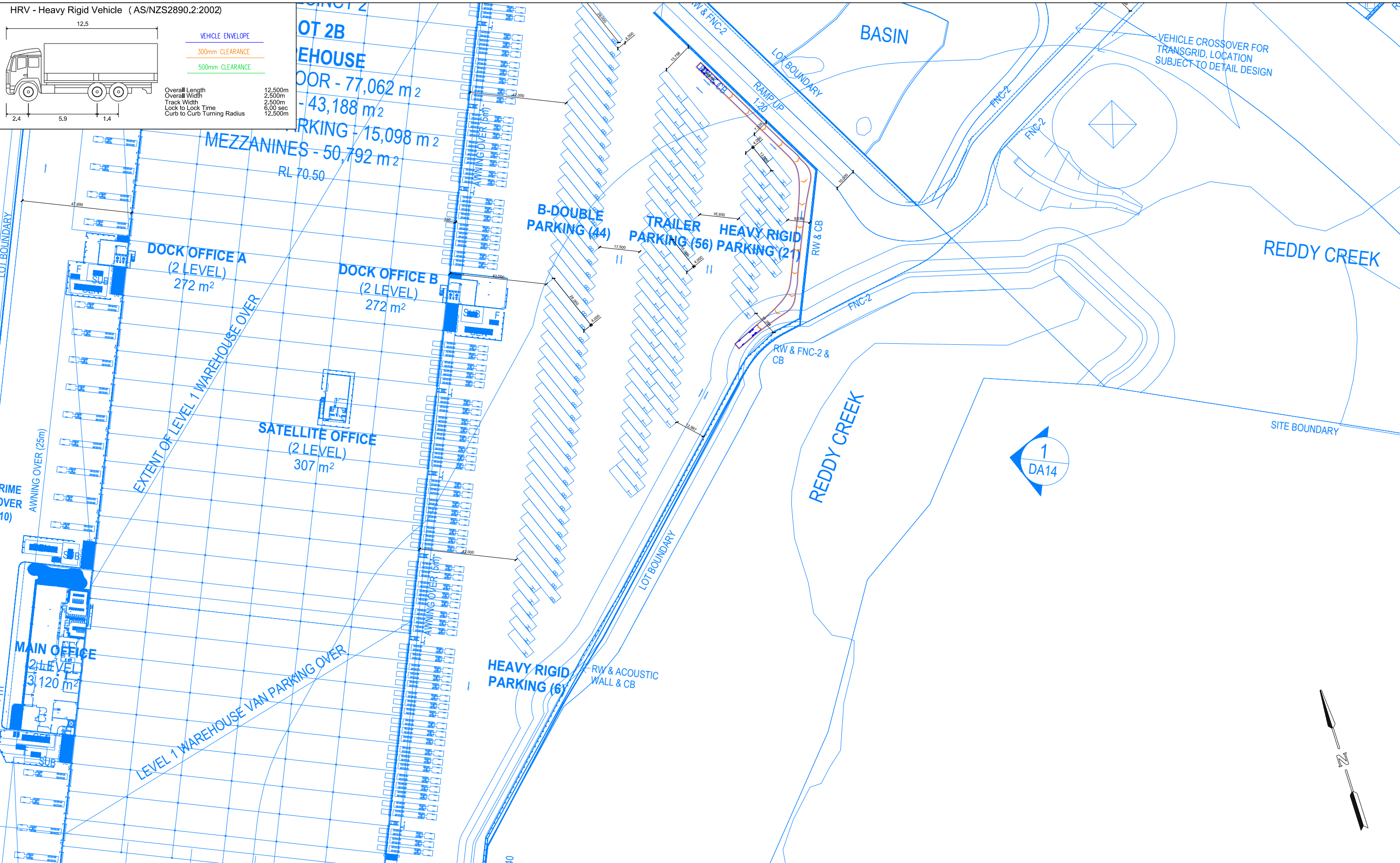
DOCUMENT INFORMATION	
Design Review Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG11

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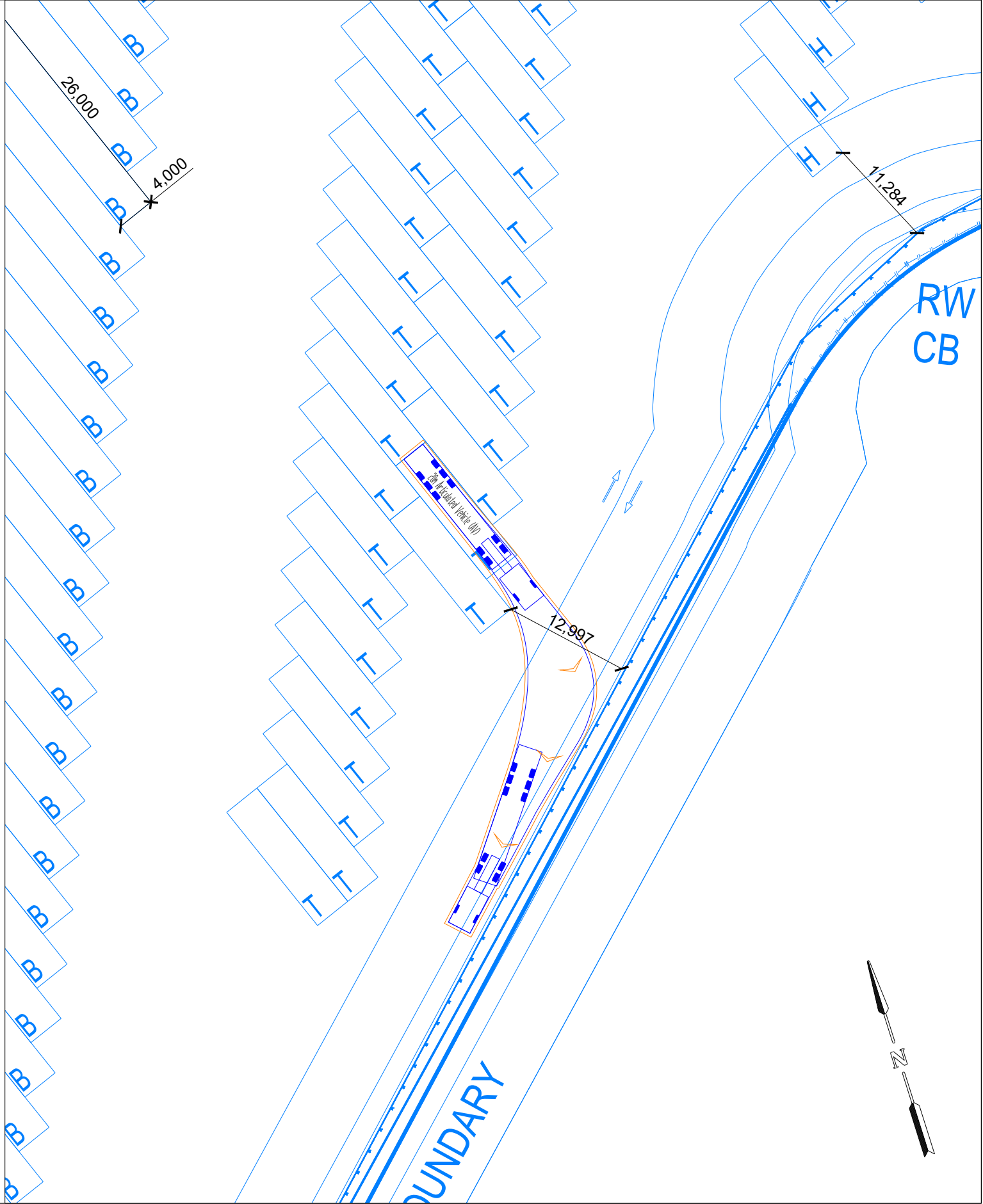
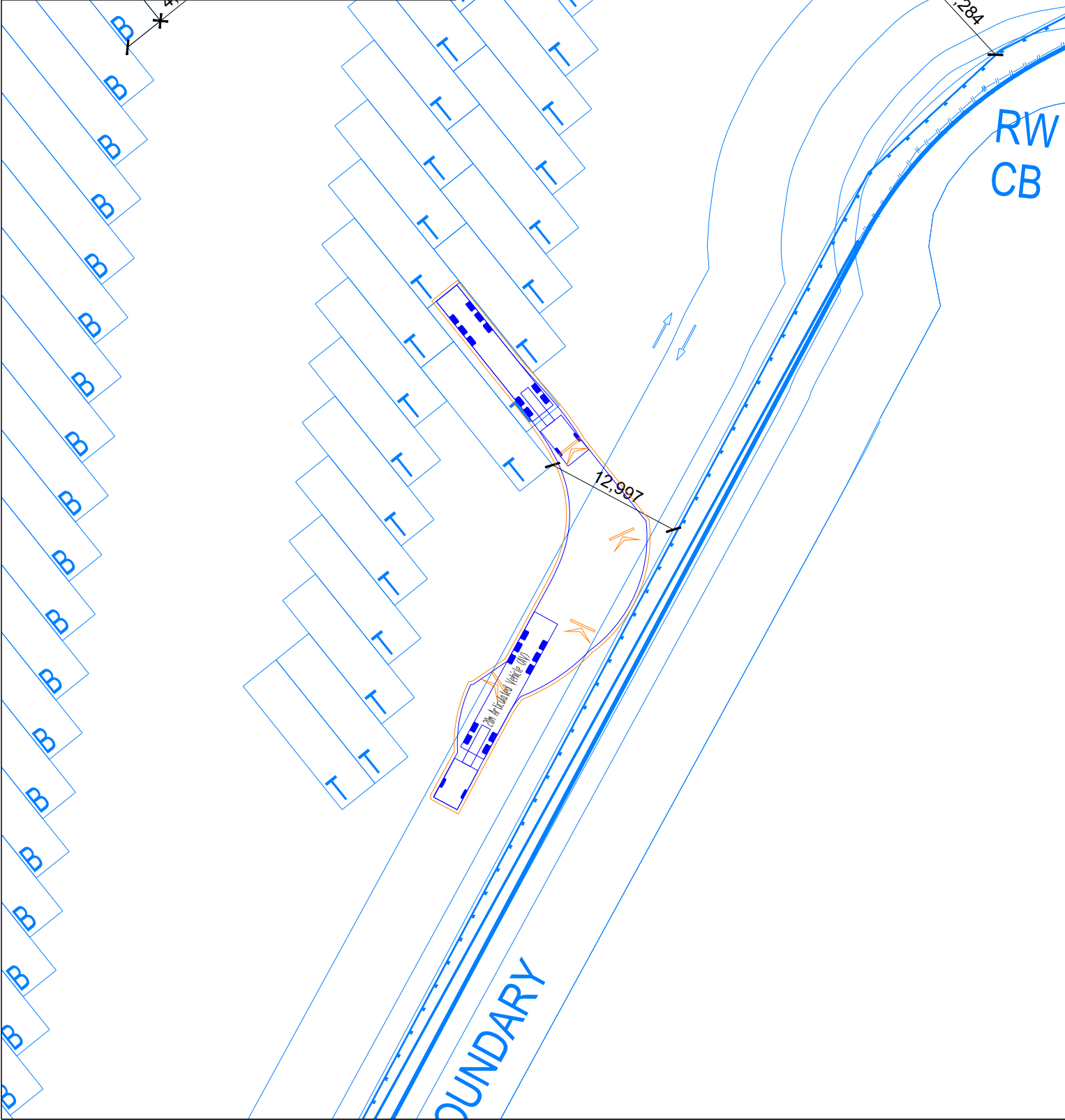
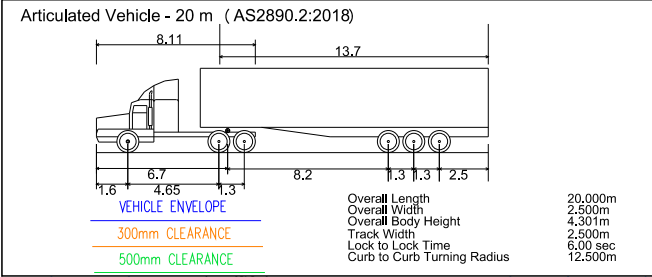


GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA, received 02.07.2026.	DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman	DOCUMENT INFORMATION	
	APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E		
	SCALE 1:750		Oakdale East Estate Precinct 2, 4 & 5	FILE NAME AG1546E-02-v06.dwg	SHEET AG12
				asongroup Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	



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DOCUMENT INFORMATION Design Review Lots 2B & 2C		 Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au
FILE NAME AG1546E-02-v06.dwg	SHEET AG13	



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Base Plan prepared by SBA, received 02.07.2026.

DESIGNED William Xie	PAPER SIZE A3 OR A1
APPROVED BY Ali Rasouli	DATE 02.07.2026
SCALE 1:500	

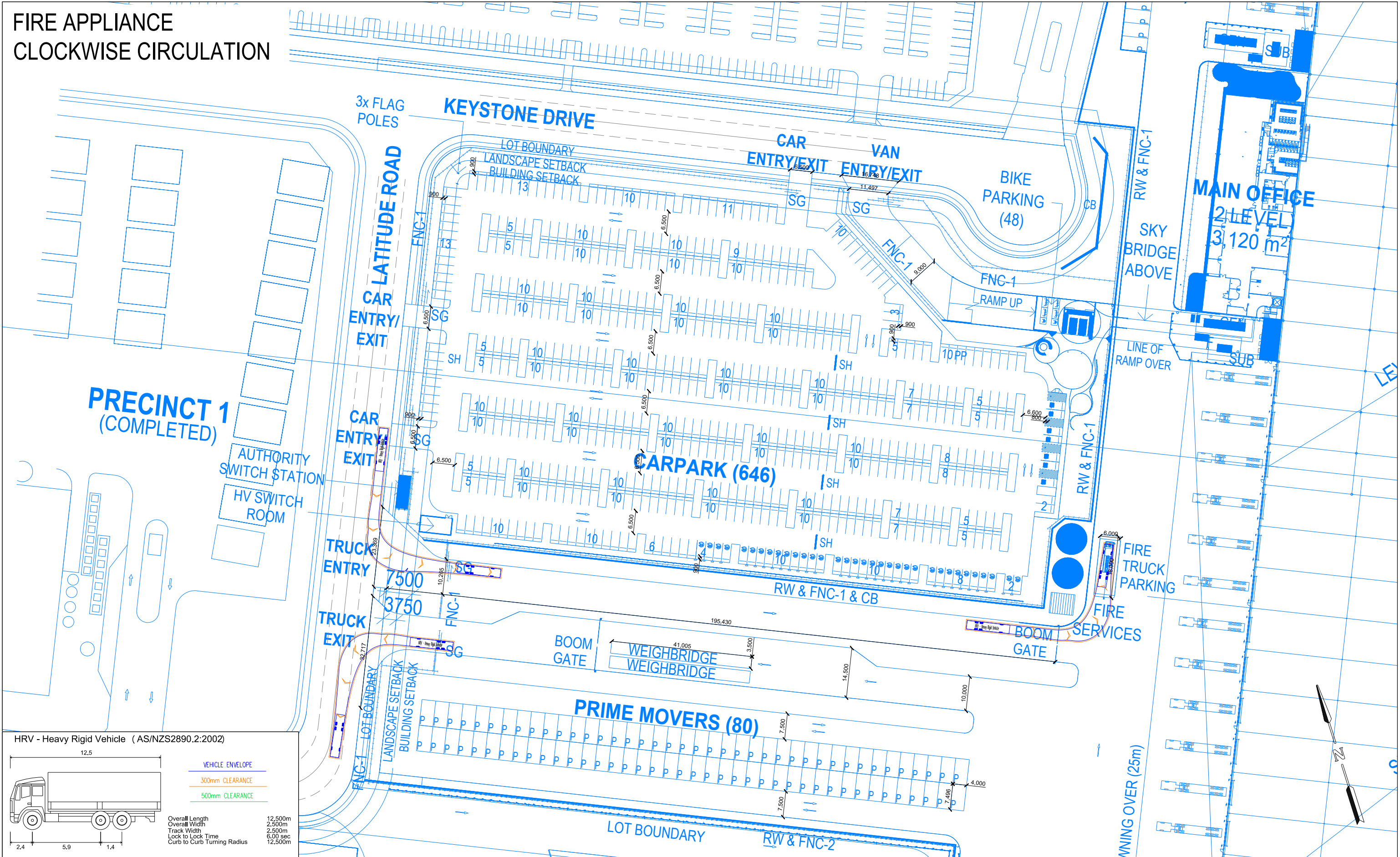
CLIENT Goodman
PROJECT 1546E
Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION	
Design Review Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG14

