
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: SK/12729/mc

12 June 2026

Transport Planning
Traffic Studies
Parking Studies

ESR Australia & New Zealand
Level 12
135 King Street
SYDNEY NSW 2000

Attention: Louis Towning
Email: Louis.Towning@esr.com

Dear Sir,

**RE: SECTION 4.55 (MOD 2) MODIFICATIONS TO APPROVED
WAREHOUSE AND DISTRIBUTION CENTRE AT HUNTINGWOOD**

1. As requested, we are writing to set down the extent of work involved in undertaking the traffic and parking aspects of the S4.55 modifications to the approved warehouse and distribution centre at Huntingwood, within the Augusta Industrial Estate. We previously prepared the transport and accessibility impact assessment⁽¹⁾ (TAIA) to support the SSDA (SSD-36138263) for the approved development.
2. The site is located at Augusta Street, Huntingwood, within the Blacktown Local Government Area (LGA). The site is bounded by the Great Western Highway to the north, M4 Western Motorway to the south, Flushcombe Road to the west and the Prospect Highway to the east.
3. Consent was granted for the development on 17 December 2024. The approved development includes the construction and operation of a warehouse and distribution centre comprising four warehouse buildings, including one multi-level warehouse building (Huntingwood East – warehouse 5) with a total GFA of 134,565m², maximum height of building of 34.84m, car parking, landscaping, local road upgrades to Flushcombe Road, Augusta Street and intersection upgrades to Great Western Highway/Flushcombe Road and Great Western Highway/Prospect Highway Connection.

⁽¹⁾ "Transport and Accessibility Impact Assessment for Proposed Warehouse and Distribution Centre at Augusta Street, Huntingwood", March 2024, Colston Budd Rogers & Kafes Pty Ltd.

4. A modification to change the layout of the development (MOD 1) was approved on 23 October 2025. The modifications include separating warehouses 3 and 4 into separate warehouse buildings, with associated changes to gross floor area, building height, site levels and landscaping. The approved site access arrangements onto Augusta Street and the Great Western Highway were unchanged.
5. Subsequent to the above approvals, further modifications were requested by TfNSW, relating to the Warehouse 5 access road connection to the Great Western Highway. In accordance with TfNSW requirements and the Works Authorisation Deed (WAD) for the civil works along the Great Western Highway, the intersection of the Great Western Highway/Prospect Highway Connection was redesigned to restrict access to the site to right in and left in movements only, and no exit from the site permitted via the traffic signals. A separate left turn slip lane and acceleration lane will be provided onto the highway to the west of the traffic signals, to provide for exiting vehicles.
6. Our assessment of the traffic and parking implications of the proposed S4.55 (MOD 2) modifications is set down through the following sections:
 - ❑ approved development;
 - ❑ proposed modifications;
 - ❑ parking provision;
 - ❑ access arrangements, servicing and internal layout;
 - ❑ traffic effects; and
 - ❑ summary.

Approved Development

7. The approved development, incorporating the approved modifications (MOD 1), includes construction and operation of a warehouse and distribution centre development of some 133,217m² gross floor area, comprising the following:

	Warehouse (GFA)	Office (GFA)	Total (GFA)
Warehouse 1	5,461	474	5,935
Warehouse 2	11,668	363	12,031
Warehouse 3/4	48,955	3,102	52,057
Warehouse 5	59,610	3,584	63,194
Total	125,694m²	7,523m²	133,217m²

8. Vehicular access for the approved development will be provided from Augusta Street and Flushcombe Road (for access to Warehouses 1 to 4) and by the modified signalised intersection of the Great Western Highway/Prospect Highway Connection (for access to Warehouse 5).

Proposed Modifications

9. The MOD 2 scope proposes changes to Warehouses 1–4 within the Augusta Industrial Estate. These works comprise minor changes to internal warehouse and office configurations, updates to the warehouse and office façade designs, awnings, docks, signage, external lighting, and the construction of a skywalk access between Warehouses 3 and 4. Minor changes are also proposed to vehicular accessways and car parking, with coordinated updates for on lot landscaping. No changes are proposed to Warehouse 5, located on the eastern part of the site.
10. Further, consent is sought for tree removal within the road reserve of the Great Western Highway to facilitate approved upgrades works for the Flushcombe Road/Great Western Highway intersection.
11. Specifically, the works involve the following:

□ Warehouse 1

- relocation of the office within the building from east to west to better to align with approved car park configuration;
- reduction in car parking spaces;
- relocation of recessed dock and introduction of two new loading docks and roller shutter doors on eastern façade;
- extension of hardstand awning on eastern façade from 15 to 20 metres;
- changes to external façade materiality, colours, and signage;
- introduction of external warehouse lighting.

□ Warehouse 2

- relocation of office within the building from ground level to mezzanine level;
- provision of 2 additional loading docks and roller shutter doors on eastern elevation and relocation of rainwater tank;
- extension of hardstand awning on eastern façade from 15 to 20 metres;
- provision of 9 additional overspill car parking spaces and associated change to landscaped area;

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- changes to external façade materiality, colours, and signage. Introduction of external warehouse lighting.

□ Warehouses 3 & 4

- revised undercroft car parking arrangements and reduction in car parking spaces;
- changes to external façade materiality, colours, and signage;
- construction of a sky bridge to provide pedestrian access between Warehouse 3 and 4;
- introduction of external warehouse lighting.

□ Tree Removal

- tree removal within the Great Western Highway road reserve, between back of kerb and the site's northern boundary, in the location of the approved left turn lane into the upgraded Flushcombe Road/Great Western Highway intersection.

12. The proposed S4.55 (MOD 2) modifications will result in the following changes to the GFA of the overall development:

	Warehouse (GFA)	Office (GFA)	Total (GFA)	Change (GFA)
Warehouse 1	4,460	436	4,896	(1,039)
Warehouse 2	9,509	502	10,011	(2,020)
Warehouse 3/4	47,654	3,236	50,890	(1,167)
Warehouse 5	59,610	3,584	63,194	-
Total	121,233m²	7,758m²	128,991m²	(4,226m²)

13. The proposed S4.55 (MOD 2) modifications to Warehouses 1 to 4 will therefore result in a reduction on the approved warehouse area of some 4,461m² GFA and an increase on the approved office area of some 235m² GFA (resulting in an overall nett reduction in development area of some 4,226m² GFA).

Parking Provision

14. The Huntingwood Precinct DCP sets out the following parking rates for the approved development:
- ❑ Office - one spaces per 40m² GFA;
 - ❑ Warehouse - one space per 100m² GFA for the first 7,500m², then one space per 200m² GFA thereafter; and
 - ❑ Accessible Parking - for parking areas with more than 50 spaces, two per cent of the total number of spaces.
15. Applying these rates, the proposed S4.55 (MOD 2) modifications to Warehouses 1 to 4 would result in the following parking requirements:
- ❑ Warehouse 1 (436m² office and 4,460m² warehouse)
 - 56 spaces (including one accessible parking space);
 - ❑ Warehouse 2 (502m² office and 9,509m² warehouse)
 - 98 spaces (including two accessible parking spaces); and
 - ❑ Warehouse 3/4 (3,236m² office and 47,654m² warehouse) – 357 spaces
 - 357 spaces (including seven accessible parking spaces).
16. The S4.55 (MOD 2) modifications to Warehouses 1 to 4 will provide the following parking provision:
- ❑ Warehouse 1 - 57 spaces (including two accessible spaces);
 - ❑ Warehouse 2 - 100 spaces (including three accessible spaces); and
 - ❑ Warehouse 3/4 - 357 spaces (including seven accessible spaces).
17. The proposed development therefore provides on-site parking in accordance with the Huntingwood DCP.
18. With regards to motorcycle parking, the Huntingwood DCP does not set out a specific parking rate. However, as set out in the TAIA that supported the SSDA, a rate of one motorcycle parking space per 50 car spaces is suggested. Application of this rate to Warehouses 1 to 4, results in a requirement for some 10 motorcycle parking spaces. The proposed S4.55 (MOD 2) modifications will

provide a total of 11 motorcycle parking spaces (including two spaces for Warehouse 1, three spaces for Warehouse 2 and six spaces for Warehouse 3/4) satisfying this requirement.

19. With regards to bicycle parking, as set out in the TAIA that supported the SSDA, the following bicycle parking rates were adopted for the approved development:
- Warehouse
 - 0.004 spaces per 100m² short stay;
 - 0.04 spaces per 100m² long stay;
 - Office
 - 0.02 spaces per 100m² short stay; and
 - 0.18 spaces per 100m² long stay.
20. Application of these rates to Warehouses 1 to 4, results in a requirement for some 35 bicycle spaces (comprising some 3 bicycle spaces for Warehouse 1, some 5 bicycle spaces for Warehouse 2 and some 27 bicycle spaces for Warehouse 3/4). The proposed S4.55 (MOD 2) modified development will provide bicycle parking in accordance with this requirement.
21. Bicycle parking will be provided adjacent to the office components for Warehouses 1 and 2, and within the basement car park for Warehouse 3/4. End of trip facilities will be provided within each warehouse development. These facilities will be available to employees and visitors to the site.

