

Transport and Accessibility Impact Assessment

3 Brookhollow Avenue, Norwest

State Significant Development No. 81928961

Prepared for Norwest Property Trust

29 May 2026

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Executive Summary

This Transport and Accessibility Impact Assessment (TAIA) has been prepared to support the State Significant Development Application (SSDA) for the expansion of the Brookhollow Avenue Data Centre in Norwest, operated by GreenSquareDC. The proposed development comprises a four-storey facility with a total power capacity of 96MW and a gross floor area of 16,191 m². It includes the installation of 77 diesel generators, provision of 25 on-site car parking spaces, and associated infrastructure upgrades.

The site is located at 3 Brookhollow Avenue, within close proximity to major arterial roads such as Windsor Road and Norwest Boulevard, and is approximately 500 m from Norwest Metro Station. The area is well-served by public transport, including frequent bus routes and metro services, although census data indicates that the majority of commuters in the region travel by private vehicle. The development is expected to generate a total of 24 trips during both the morning and evening peak periods, which represents only 0.3 percent of the total traffic volumes at nearby intersections. This minimal increase is not anticipated to adversely affect the performance of the surrounding road network, and Transport for NSW (TfNSW) has confirmed that intersection modelling is not required.

Parking provision has been assessed against both The Hills Shire Development Control Plan (DCP) and the NSW Guide to Transport Impact Assessment (GTIA). The proposed 25 car spaces, including accessible parking was confirmed to be satisfactory, end-of-trip facilities have also been incorporated. It was also confirmed that bicycle parking and motorcycle parking will be incorporated as part of the design development post-approval.

The development also includes dedicated loading docks and fuel refill bays to support operational needs. These facilities are designed to accommodate service and fuel vehicles safely and efficiently, with access managed via a one-way circulation system. Service vehicle access, loading docks, and emergency vehicle circulation have been designed in accordance with relevant Australian Standards and guidelines, ensuring safe and efficient operations.

Overall, the transport strategy for the proposed development is robust and compliant with applicable planning instruments. The assessment concludes that the development will not result in any significant transport or accessibility impacts and is considered suitable for approval.

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Section 1 Introduction

1.1 Project Description

This report has been prepared on behalf of Project Garden 1 Pty Ltd as trustee for the Norwest Property Trust (the applicant) in support of a State Significant Development Application (SSD-81928961) submitted to the Department of Planning, Housing and Infrastructure (DPHI) under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

This SSDA seeks development consent for the construction and operation of a data centre, with a total power consumption of approximately 96MW (IT load). The proposal will form part of a broader state-of-the-art data centre campus, equipped to cater for growing data storage needs within Australia and the emergence of artificial intelligence (AI).

This report provides a traffic and transport assessment of the proposal and responds to the Secretary's Environmental Assessment Requirements (SEARs) issued by DPHI on 8 April 2025 in relation to the project. The SEARs requirements are listed in Section 1.6.

A preliminary Construction Traffic Management Plan (CTMP) and preliminary Green Travel Plan (GTP) have been prepared separately to this TAIA and included as part of this SSD application. These plans satisfy Condition 6 of the SEARs requirements for the SSDA, however are considered preliminary in nature and will be finalised post-approval as a condition of consent.

1.2 Scope of Works

This SSDA seeks development consent for the construction and operation of a data centre, with a total power consumption of approximately 96MW (IT load). The proposal will form part of a broader state-of-the-art data centre campus, equipped to cater for growing data storage needs within Australia and the emergence of artificial intelligence (AI).

In summary, approval for the following is sought:

- Minor site preparation works including tree clearing and bulk earthworks;
- Civil earthworks and the installation of relevant servicing infrastructure and utilities;
- Construction of a four (4) storey data centre with roof top plant, equating to an RL 130 and Gross Floor Area (GFA) of 16,191 m²;
- Installation of 77 x diesel fuel generators and associated diesel storage
- Provision of on-site car parking for approximately 25 spaces; and
- Landscaping and offset tree planting.

The proposed development with full architectural details are provided within the EIS, of which this report also forms an Appendix.

It is noteworthy that a Development Application (DA) has been approved for a Stage 1 development within the same site. The subject report, along with the associated preliminary CTMP and GTP have been prepared for and address the traffic and transport impacts of the Stage 2 redevelopment (subject development) **only**. Refer to Section 2.10 which further documents the relevant details.

1.3 Strategic Planning Context

Table 1 outlines the relevant strategic plans and strategies related to the traffic and transport assessment of this project.

Table 1: Relevant Strategic Context

Legislation	Comment
Future Transport Strategy	This document outlines the vision for transport in NSW for future years, that is centred around utilising technological advancements to create and maintain a world-class, safe, efficient, and reliable transport system.
Greater Sydney Region Plan	This document has been prepared concurrently with Future Transport to align land use, transport, and infrastructure outcomes for Greater Sydney.
The Hills Local Environmental Plan 2019	This document contains local environmental planning provisions for all land within the Hills Shire.
The Hills Development Control Plan 2012	This document contains general controls for all developments within the Hills Shire LGA and is known as the Hills DCP hereinafter.
The Hills Shire Bike Plan	This document contains information about existing and proposed bicycle infrastructure within the Hills Shire LGA and is designed to promote cycling and increase the number of bike users.
The Hills Shire Council Integrated Transport and Land Use Strategy	The Hills Shire Council's Integrated Transport and Land Use Strategy (2019) aims to manage population growth by integrating housing, transport, and infrastructure. It focuses on expanding public transport, improving active transport, reducing car dependency, and enhancing freight and road networks. The strategy aligns with Greater Sydney's regional plans for connected, sustainable, and liveable communities.

1.4 Codes, Standards & References

The traffic and transport strategy for the project has been prepared in the context of a variety of relevant codes, standards, and references listed below.

- Australian Standards, including:
 - AS2890 – Parking facilities
 - AS1742 – Manual of uniform traffic control devices
 - AS1428 – Design for access and mobility
- Austroads Guidelines, including:
 - Guide to Traffic Management
 - Guide to Road Design
 - Guide to Road Safety
- NSW Planning Guidelines for Walking and Cycling
- TfNSW Guide to Transport Impact Assessment (hereinafter known as GTIA)

In addition, the following reference documents relevant to the subject site have been reviewed, and have been referenced and adopted as appropriate throughout this report:

- *3 Brookhollow Avenue, Baulkham Hills – Transport Statement* [document reference: P2835r01v02], dated 3 December 2024, by Ason Group (hereinafter known as the **Ason statement**)
- *Norwest Metro Station Site Development Stage 1, Norwest Metro Development Pty Ltd – Traffic Impact Assessment (TIA)* [Issue C], dated 7 February 2025, by ptc., prepared for the Development of the Norwest Metro Station Site Stage 1 Development (DA number: 908/2025/JP) (hereinafter known as the **ptc Norwest Metro report**)

1.5 Consultation

This report has been prepared following consultation between the design team and relevant stakeholders, including TfNSW. Consultation events and outcomes are identified in Table 2. A copy of the correspondence is attached in Appendix A.

Table 2: Consultation summary

Date	Parties	Discussions and Outcomes
1 October 2025	TTW Transport for NSW	TTW had requested confirmation from TfNSW via email that traffic modelling is not required, given the negligible traffic generation of the site, compared to the major scale of the local road network. Confirmation had since been received from TfNSW on 1 October 2025, that traffic modelling is not required, given the negligible traffic generation will unlikely have detrimental impacts on the surrounding classified road network.

1.6 Response to SEARs

This report has been prepared to respond to the SEARs issued for GreenSquare DC 80MW data centre project. The SEARs that are relevant to this Transport and Accessibility Impact Assessment, and where they are addressed within this report, are detailed below in Table 3.

Table 3: Response to SEARs

Issue and assessment requirements	Section reference
6. Provide a transport and accessibility impact assessment, which includes:	
details of all traffic types and volumes likely to be generated during construction and operation, including a description of key access and haul routes.	During operation: Section 4.4.6 – Traffic Impacts During construction: refer to the Preliminary CTMP, which has been lodged separately.
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).	Section 4.4.6– Traffic Impacts Consultation had been undertaken to confirm that modelling for the subject development is not required, see Section 1.5.
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.	Section 4.5 – Service Vehicles Section 4.6 – Emergency Vehicles
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.	Section 3 – Proposed Works
swept path analysis for the largest vehicle requiring access to the development.	Section 4.5 – Service Vehicles
details of road upgrades, infrastructure works, or new roads or access points required for the development if necessary.	Section 4.1 – Travel Demand
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 the Preliminary Construction Traffic Management Plan (CTMP), which has been lodged separately with this SSDA.
Provide a Green Travel Plan or equivalent.	Refer to the Preliminary Green Travel Plan (GTP), which has been lodged separately with this SSDA.

Section 2 Existing Conditions

2.1 Site Context

The site is known as 3 Brookhollow Avenue, Norwest (Lot 2021 DP 831173) and is in the Norwest locality, which forms part of the Hills Local Government Area (LGA). Development surrounding the site comprises of a mix of commercial, retail and residential land uses as described below:

- To the north of the site is Norwest Boulevard, commercial office buildings, an early learning centre, 'Castle Pines' retirement community and Castle Hill Country Club Golf Course;
- To the east of the site is Windsor Road, commercial office buildings, small pockets of residential development and industrial development;
- To the south of the site is Brookhollow Avenue, commercial developments, a hotel and medium density residential development; and
- To the west of the site is commercial development, including a shopping centre (Norwest Marketown), various retail offerings and the Norwest Metro Station.

The site is well serviced by public transport including bus and Metro. Norwest Metro Station provides connections to Tallawong in the northwest and Sydney CBD to the southeast. Bus stops along Norwest Boulevard provide connections through to Parramatta, Seven Hills and Rouse Hill.

As shown in the below mapping, the site is in proximity to Strangers Creek and Brookhollow Reserve, located at the site's southwestern border. Norwest Lake is located approximately 90 m northwest of the site.

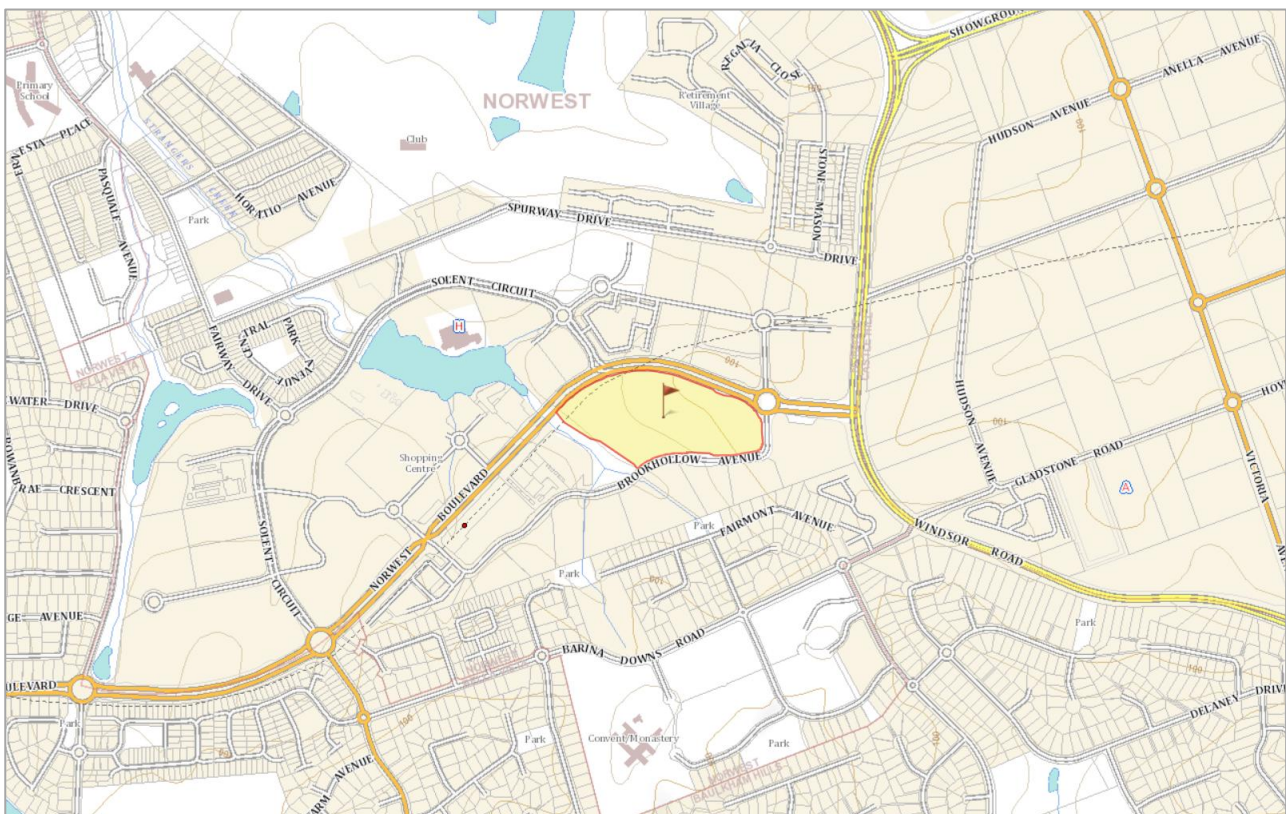


Figure 1: Site Context Map

Source: Six Maps

2.2 Site Description

The subject site is legally described as Lot 2021 of Deposited Plan (DP) 831173. The site can be described as irregularly shaped and has a total land area of approximately 51,867 m². A portion of the site currently comprises an existing 4MW data centre that was approved under D93/318, dated 21 June 1993.

