

Operational Environmental Team

Project Echidna

Loading Dock Delivery Management Plan

Reference: SYD057-RP-Y-7009-XX-XX-XXXX-ARP Loading Dock Delivery Management Plan

Final | 25 September 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 288255-25

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1. Introduction

1.1 Purpose of this report

This Loading Dock Delivery Management Plan (LDDMP) has been prepared on behalf of the operator to satisfy the consent conditions in the Environmental Impact Statement (EIS) in accordance with the Mitigation and Management Strategies within the Assessment of Impacts for Traffic, transport and accessibility.

ID	Measure	Owner
2F	A Loading Dock Delivery Management Plan (LDDMP) will be prepared that provides details of the onsite loading dock, and the number and frequency of service and delivery vehicle movements during operation. The Plan will also outline the measures that will be implemented to ensure service and delivery vehicles do not adversely impact on the surrounding road network.	Proponent

Figure 1: Measure 2F

The State Significant Development (SSD) seeks approval for a 35.2MW data centre known as Echidna (the proposal) at 10 Eastern Creek Drive, Eastern Creek NSW, legally described as Lot 4001 DP 1243178 (the site).

1.2 What is a Loading Dock Delivery Management Plan?

This LDDMP defines the demand, requirements and operation of the Loading Dock so that the dock can be operated safely, efficiently and effectively. It will:

- Determine the vehicle demand that the mixed-use development is likely to generate and use the information to set out the Loading Dock requirements and specifications.
- Define the overall logistics strategy to be employed for the movement of goods into, and waste and goods out of, the development.
- Defines how the Loading Dock will operate, and the facilities are managed.

2. Site Context

2.1 Site location

The site is situated within the Blacktown Local Government Area (LGA) on the corner of Eastern Creek Drive and Old Wallgrove Road. The site is also located approximately 15 km west of the Parramatta CBD and 8 km southwest of Blacktown. Other nearby centres include Erskine Park to the west (3.3 km), Wetherill Park to the southeast (6.3 km) and Mount Druitt to the northwest (5.2 km)

The area surrounding the site is predominantly industrial in nature and generally consists of various industrial uses, supplier warehouses and distribution centres amongst other development types typically found in an industrial zone.

2.2 Development description

The proposal (shown in blue) is the subject proposal area of the overall site located within the 10 Eastern Creek Drive site (area shown in red). The site area consists of two data centres: Building 1 (recently completed) and Building 2, also known as Echidna, as well as an associated substation and a small-scale data centre (labelled subject building and known as Building 1a). Building 1 and 1a which encompass the site entrance from Eastern Creek Drive as well as the car park, which will be shared with Echidna (this proposal, Building 2).