Access Arrangements, Servicing and Internal Layout

22. Access arrangement for Warehouses 1 to 4 onto Flushcombe Road and Augusta Street will be unchanged from the approved development. Service vehicle access to Warehouses 1 to 4 will be provided from Augusta Street via combined entry/exit driveways. Warehouses 1 and 2 will also have direct access from Flushcombe Road, accessing staff parking areas.
23. The access driveways will be provided in accordance with the Australian Standard for Parking Facilities Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities (AS2890.1-2004 and AS2890.2-2018). They will provide appropriate sight lines for vehicles entering and exiting the site to observe pedestrians on the adjacent footpaths and vehicles in Augusta Street and Flushcombe Road. The driveways will be designed to cater for the swept

path of the largest service vehicle required to access the site and to allow vehicles to enter and exit the site in a forward direction.

24. The internal circulation roads, service vehicle manoeuvring areas and loading docks, associated with the various warehouse buildings, will be designed to cater for service vehicles ranging from large rigid trucks to articulated vehicles, including B-Doubles (up to 26 metres in length). They will be designed in accordance with the Australian Standard for Parking Facilities (Part 2: Off-Street Commercial Vehicle Facilities), AS2890.2-2018. The swept path of service vehicles accessing the site and circulating around the various warehouse buildings are shown on Figures 1 to 10.
25. The modified car parking for Warehouses 1 to 4 will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS2890.1-2004. Parking spaces will be provided with dimensions of 2.4 metres wide by 5.4 metres long and aisle widths of 6.1 metres. Spaces located adjacent to obstructions will be 300mm wider to appropriately provide for doors to open.
26. Disabled parking spaces will be provided in accordance with the Australian Standard for Parking Facilities Part 6: Off-street parking for people with disabilities (AS2890.6-2022). These spaces will be 2.4 metres wide by 5.4 metres long with an adjacent shared zone of 2.4 metres wide for wheelchair access. These dimensions are in accordance with the Australian Standards AS2890.1-2004 and AS2890.6-2022.
27. With regards to emergency vehicle access, the various warehouse buildings have been designed to allow fire appliance vehicles up to 12.5 metres in length to circulate around the respective buildings.
28. Following approval of the S4.55 (MOD 2) modifications to Warehouses 1 to 4, access arrangements, internal circulation, parking layout, servicing and vehicle swept paths should be reviewed and confirmed for compliance certification.

Traffic Effects

29. The previous traffic report that supported the approved development, assessed the traffic generation of the overall development, based on the following generation rates:
 - weekday daily traffic generation of 2.0 vehicles per day per 100m² GFA (two-way); and

- weekday AM/PM road network peak hour traffic generation of 0.2 vehicles per hour per 100m² GFA (two-way).
30. Based on the above traffic generation rates, the S4.55 (MOD 2) modifications to Warehouses 1 to 4, with an overall nett reduction in development area of some 4,226m² GFA, would generate some 85 fewer vehicle movements per day two-way, compared to the approved development.
31. With regards to the traffic effects of the proposed development during the weekday AM and PM peak periods, the proposed modified development would therefore result in a reduction in traffic generation of some 9 vehicles per hour two-way during the weekday AM and PM road network peak periods.
32. Therefore, the traffic effects of the proposed modified development would be slightly less than the traffic effects of the previously approved development. Intersections in the vicinity of the site would therefore operate at similar or improved levels of service during peak periods, compared to the approved development.

Summary

33. In summary, the main points relating to the traffic and parking implications of the S4.55 (MOD 2) modifications to Warehouses 1 to 4 are as follows:
- i) the S4.55 (MOD 2) modifications to Warehouses 1 to 4 include minor changes to internal warehouse and office configurations, updates to the warehouse and office façade designs, awnings, docks, signage, external lighting, and the construction of a skywalk access between Warehouses 3 and 4;
 - ii) minor changes are also proposed to vehicular accessways and car parking, with coordinated updates for on lot landscaping;
 - iii) no changes are proposed to Warehouse 5, located on the eastern part of the site;
 - iv) the S4.55 (MOD 2) modifications to Warehouses 1 to 4 will therefore result in a reduction to the approved warehouse area of some 4,461m² GFA and an increase to the approved office area of some 235m² GFA (an overall nett reduction in development area of some 4,226m² GFA);

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- v) parking provision will be provided in accordance with the Huntingwood DCP, satisfying Council's requirements;
- vi) appropriate disabled parking, motorcycle parking and bicycle parking will be provided;
- vii) access arrangement onto Flushcombe Road and Augusta Street will be unchanged from the approved development;
- viii) internal circulation, servicing and car parking arrangements will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-Street Commercial Vehicle Facilities), AS2890.1-2004 and AS2890.2-2018;
- ix) the proposed modified development would result in a reduction in traffic generation of some 9 vehicles per hour two-way during the weekday AM and PM peak periods compared to the approved development;
- x) therefore, the traffic effects of the proposed modified development would be slightly less than the traffic effects of the previously approved development; and
- xi) intersections in the vicinity of the site would therefore operate at similar or improved levels of service during peak periods, compared to the approved development.

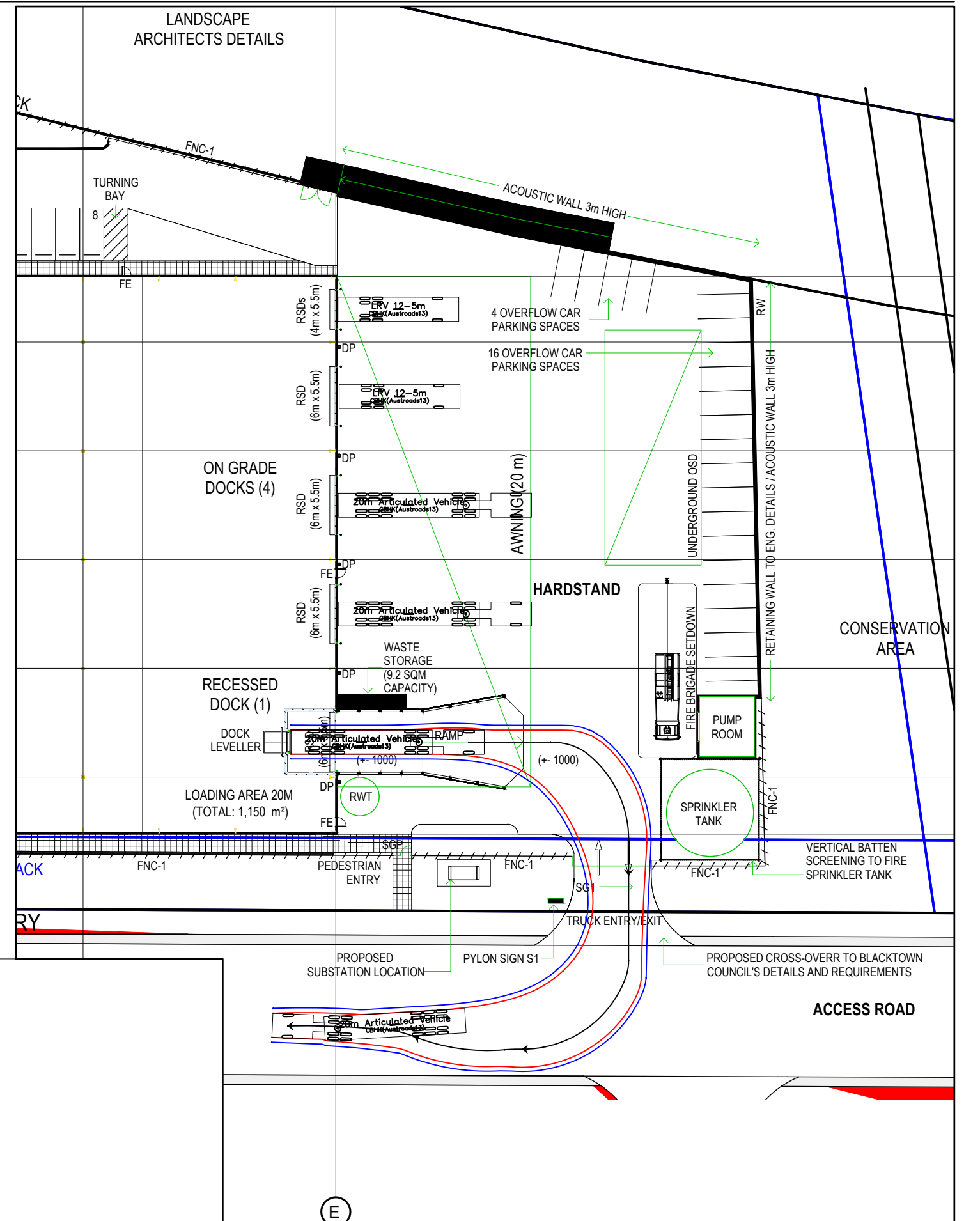
34. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD

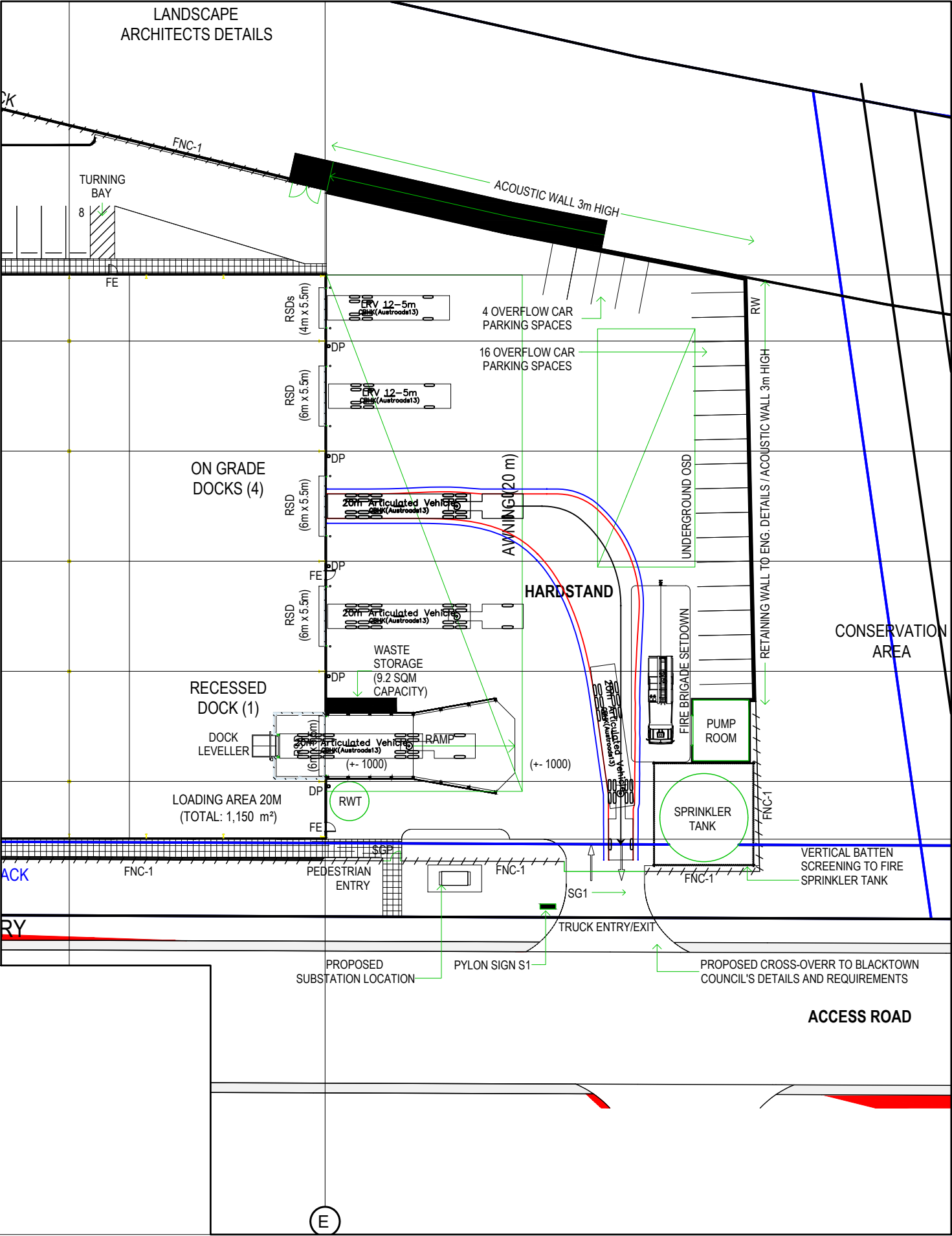
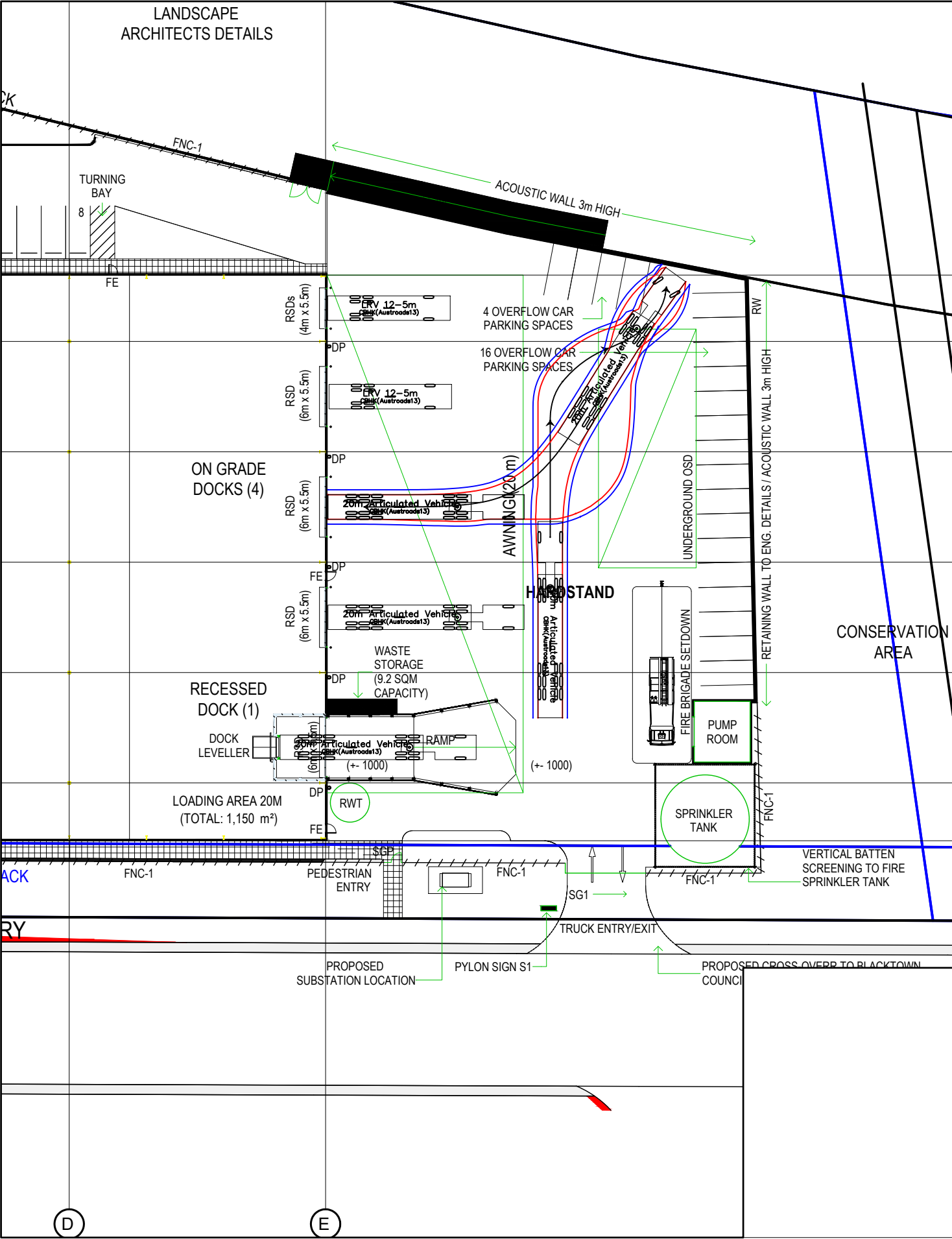