The site is bound by Brookhollow Avenue to the south and east, Brookhollow Reserve and the Hills Corporate Centre to the west and Norwest Boulevard to the north. The primary frontage of the site is to Brookhollow Avenue, where vehicular access is provided.

Based on a review of topographical mapping, the site appears to fall from east to west from a maximum height of RL104 in the northeastern corner of the site to RL82 m along the western portion of the site.

The site is located approximately 500 m to the east of the Norwest Metro station, with the metro line running under the north / northwest boundary of the site.

The site is heavily vegetated, however, none of the vegetation is mapped on the biodiversity values mapping prepared under the Biodiversity Conservation Act 2016 (BC Act).

Refer to aerials of the site at Figure 2 below.



Figure 2: Site Location
Source: Nearmap (modified)

2.3 Road Hierarchy

The key roads in the local network are described in Table 4, and illustrated in Figure 3.

Table 4: Local Road Network

Road Name	Classification	Speed Limit	Road Geometry	Parking Restrictions
Brookhollow Avenue	Local Road	50 km/hr	1 lane in each direction within a 7.5m carriageway.	No Stopping / Unrestricted Parking at line marked locations
Norwest Boulevard	State Road	70 km/hr	2 lanes in each direction within a 24m carriageway, with a 8.5m vegetated island in between.	No Stopping
Windsor Road	State Road	70 km/hr	5 – 6 lanes in each direction within a 23m carriageway.	No Stopping
Old Windsor Road	State Road	80 km/hr	2 lanes in each direction within a 17m carriageway, with concrete separator.	No Stopping
Victoria Avenue	Regional Road	50 km/hr	2 lanes in each direction within a 17m carriageway, with concrete separator.	No Stopping / Unrestricted Parking at line marked locations

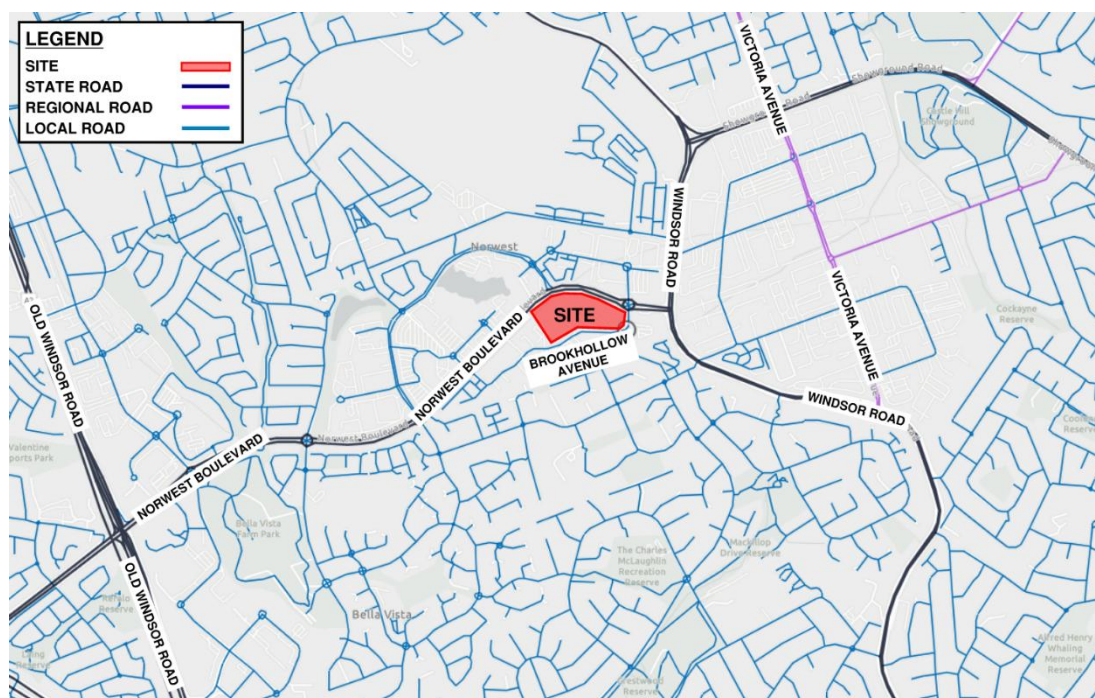


Figure 3: Road Classification
Source: TfNSW Road Network Classifications

2.4 Pedestrian Network

Figure 4 illustrates the existing pedestrian infrastructure available around the site. A 400 m radius (approximately 5-minute walk) is shown to provide context and scale of these facilities. As shown, ample footpaths are provided along most streets in the vicinity of the site, with sufficient zebra and signalised crossings, and pedestrian refuges connecting these footpaths the site with the nearby road networks and public transport. Staff could access the site on foot via Brookhollow Avenue.

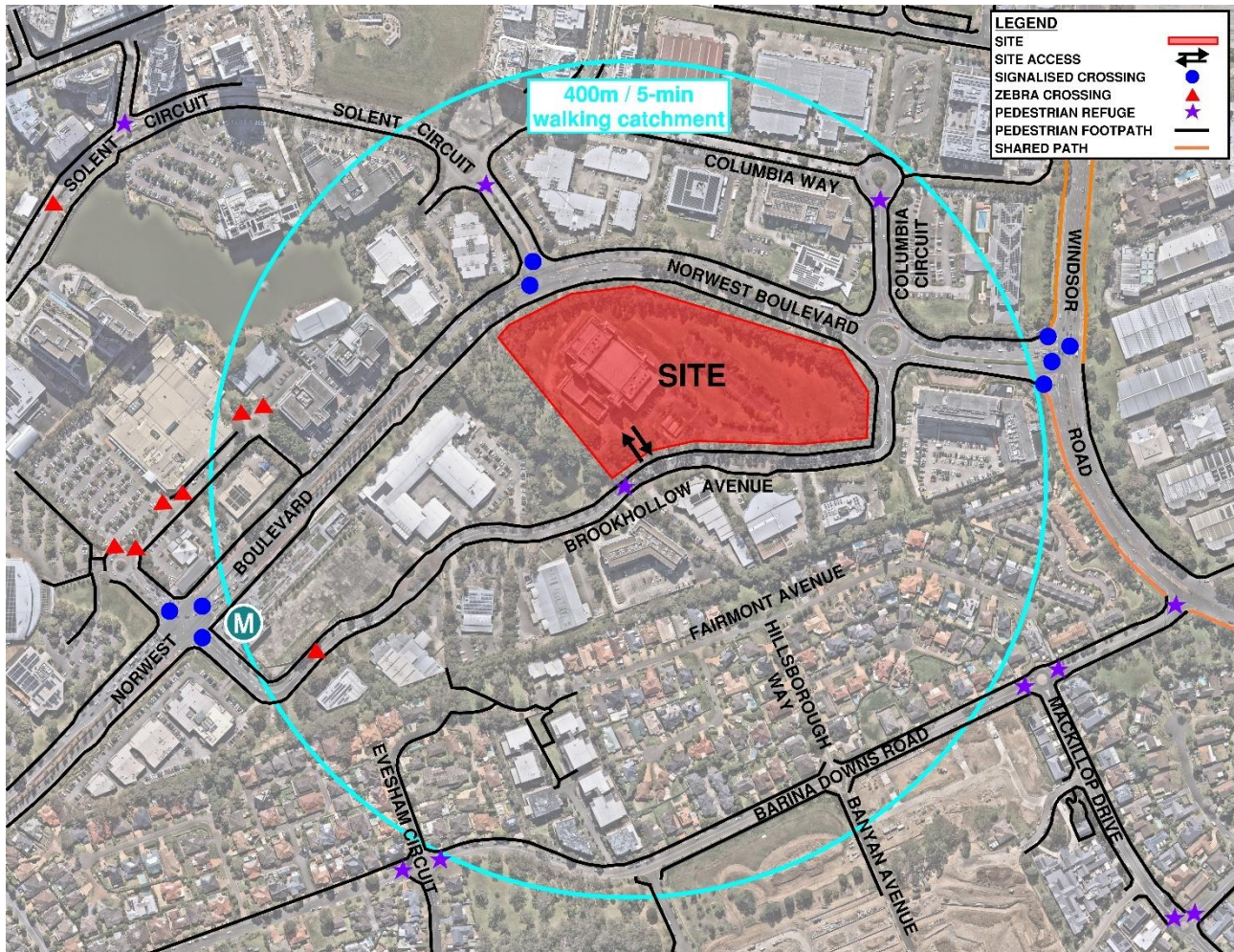


Figure 4: Local Pedestrian Infrastructure
Source: Nearthmap (modified)

2.5 Cyclist Network

Figure 5 illustrates the existing cycling infrastructure around the site. A 1.2 km radius (approximately 5-minute bike ride) is shown to provide context and scale of these facilities. As shown, shared paths are available along the major road networks such as Windsor Road and Victoria Avenue. However, limited dedicated bicycle / shared paths are available in the vicinity of the site. Users are required to ride on vehicular roadways should they utilise bicycle to travel to the site.



Figure 5: Local Cycling Infrastructure
Source: TfNSW Cycleway Finder

2.6 Public Transport

2.6.1 Bus

The site is in proximity to multiple bus stops. Figure 6 illustrates the location of the nearest bus stops and relevant bus routes in the vicinity of the site, while Table 5 outlines the servicing details of each bus route.

As shown in Figure 6, the nearest bus stops in the area are all located within a 15-minute walk. These services provide connections between Norwest to other parts of Greater Sydney.