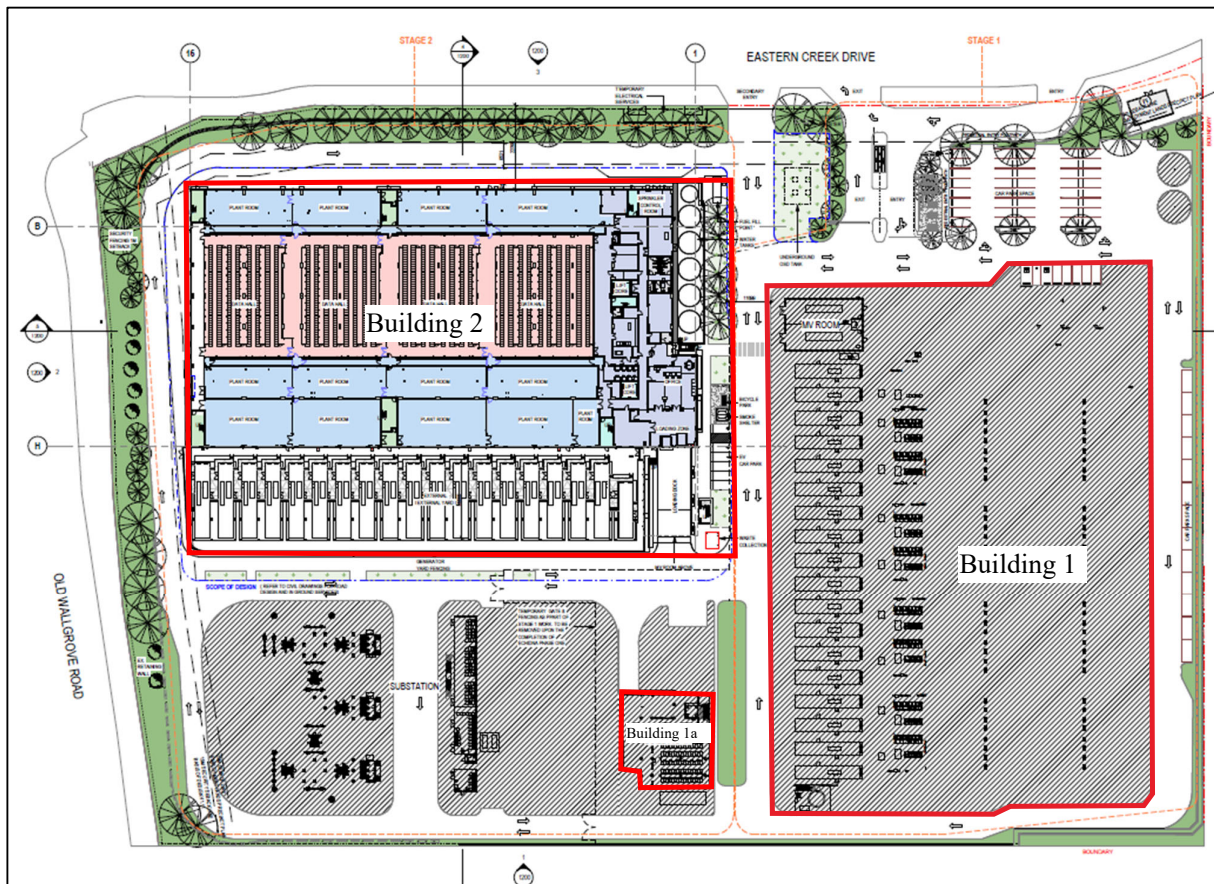


Figure 2: Location buildings 1, 1a and 2

Building 1 and 1a and the associated shared site entrance, shared car park and expected traffic generation was provided with the Aurecon Traffic Impact Assessment (2019) with adjoining modifications Technical Note (2021) for the Development Application (DA) for Building 1 and 1a and associated site works adjacent

to the proposal. In addition, a Traffic and Transport Technical Report completed by Arup in 2023 was undertaken to support the State Significant Development Application for Echidna.

2.3 Overview of development

The site comprises a two-storey, 25m tall, 35.2MW data centre comprising of data halls, mechanical and electrical equipment rooms, offices, other ancillary support spaces, and external/rooftop mechanical and electrical equipment. The development will operate 24 hours a day, seven days a week. The loading docks are located to the south of the site, as illustrated in blue below.

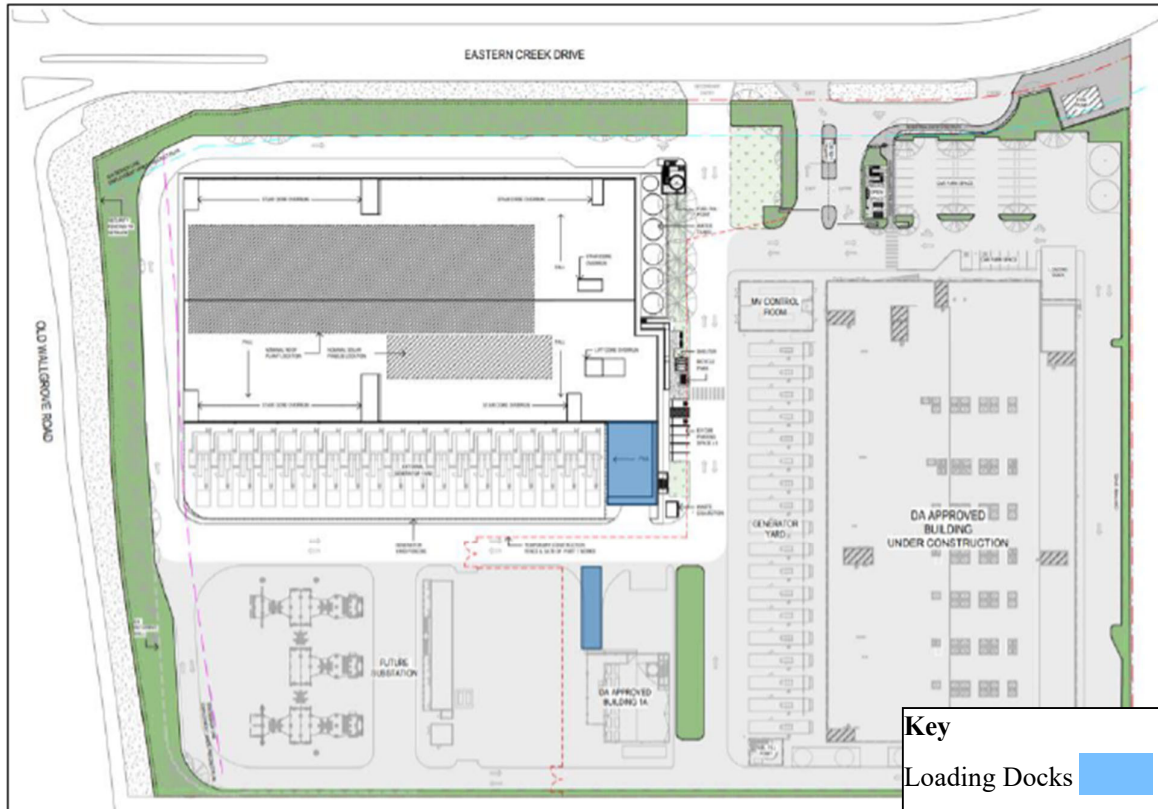


Figure 3: Location of loading dock

2.4 Available loading facilities

Servicing vehicles will enter the site via the western entrance on Eastern Creek Drive. Vehicles entering the site will undergo an initial security check at a boom gate approximately 25m into the driveway. Vehicles which pass the initial security check will proceed along the driveway and undergo a further security check under the sally port, between two sliding gates. Rejected vehicles will exit the site via the provided rejection lane. The proposed access arrangement permits entry and exit to and from the site in a forward direction.