S. Kafes
Director



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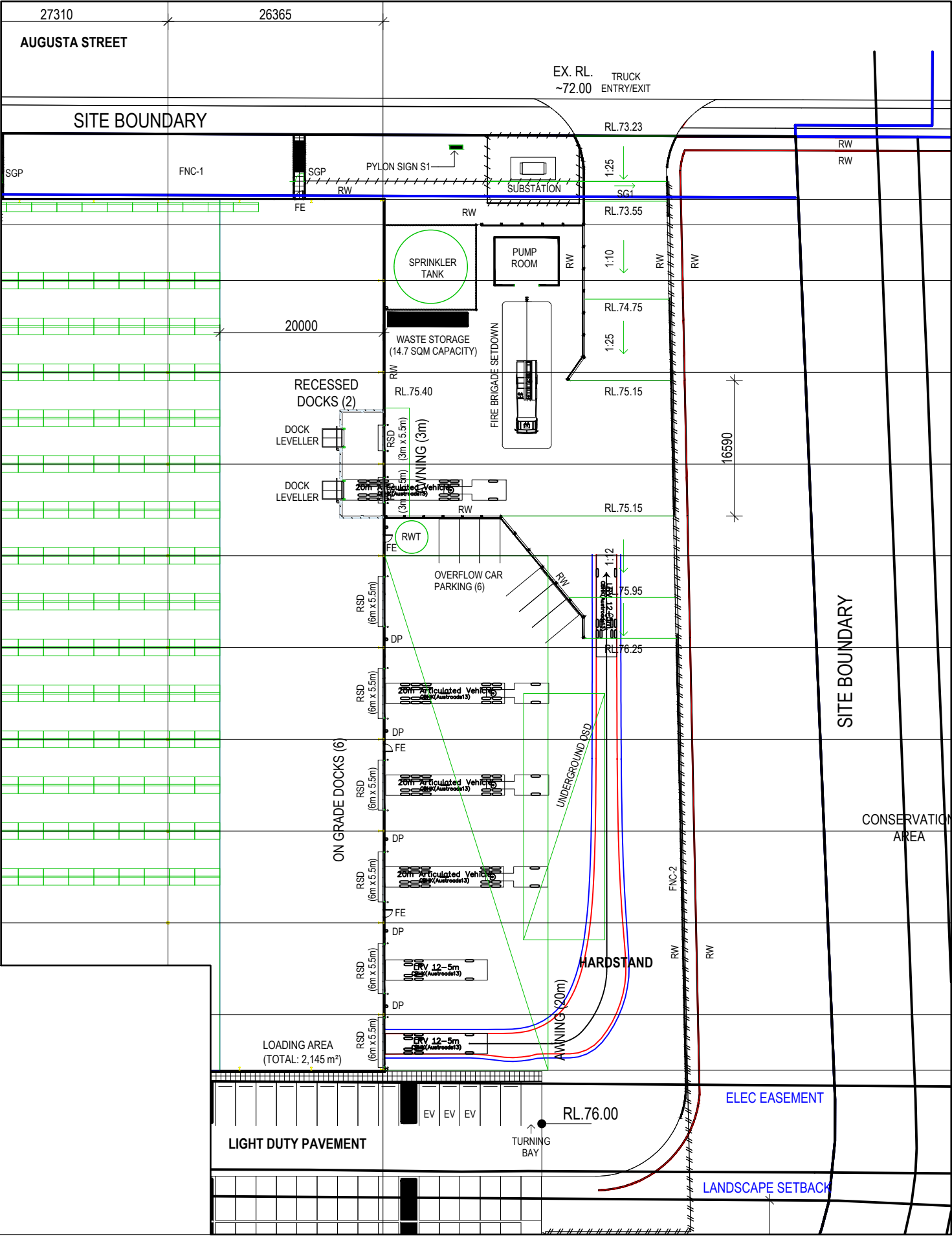
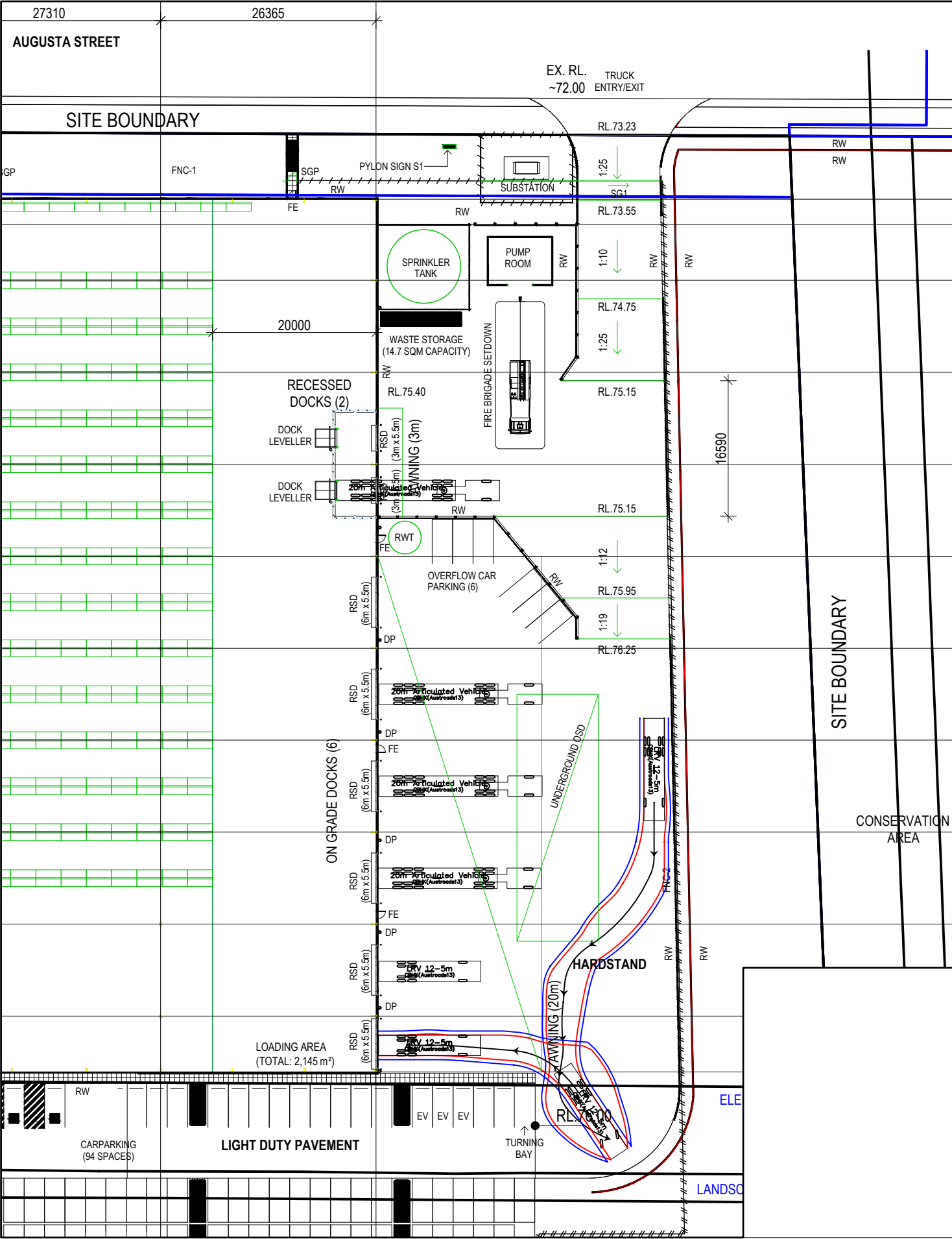
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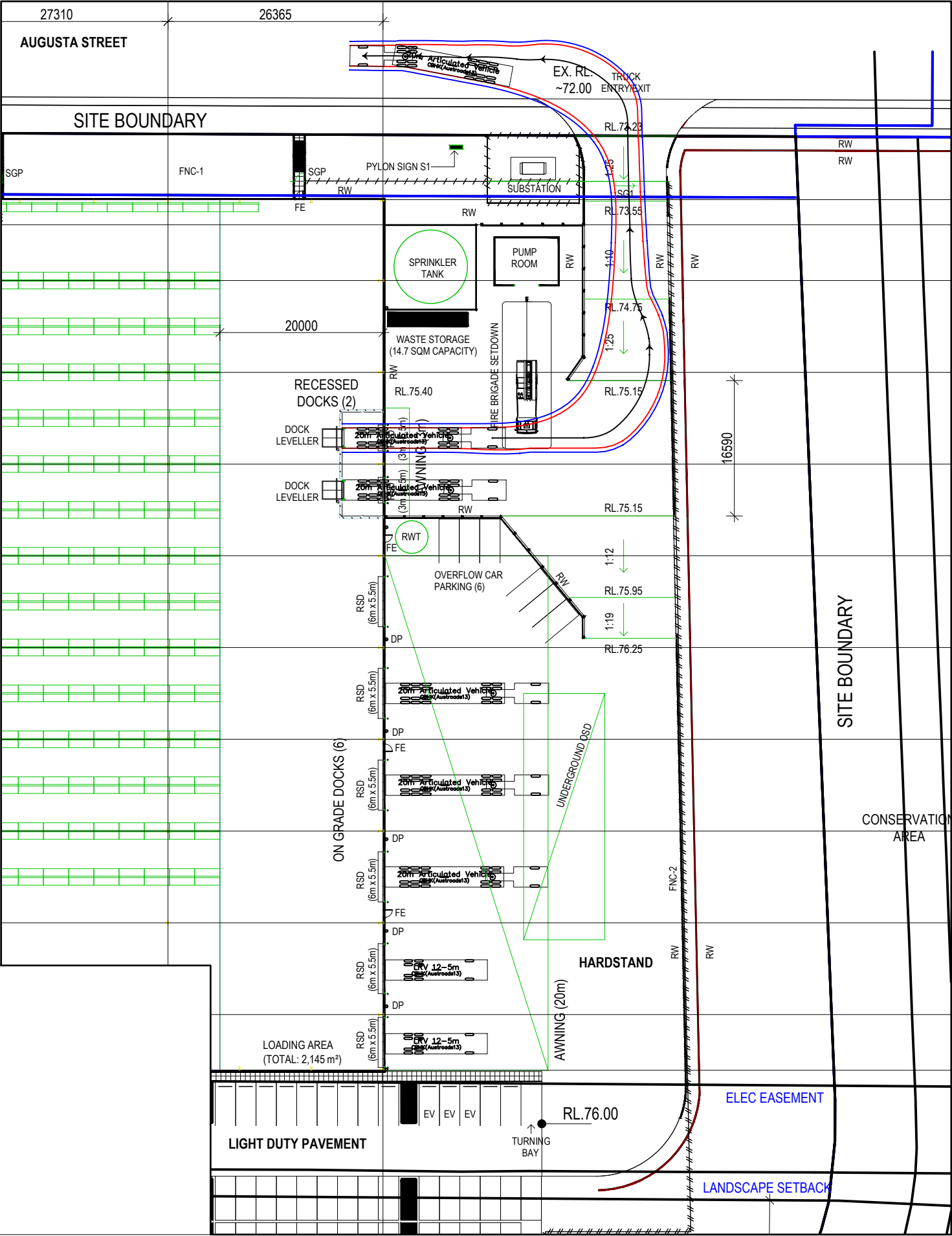