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FIRE APPLIANCE
CLOCKWISE CIRCULATION



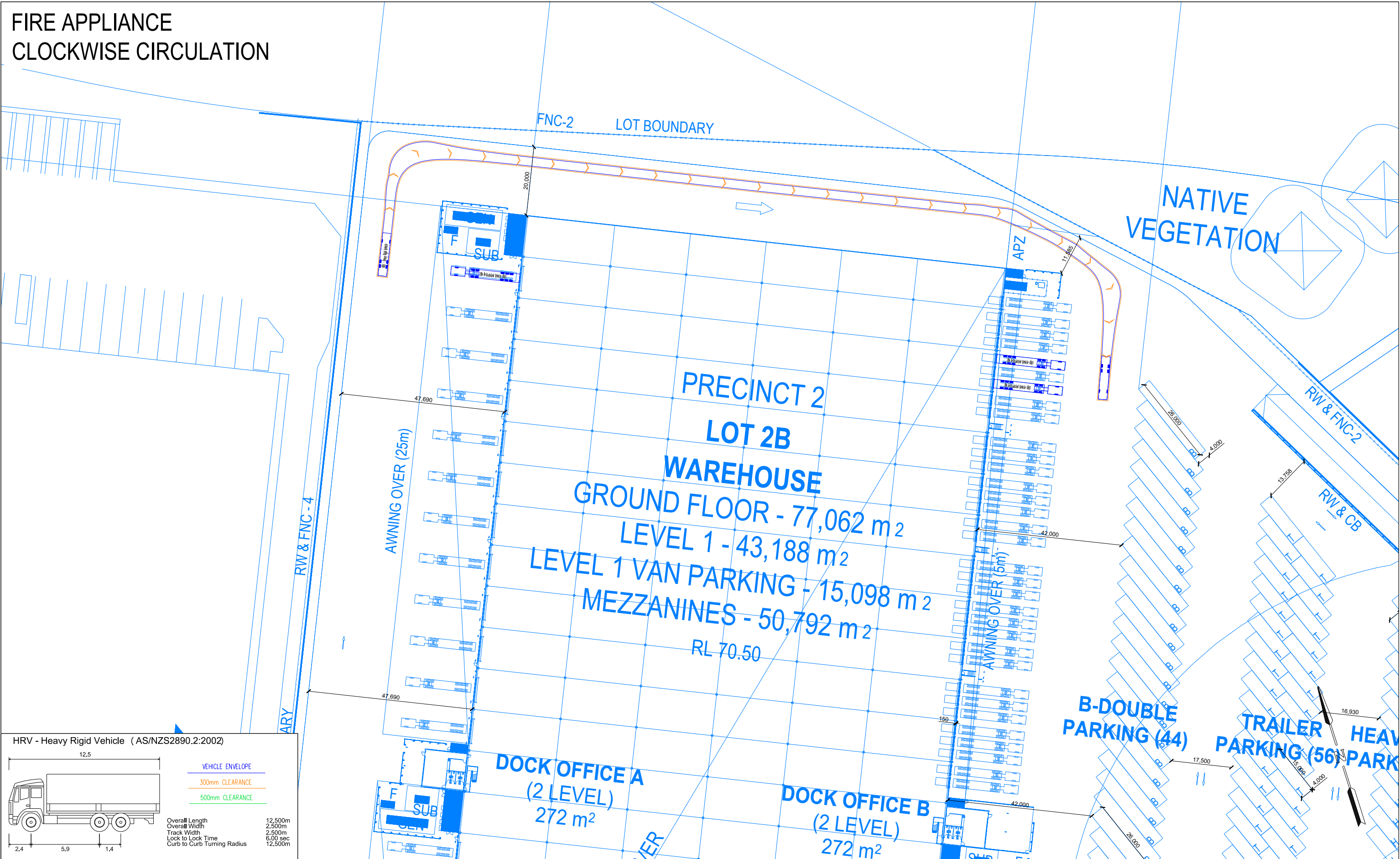
GENERAL NOTES
This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by SBA, received 02.07.2026.

DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION	
Design Review Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG15

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FIRE APPLIANCE
CLOCKWISE CIRCULATION



GENERAL NOTES
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Base Plan prepared by SBA, received 02.07.2026.

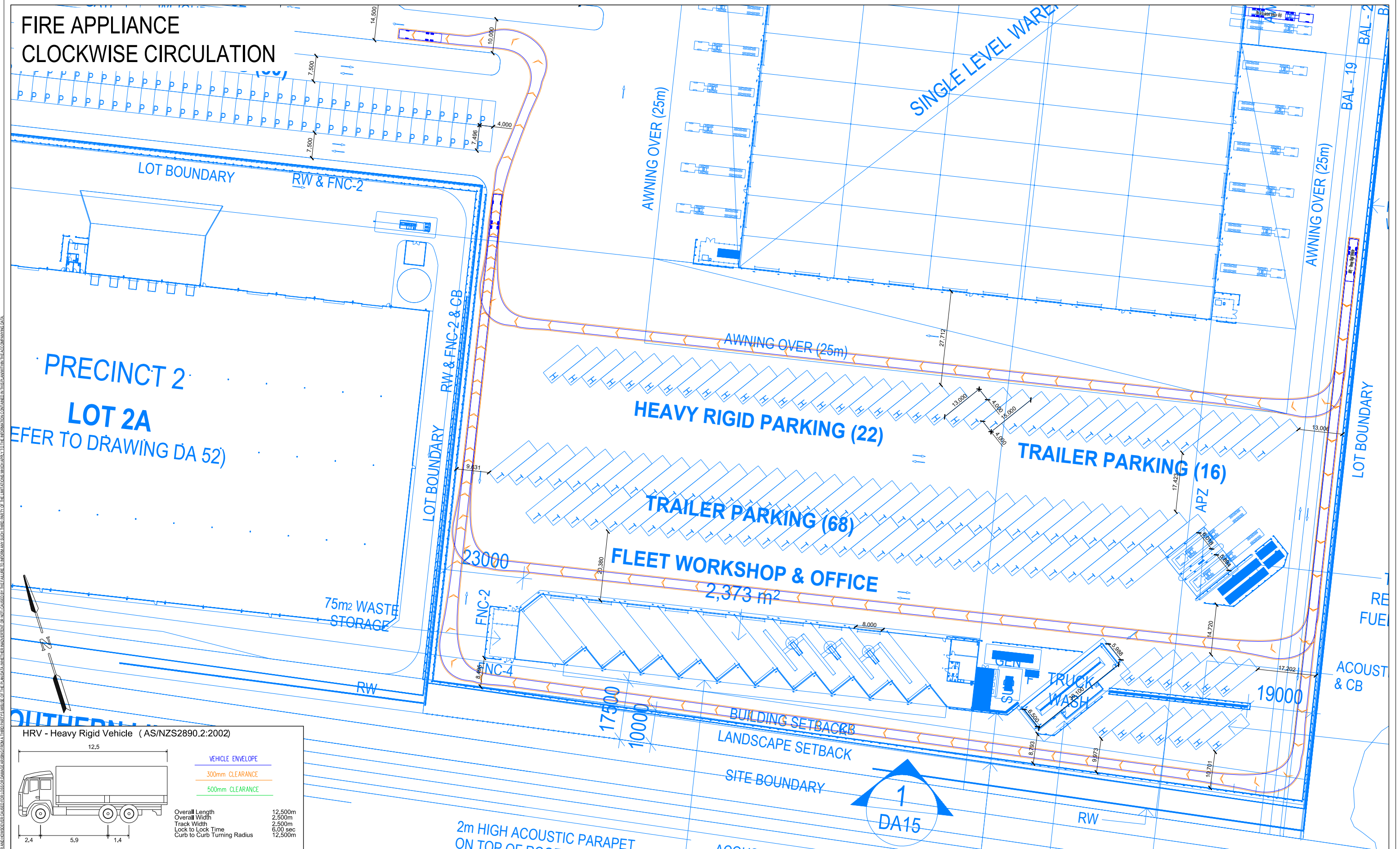
DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION	
Design Review Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG16

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FIRE APPLIANCE
CLOCKWISE CIRCULATION



HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)

VEHICLE ENVELOPE

- 300mm CLEARANCE
- 500mm CLEARANCE

Overall Length: 12,500m
Overall Width: 2,500m
Track Width: 2,500m
Lock to Lock Time: 6.00 sec
Curb to Curb Turning Radius: 12,500m

GENERAL NOTES
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Base Plan prepared by SBA, received 02.07.2026.

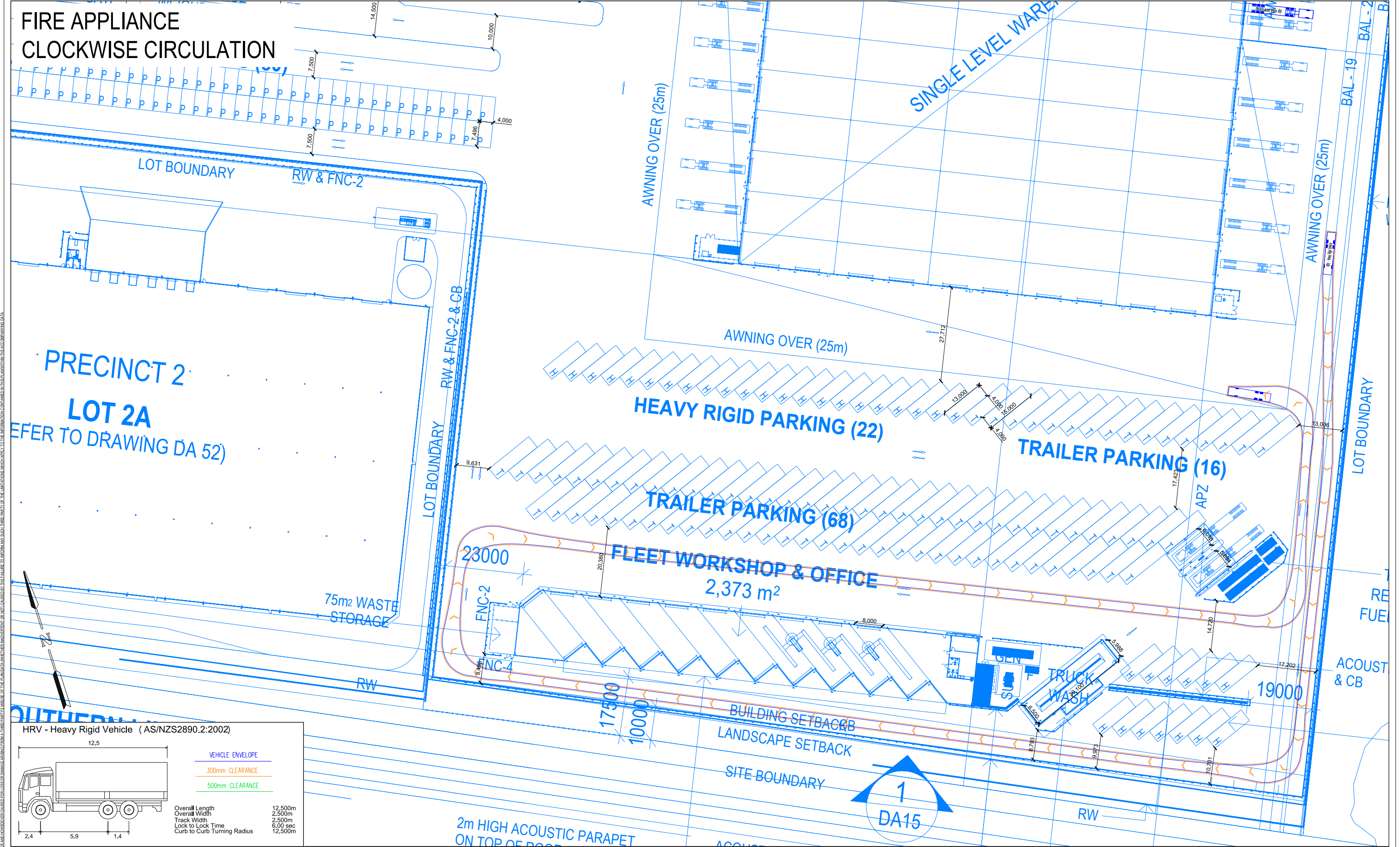
DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION	
Design Review Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG17

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FIRE APPLIANCE
CLOCKWISE CIRCULATION



HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)

VEHICLE ENVELOPE
300mm CLEARANCE
500mm CLEARANCE

Overall Length 12.500m
Overall Width 2.500m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m

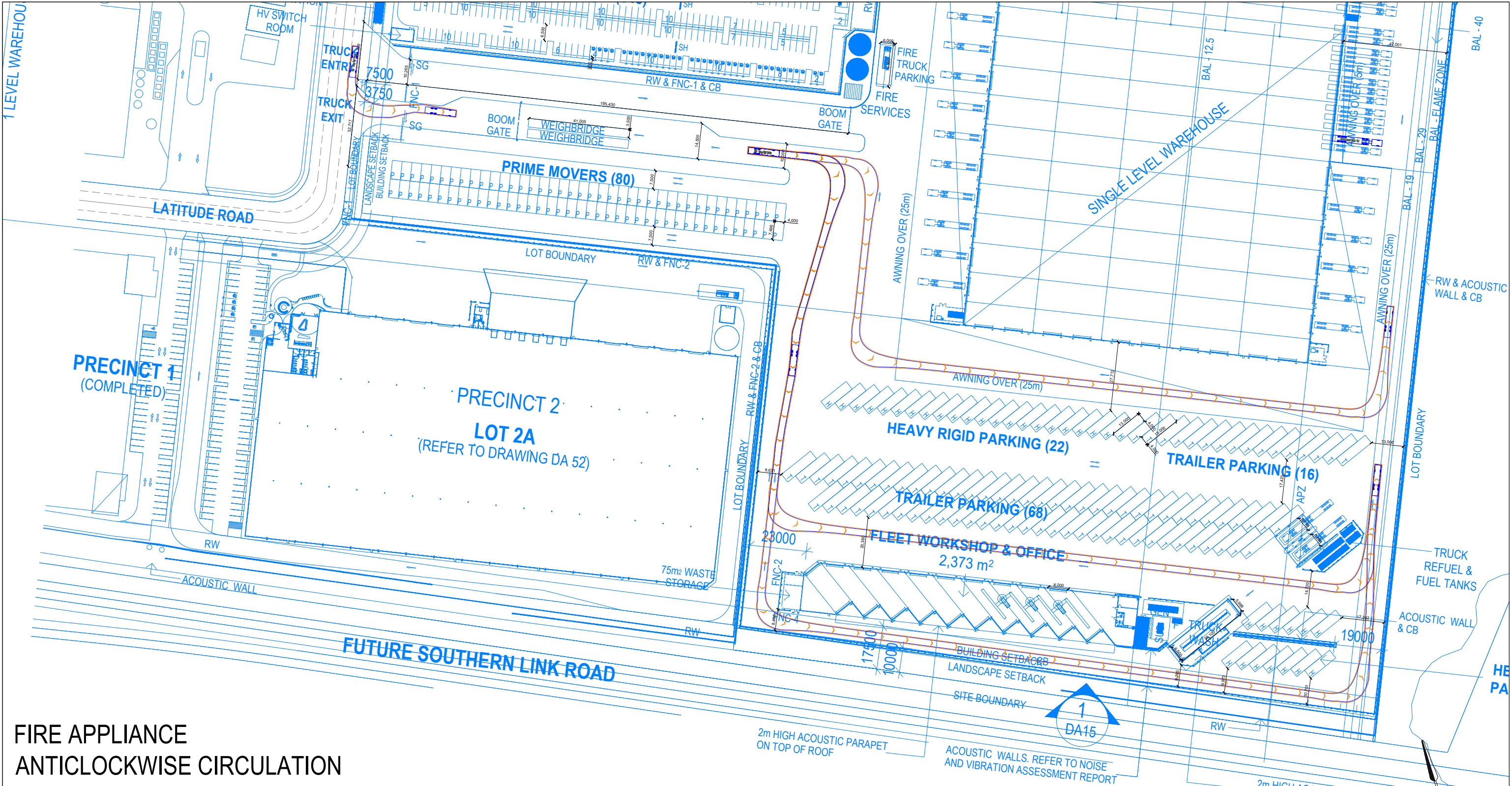
GENERAL NOTES
This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by SBA, received 02.07.2026.

DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION	
Design Review Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG18

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Sydney NSW 2000
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FIRE APPLIANCE ANTICLOCKWISE CIRCULATION

HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)

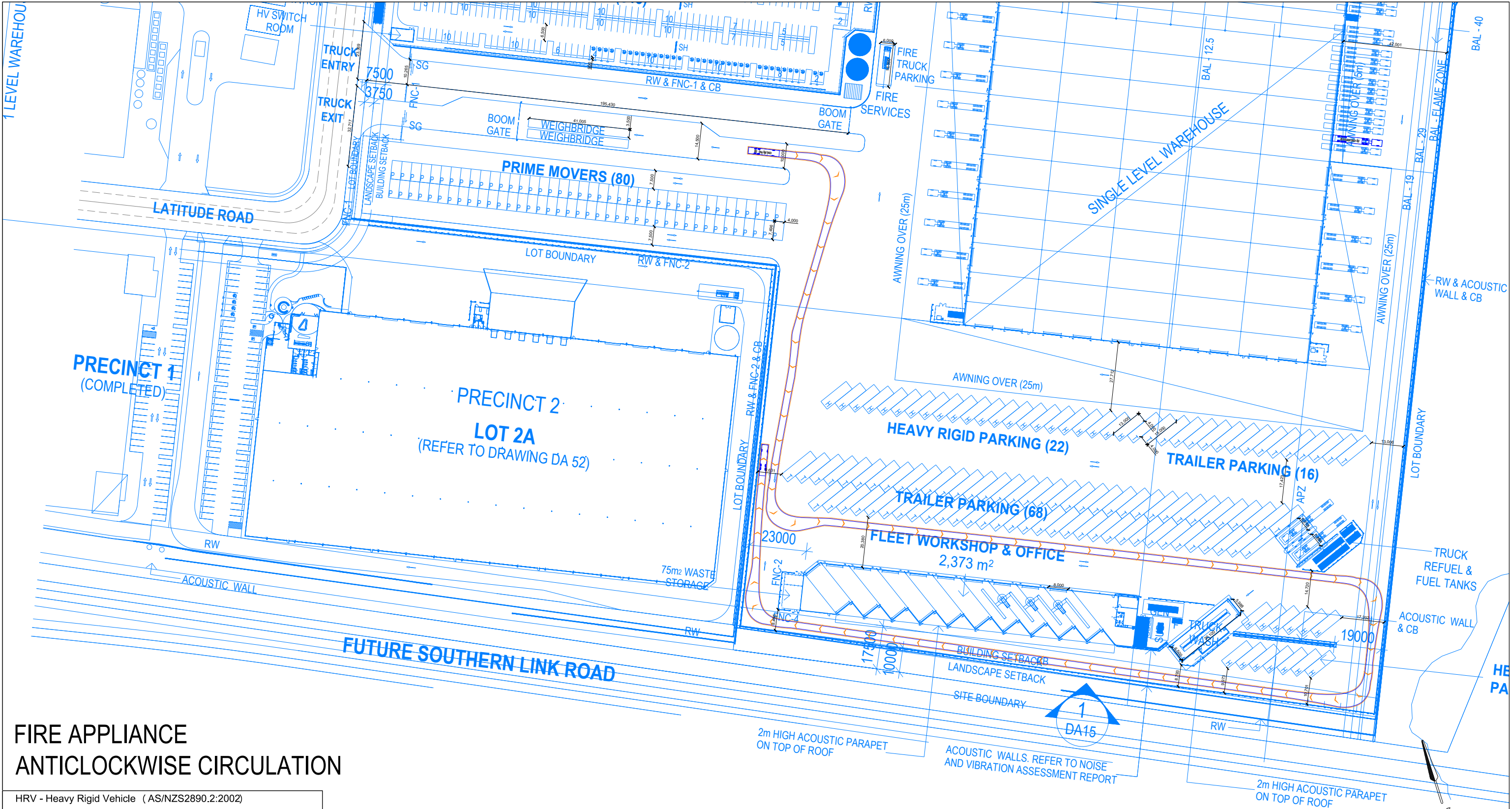
VEHICLE ENVELOPE
300mm CLEARANCE
500mm CLEARANCE

GENERAL NOTES
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Base Plan prepared by SBA, received 02.07.2026.

DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:1500		Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION	
Design Review Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG19

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Sydney NSW 2000
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FIRE APPLIANCE ANTICLOCKWISE CIRCULATION

HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)

VEHICLE ENVELOPE
300mm CLEARANCE
500mm CLEARANCE

Overall Length 12.500m
Overall Width 2.500m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m

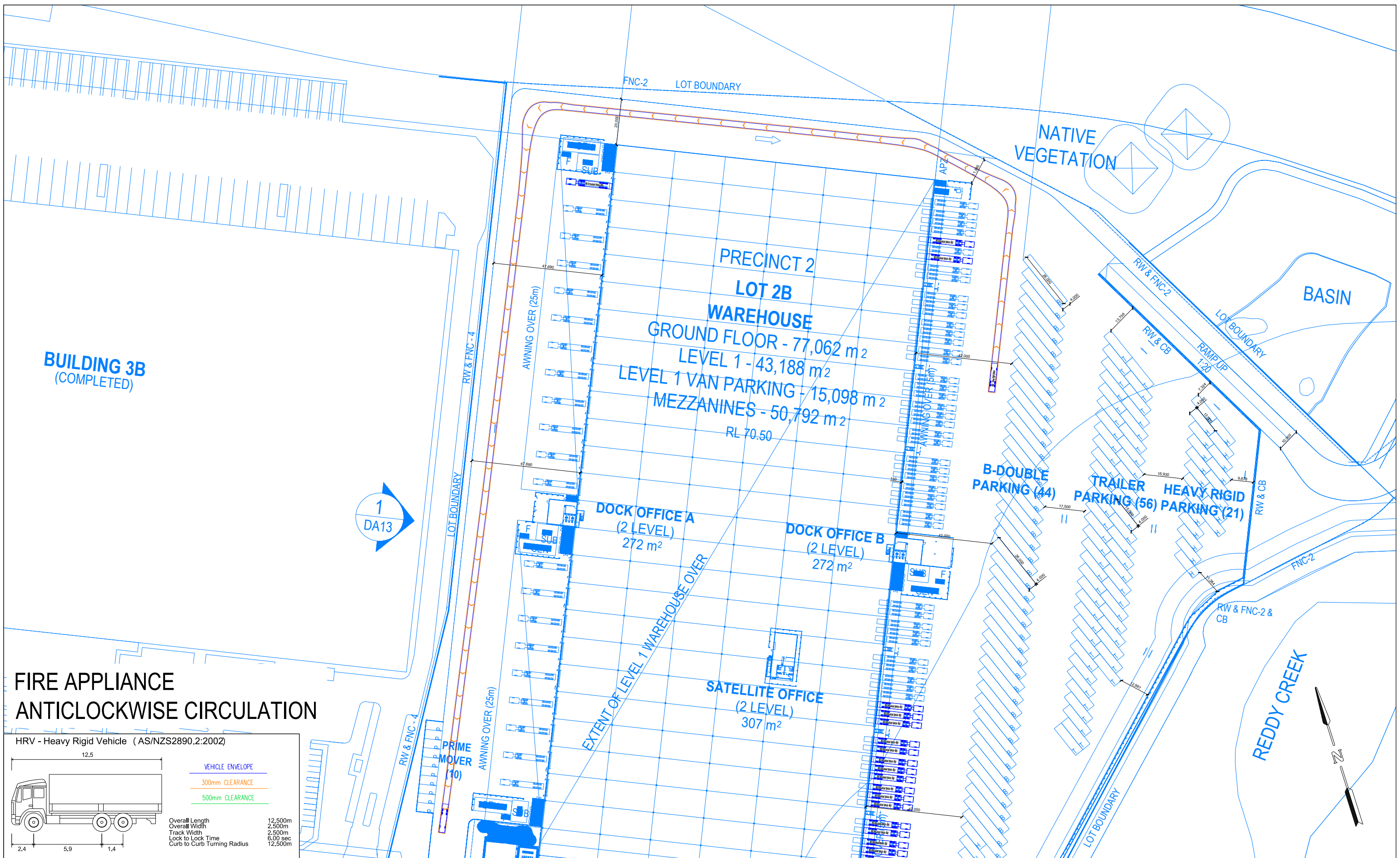
GENERAL NOTES
This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by SBA, received 02.07.2026.

DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:1500		Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION	
Design Review Lots 2B & 2C	
FILE NAME AG1546E-02-v06.dwg	SHEET AG20

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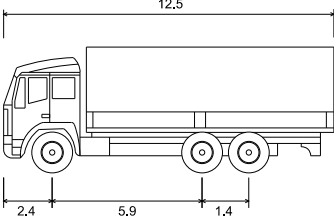
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au



FIRE APPLIANCE

ANTICLOCKWISE CIRCULATION

HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE

300mm CLEARANCE

500mm CLEARANCE

Overall Length	12.500m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by SBA, received 02.07.2026.

DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman
APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E
SCALE 1:1500		Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION

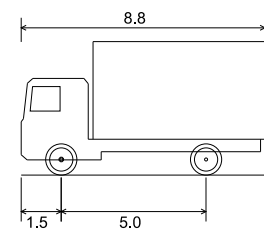
Design Review
Lots 2B & 2C

FILE NAME
AG1546E-02-v06.dwg

SHEET
AG21

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VEHICLE ENVELOPE

300mm CLEARANCE

500mm CLEARANCE

Overall Length
Overall Width
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

8.800m
2.500m
2.500m
4.00 sec
10.000m

KEYSTONE DRIVE

LOT BOUNDARY

LANDSCAPE SETBACK
BUILDING SETBACK



BIKE
PARKING
(48)

~~FNC-1~~



10 PP

RAM

GENERAL NOTES

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Base Plan prepared by SBA, received 02.07.2026.

DESIGNED
William Xie

APPROVED BY
Ali Rasouli

SCALE
1:500

PAPER SIZE	A3 OR A1
------------	----------

DATE	02.07.2026
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CLIENT	Goodman
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PROJECT
1546E

Oakdale East Estate Precinct 2, 4 & 5

DOCUMENT INFORMATION

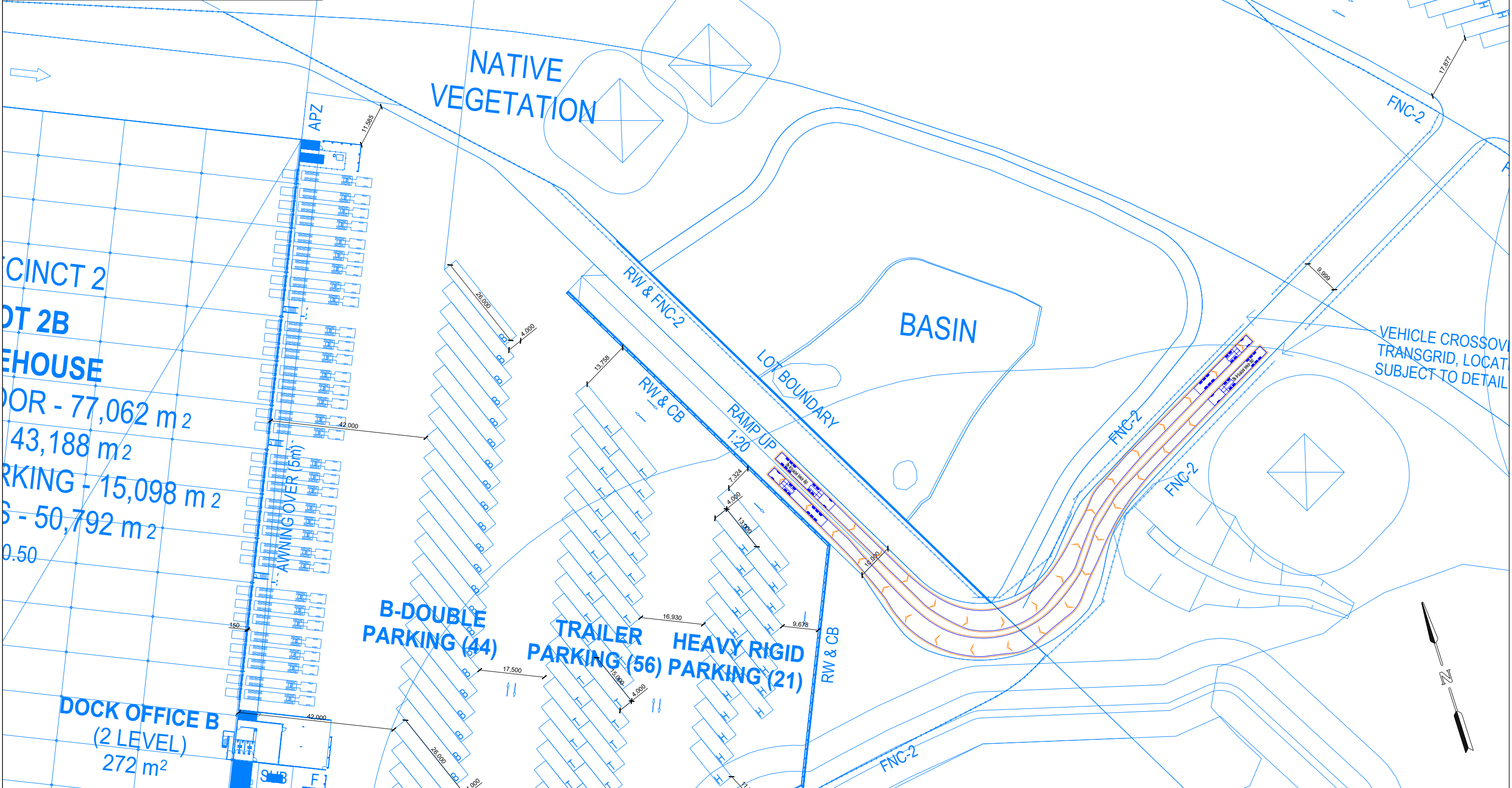
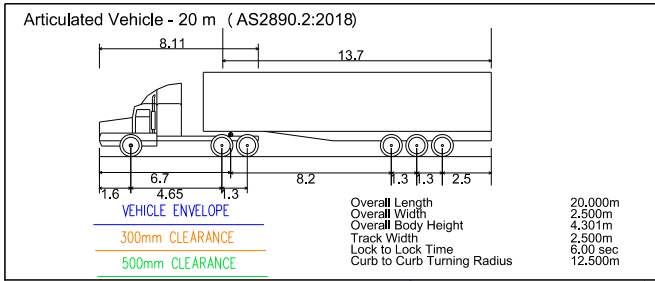
Design Review
Lots 2B & 2C