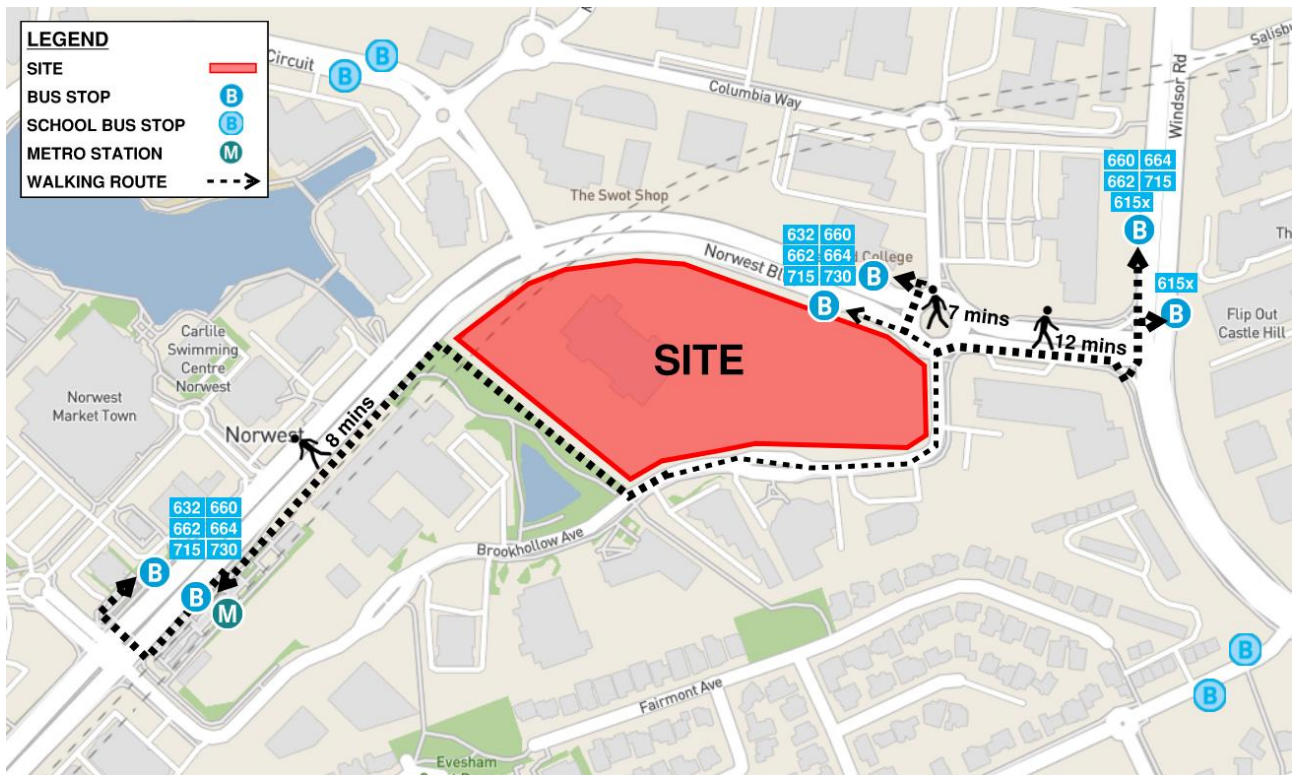


Figure 6: Local Bus Service Availability

Source: Transport for NSW (modified)

Table 5: Bus Service Frequency

Source: Transport for NSW

Bus Service	Bus Route	Frequency (approximates only)		
		Monday to Friday	Saturday	Sunday and Public Holidays
632	Pennant Hills to Rouse Hill Station via Norwest & Castle Hill / Rouse Hill Station to Pennant Hills via Norwest & Castle Hill	30 mins	60 mins	60 mins
660	Parramatta to Castlewood via Norwest / Castlewood to Parramatta via Norwest	20 – 30 mins	60 mins	60 mins
662	Parramatta to Castle Hill via North West Twy & Bella Vista / Castle Hill to Parramatta via Bella Vista & North West Twy	15 – 20 mins	60 mins	60 mins
664	Parramatta to Rouse Hill Station via Norwest / Rouse Hill Station to Parramatta via Norwest	15 – 20 mins	60 mins	60 mins
715	Seven Hills to Rouse Hill Station via Norwest & Kellyville / Rouse Hill Station to Seven Hills via Kellyville & Norwest	30 – 40 mins	60 mins	60 mins
730	Blacktown to Castle Hill via Glenwood & Norwest / Castle Hill to Blacktown via Norwest & Glenwood	30 mins	30 mins	60 mins
615x	City QVB to Kellyville and North Kellyville (Express Service)	15 – 30 mins (3 pm – 9 pm only)	<i>no services</i>	<i>no services</i>
	North Kellyville to City QVB (Express Service)	7 – 10 mins (5 am – 9 am only)	<i>no services</i>	<i>no services</i>

2.6.2 Metro

The site is located approximately 600 metres from the Norwest Metro Station, which is serviced by the Metro North West and Bankstown line, providing connections between Sydney’s northwest to Central Sydney (i.e., Central Station) within 40 minutes. The metro operates with a frequency of 4 minutes during peak hours, 5 minutes between peak hours and 10 minutes at other times (see Table 6).

It should be noted that a section of the former Sydney Trains T3 line, stretching from Marrickville to Bankstown, is currently undergoing construction as part of the Sydney Southwest Metro construction project. Once completed in 2026, these stations will become part of the M1 Metro line, with the line extended from Sydenham to Bankstown.

Table 6: Metro Service Frequency
Source: Transport for NSW (September 2025)

Sydney Metro Line	Destination	Frequency (Barangaroo Station)		
		Peak Hours*	Intra-Peak Hours	Off-Peak Hours
M1 North West and Bankstown Line	Tallawong to Sydenham	4 minutes	5 minutes	10 minutes

*6:30 am – 10:00 am, 3:00 pm – 7:00 pm

2.7 Parking Facilities

2.7.1 On-Site Parking

The existing data centre provides a total of 150 spaces, with 144 outdoor spaces (including 1 accessible space), and 6 enclosed spaces (including 2 accessible spaces) within a container.

All spaces are accessed via Brookhollow Avenue. As shown in Figure 7, cars will be held at the boom gate, and will require authorisation to gain access to the carpark.

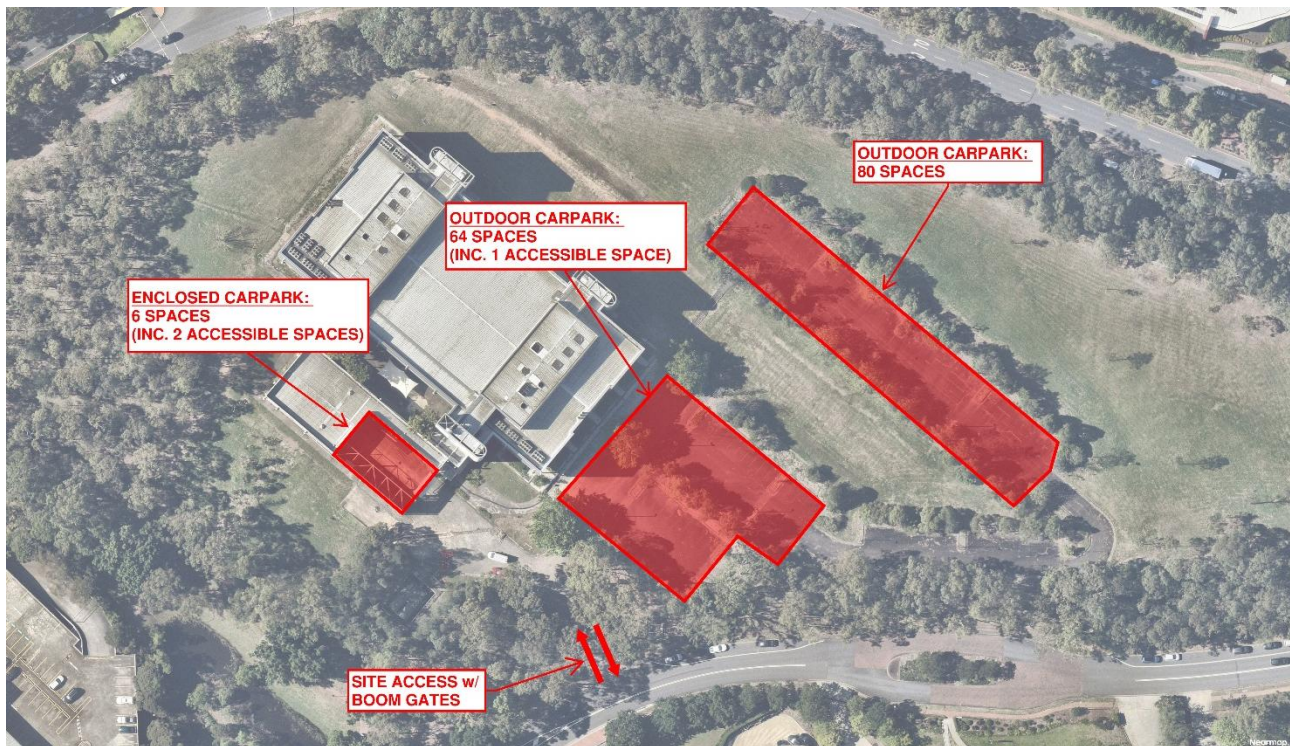


Figure 7: Existing Car Park
Source: Nearmap (modified)

2.7.2 On-Street Parking

Immediately adjacent to the site, free on-street parking with a 2-hour time restriction from 9:00 am to 3:00 pm on weekdays is available at nominated sections along Brookhollow Avenue. Review of aerial imagery has shown that on-street parking is generally available.

2.7.3 Historical On-Site Parking Occupancy Study

A parking study of the on-site car park had been conducted to better understand the historical usage of the car park. The parking occupancy and vacancy rates have been reviewed and calculated using Nearmap aerial imagery. It is understood that the site had ceased operations in 2024, hence, 14 days of aerial imageries from 2023 backwards were reviewed.

Table 7: On-site Parking Occupancy Study Summary

Date	Day	Occupancy	Vacancy	Total	Occupancy	Vacancy
03/02/2023	Friday	12	138	150	8%	92%
18/01/2023	Wednesday	15	135	150	10%	90%
23/11/2022	Wednesday	13	137	150	9%	91%
24/08/2022	Wednesday	20	130	150	13%	87%
19/05/2022	Thursday	20	130	150	13%	87%
21/04/2022	Thursday	22	128	150	15%	85%
01/02/2022	Tuesday	21	129	150	14%	86%
06/10/2021	Wednesday	19	131	150	13%	87%
15/04/2021	Thursday	15	135	150	10%	90%
08/12/2020	Tuesday	15	135	150	10%	90%
02/10/2020	Friday	16	134	150	11%	89%
03/08/2020	Monday	12	138	150	8%	92%
23/06/2020	Tuesday	16	134	150	11%	89%
14/04/2020	Tuesday	23	127	150	15%	85%
Average		17	133		11%	89%
Maximum		23	138		15%	92%
Minimum		12	127		8%	85%
Median		16	134		11%	89%

The occupancy study summarised in Table 7 indicates that the on-site parking facility the on-site parking facility has historically been underutilised, with an average occupancy rate of only 11%. At no point during the surveyed period did the occupancy rate exceed 15%. This suggests that the current parking provision is excessive, and that the footprint of the parking facility could be reduced while still meeting demand. Refer to Section 4.1 for a discussion for the projected travel demand as a result of the proposal.

2.8 Traffic Conditions

2.8.1 Traffic Data Collection

The site is in proximity to a number of major roads such as Windsor Road and Old Windsor Road, each with 2 – 3 lanes in each direction. As these major roads connect the site to other parts of Greater Sydney, a review of the existing traffic volumes along these major roads have been undertaken to assist with the development of a baseline condition for the subject assessment.

The ptc Norwest Metro report provides a summary of the intersection movement counts at various intersections in the vicinity of the site, as summarised in Figure 8. The data collection took place on 8 August 2024, between 7:00 – 10:00 am, and 2:00 – 6:00 pm. Intersection counts included light vehicles, heavy vehicles, pedestrian and cyclist movements. Counts were conducted at the following intersections:

- Windsor Road / Norwest Boulevard
- Norwest Boulevard / Columbia Circuit / Brookhollow Avenue
- Norwest Boulevard / Solent Circuit
- Norwest Boulevard / Century Circuit / Brookhollow Avenue
- Norwest Boulevard / Solent Circuit / Reston Grange



Figure 8: Scope of Traffic Data Collection

Source: Nearmap (modified) / ptc.

2.8.2 Traffic Volumes

Analysis of the survey had shown that the peak hours of the road network are 8:00 – 9:00 am in the morning, and 4:30 – 5:30 pm in the afternoon. The intersection movement counts indicate that the intersections have the following volumes during said peak hours:

During AM peak (8:00 – 9:00 am):

▪ Windsor Road / Norwest Boulevard:	5034 trips
▪ Norwest Boulevard / Columbia Circuit / Brookhollow Avenue:	3655 trips
▪ Norwest Boulevard / Solent Circuit:	2845 trips
▪ Norwest Boulevard / Century Circuit / Brookhollow Avenue:	2845 trips
▪ Norwest Boulevard / Solent Circuit / Reston Grange:	3612 trips

During PM peak (4:30 – 5:30 pm):

▪ Windsor Road / Norwest Boulevard:	5452 trips
▪ Norwest Boulevard / Columbia Circuit / Brookhollow Avenue:	3744 trips
▪ Norwest Boulevard / Solent Circuit:	3038 trips
▪ Norwest Boulevard / Century Circuit / Brookhollow Avenue:	3006 trips
▪ Norwest Boulevard / Solent Circuit / Reston Grange:	3780 trips

Refer to Section 4.4.6 which includes details and analysis of the traffic volume of the subject site, in addition to the above volumes.