The loading dock would provide the means for heavy vehicles to offload and remove larger equipment such as servers and racks.

The internal roads have also been designed to allow for their safe circulation without the need to reverse, other than out of the loading dock, which would be large enough for a 19 metre articulated vehicle to safely reverse into the designated loading bays.

The proposed development will have a single loading dock, shown in blue in , with capacity to accommodate vehicles as large as a 19m Articulated Vehicle (AV). The site layout provides sufficient space for these vehicles to safely reverse into designated loading bays from which they can load/unload.

3. Loading and Servicing Demand

3.1 Hours of operation

The site operates on a 24-hour, seven day a week basis.

3.2 Loading demand

Typical day-to-day loading activities associated with the site will include waste collection and minor deliveries. A maximum of nine (9) service vehicles are expected to access the site per day during periods of heavy maintenance.

A linear profile has been assumed for the arrival distribution of service vehicles to the site throughout an eight-hour day. This profile leads to one service vehicle accessing the site in each of the peak hours on average. All servicing vehicles are assumed to exit the site within the hour they arrive. There will be a range of servicing vehicles accessing the site predominantly comprising of vans but less regularly 19m AVs. When testing the site layout, a 19m AV has been considered as the largest design vehicle.

Considering the above, it is expected that the loading dock can operate with minimal impact to site or road network traffic.

3.3 Access Control

Access will be granted only to those vehicles that are booked via the Loading Dock booking system.

Depending on the loading dock management system procured by the operator, drivers will either receive a code which they will be able to use at the intercom and security roller door to access the site and directed to their pre-booked space by the Dock Master. Or they will communicate with the dock master via intercom before being granted access and being directed to their pre-booked space.

Vehicles may be refused entry for reasons such as arriving before or after their allocated time slot, not having a booking, arriving in a vehicle that does not meet the height restrictions or entering the driveway by mistake. Rejected vehicles will not be granted entry into the Loading Dock. Should a vehicle be refused entry at the boom gate (via intercom communication with the dock master), they will be required to wait until met by the dock master or security personnel.

A Loading Dock operating manual will be provided to all parties involved in the management operation and access to Loading Dock.

3.4 Waste Collection

Waste and recycling collection will be scheduled and managed to prevent conflicts with other deliveries at the site and will be undertaken in accordance with the site Waste Management Plan.

3.5 Loading dock staffing

The dock master will ensure the Loading Dock (including designated safe walking routes) are kept clear of goods at all times and ensure delivery vehicles strictly adhere to their allotted booking slot. Any vehicles overstaying their booking will be moved on by the Dock Master to ensure later bookings are not affected. The dock master must be appropriately trained to manage safe operations within the dock including the movement of vehicles and goods.

A Loading Dock management manual will be developed by the operations team and at this time, appropriate staffing levels will be established to ensure the full operationalising of the LDDMP.

3.6 Swept path assessment

Swept path analysis has been conducted to ascertain whether the arrangement of the Loading Dock is able to accommodate the manoeuvring and parking of service vehicles requiring access.

The swept path analysis was conducted for the following vehicle sizes:

- 19m Articulated Vehicle (AV)
- 12.5m Heavy Rigid Vehicle (HRV)

The vehicles used for the tracking were Austroads 2013 design vehicles, provided in the vehicle library of the vehicle tracking software. The swept path analysis is shown in Appendix A.

4. Contingency and Resilience

To test the logistics and Loading Dock management strategy, a number of incidents have been applied to the Loading Dock. In each case, operational procedures are proposed to maintain the flow of deliveries into the site.

Contingency responses to each incident are presented in Table 1.

Table 1: Contingency responses

Incident / Impact	Response
Blocked access - A vehicle has broken down at the entrance driveway to the Loading Dock and cannot be moved. This has prevented other service vehicles accessing the Loading Dock.	A towing service will be called immediately to remove the vehicle. Deliveries will be retimed through the dock management system. Carriers will be advised by text message of the changed time slot.
Delivery outside of booking slot - A vehicle has arrived at the entrance to the Loading Dock without a booking. This has temporarily blocked access for booked vehicles.	The driver will communicate via intercom with the dock master. The driver will be turned away. However, the dock master will have the discretion to allow entry if available capacity either during peak hours or non-peak hours.
The driver taking too long to deliver – A driver has had an issue making a delivery and has exceeded the delivery slot allocated. This will impact other vehicles arriving for their booked timeslot and delay the daily operation.	The Dock Master will be responsible for monitoring delivery timeslots and moving on slow drivers. He may also wish to adjust timeslots for certain deliveries in the future.