FILE NAME
AG1546E-02-v06.dwg

	SHEET AG23
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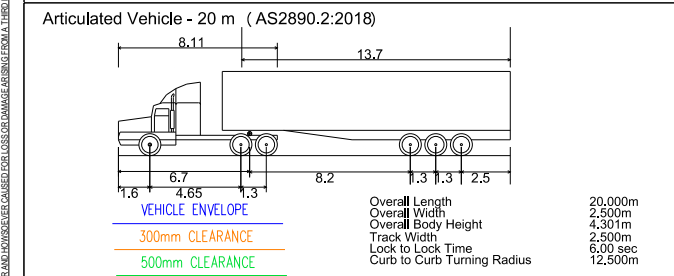
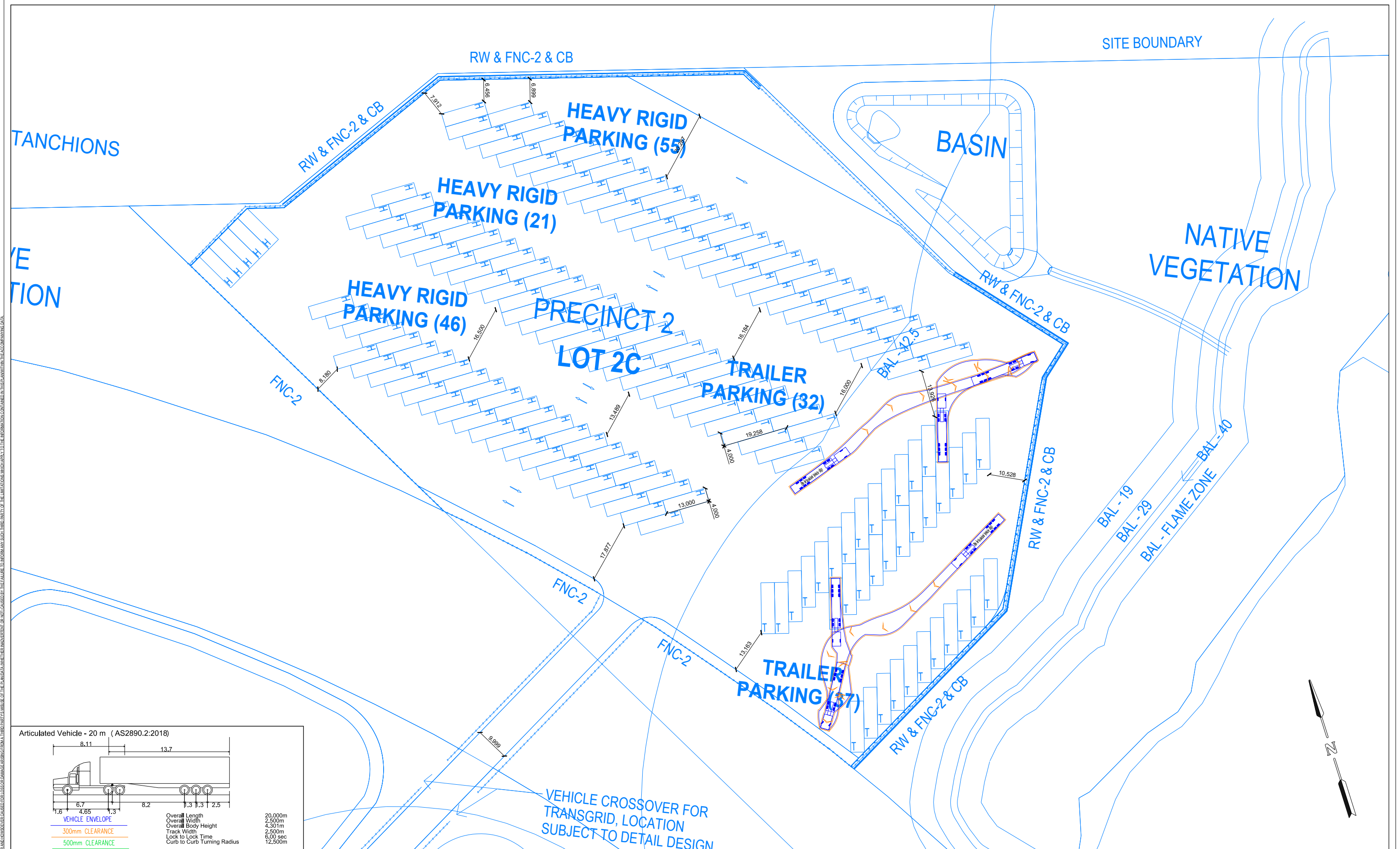
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info@asongroup.com.au

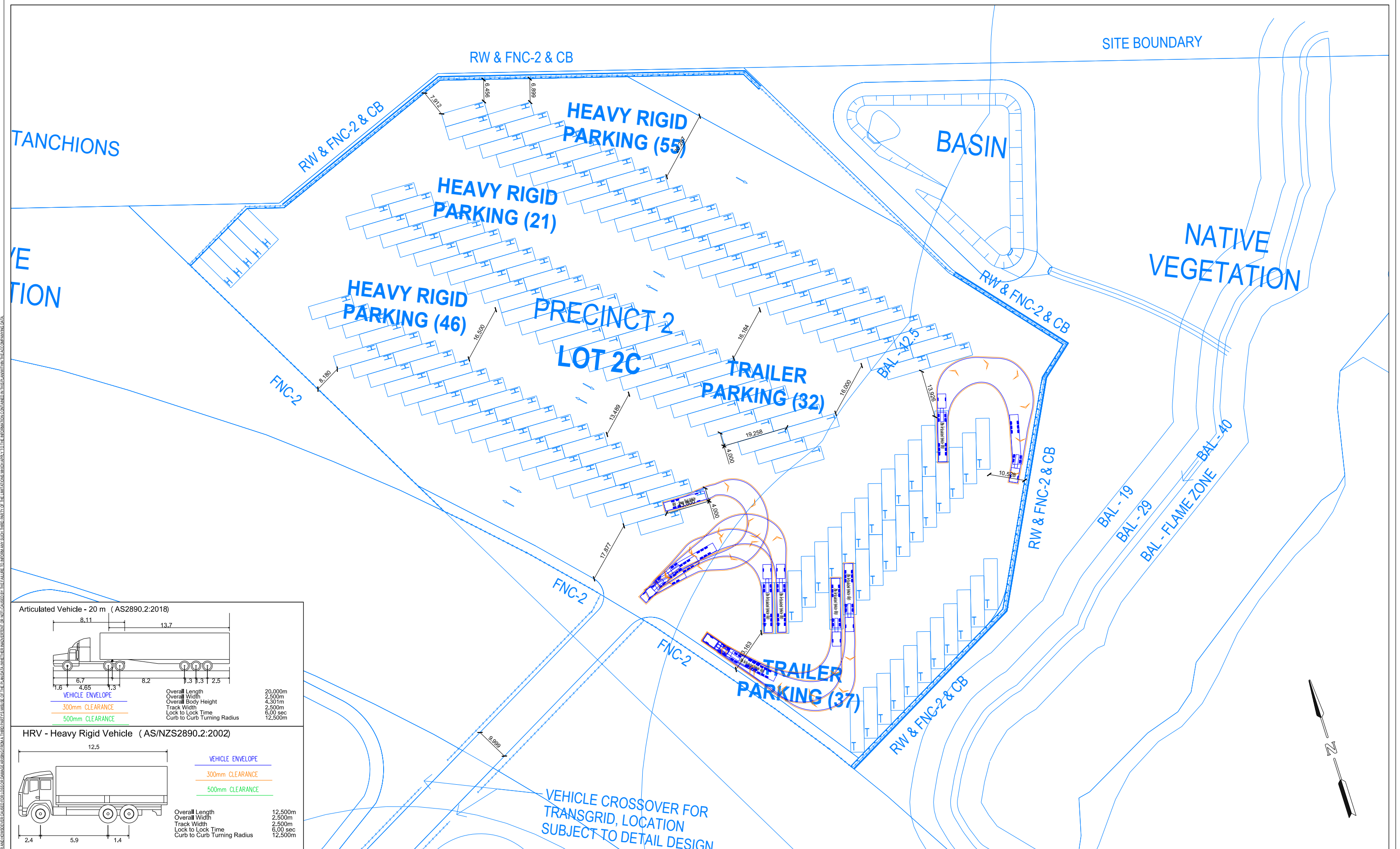


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	APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E		
	SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5	FILE NAME AG1546E-02-v06.dwg	SHEET AG24

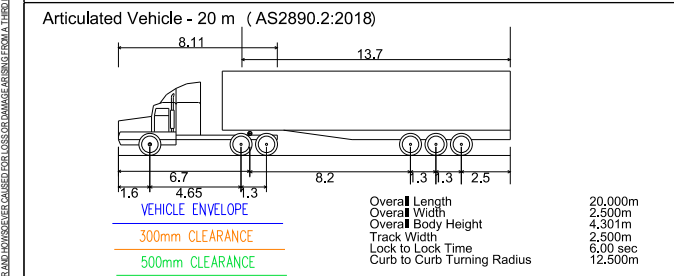
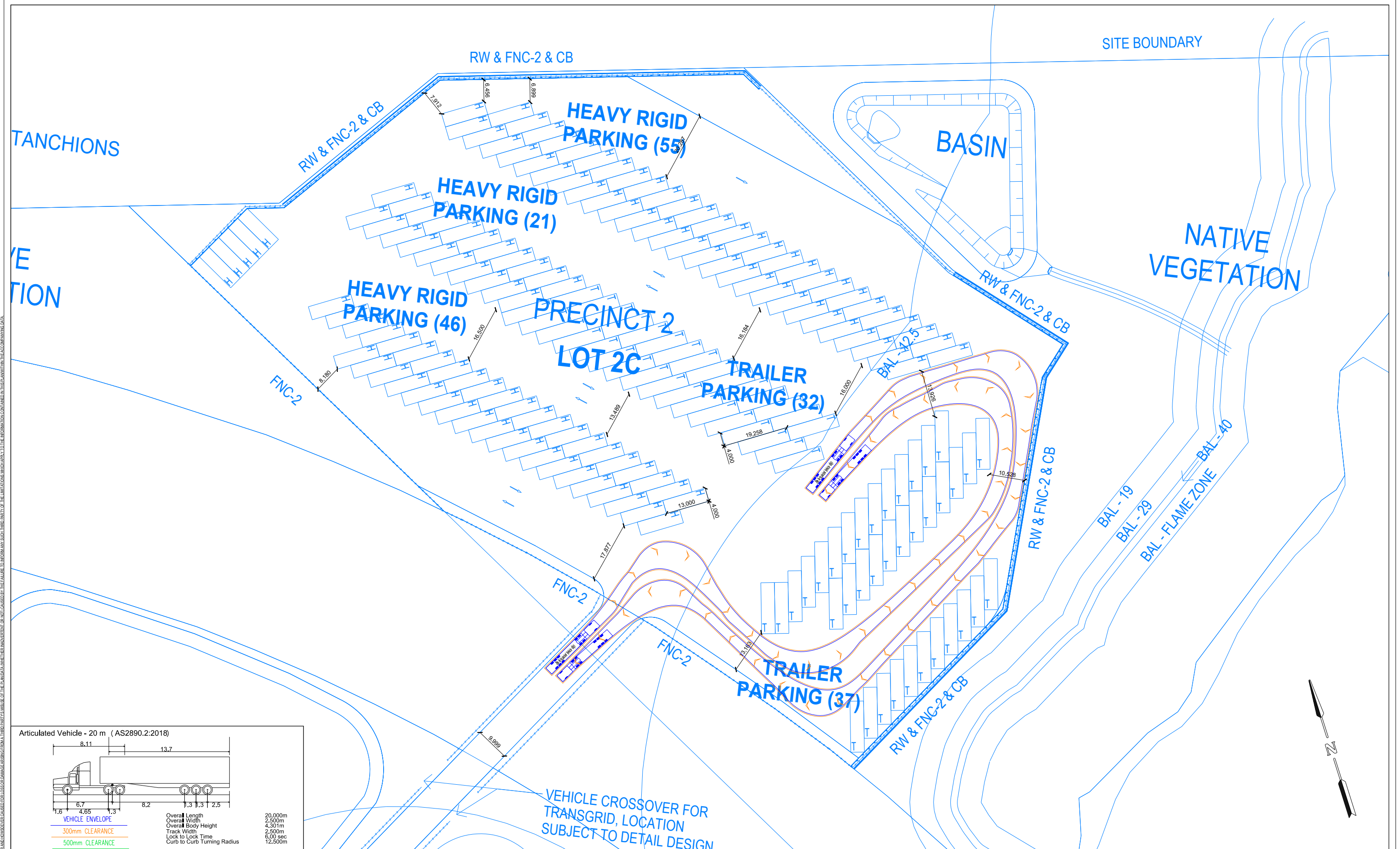
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info@asongroup.com.au



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	APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E			
	SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5	FILE NAME AG1546E-02-v06.dwg	SHEET AG25	