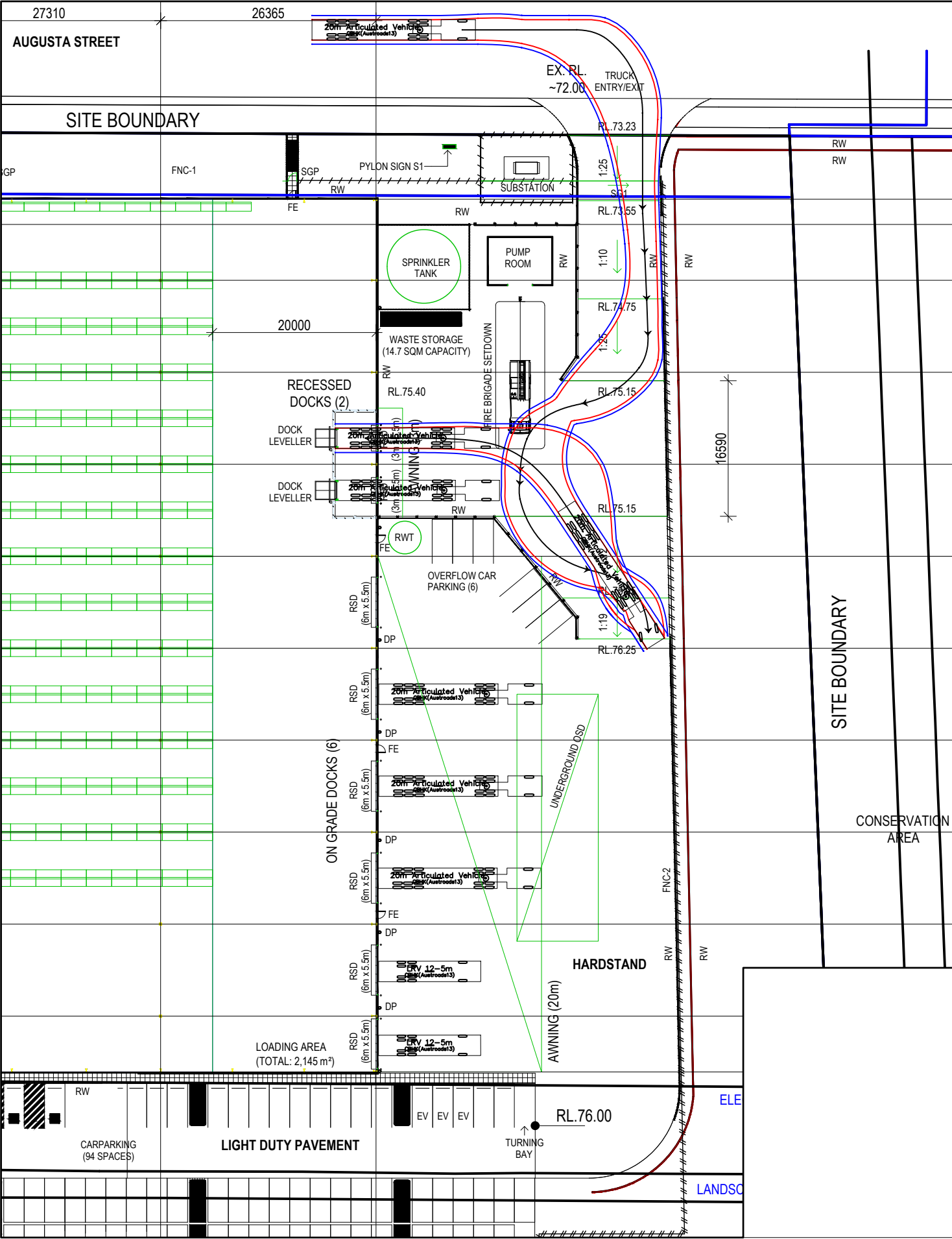
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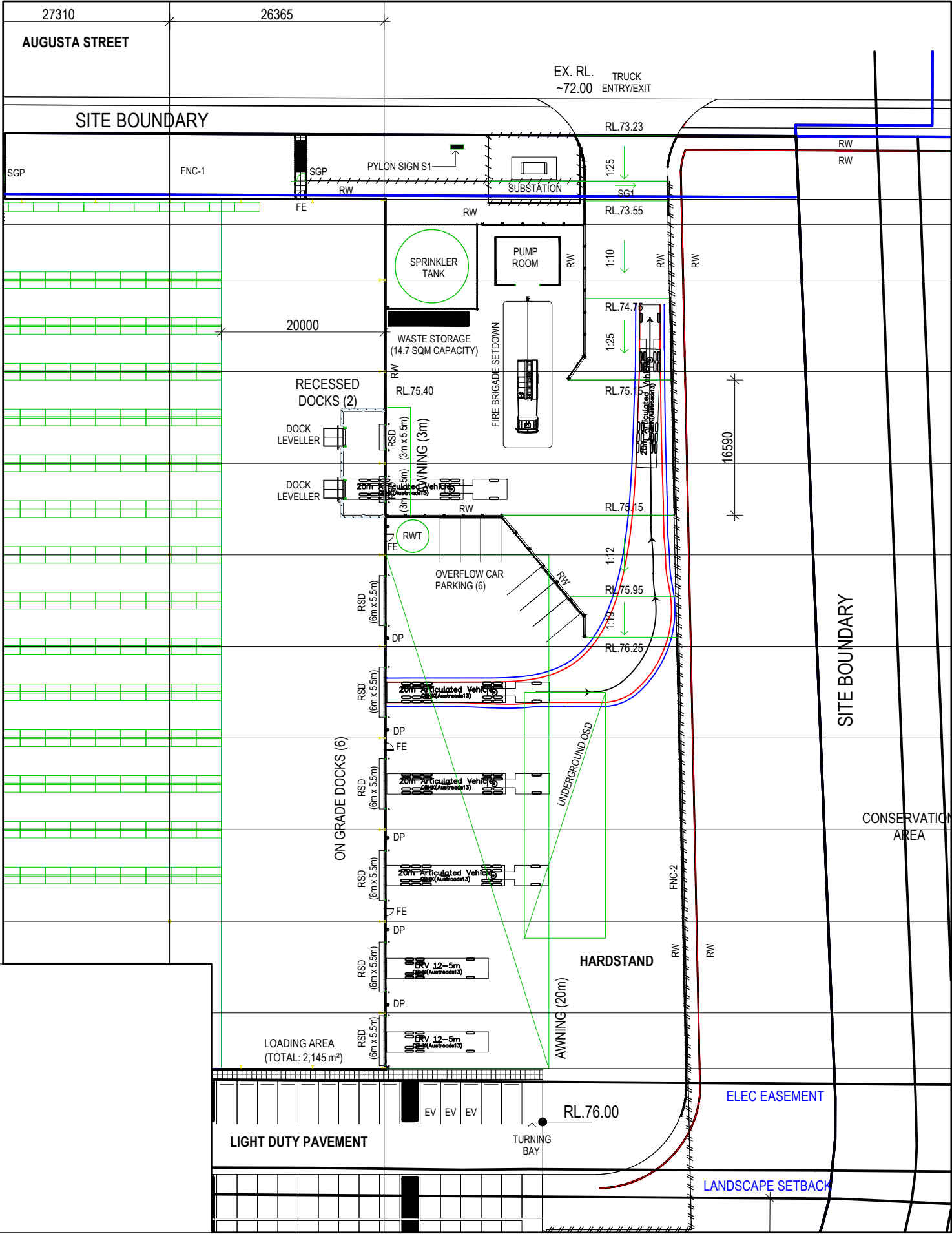
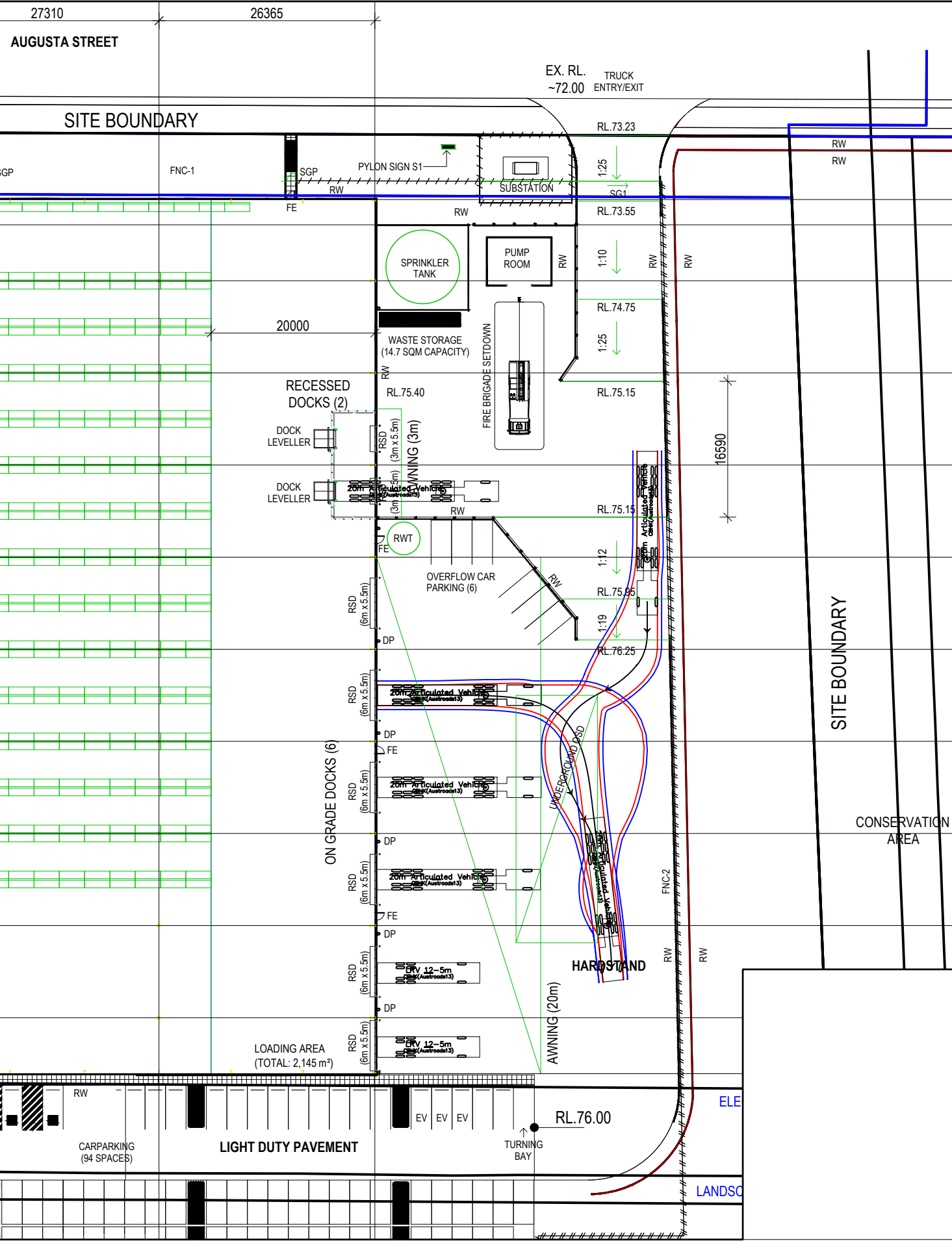
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SWEPT PATHS