2.9 Travel Mode – Census Travel Data

The Method of Travel to Work (MTWP) data from the ABS provides an estimate of travel modes to and from the local area as defined by Statistical Area Level 2 (SA2) zones. The site is located within SA2 zone 'Baulkham Hills (West) – Bella Vista' (see Figure 9).

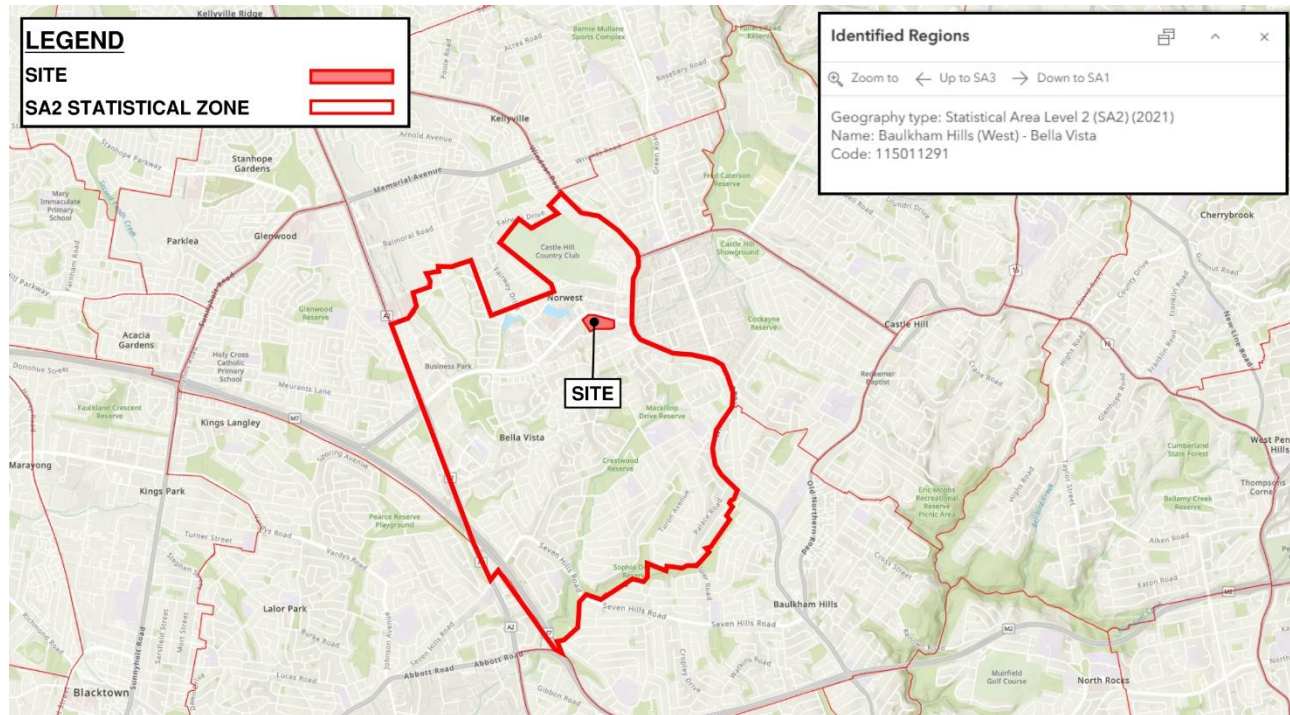


Figure 9: Statistical Area of Site
Source: ABS

Responses for 'worked at home', 'did not go to work' and 'mode not stated' have been excluded from this analysis. The travel data is summarised in Table 13 and Table 14, for the SA2 statistical zone as both a place of work (i.e., travelling to Baulkham Hills / Bella Vista), and as a place of usual residence (i.e., travelling from Baulkham Hills / Bella Vista). Data of the 2021 census travel data was collected during the height of the COVID-19 pandemic and is unrepresentative of the future travel behaviours. Hence, data collected from 2016 has also been included.

The most relevant data for this study is the Place of Work data, which represents the travel modes used by peoples accessing the Baulkham Hills / Bella Vista area due to work (e.g., employees). However, in relation to the subject assessment, it should be noted that the Place of Work data encompasses the entire statistical zone, and hence may not accurately reflect the travel behaviour of the subject site.

Table 8: Journey to Work Data

Source: ABS

Note: Values may not add to totals shown due to rounding

Travel Mode	Mode Share (%)	
	2016	2021
Train	2.3%	3.7%
Bus	3.7%	1.9%
Ferry	0.0%	0.0%
Tram / Light Rail	0.0%	0.1%
Taxi	0.1%	0.2%
Car, as driver	88.0%	86.4%
Car, as passenger	3.6%	4.4%
Motorbike / Scooter	0.4%	0.3%
Truck	0.4%	0.6%
Bicycle	0.3%	0.2%
Walk	0.9%	1.2%
Others	0.3%	0.9%
Total	100%	100%

Table 9: Journey to Work Data Summary

Source: ABS

Note: Values may not add to totals shown due to rounding

Travel Mode Summary	Mode Share (%)	
	2016	2021
Private Vehicles (car, taxi, truck, motorbike)	92.5%	91.9%
Public Transport (train, bus, ferry, tram)	6.0%	5.7%
Active Transport (bicycle, walking)	1.2%	1.4%
Other	0.3%	0.9%
Total	100%	100%

The above Journey to Work (JTW) data shows that:

- The majority of the population commute via private vehicles.
- Public transport usage remains low. A slight surge can be observed in train use in 2021 as the Metro M1 line commenced operations in 2019.
- Active transport usage remains minimal.

2.10 Neighbouring / Relevant Developments

2.10.1 3 Brookhollow Avenue, Norwest – Stage 1

As mentioned in Section 1.2 above, prior to any works to be conducted for a Stage 2 redevelopment (subject development), the existing data centre will undergo a retrofit and will be upgraded, including the installation of new external generators. A new internal access road will also be constructed to support the placement and ongoing maintenance of said generators.

As detailed in the Ason statement, it is expected that the existing transport infrastructure will be retained for the stage 1 development.

That said, it is essential to recognise that the subject report (and the associated preliminary CTMP and preliminary GTP), have been prepared to address the stage 2 redevelopment only. Any traffic and transport related impacts for stage 1 have been addressed separately. Refer to Section 4.4.6 which discusses the cumulative impacts of both stage 1 and 2.

2.10.2 3 Brookhollow Avenue, Norwest – Electrical Substation

A planning application is currently being prepared which will seek approval for on-site power infrastructure including a substation that will transform utility power supplied via a high voltage (132 kilovolts) line to medium voltage (33 kilovolts). The substation will comprise of two main structures, a control building and two power transformers.

The substation is proposed to service Stage 1 (SYD01), with the intent to expand to Stage 2. Ahead of construction of the substation, the intent is to connect Stage 1 to the 11kv power supply, before creating a new point of connection from the proposed substation, which will be established once constructed.

Supply infrastructure will be provided from an Endeavour substation located nearby and will be delivered to the site under Part 5 powers held by Endeavour as an Electricity Supply Authority.

Section 3 Proposed Works

3.1 Description of Works

This SSDA seeks development consent for the construction and operation of a data centre, with a total power consumption of approximately 96MW. The proposal will form part of a broader state-of-the-art data centre campus, equipped to cater for growing data storage needs within Australia and the emergence of artificial intelligence (AI).

Specifically, the proposal includes:

- Minor excavation works beyond earthworks intended to be undertake under the separate Substation Development Application under assessment by The Hills Shire Council;
- Civil earthworks and the installation of relevant servicing infrastructure and utilities;
- Construction of a four (4) storey data centre with roof top plant, equating to an RL 130 (39.39 m) and Gross Floor Area (GFA) of 16,191 m²;
- Installation of 77 x diesel fuel generators and associated storage
- Provision of on-site car parking for approximately 25 spaces; and
- Landscaping and offset tree planting.

The proposed development is depicted in Figure 10 below, with full architectural details provided within the EIS, of which this report also forms an Appendix.

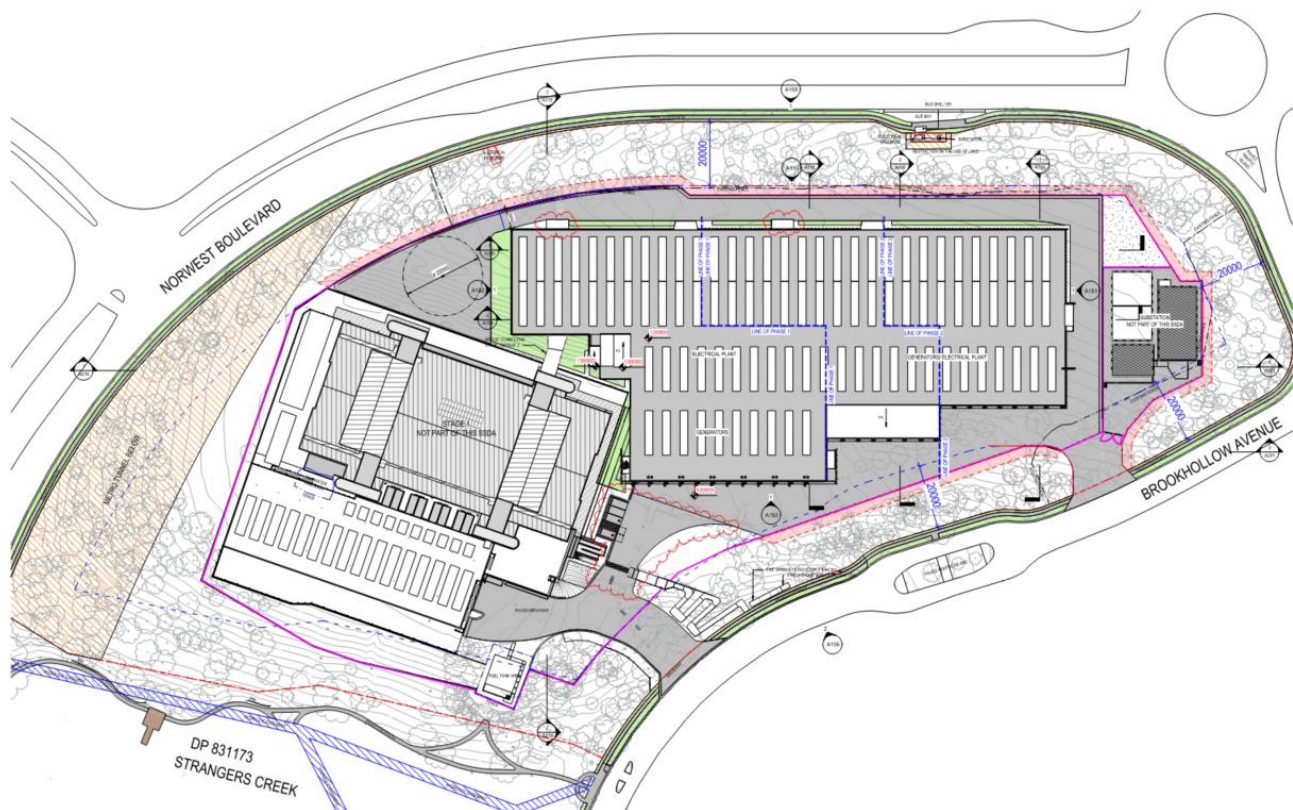


Figure 10: Proposed Site Plan

Source: Greenbox Architecture

3.2 Operational Details

At present, the exact operational details of the data centre are unknown. Advice from the client would indicate that, with an addition of 20 staff for Stage 2 operations (subject development), and in combination with the 10 staff which will already be in place for the approved Stage 1 operations, there will be a total of 30 staff at any given time.¹

3.3 Site Access

The proposal includes accesses along Brookhollow Avenue. Majority of movements, including pedestrians, cyclists and private vehicles are to utilise the western access point for both entry and exit movements. As shown in Figure 11, occasional movements, such as fuel delivery or emergency vehicles, may utilise the eastern access point for exit, however these movements are expected to be infrequent. The eastern driveway shall be constructed as part of the substation DA works (refer Section 2.10.2). As part of that proposal, clear sight lines have been provided in accordance with AS2890.1 to ensure adequate visibility between departing vehicles and pedestrians utilising the footpath along Brookhollow Avenue. The driveway has also been positioned such that the minimum required sight distance of 40 m for drivers leaving the driveway could be achieved.