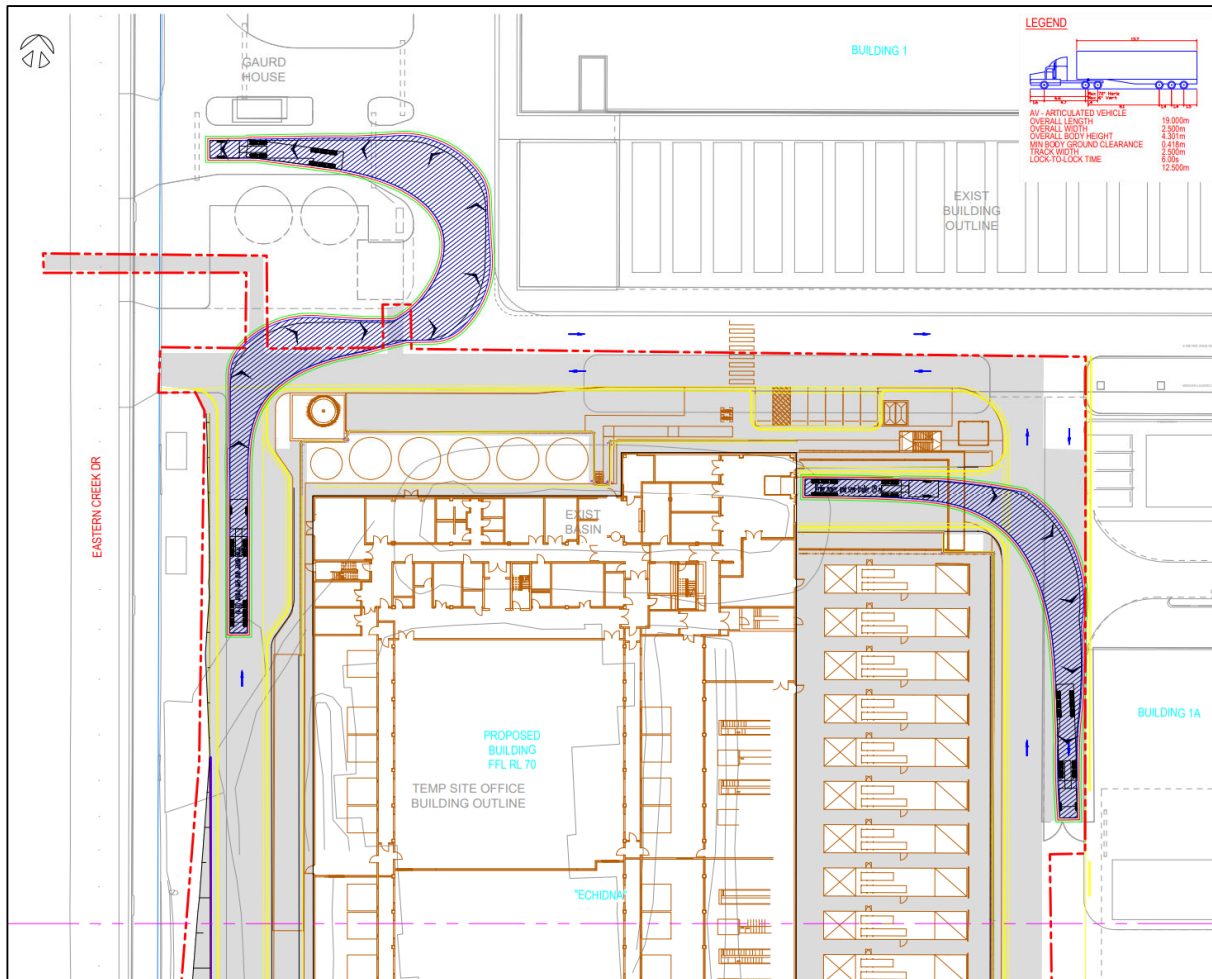
4.1 Operational review

This LDDMP should be reviewed at least every three years, or more frequently if recurring issues are identified to ensure that the details outlined remain relevant for site operations and activities which are required to occur through the dock and onsite. A register will also be kept of all service vehicles accessing the site and any safety concerns, near misses or incidents which will be addressed accordingly.