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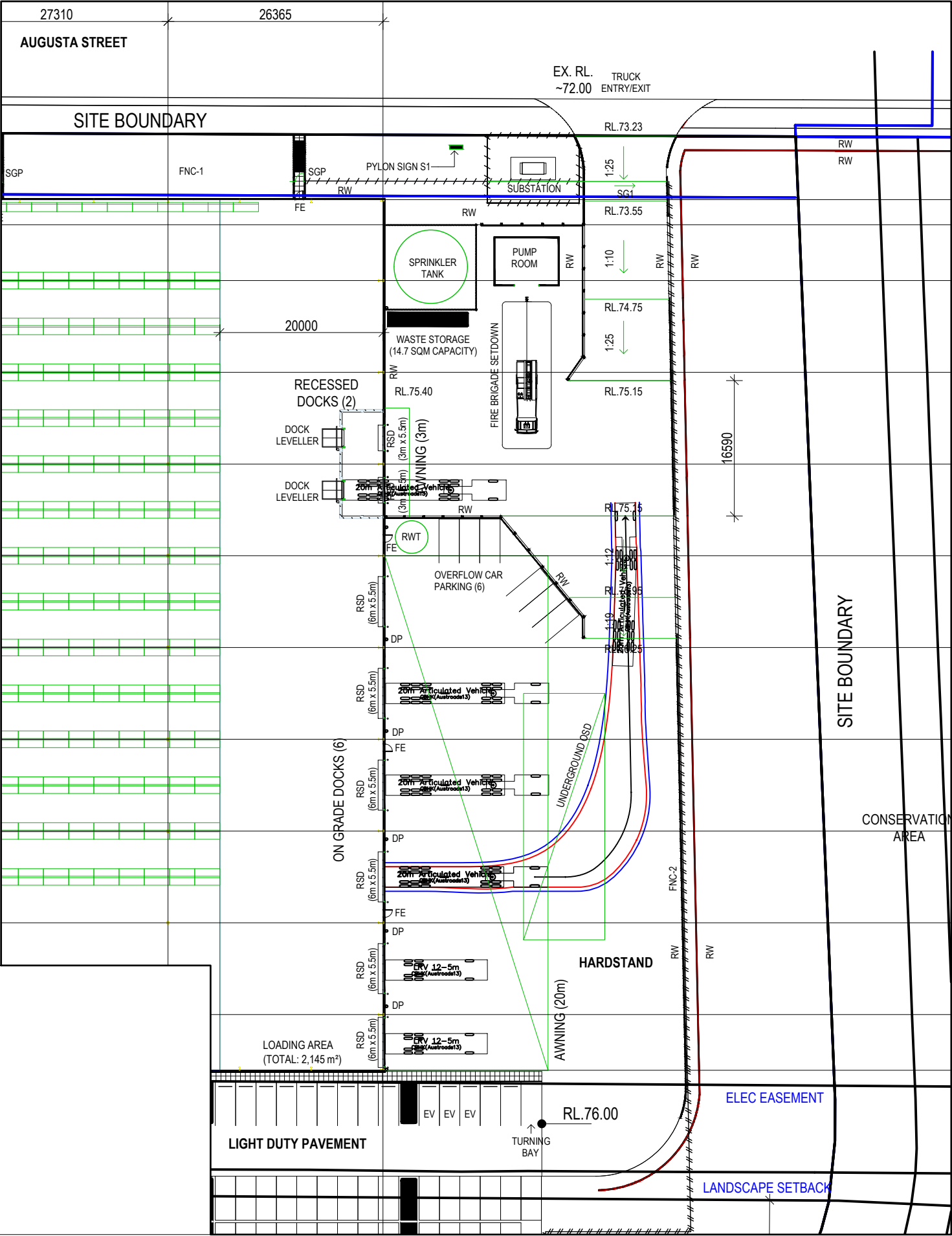
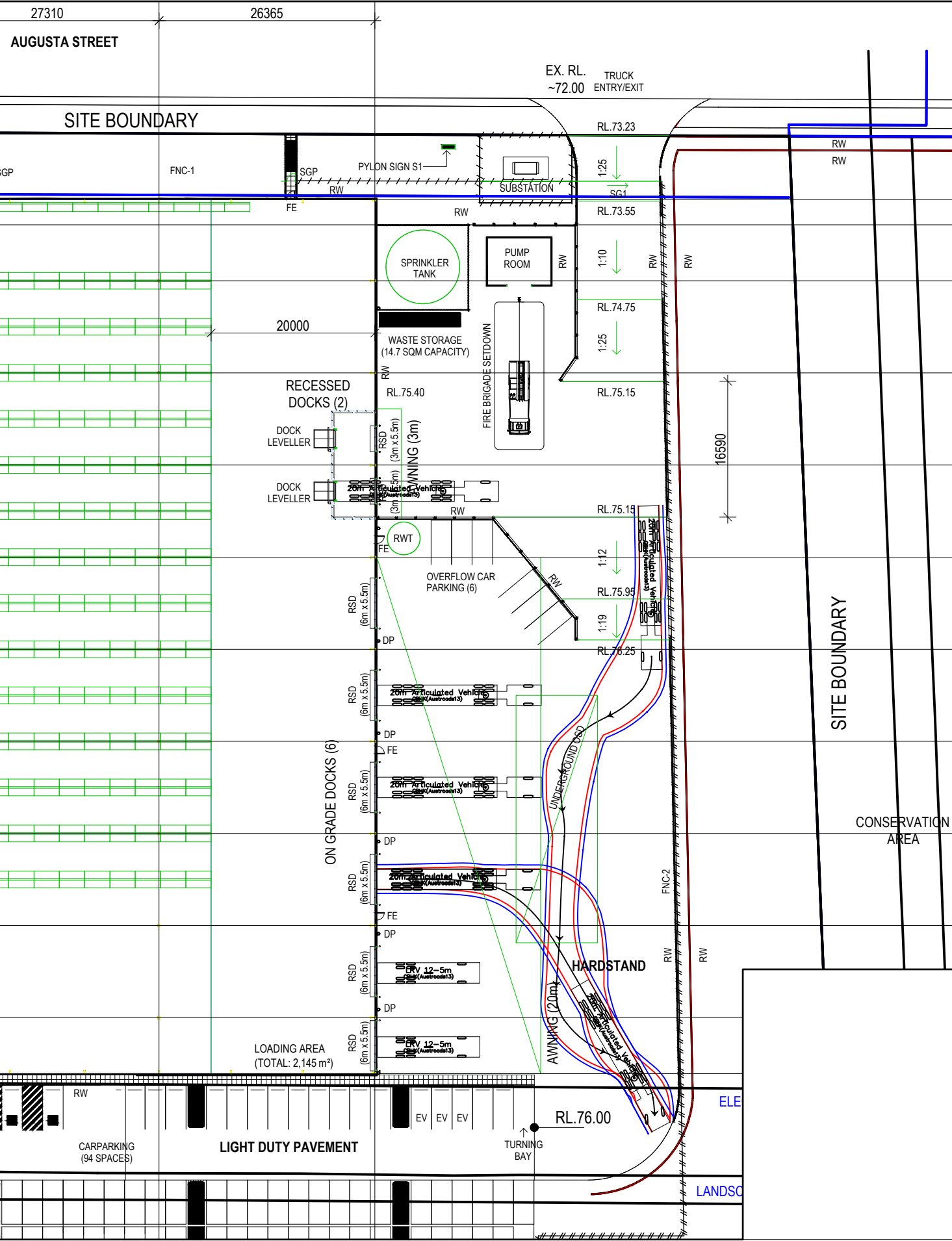
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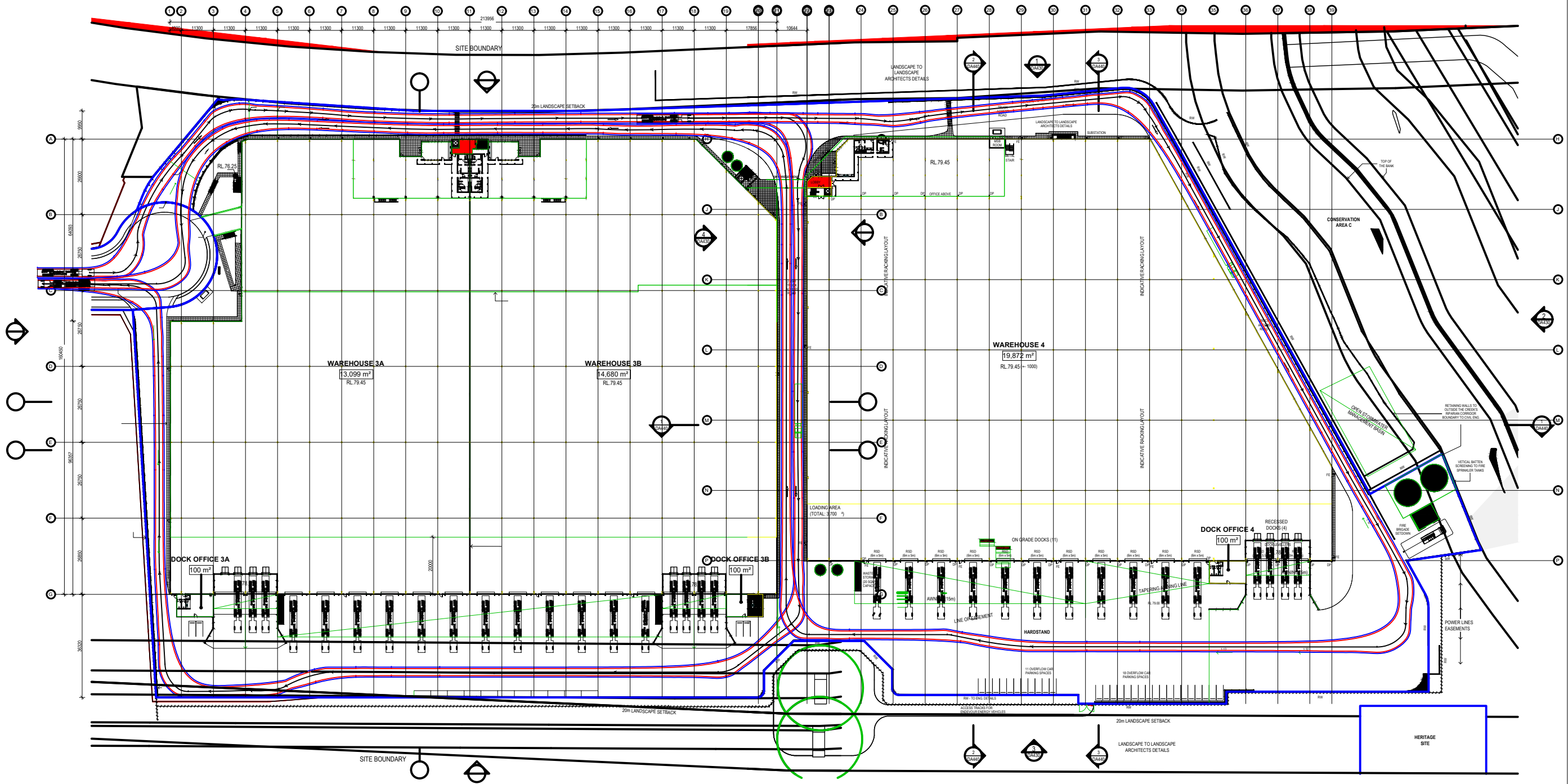