Figure 11 summarises the access arrangements for the site.

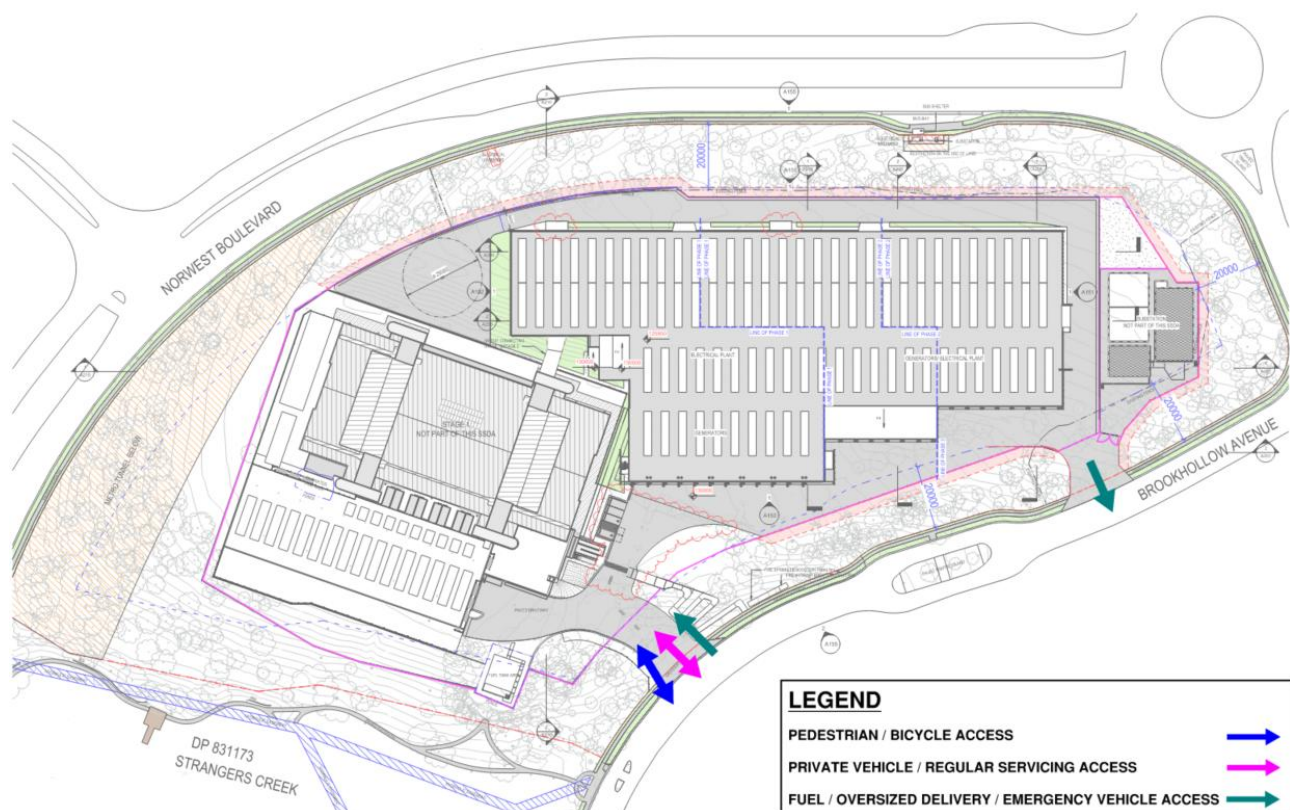


Figure 11: Access Arrangements
Source: Greenbox Architecture

¹Information based on advice provided by GreenSquareDC RFI #7, dated 26 September 2025

Section 4 Analysis of Impacts

4.1 Travel Demands

Since the data centre ceased operations in 2024, staff travel behaviour during its operational period is not documented. Hence, a baseline level of travel behaviour will need to be assumed based on the census travel data by the ABS as detailed in Section 2.9. As the data in 2021 was collected during the COVID-19 pandemic, it is acknowledged that the results may have been affected due to commuters' travel irregularities. Hence, the average of the 2016 and 2021 datasets has been used for this initial assessment. Table 10 provides a summary of the assumed baseline of travel behaviour.

Table 10: Assumed Baseline Mode Split

Note: Values may not add to totals shown due to rounding

Travel Mode	2016 data	2021 data	Assumed Split	Staff Number
Train	2.3%	3.7%	3.0%	1
Bus	3.7%	1.9%	2.8%	1
Ferry	0.0%	0.0%	0.0%	0
Tram / Light Rail	0.0%	0.1%	0.1%	0
Taxi	0.1%	0.2%	0.2%	0
Car, as driver	88.0%	86.4%	87.2%	26
Car, as passenger	3.6%	4.4%	3.6%	1
Motorbike / Scooter	0.4%	0.3%	0.4%	0
Truck	0.4%	0.6%	0.4%	0
Bicycle	0.3%	0.2%	0.3%	0
Walk	0.9%	1.2%	0.9%	0
Others	0.3%	0.9%	0.3%	0
Total	100%	100%	100%	30

While it is acknowledged that the baseline assumptions may not be entirely precise, they are considered adequate for this preliminary assessment. As mentioned in Section 2.9, these baseline values can be considered conservative considering the reference data covers the entire SA2 statistical zone, and may not be entirely representative of the travel behaviour of the proposal. For example, public transport usage could be higher given that the site is in proximity to the Norwest metro station. Furthermore, the Green Travel Plan, which is developed to discourage and potentially lower private transport usage, is yet to be taken into account.

Any discrepancies in the mode share assumptions can be addressed and refined in the operational Green Travel Plan in the future as the proposed development comes into operation.

4.2 Active Transport

4.2.1 Planning Assessment – Bicycle Parking

The following planning instruments have been used to inform the number of bicycle parking spaces required for the proposal.

The Hills Shire Development Control Plan

The Hills DCP requires all developments in the Norwest Business Park to adopt the following rates for bicycle parking facilities, for any new development which exceeds 4,000 m² in GFA:

‘2 spaces plus 5% of the total number of car parking spaces required. Consideration should be given to the provision of undercover facilities.’

By adopting the above rate, the proposal requires the following:

Table 11: Bicycle Parking Requirement

Rate / Requirement	Car Parking Spaces Required	Bicycle Storage Spaces Required
2 spaces	-	2 spaces
plus		
5% of the total number of car parking spaces required	15 spaces*	1 spaces
Total		<u>3 spaces</u>

*As required by the DCP as detailed in Section 4.4.1.

NSW Planning Guidelines for Walking and Cycling

The NSW Planning Guidelines for Walking and Cycling requires “Industrial and warehousing” land-use to provide for 3 – 5% of staff.

Table 12: Bicycle Parking Requirement

Rate / Requirement	Proposal Provision	Number of Spaces Required
3 – 5% of Staff	30 staff	<u>1 space</u>

Parking Demand Assessment and Provision

In addition to the planning documents detailed above, a site-specific parking demand assessment has also been conducted to estimate the parking demand, summarised below.

Table 13: Parking Demand Assessment

Parameter	Value
Total Staff Number	30 staff
Projected Mode Split (Bicycle)	0.3%
Parking Demand	<u>0 bicycles</u>

4.2.2 Planning Assessment – End-of-Trip Facilities

The Hills DCP does not specify a rate for end-of-trip facilities, only considerations are to be given to provide staff change rooms and washing facilities. In the absence of a DCP rate, the NSW Planning Guidelines for Walking and Cycling is to be adopted. For a development with 30 staff, the guideline provides the following requirement:

Table 14: End-of-Trip Facility Requirement

Staff	Lockers	Requirement	Showers	Requirement	Change Rooms	Requirement
13 – 49	1 per 3 racks	<u>0 lockers</u>	2 showers (1 M + 1 F)	<u>2 showers</u>	2 rooms (1 M + 1 F)	<u>2 rooms</u>

4.2.3 Proposed Works

As part of the data centre's Stage 1 development (separate to this SSDA), two (2) showers and changerooms have been provided. This will be retained and also be available for Stage 2 operations (subject development). As shown in Figure 12, the facilities are adjacent to the loading dock.

It is acknowledged that the current design does not include any bicycle parking. Opportunities for including bicycle parking will be investigated post-approval.

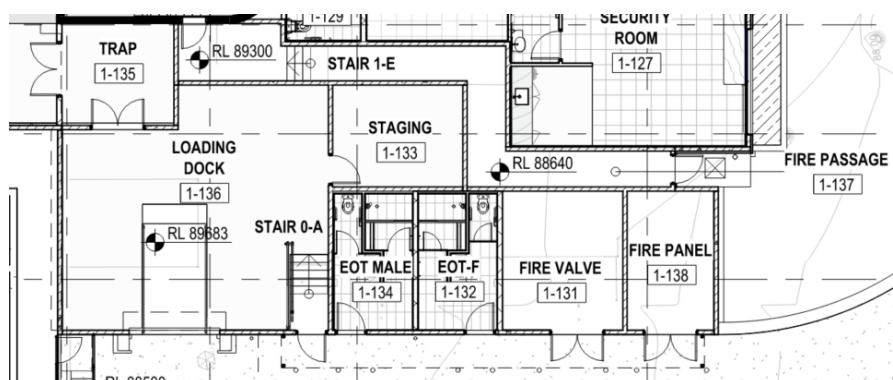


Figure 12: Proposed End-of-trip Facilities

Source: Greenbox Architecture

4.2.4 Design Requirements

The bicycles spaces will be incorporated and designed in accordance with the following parameters as stipulated in AS2890.3:

- Security Level: B
- Bicycle Space Envelope: 1.8 m L x 1 m W (for two bikes) (bicycle racks also to be spaced 1 m)
- Aisle Width: 1.5 m
- Gradient: 1:20 (5%) maximum
- Height Clearance: 2.2 m minimum

4.3 Public Transport

4.3.1 Demand Assessment

Table 15 below summarises the projected demand for public transport usage.

Table 15: Public Transport Demand

Parameter	Value
Total Staff Number	30 staff
Projected Mode Split (Train)	3.8%
Projected Mode Split (Bus)	2.8%
Projected Mode Split (Ferry)	0.0%
Projected Mode Split (Tram / Light Rail)	0.1%
Total Public Transport Demand	<u>2 staff</u>

4.3.2 Proposed Works

Based on the projected demand, public transport usage is expected to be minimal in the immediate term. Hence, no works associated with any public transport services adjacent to the site have been proposed.

4.4 Private Transport

4.4.1 Planning Assessment – Car Parking

A combination of the following has been used to identify the appropriate parking demand for the proposal:

- The Hills Shire Development Control Plan 2012 (The Hills DCP)
- NSW Government Guide to Transport Impact Assessment 2024 (GTIA)
- Travel Demand Assessment

The Hills Shire Development Control Plan

The Hills DCP specifies the following car parking rates for “Industrial” lands:

‘Minimum 1 space per 50 m² of GFA, or 1 space per 2 employees, whichever is greater.’

Data centres, including the subject proposal, differ from traditional industrial developments as they consist largely of non-occupiable areas such as server halls, backup generators, and mechanical plant rooms. These spaces involve minimal human activity and are primarily for equipment operation and maintenance. Therefore, parking provision should be based only on GFA associated with active human use—such as offices and meeting rooms—to accurately reflect actual demand and avoid overestimating requirements.

Importantly, the portion of the development subject to this SSDA does not include any GFA intended for active human occupation, as the additional staffing associated with the Stage 2 development will be accommodated within the Stage 1 building. Therefore, the application of GFA-based parking requirements is not applicable in this instance.

Table 16 summarises the number of parking spaces required for the proposal.

Table 16: Car Parking Requirement

Rate / Requirement	Proposal Provision	Number of Spaces Required
Minimum 1 space per 50 m ² of GFA	0 m ²	0 spaces
or		
1 space per 2 employees	30 staff	15 spaces
Total		<u>15 spaces</u>

Transport for NSW Guide to Transport Impact Assessment (GTIA)

The GTIA provides context-based reference rates for a number of land uses. In relation to the subject proposal, the GTIA provides the following interpretation for “Highly-automated Industrial” lands:

‘Land uses that typically involve operations that heavily rely on advanced automation, robotics and technology to perform tasks with minimal human involvement. These land uses generally have lower overall employment compared to traditional manufacturing or industrial land uses.’