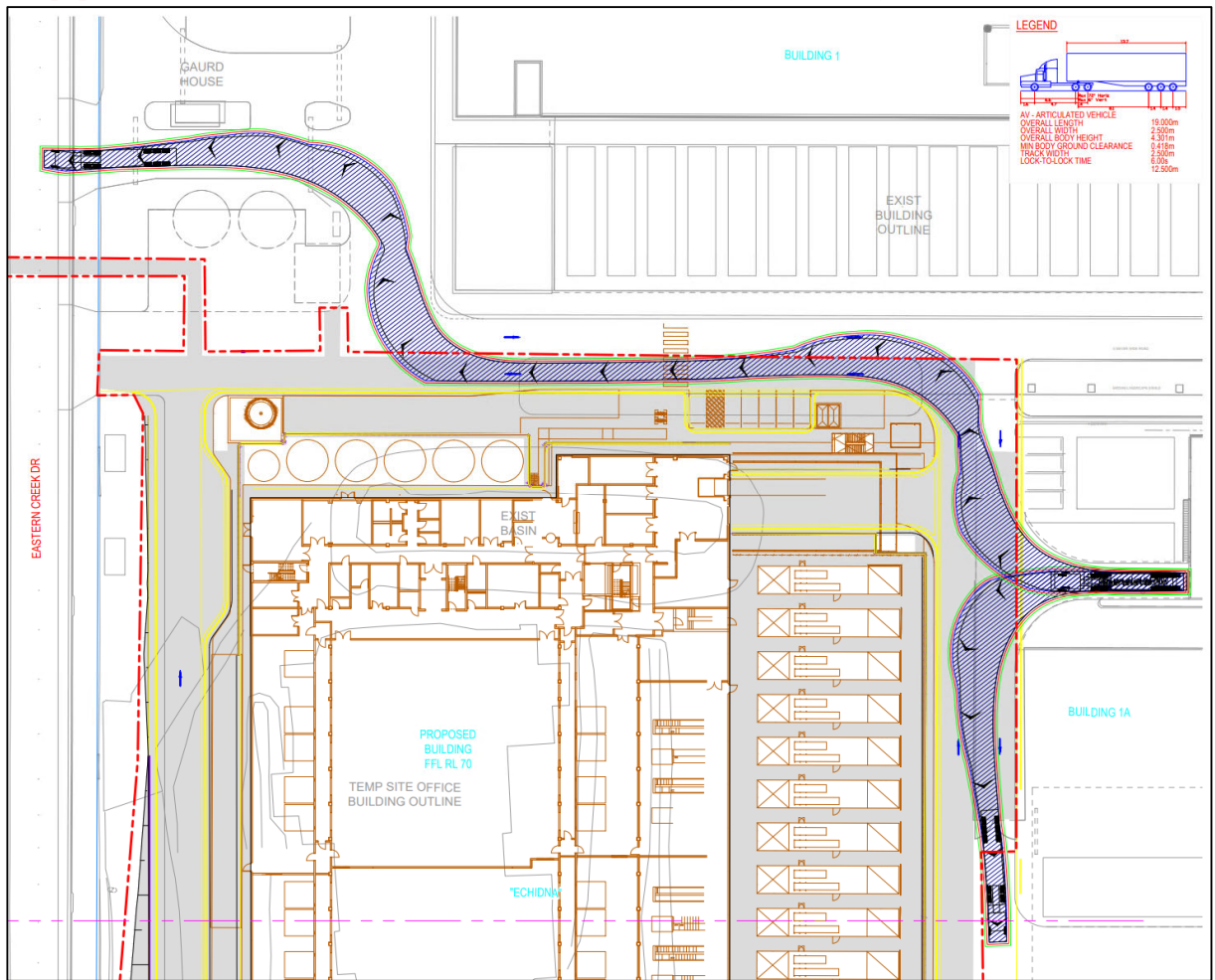
Appendix A

Swept Path Assessment

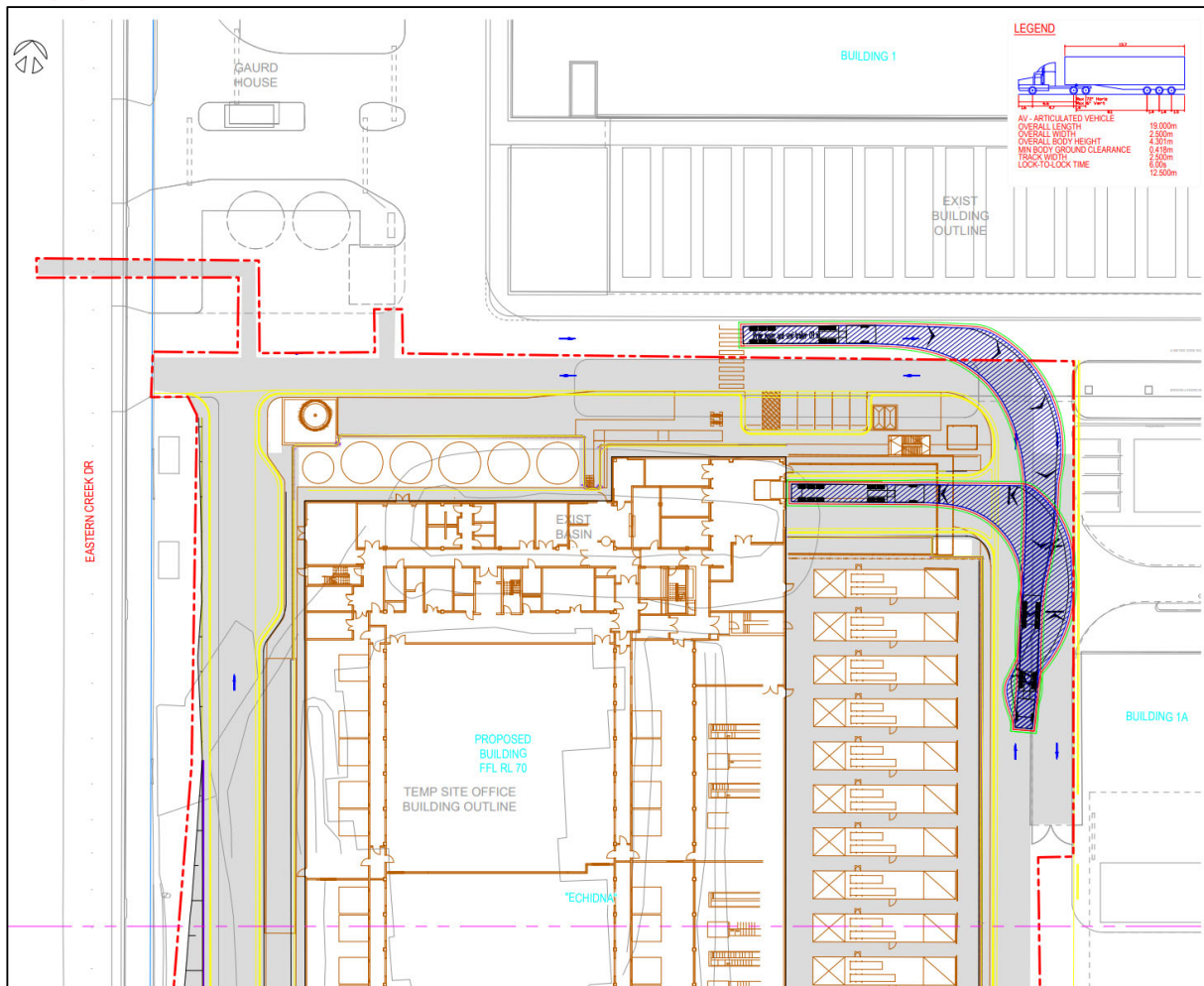
Swept path for 19-metre articulated vehicle exiting site from