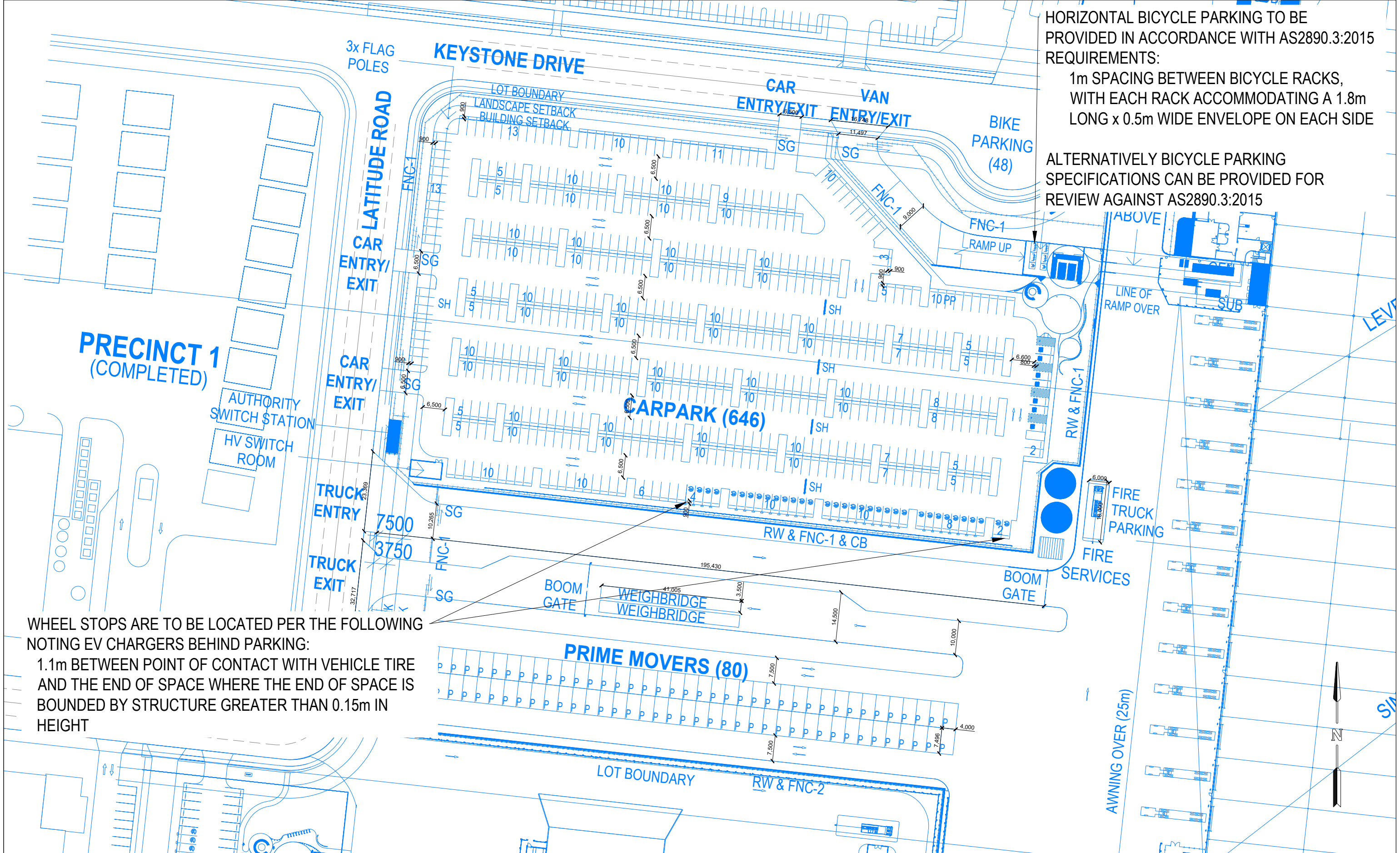


GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA, received 02.07.2026.	DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman	DOCUMENT INFORMATION Design Review Lots 2B & 2C		 Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au
	APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E			
	SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5	FILE NAME AG1546E-02-v06.dwg	SHEET AG26	



GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA, received 02.07.2026.	DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman	DOCUMENT INFORMATION Design Review Lots 2B & 2C		 Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au
	APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E			
	SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5	FILE NAME AG1546E-02-v06.dwg	SHEET AG27	

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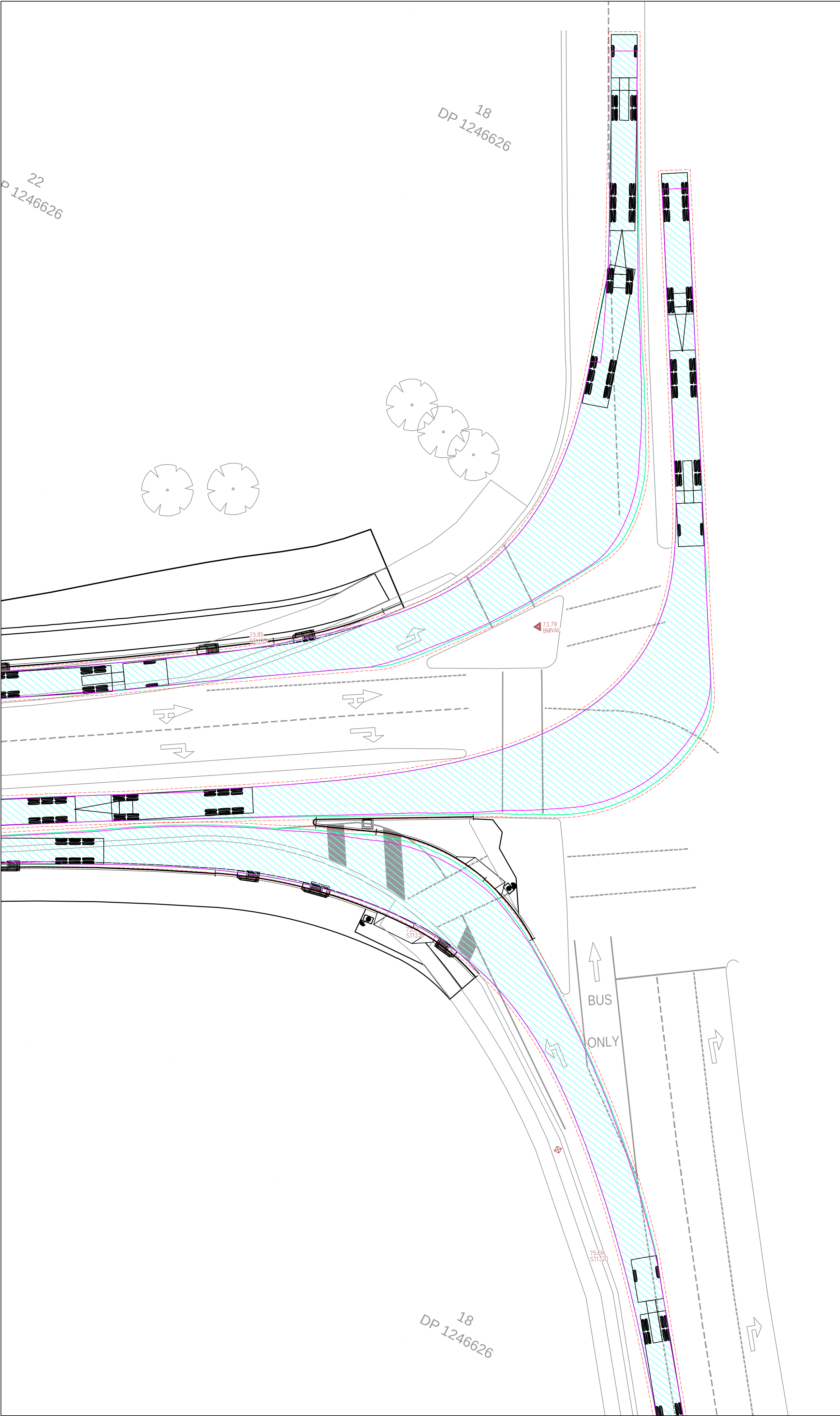
HORIZONTAL BICYCLE PARKING TO BE PROVIDED IN ACCORDANCE WITH AS2890.3:2015 REQUIREMENTS:
1m SPACING BETWEEN BICYCLE RACKS, WITH EACH RACK ACCOMMODATING A 1.8m LONG x 0.5m WIDE ENVELOPE ON EACH SIDE

ALTERNATIVELY BICYCLE PARKING SPECIFICATIONS CAN BE PROVIDED FOR REVIEW AGAINST AS2890.3:2015

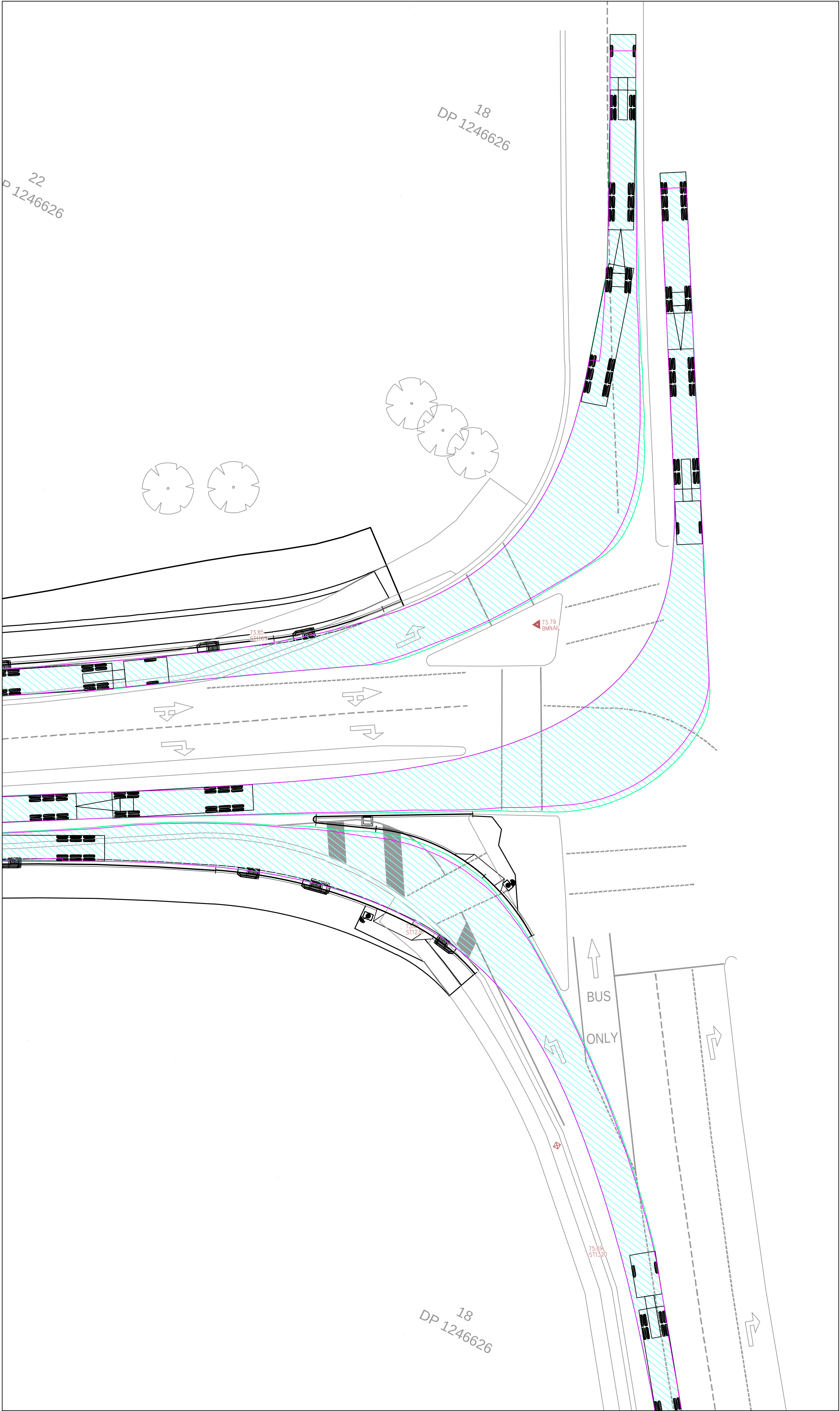
WHEEL STOPS ARE TO BE LOCATED PER THE FOLLOWING NOTING EV CHARGERS BEHIND PARKING:
1.1m BETWEEN POINT OF CONTACT WITH VEHICLE TIRE AND THE END OF SPACE WHERE THE END OF SPACE IS BOUNDED BY STRUCTURE GREATER THAN 0.15m IN HEIGHT

GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA, received 02.07.2026.	DESIGNED William Xie	PAPER SIZE A3 OR A1	CLIENT Goodman	DOCUMENT INFORMATION	
	APPROVED BY Ali Rasouli	DATE 02.07.2026	PROJECT 1546E		
	SCALE 1:1000		Oakdale East Estate Precinct 2, 4 & 5	FILE NAME AG1546E-02-v06.dwg	SHEET AG28
				asonggroup Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	