The above interpretation of land use accurately reflects the operational characteristics of a data centre, which are predominantly occupied by equipment and infrastructure, with only limited areas designated for staff functions. Hence, the parking rates for “Highly-automated Industrial” lands have been adopted accordingly, as it more appropriately reflects the actual demand generated by the limited number of on-site personnel.

Contrary to the previous section, the GTIA interpretation has already accounted for “minimal human involvement”. The entire GFA of the proposal can thus be applied to the stipulated parking rate.

Table 17 summarises the number of parking spaces required as per the aforementioned rates.

Table 17: Car Parking Requirement

Rate / Requirement	Proposal Provision	Number of Spaces Required
0.2 spaces per 100 m ² of GFA	16,191 m ²	<u>32 spaces</u>

Car Parking Demand Assessment and Provision

In addition to the planning documents detailed above, a site-specific parking demand assessment has also been conducted to estimate the parking demand. Summarised below in Table 18.

Table 18: Parking Demand Assessment

Parameter	Value
Total Staff Number	30 staff
Projected Mode Split (Car, as driver)	87.2%
Parking Demand	<u>26 vehicles</u>

In response to the demand and the stipulated parking rates shown above, the proposal provides a total of 25 spaces on-site, including 2 accessible parking spaces.

It is acknowledged that the provision may not satisfy the requirements as identified by the planning assessments above. That said, the planning instruments serve only as a guideline and do not accurately reflect the demand of the subject development.

Furthermore, it should be noted that, the JTW data (i.e., 87.2% Car, as driver mode split) adopted in the demand assessment encompasses the entire “Baulkham Hills (West) – Bella Vista” area, which includes area that may not be as accessible as the subject site. In practice, car use is anticipated to be lower than that of the projected mode split, given that the site is located immediately adjacent to the Norwest Metro Station.

4.4.2 Planning Assessment – Accessible Parking

The Hills DCP does not specify a rate for accessible parking for development types similar to data centres. Alternatively, the National Construction Code 2022 (NCC) is to be adopted, as part D4 of the code provides accessible parking rates. For the purposes of the subject development, the development is considered a Class 7 building – a storage-type building, as defined in the code. The code provides the following rate for the aforesaid building class:

‘1 accessible space for every 100 carparking spaces or part thereof.’

As per the above, the proposal requires 1 accessible space. In response, the proposal provides 2 accessible spaces within the at-grade carpark.

4.4.3 Planning Assessment – Motorcycle Parking

The Hills DCP requires all developments to provide 1 motorcycle parking space for every 50 car parking spaces or part thereof. The proposal provides 1 motorcycle parking space in response. The space will be accommodated within the design post-approval.

4.4.4 Proposed Works

As shown in Figure 13 and Figure 14, the proposal includes a total of 25 parking spaces, including 21 spaces on level 2, and 4 spaces (including 2 accessible spaces) at the at-grade car park, which will be developed as part of the data centre's Stage 1 development (separate to this SSDA).

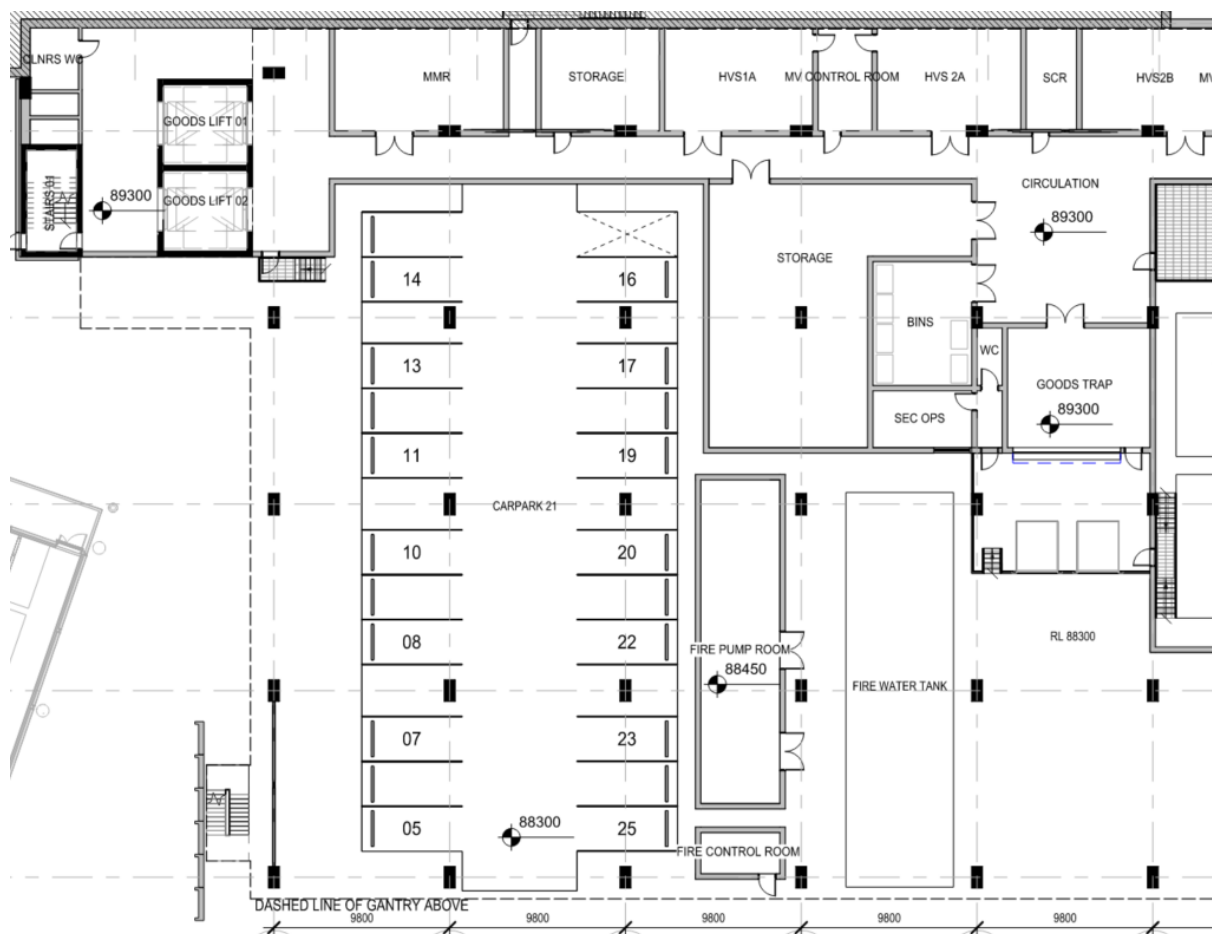


Figure 13: Proposed Car Park Layout

Source: TTW

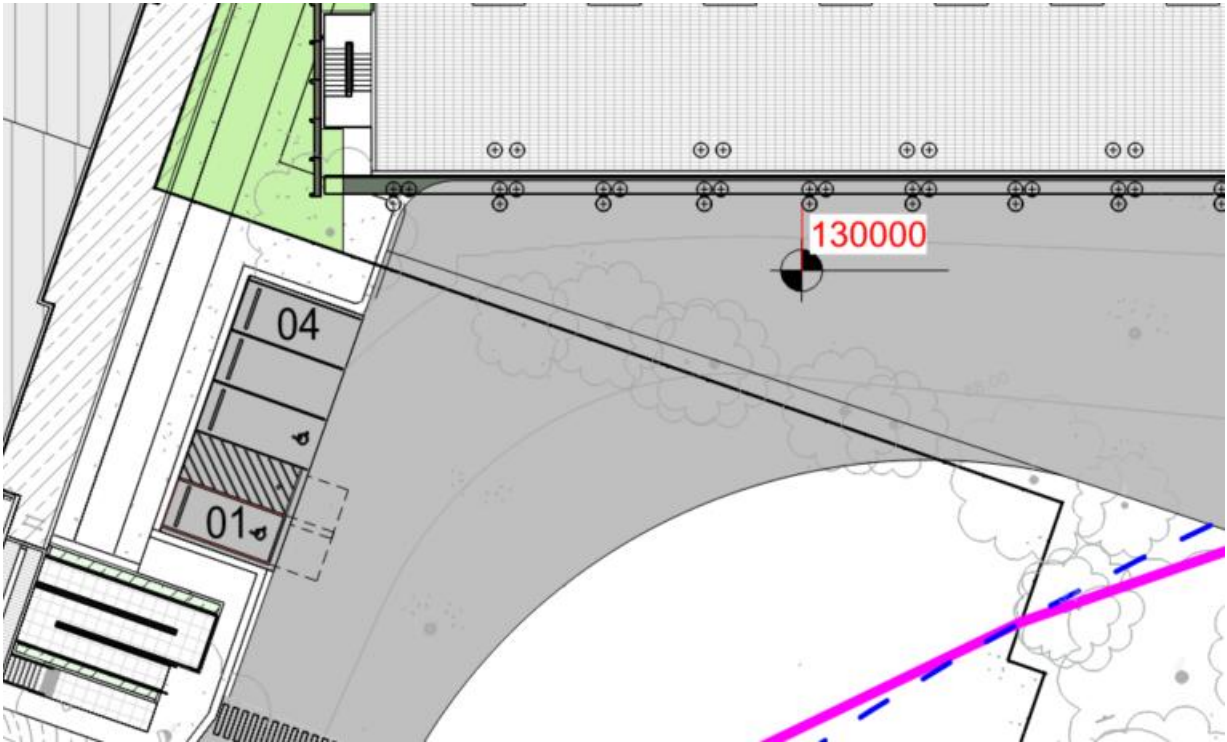


Figure 14: At-grade Car Park (With Accessible Parking)
Source: TTW

4.4.5 Design Requirements

Driveway Access

As required by AS2890.1, the access ramp connecting the ground level and the car park requires a maximum ramp grade of 1:4 (25%) for ramps up to 20 m long. The proposed car park is at-grade, and directly connected to the access driveway.

Additionally, the standard requires a minimum road width of 5.5 m between kerbs for two-way roadways, the car park provides an access road with 6.4 m width in response.

Car Parking Spaces

The car parking spaces as shown in Figure 13 have been designed in accordance with AS2890.1. Key design parameters for these spaces include:

- Classification: User Class 1 (employee and commuter parking)
- Space Dimension: 5.4 m L x 2.4 m W (design includes 5.6 m L x 2.4 m W spaces)
- Aisle Width: 6.2 m
- Gradient: 1:20 (5%) maximum

Accessible Spaces

The accessible parking spaces have been designed in accordance with the following parameters as stipulated in AS2890.6:

- Space Dimension: 5.4 m L x 2.4 m W (design includes 5.6 m L x 2.4 m W)
- Shared Area Dimension: 5.4 m L x 2.4 m W (design includes 5.6 m L x 2.4 m W)
- Gradient: 1:40 (2.5%) maximum
- Delineation: Yellow diagonal strips and bollard in shared areas

Motorcycle Spaces

Motorcycle spaces will be designed in accordance with the following parameters as stipulated in AS2890.1 and the Hills DCP:

- Space Dimension: 2.5 m L x 1.2 m W

Head Height

AS2890.1 and AS2890.6 require a minimum clear height of 2.2 m between the floor and any overhead obstructions, which is provided in the current proposal.

For accessible parking, the headroom shall be increased to a minimum of 2.5 m for a minimum length of 1.9 m in the centre of the accessible space for the whole width of the space. Additionally, the headroom above the Shared Area will similarly be 2.5 m minimum for the same length as the adjacent accessible space, and for a minimum width of 800 mm measured from the edge of the adjacent space.

4.4.6 Traffic Impacts

Trip Generation

The trip generation of the proposed development is calculated as shown in Table 20. As mentioned in Section 3.2, there will be an additional 20 staff at any given time. However, as the operational details are currently unknown, the working shifts of staff have been reasonably assumed to be as follows. It should be noted that the traffic impacts generated as a result of the existing 10 staff have already been addressed in the approved Stage 1 documentations.