circulation road and exiting from loading bay



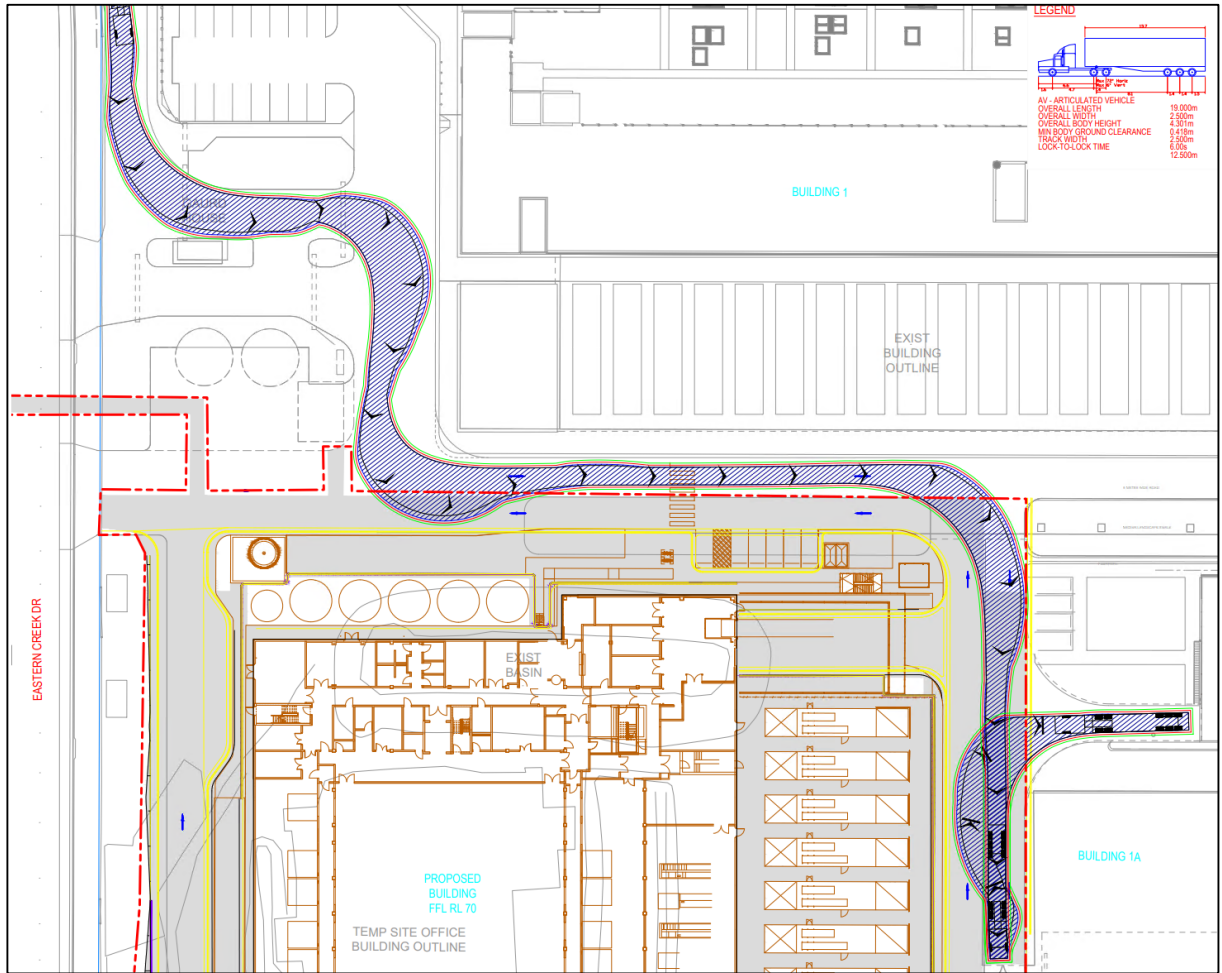
Swept path for 19-metre articulated vehicle exiting site and exiting from loading bay