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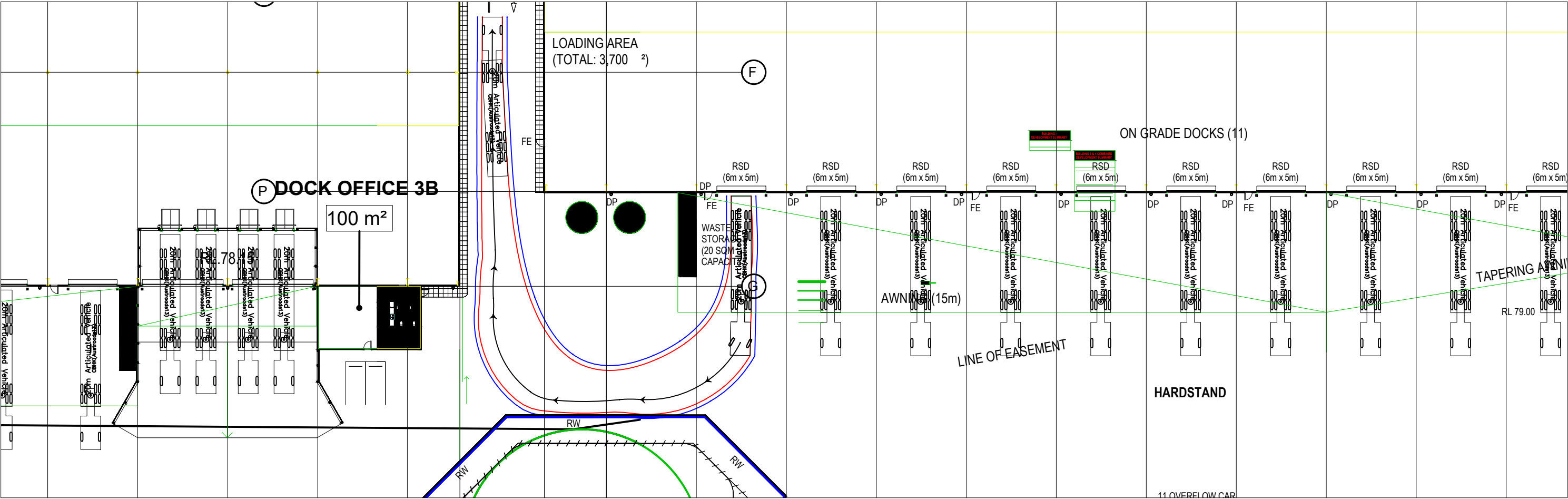
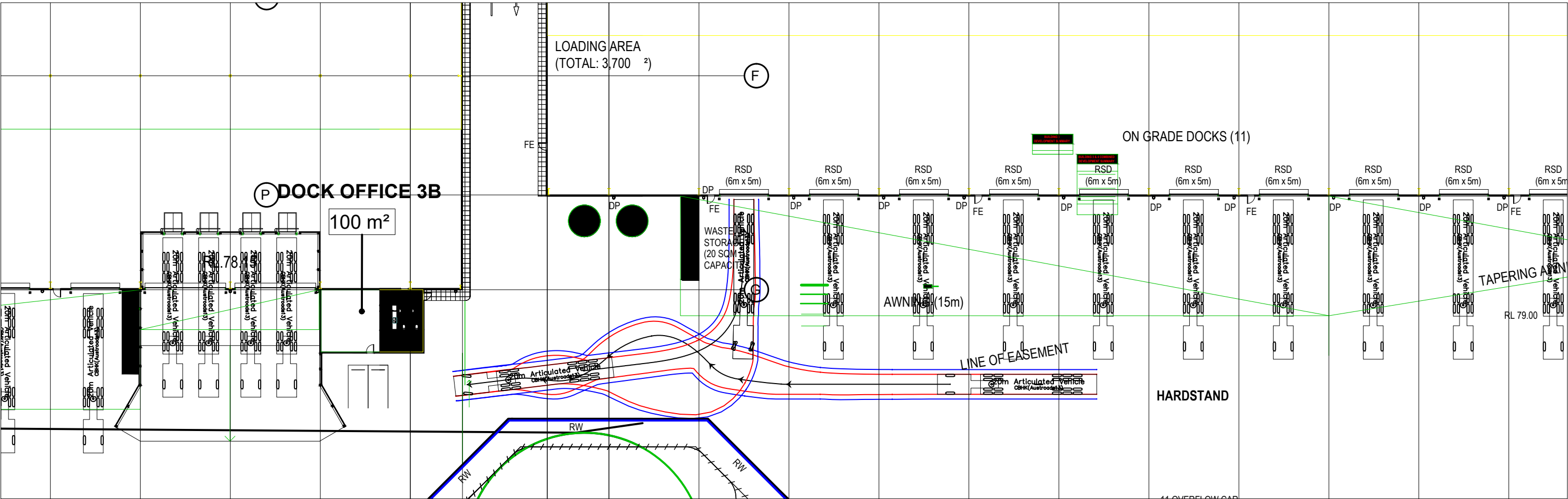
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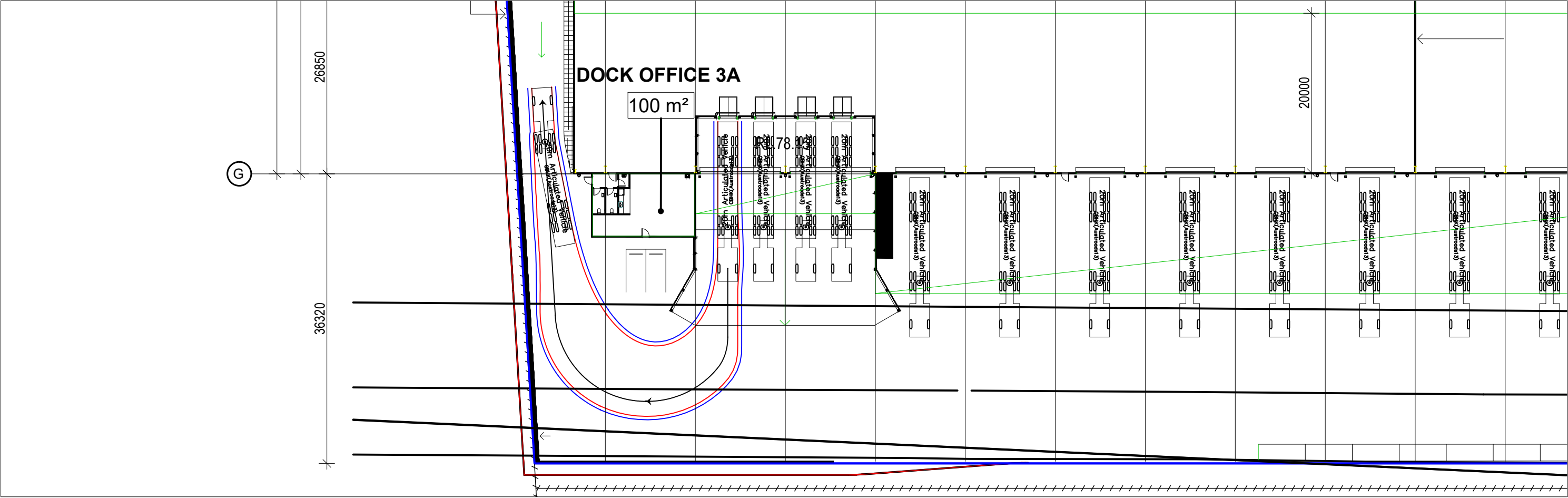