Table 19: Proposed Development Capacity

Shift	Working Hours	Staff Numbers
Day Shift	7:00 am – 7:00 pm	10 staff
Night Shift	7:00 pm – 7:00 am	10 staff

The development peak hours are then established on the assumption that all staff will arrive or depart within the half-hour of the start / end of their shifts.

Table 20: Trip Generation

Development Peak	AM Peak (6:30 am – 7:30 am)		PM Peak (6:30 pm – 7:30 pm)	
Staff Shift	Day Shift	Night Shift	Day Shift	Night Shift
Movement	Arrival	Departure	Departure	Arrival
Staff	10	10	10	10
Travel during peak (%)	100%	100%	100%	100%
Travel during peak (#)	10	10	10	10
Drive & Park (Car, as driver)				
Travel by car (%)	87.2%	87.2%	87.2%	87.2%
Travel by car (#)	8	8	8	8
Trips Generated	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>
Pick-up and Drop-off (Car, as passenger)				
Travel by car (%)	3.6%	3.6%	3.6%	3.6%
Travel by car (#)	2	2	2	2
Trips Generated	<u>4</u>	<u>4</u>	<u>4</u>	<u>4</u>
Total Trips Generated	24		24	

Trip Distribution

Figure 15 and Figure 16 illustrate the projected distribution of staff trips. The trip distributions have been established based on the following assumptions:

- As the origins of staff are currently unknown, it is assumed that these trips will be evenly distributed to the north, south, east and west (25% each).
- All staff will utilise major roadways to reach / depart from the site, i.e., staff to / from the west will utilise Old Windsor Road, staff to / from the east will utilise Windsor Road.



Figure 15: Trip Distribution (Drive & Park)
Source: TTW



Figure 16: Trip Distribution (Pick-up & Drop-off)
Source: TTW

Travel Demand

Development Demand

In light of the above, additional staff traffic generated as a result of the development at the adjacent intersections are as follows:

AM Peak (6:30 am – 7:30 am)

- | | |
|--|----------|
| ▪ Windsor Road / Norwest Boulevard: | 12 trips |
| ▪ Norwest Boulevard / Columbia Circuit / Brookhollow Avenue: | 11 trips |
| ▪ Norwest Boulevard / Solent Circuit: | 2 trips |
| ▪ Norwest Boulevard / Century Circuit / Brookhollow Avenue: | 11 trips |
| ▪ Norwest Boulevard / Solent Circuit / Reston Grange: | 10 trips |

PM Peak (6:30 pm – 7:30 pm)

- | | |
|--|----------|
| ▪ Windsor Road / Norwest Boulevard: | 12 trips |
| ▪ Norwest Boulevard / Columbia Circuit / Brookhollow Avenue: | 11 trips |
| ▪ Norwest Boulevard / Solent Circuit: | 2 trips |
| ▪ Norwest Boulevard / Century Circuit / Brookhollow Avenue: | 11 trips |
| ▪ Norwest Boulevard / Solent Circuit / Reston Grange: | 10 trips |

Total Demand

Table 21 provides a summary of the total traffic demand, including the existing traffic volumes as detailed in Section 2.8.2, at the adjacent intersections. In this instance, it is acknowledged that the overall network peak periods (8:00 am – 9:00 am, 4:30 pm – 5:30 pm) mentioned do not align with the development's peak periods (6:30 am – 7:30 am, 6:30 pm – 7:30 pm), and its associated trip generation. That said, the development's traffic has been applied to the overall network to conduct a more conservative assessment that result in the largest expected vehicle demand.

Table 21: Total Travel Demand

Source: ptc. / TTW

Road	Windsor Rd / Norwest Blvd	Norwest Blvd / Columbia Cct / Brookhollow Ave	Norwest Blvd / Solent Cct	Norwest Blvd / Century Cct / Brookhollow Ave	Norwest Blvd Solent Cct Reston Grg
AM Peak					
Development Volume	12	11	2	11	10
Existing Volume	5034	3655	2845	2845	3612
Overall Volume	5046	3666	2847	2856	3622
Composition of Development Traffic (%)	0.2%	0.3%	0.07%	0.4%	0.3%
Average	0.3%				
PM Peak					
Development Volume	12	11	2	11	10
Existing Volume	5452	3744	3038	3006	3780
Overall Volume	5464	3755	3040	3017	3790
Composition of Development Traffic (%)	0.2%	0.3%	0.07%	0.4%	0.3%
Average	0.3%				

As summarised above, development traffic volumes only make up on average 0.3% of the total traffic volumes in the development's adjacent intersections, which is considered minimal. Assuming future travel activity is consistent with existing travel habits, it can be said that the proposal has negligible impact on the road network. Therefore, intersection modelling is not required on this occasion. Accordingly, no external upgrades or improvements to the network is required to accommodate the development traffic.

As noted in Section 1.5, such assessment had already been consulted with TfNSW, who are also in concurrence that modelling is not required given the extremely minor additions to the road network. It is acknowledged that the trip generation has since been revised due to the confirmation of staffing requirements subsequent to the consultation. That said, the addition is still comparatively minimal, and TfNSW are to reassess the necessity of such modelling during the SSDA exhibition period.

Cumulative Impacts

3 Brookhollow Avenue, Norwest – Stage 1

As documented in the Ason statement, the proposed stage 1 development does not seek to change the existing operational requirements within the site and generates negligible traffic. Any additional traffic would only be introduced from stage 2. As a result, no cumulative impacts are anticipated from the combined stage 1 and 2 developments.

3 Brookhollow Avenue, Norwest – Electrical Substation

The expected traffic generated from the electrical substation are approximately one small rigid vehicle every 6 to 12 months, and one articulated vehicle in 25 to 40 years for end-of-life replacement. Both of which result in negligible traffic impacts given the extremely low frequency. In combination with the negligible impacts of the subject development summarised above, the combined impact remains negligible, thus no cumulative impacts will occur.

4.5 Service Vehicles

4.5.1 Planning Assessment – Loading Dock

The Hills DCP does not specify a rate for loading bays for development types similar to data centres. However, it is expected that loading activities and movements will be infrequent. Importantly, as these movements are infrequent, they have not been considered as part of the traffic impact assessment as detailed above in Section 4.4.6.

As detailed below, the proposal provides two loading docks to accommodate trucks of up to 12.5 m long, which is considered sufficient for the purposes of the development.

4.5.2 Proposed Works

Loading Dock

The proposal includes the provision of two loading docks on-site, with capacities of accommodating two 12.5 m heavy rigid vehicles (HRVs).

As mentioned above, regular servicing trucks are to access the dock via the western access only. Figure 17 demonstrates a swept path analysis of a 12.5 m HRV accessing the loading dock.

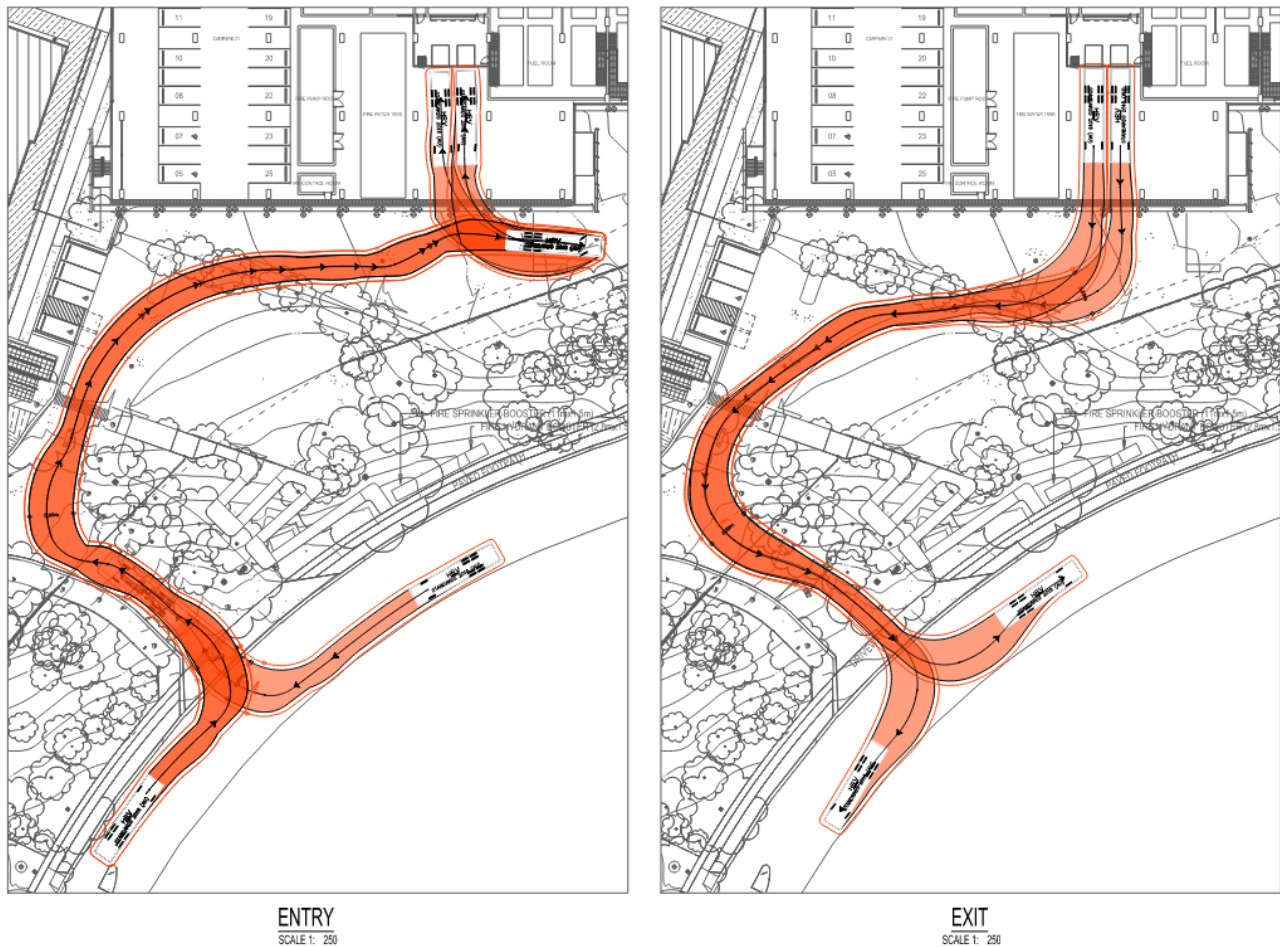


Figure 17: Loading Dock Regular Servicing Access

Source: TTW

Fuel Refill Area

The proposal provides two dedicated truck set-down spots for fuel refilling for servers. Figure 18 illustrates two 20 m articulated vehicles reversing into their respective fuel refill points, while providing sufficient space for trucks / cars to pass through the aisle.

Similar to loading dock access, fuel trucks are also expected to access the site via the Brookhollow Avenue western access, and exit via the eastern access.