Appendix B Road Network Swept Path Assessment



OLD WALGROVE ROAD/LENORE DRIVE - 500mm OFFSET

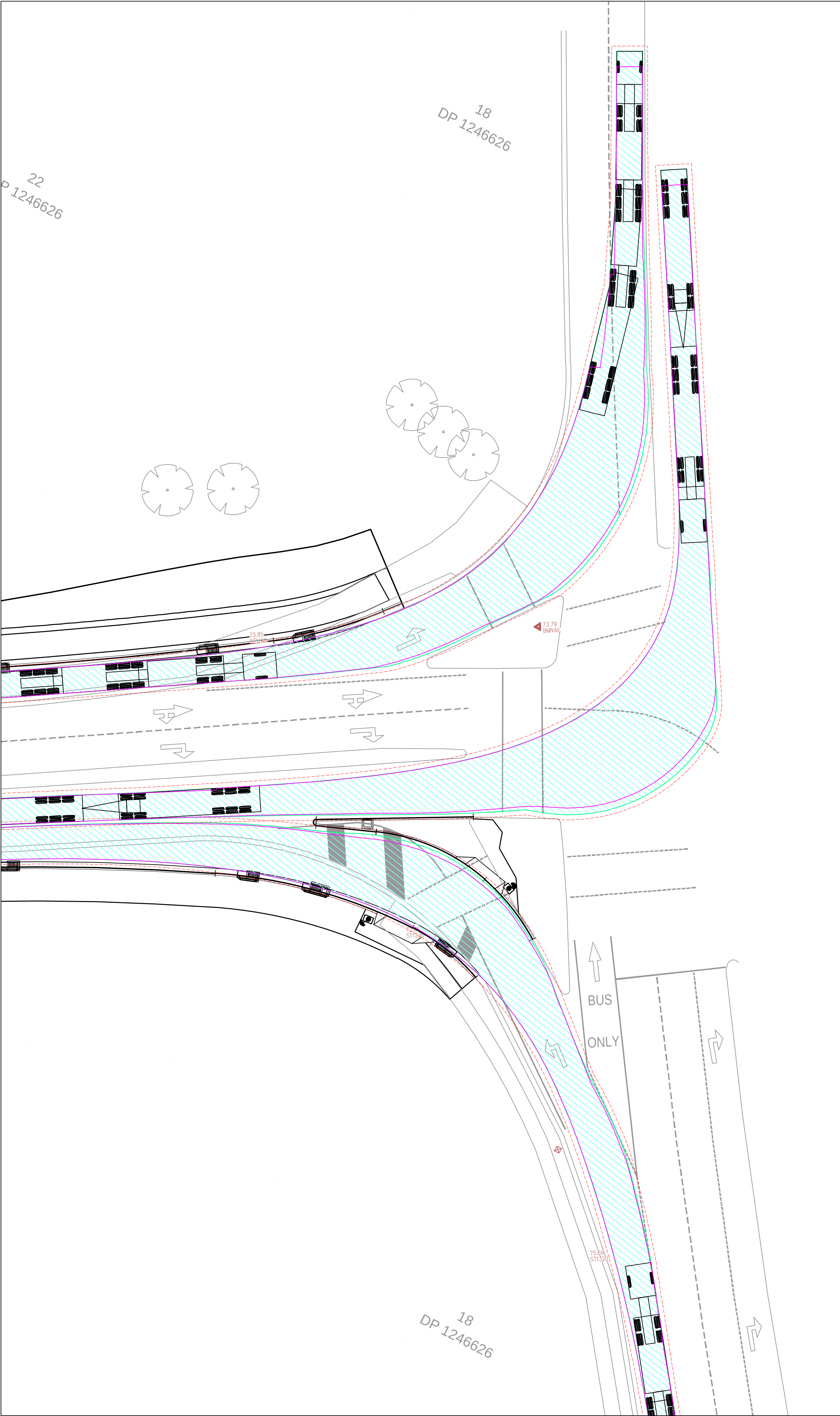


OLD WALGROVE ROAD/LENORE DRIVE - NO OFFSET

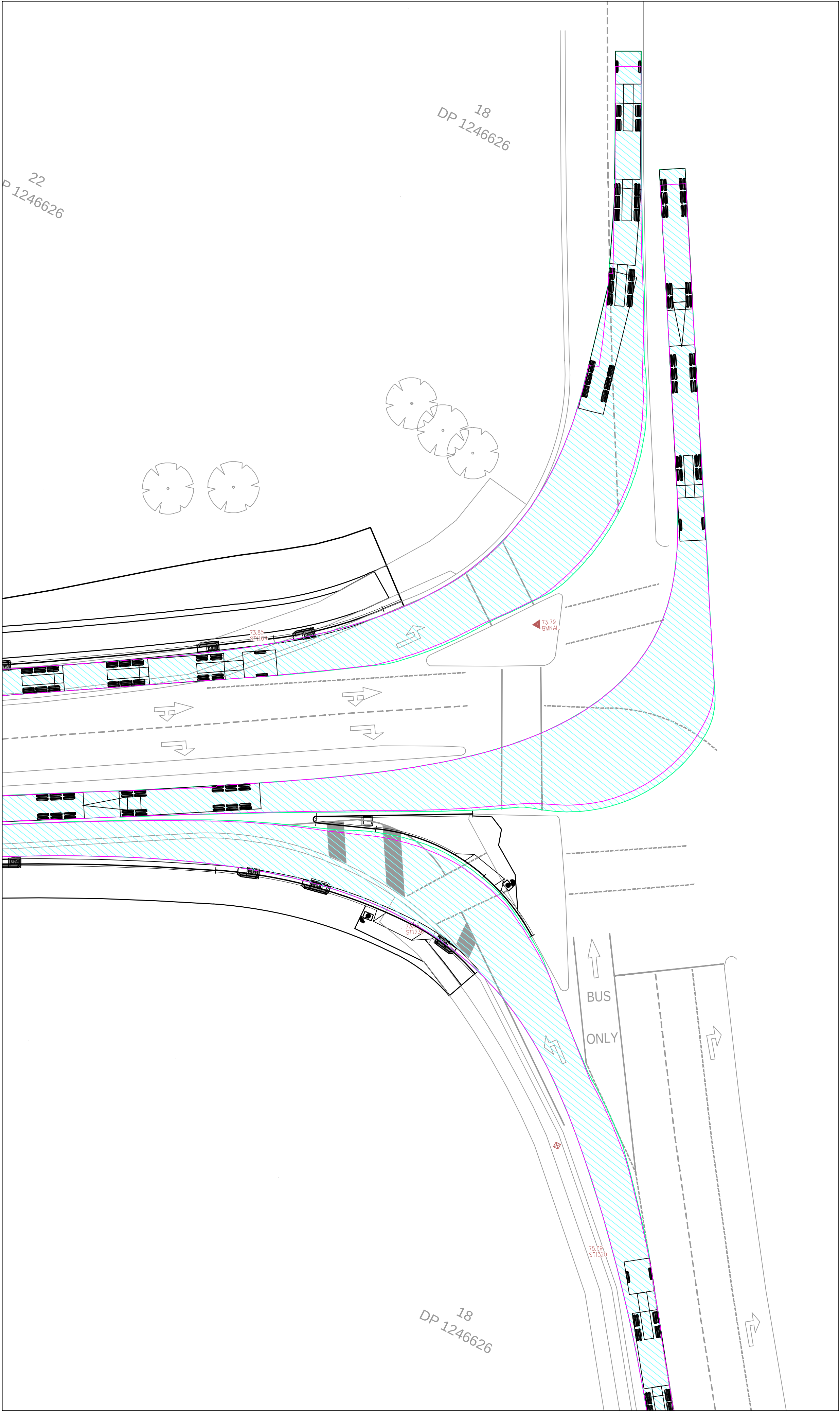
LEGEND

- VEHICLE BODY
- VEHICLE BODY OFFSET (0.5m)
- VEHICLE WHEEL PATH

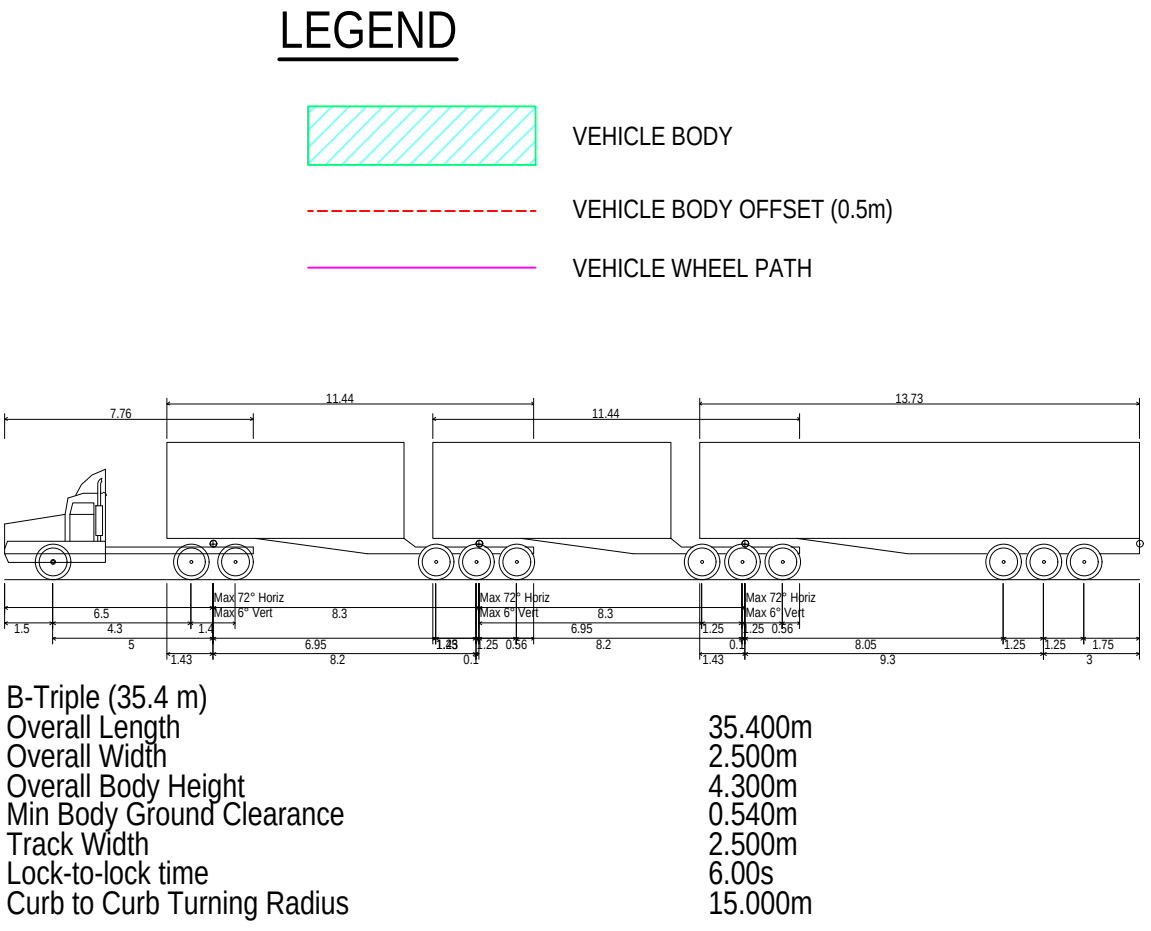
A-Double (36.2m)
Overall Length 36.200m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.540m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m



OLD WALGROVE ROAD/LENORE DRIVE - 500mm OFFSET



OLD WALGROVE ROAD/LENORE DRIVE - NO OFFSET



LEGEND



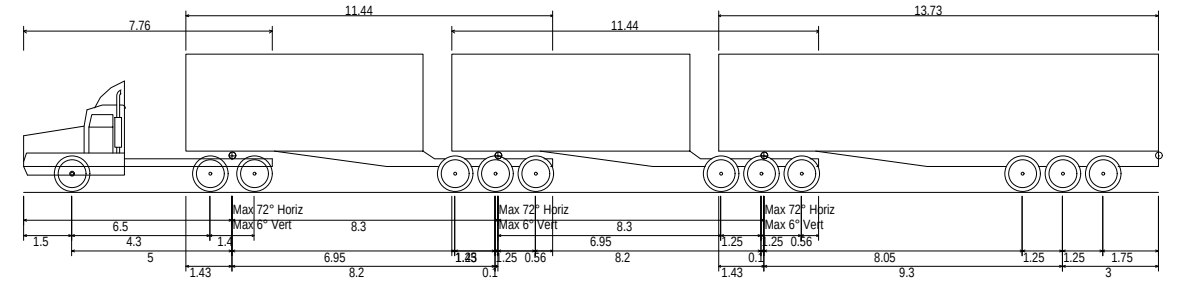
VEHICLE BODY



VEHICLE BODY OFFSET (0.5m)