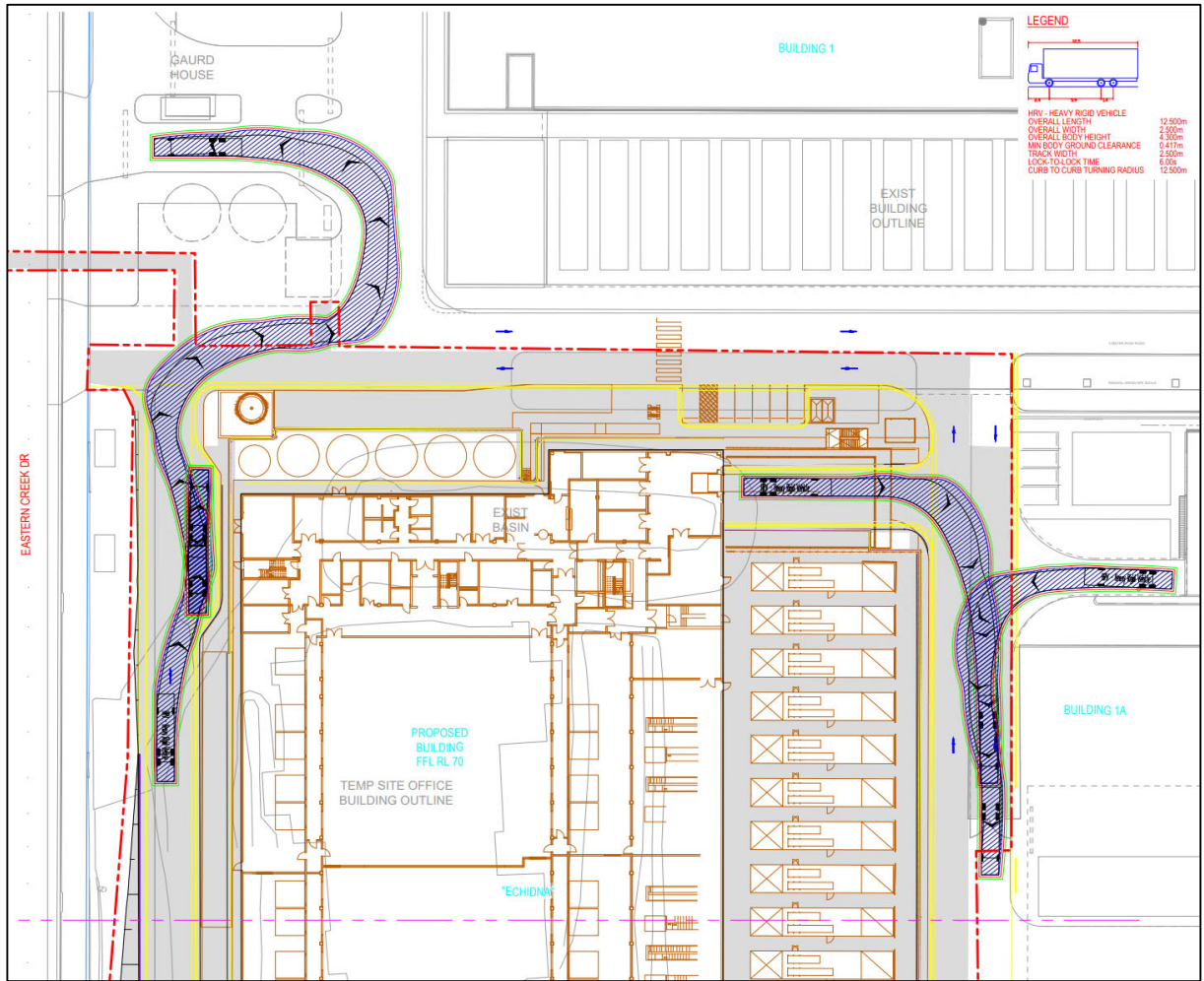
Swept path for 19-metre articulated vehicle circulating and then reversing into loading bay