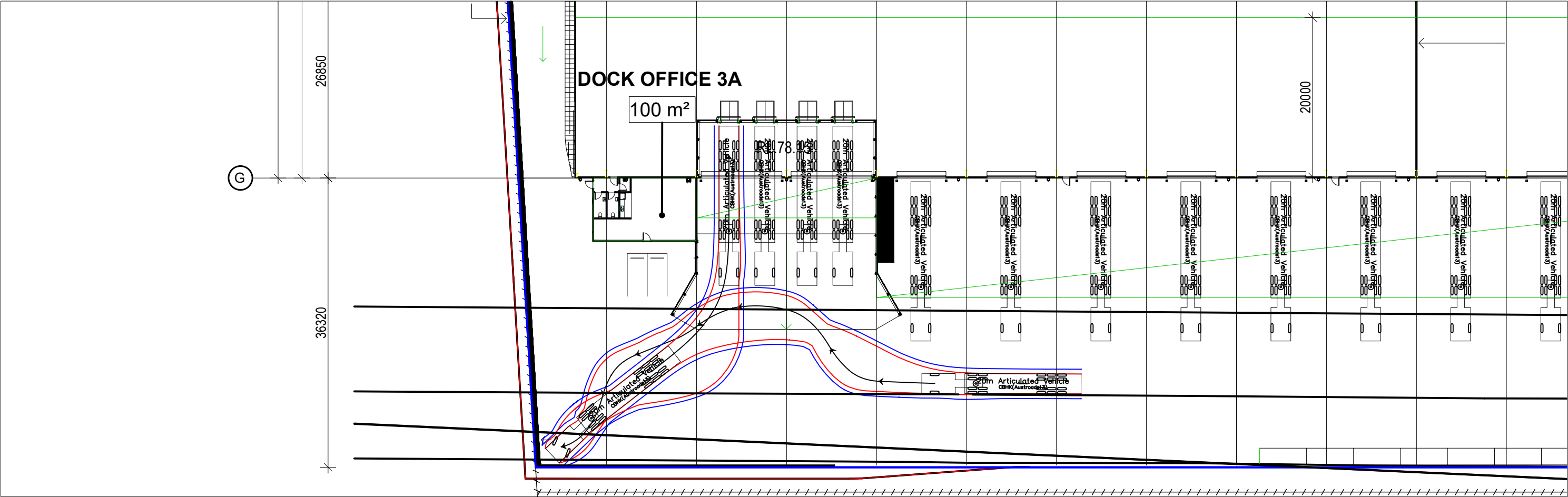
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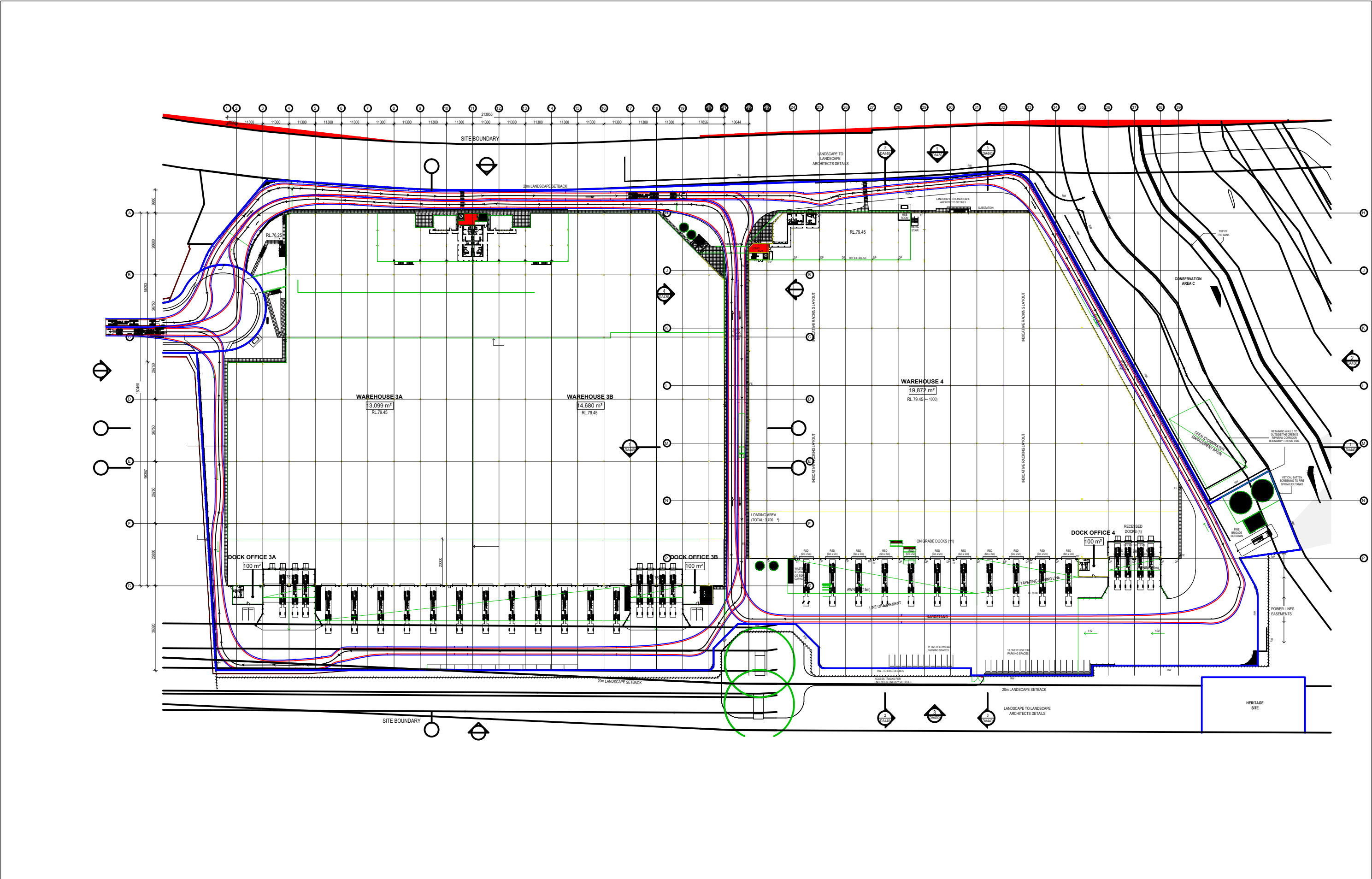
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26.0m B-DOUBLE VEHICLE
SWEPT PATHS