VEHICLE WHEEL PATH



B-Triple (35.4 m)
Overall Length

Overall Length
Overall Width

Overall Body Height

Min Body Ground C
Track Width

Lock-to-lock time

Curb to Curb Turning

35.400m

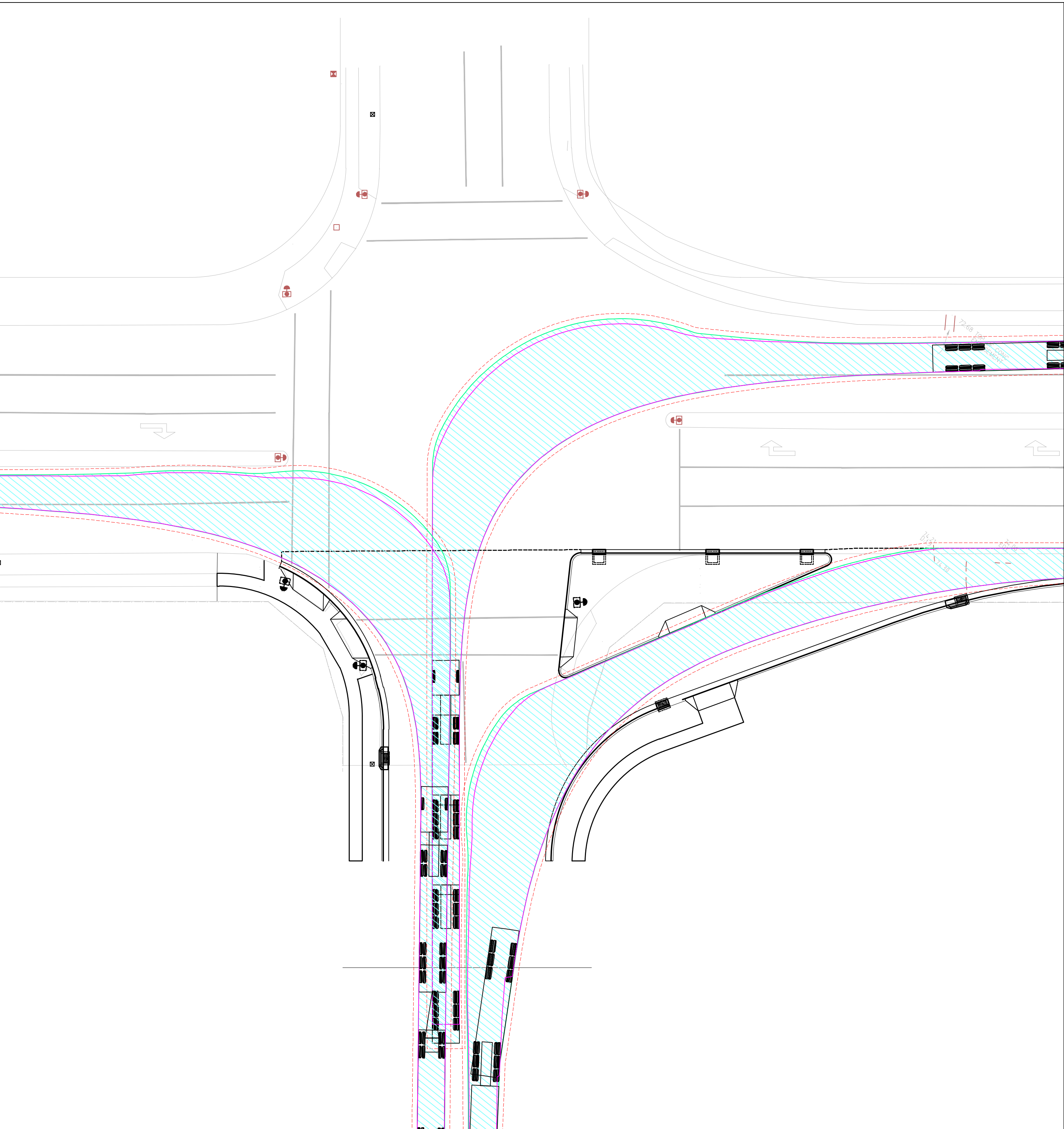
2.500m
4.300m

0.540m

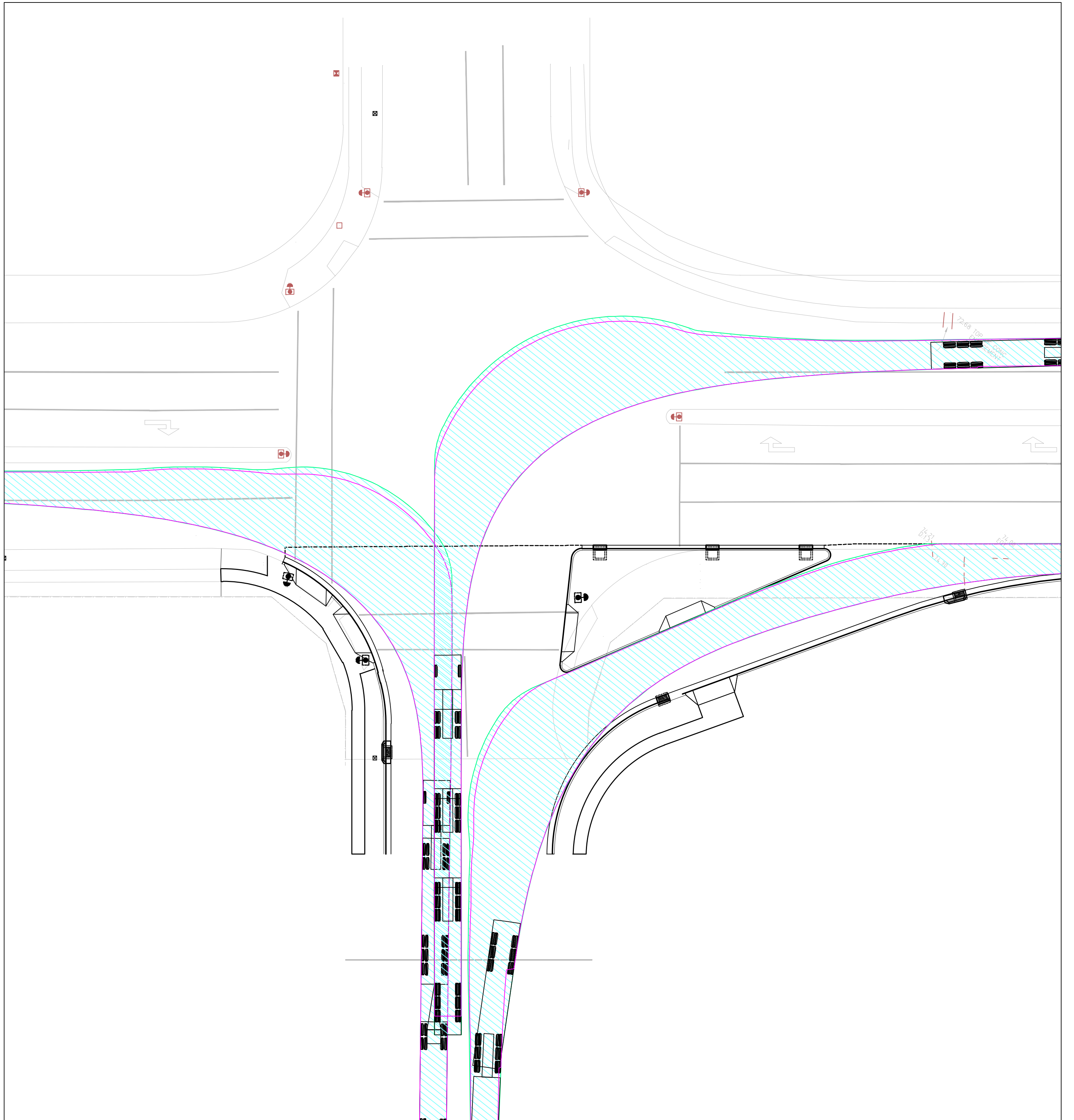
2.500m

5.000m

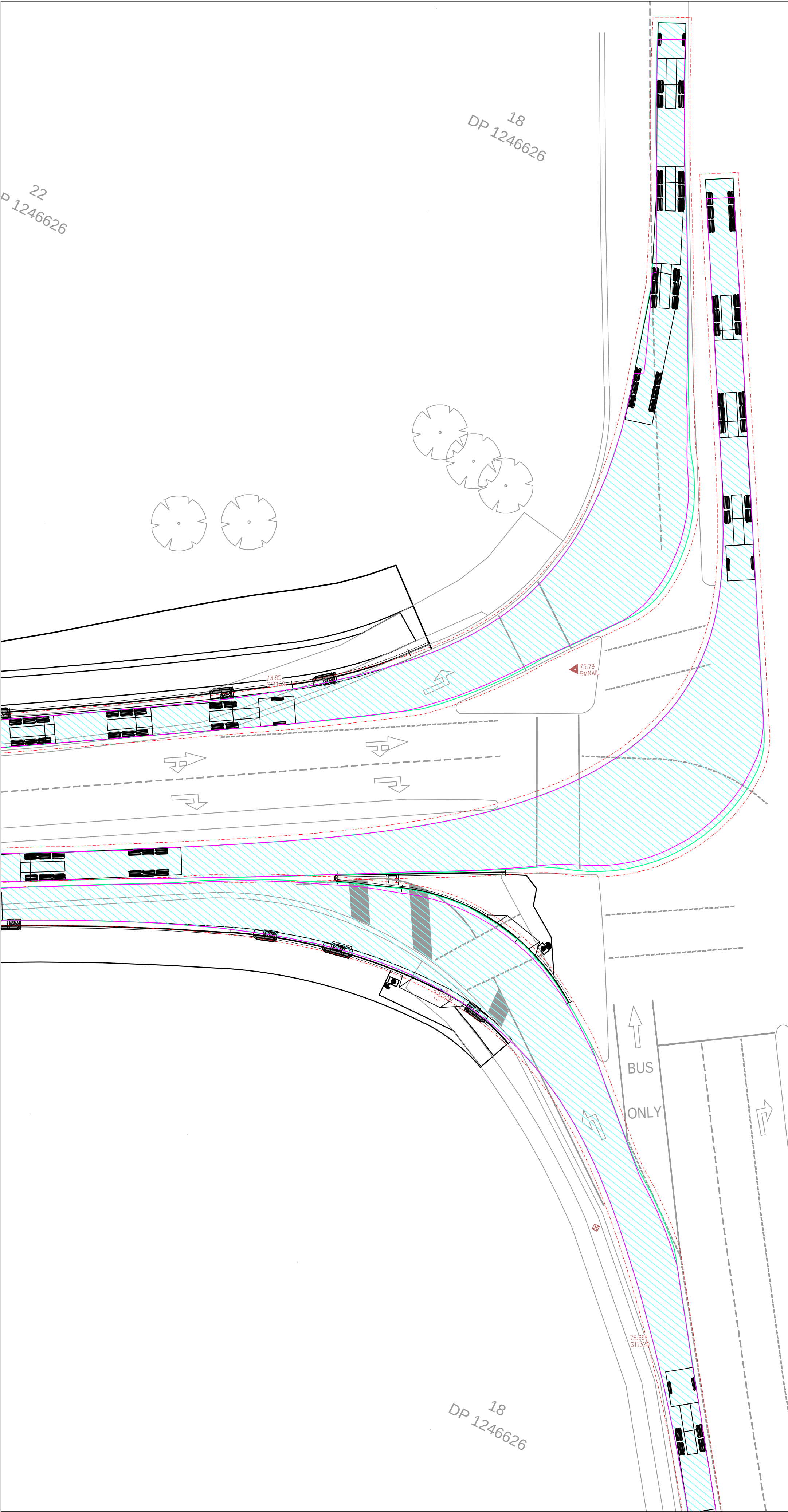
25.000m



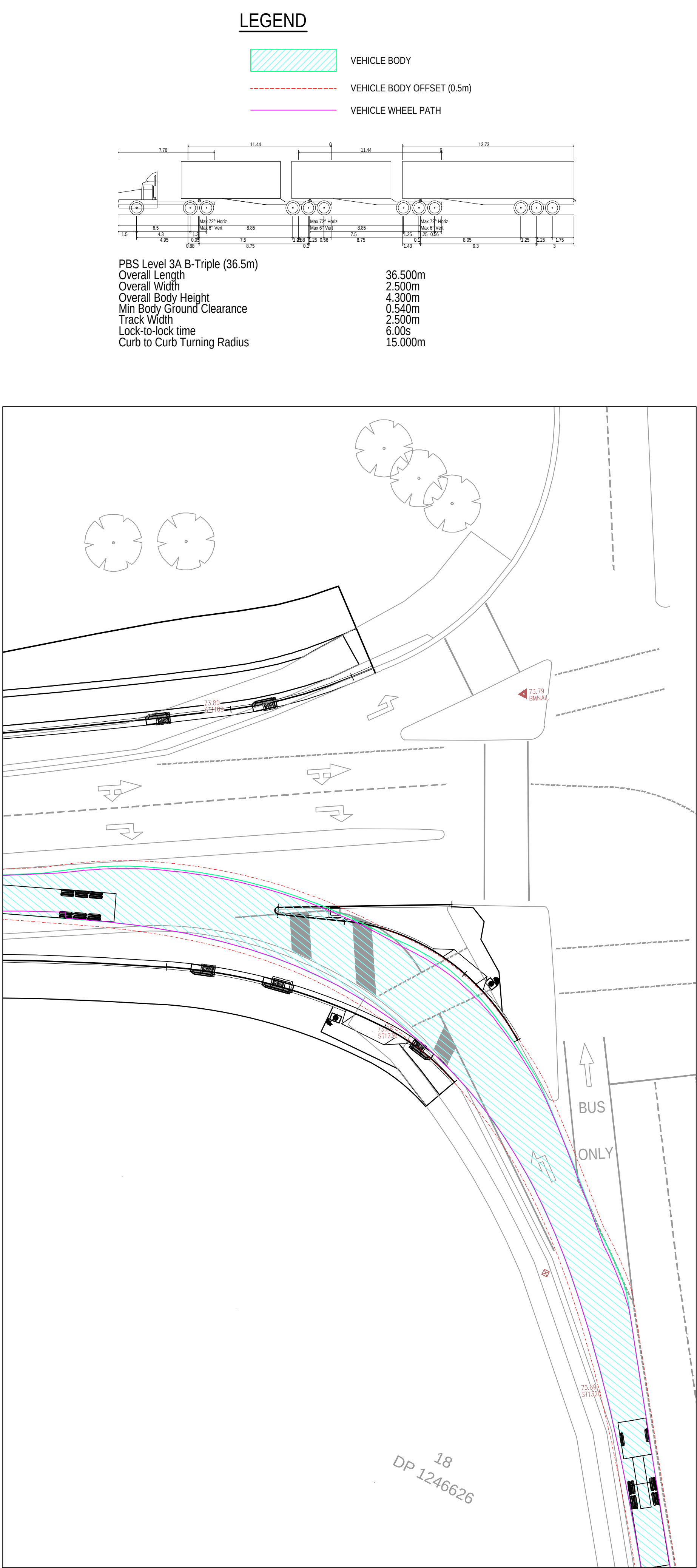
OLD WALGROVE ROAD/MILNER AVE - 500mm OFFSET



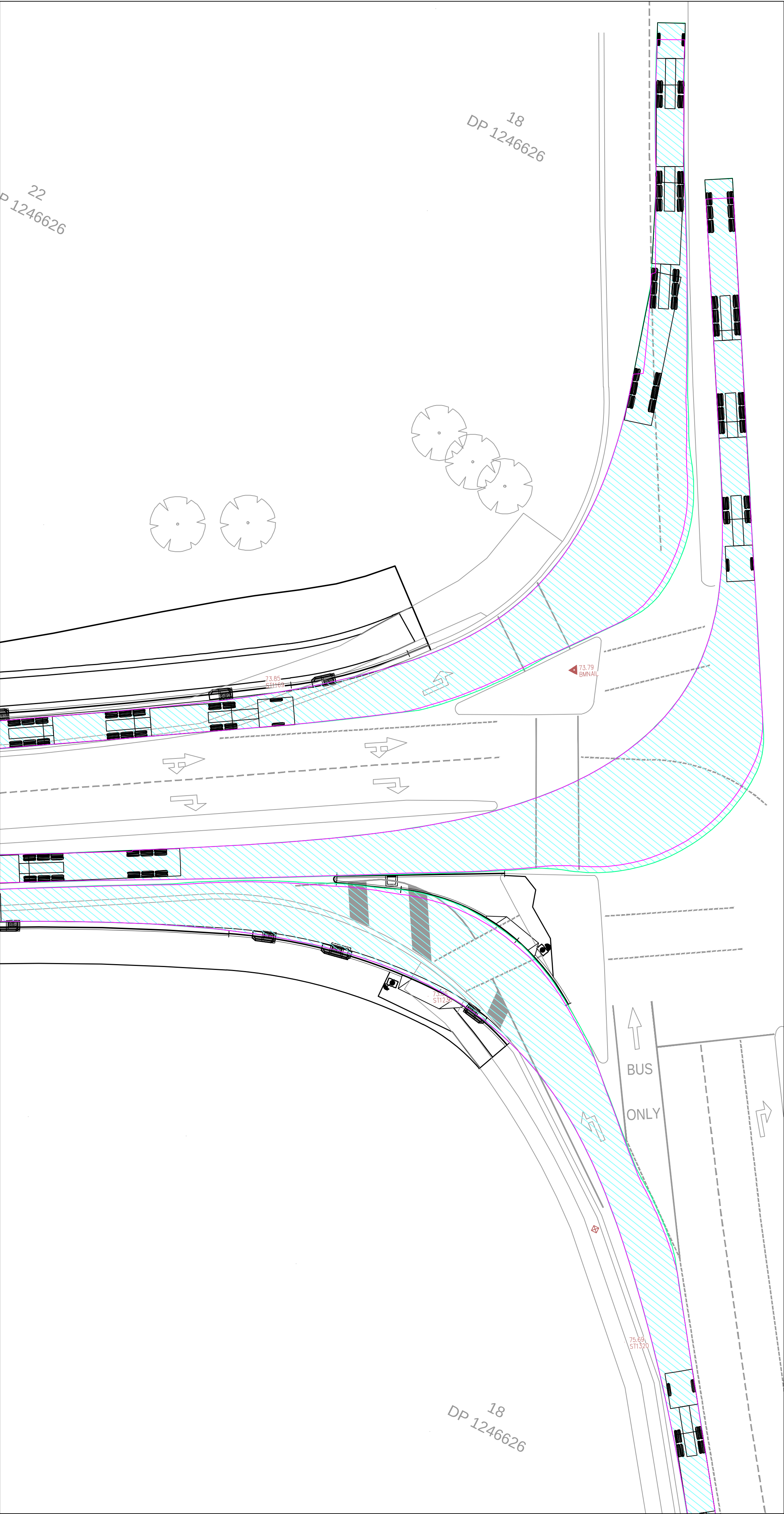
OLD WALGROVE ROAD/MILNER AVE - NO OFFSET



OLD WALGROVE ROAD/LENORE DRIVE - 500mm OFFSET



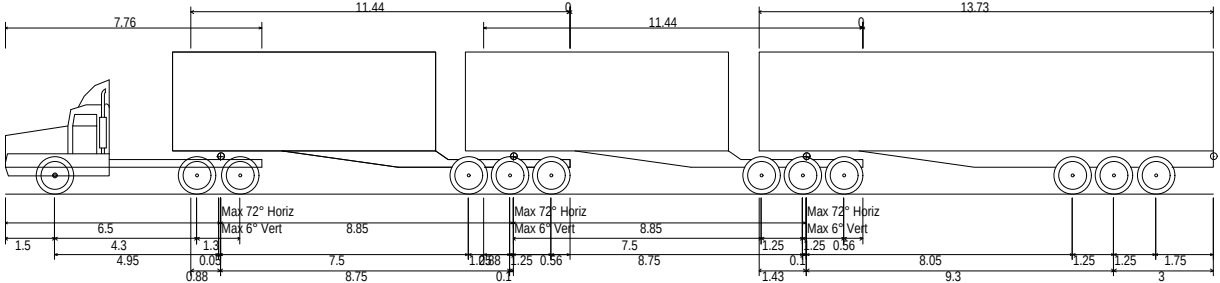
OLD WALGROVE ROAD/LENORE DRIVE - 500mm OFFSET
ALTERNATE OPTION



OLD WALGROVE ROAD/LENORE DRIVE - NO OFFSET

LEGEND

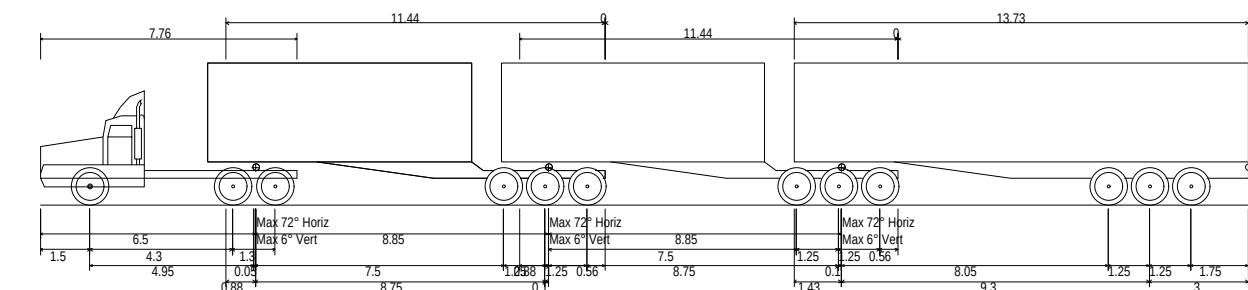
- VEHICLE BODY
- VEHICLE BODY OFFSET (0.5m)
- VEHICLE WHEEL PATH