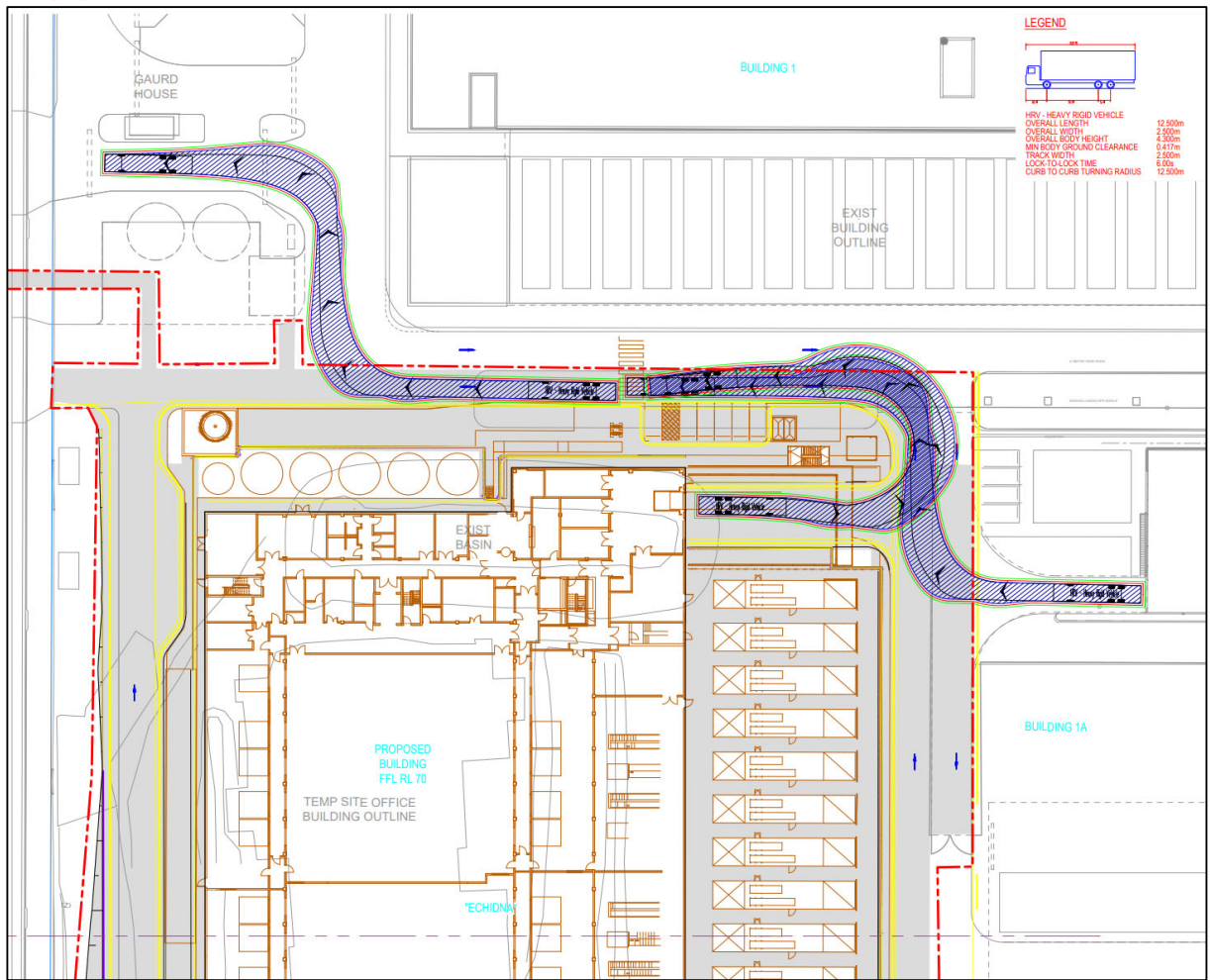
Swept path for 19-metre articulated vehicle entering the site, circulating and then reversing into the loading bay



Swept path for 12.5-metre heavy rigid vehicle exiting the site from circulation road, entering and exiting the set down bay and exiting from both loading bay



Swept path for 12.5-metre heavy rigid vehicle exiting the site and exiting from both loading bays



Swept path for 12.5-metre heavy rigid vehicle entering the site, circulating and then reversing into both loading bays