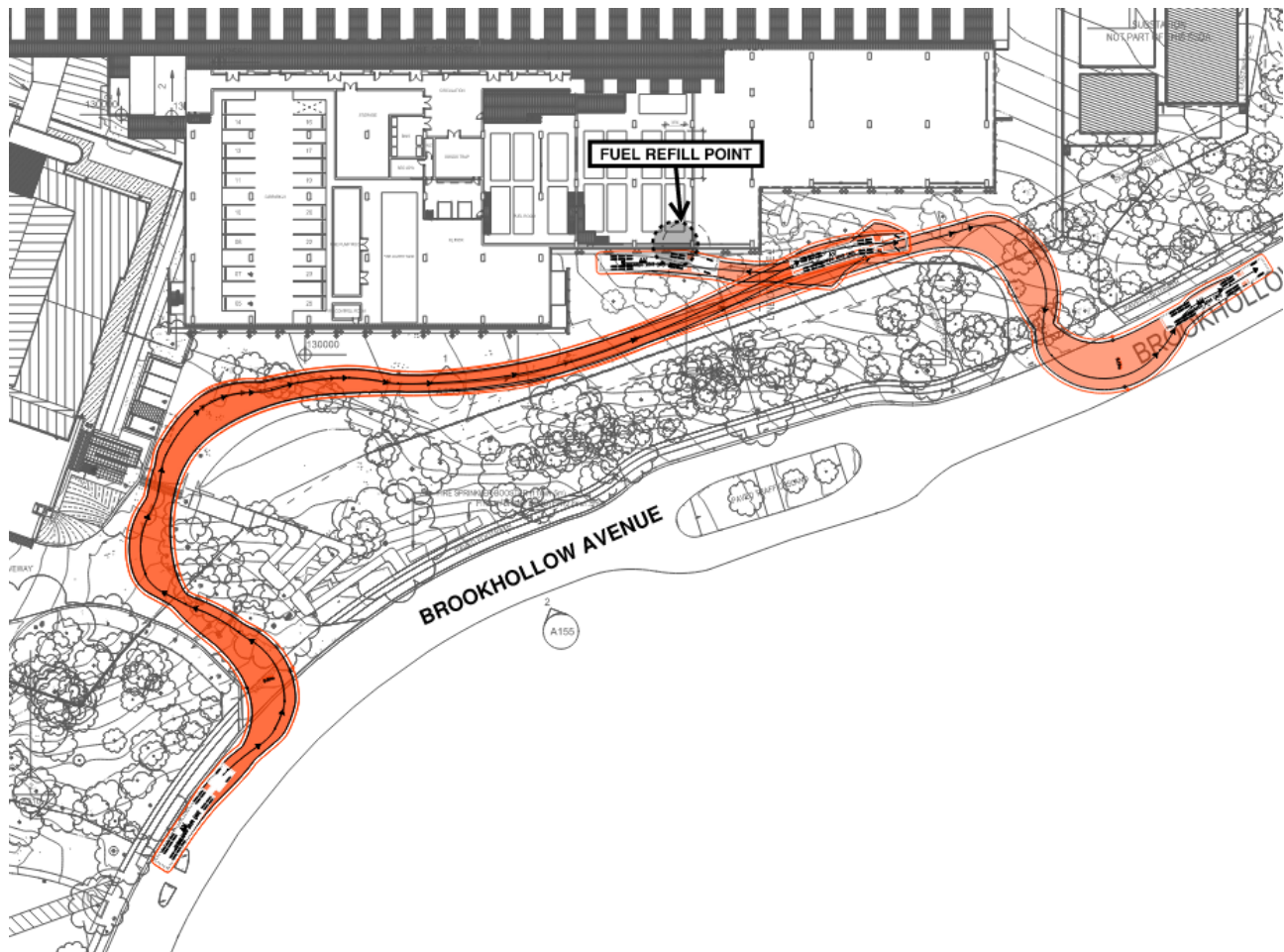


Figure 18: Fuel Refill Access
Source: TTW

4.5.3 Design Requirements

The loading dock and the associated areas have been designed in accordance with the following specifications as stipulated in AS2890.2:

- Loading Dock Dimension: 12.5 m L x 3.5 m W
- Loading Platform Height: 1.1 m to 1.4 m
- Loading Dock Gradient: 1:8 (12.5%) maximum
- Roadway and Ramp Grades: 1:6.5 (15.4%) maximum
- Height Clearance: 4.5 m minimum

4.6 Emergency Vehicles

4.6.1 Proposed Works

The proposal provides a turning area at the northwest corner of the site to allow for fire trucks to perform a three-point turn, as shown in Figure 19. As mentioned above, emergency vehicles are to access the dock from Brookhollow Avenue's western access and exit through the eastern access.

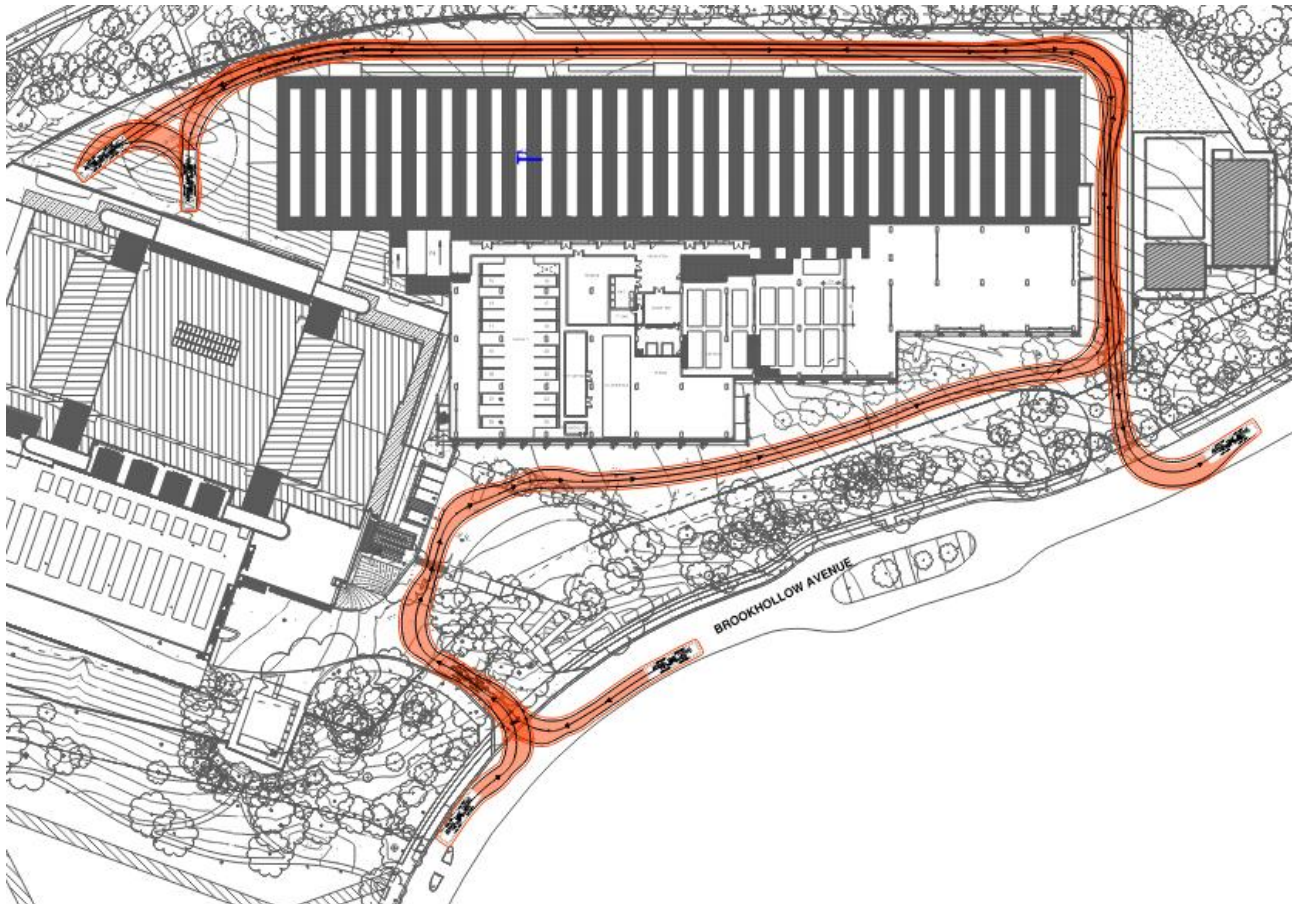


Figure 19: Emergency Vehicle Access

Source: TTW

4.6.2 Design Requirements

The NSW Fire + Rescue Fire Safety Guideline provides the following specifications for fire bridge vehicles access:

- Carriageway Width: 4.5 m minimum
- Turning Radius: 6.5 m (inner), 11.5 m (outer) minimum
- Carriageway or Ramp Grades: 1:6 (16.6%) maximum, 1:8 (12.5%) preferred
- Height Clearance: 4.0 m minimum

Section 5 Conclusion

5.1 Transport Strategy

The overall transport strategy for the proposed development is as follows:

- The site benefits from strong connectivity to major arterial roads and proximity to Norwest Metro Station and the associated bus stops, supporting private vehicle and public transport access.
- Vehicular access is separated by user types, with private vehicles and cyclists using the western access point, and service / emergency vehicles using a controlled entry-exit system via both western and eastern access points.
- Parking provision exceeds minimum requirements, with 25 car spaces including accessible spaces, and future bicycle spaces supported by end-of-trip facilities.
- Service vehicle access, loading docks, and emergency vehicle circulation have been designed in accordance with the relevant planning instruments, ensuring operational efficiency and safety.
- The strategy incorporates future-proofing measures, including support for active transport and alignment with the Green Travel Plan to encourage sustainable travel behaviours.

5.2 Key Findings

This report has assessed the transport strategy of the proposed development and has found that:

- The proposed development will generate only 24 trips during peak periods, representing approximately 0.3% of total traffic volumes at nearby intersections.
- Intersection modelling is not required due to the negligible traffic impact, as confirmed by TfNSW.
- Parking provision satisfies both the Hills Shire DCP and NSW GTIA requirements, with sufficient capacity to meet projected demand.
- Bicycle parking and end-of-trip facilities will meet all relevant planning guidelines and are expected to support future uptake in active transport.
- Loading docks and emergency access routes are compliant with AS2890 and NSW Fire Safety Guidelines, ensuring safe and functional operations.

Based on these findings, the proposed development is considered to have no significant transport or accessibility impacts and is suitable for approval under the relevant planning framework.

Appendix A Authority Consultation



RE: SSD-81928961 - Brookhollow Avenue Data Centre Expansion, Norwest - traffic modelling requirement

From Brett Morrison (TAR TECHN) <Brett.Morrison4@transport.nsw.gov.au>

Date Wed 2025-10-01 15:10

To Ivan Ip <ivan.ip@ttw.com.au>

Cc Michael Babbage <michael.babbage@ttw.com.au>; Maria Mulholland <Maria.Mulholland@ttw.com.au>; asmith@patchplanning.com.au <asmith@patchplanning.com.au>; Kaveh.Soleimani@aurecongroup.com <Kaveh.Soleimani@aurecongroup.com>

You don't often get email from brett.morrison4@transport.nsw.gov.au. [Learn why this is important](#)

[External Email]: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ivan,

The DA needs to submit the Traffic and Parking Assessment in accordance with NSW Guide to Transport Impact Assessment (**GTIA**), which outlines important considerations to maintain safety and traffic flow standards.

Council is the relevant Roads Authority for Brookhollow Avenue.

If the development traffic generation is forecast to be 9 vehicles per hour (**vph**) it will be unlikely to have a detrimental impact on the surrounding classified road network, and thus no need for TfNSW to review any modelling.

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: Ivan Ip <ivan.ip@ttw.com.au>
Sent: Tuesday, 30 September 2025 11:28 AM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Michael Babbage <michael.babbage@ttw.com.au>; Maria Mulholland <Maria.Mulholland@ttw.com.au>; asmith@patchplanning.com.au; Kaveh.Soleimani@aurecongroup.com
Subject: SSD-81928961 - Brookhollow Avenue Data Centre Expansion, Norwest - traffic modelling requirement

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Greetings,

Hope this finds you well. I am reaching out in regards to the traffic and transport assessment of the state significant development application for the Brookhollow Avenue Data Centre Expansion in Norwest (SSD-81928961).

TTW is currently working through the SSDA documentation preparation prior to lodgement, and it is acknowledged that the SEARs (item 6 - Traffic, Transport and Accessibility) would require an industry standard modelling to assess the cumulative traffic impacts of the nearby intersections.

That said, upon review of the proposed number of personnel, TTW maintains a different stance on the subject matter, as our trip generation assessment indicates that the traffic impacts would be negligible. Under the current proposal, the development requires a maximum of only 20 staff at any given time. Assuming an equal east / west split along Brookhollow Avenue, and a 91% car mode split (adopted from ABS journey to work data), this would equate to 9 vehicles in each direction during the network peak hours, and approximately 1 vehicle every 7 minutes.

It should be noted that this is a conservative assumption, that all development traffic would arrive within the network peak hours. In practice, development traffic will be more evenly distributed as staff will be attending the site for shifts at different times. As the subject development situates within walking distance to the Norwest metro station, it can be confidently asserted that the car mode split in practice would be lower than the assumed 91%.

On account of the above, TTW would most sincerely request for TfNSW's kind consideration that intersection modelling on this occasion is not required. A written confirmation from TfNSW that such modelling is not required will also be needed to DPHI's satisfaction.

Should you require any further information to assist with your assessment, please do not hesitate to reach out.

Thanks,
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