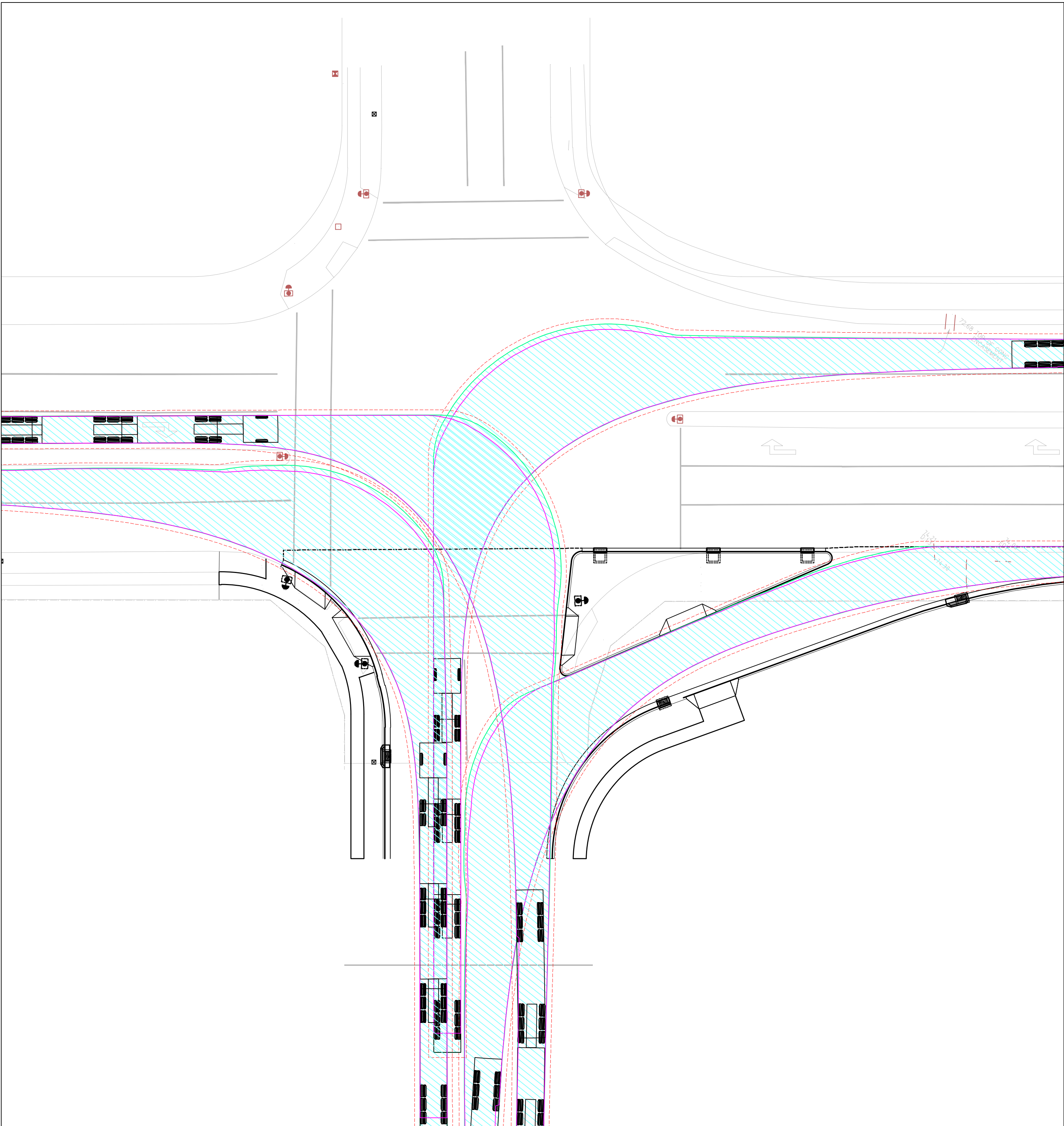
PBS Level 3A B-Trip (36.5m)
Overall Length 36.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.540m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m

LEGEND

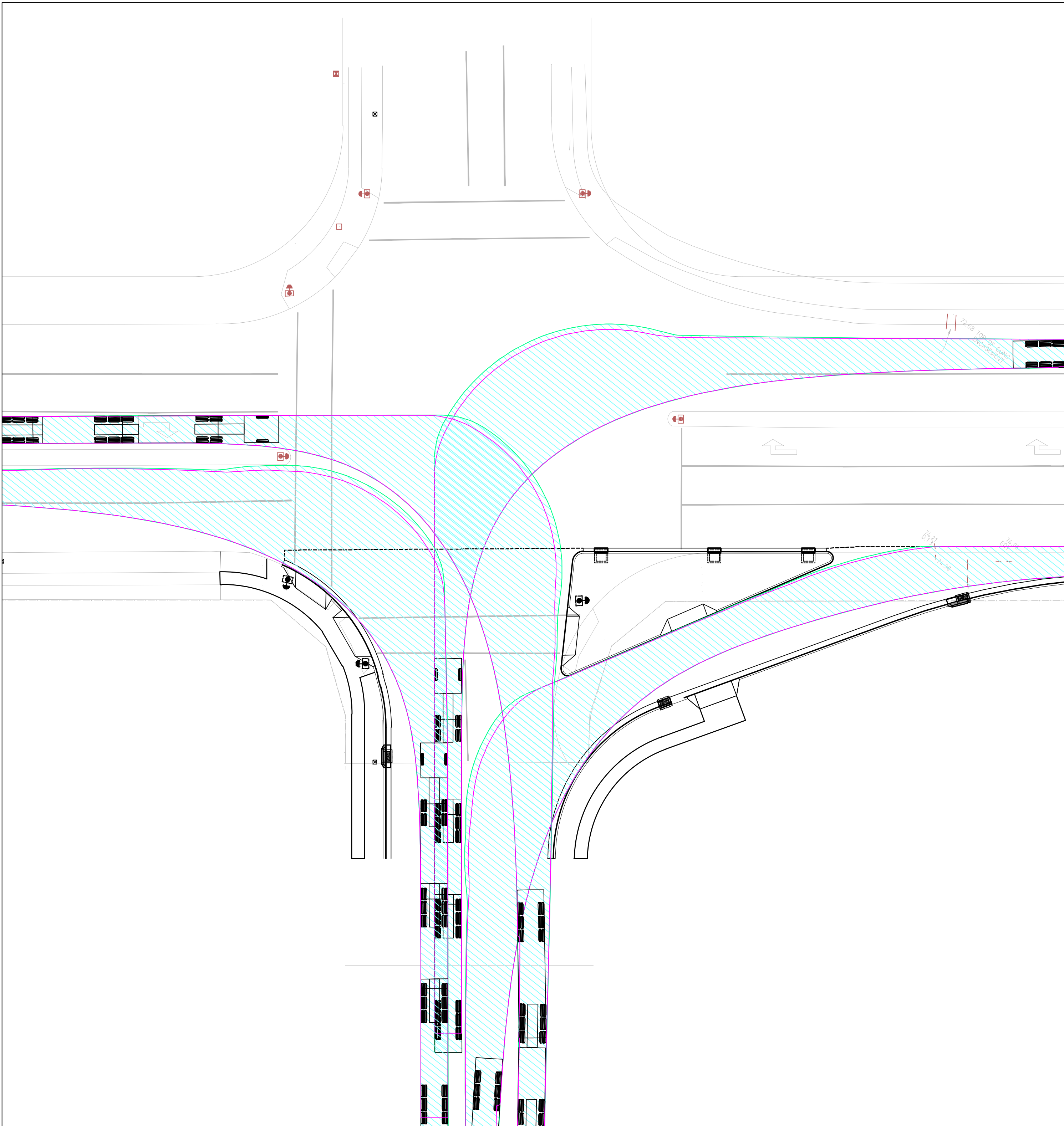
- VEHICLE BODY
- VEHICLE BODY OFFSET (0.5m)
- VEHICLE WHEEL PATH



PBS Level 3A B-Trip (36.5m)	
Overall Length	36.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m



OLD WALGROVE ROAD/MILNER AVE - 500mm OFFSET



OLD WALGROVE ROAD/MILNER AVE - NO OFFSET

Appendix C TfNSW Correspondence

William Xie

From: William Xie
Sent: Friday, 29 May 2026 12:08 PM
To: William Xie
Subject: FW: syd26-00472 | Project Silverback (Oakdale East Industrial Estate)

From: Brett Morrison (TAR TECHN) <Brett.Morrison4@transport.nsw.gov.au>
Sent: Friday, May 22, 2026 13:01
To: Lachlan O'Reilly <Lachlan.OReilly@goodman.com>
Cc: Muriel Maher <Muriel.Maher@transport.nsw.gov.au>
Subject: syd26-00472 | Project Silverback (Oakdale East Industrial Estate)

Lachlan,
Further to our discussion today for a response. This has been allocated to Muriel who is seeking comments from our SMEs.

Brett Morrison

Senior Planner Land Use Assessment Central and Western
Transport Planning
Planning, Integration and Passenger Division
Transport for NSW

M 0448 890 598 **E** brett.morrison4@transport.nsw.gov.au



Transport
for NSW



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

OFFICIAL

From: Lachlan O'Reilly <Lachlan.OReilly@goodman.com>
Sent: Wednesday, 20 May 2026 4:58 PM
To: Muriel Maher <Muriel.Maher@transport.nsw.gov.au>; Brett Morrison (TAR TECHN) <Brett.Morrison4@transport.nsw.gov.au>; Samuel Li (SAP) <Samuel.Li@transport.nsw.gov.au>



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From: Lachlan O'Reilly <Lachlan.OReilly@goodman.com>

Sent: Monday, May 11, 2026 12:18

To: Brendan Pegg <brendan.i.pegg@transport.nsw.gov.au>; Zhaleh Najari alamouti <zhaleh.alamouti@transport.nsw.gov.au>

Cc: Stephanie Partridge <Stephanie.Partridge@goodman.com>; Guy Smith <Guy.Smith@goodman.com>; Luke Ridley <Luke.Ridley@goodman.com>; development.sydney <development.sydney@transport.nsw.gov.au>

Subject: SSD-120888992 | Project Silverback (Oakdale East Industrial Estate)

Dear Brendan and Zhaleh,

I hope you are both well.

Goodman Property Services (Aust.) Pty Ltd ('**Goodman**') is proposing to lodge a State Significant Development Application (SSDA) titled 'Project Silverback' within the Oakdale East Industrial Estate (Oakdale East).

The application is proposed to be lodged with Department of Planning, Housing & Infrastructure within the next month. Prior to lodgement, we would like to undertake early engagement with TfNSW on the proposal.

The SSD reference number is SSD-120888992.

Overview

- Project Silverback relates to Lot 109 DP 1293112, Oakdale East Industrial Estate (formerly 2–10 Old Wallgrove Road, Horsley Park)
- SSD 120888992 proposal seeks for:
 - limited amendments to the approved Oakdale East Historical Consents being
 - **SSD 37486043** - Concept Approval and Stage 2 infrastructure works ; and
 - **DA 347.1/2021** - Bulk Earthworks and Remediation DA (including on-site cap and containment of contamination ancillary to fulfilling rehabilitation requirements imposed by the DA)

- a detailed SSDA for two warehouse and distribution facilities (Warehouses 2A and 2B/2C) and associated internal estate infrastructure works.
- The Oakdale East Concept Approval (**SSD-37486043**) has already established the land use, development scale, built form envelopes and infrastructure framework for future industrial development across the Estate, including the subject land for Project Silverback.
- It is to be noted that Goodman seeks to surrender DA 347.1/2021 as part of this SSD in accordance with Section 4.63(3) of the EP&A Act
 - This means that a consent authority is not required to re-assess impacts or re-determine whether to authorise the continued development (i.e Remediation and Bulk Earthworks levels)

Proposed Masterplan Changes

Refer below existing and proposed update Oakdale East Masterplan, showing relevant extent of SSD in red

- The below outlines the change between the original and updated masterplan
- Please see attached proposed architectural plans as part of the development

EXISTING APPROVED (SSD 37486043)

UPDATED PROPOSED

TfNSW Considerations

- As part of the proposed development, Goodman notes the following:
 - **Existing vs. Proposed Volumes**
 - Project Silverback levels are proposed to be consistent with the SSD 37486043 concept approval
 - When adopting the approved traffic generation rates as part of the OEE approval applied to the site GFA (0.18 trips and 0.16 trips per hour during AM and PM peak, respectively)
 - Operational traffic volumes as part of the Project Silverback development are not proposed to alter existing network performance significantly and this will be confirmed in our TAIA
 - In totality, the proposal is deemed to be within the SSD Concept plan approved road network levels and the Transport Impact Assessment submitted as part of the SSDA will confirm this and respond to the SEARs requirements.
 - The TIA methodology will be consistent with the previous SSD 37486043 (as modified) traffic approvals
 - **B Triple Access**
 - Project Silverback seeks approval for 36.5m B Triple
 - Swept paths have been completed on the recently approved and constructed intersection under SSD 37486043 and the swept paths work
 - Transport Impact Assessment and Environmental Impact Statement will include appropriate assessment with this item
 - **Expansion of Existing Containment Cell within SP2 Land**
 - As part of the DA 347.1/2021 approval, a containment cell was approved within the SP2 zone for cap and contain of Ancillary Contamination identified during site Rehabilitation
 - DA 347.1/2021 did not consider containment cell volumes sufficient to fulfill our obligations under DA 347.1/2021.

- As part of the revised planning pathway, a 40,000m³ containment cell is being proposed to address the remaining 1,900,000m³ of material remaining to be tested and remediated on the site as approved under DA 347.1/2021
- The total containment cell volume is proposed to be 160,000m³ (or approx. 2.5% of the 5,000,000m³ of material remediated under DA 347.1/2021)
 - Of the 160,000 m³ of Containment Cells onsite (of existing and proposed contamination to be stored) , approx. 110,000m³ will be contaminated material. The remaining material will be Asbestos Impacted Material (AIM) as defined under the approved site specific RAP
- Goodman note that the cells (existing and proposed) will be subject to the following conditions:
 - EPA endorsement
 - A Remedial Action Plan endorsed by an approved EPA Auditor
 - A Site Audit Statement A2 confirming works are done in accordance with the RAP
 - A Long Term Environmental Management Plan
 - Geotechnical signoff confirming earthworks have been compacted to approved earthworks specifications so future rework is not required.
- Goodman reiterate that the expansion cell in the SP2 corridor is required to deal with remaining earthworks approved under DA 347.1/2021 and is ancillary works to said development
- It is important to note that the presence of these containment cells will not impede the implementation of the Western Sydney Freight Line works, should those proceed in the future under the *State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)*

Summary & Next Steps

- Project Silverback is consistent with the intent and outcomes of the above historical approvals, delivering development of a type and scale that was anticipated and previously assessed at the concept stage.
 - Importantly, the proposal is not expected to result in material additional off-site environmental or amenity impacts beyond those already approved for Oakdale East.
- The application will be publicly exhibited following lodgement, at which time TfNSW will have a formal opportunity to review the proposal and provide submissions.
 - Notwithstanding this, Goodman welcomes any preliminary comments or matters you may wish to raise at this early stage to assist with finalising the proposal and supporting technical documentation, should you wish to provide it.
- We welcome a meeting if you would like to discuss anything above.

Please do not hesitate to contact us if you require any further information or would like to discuss the proposal.

Kind regards,
Lachie

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