

Traffic Impact Assessment Report

Oakdale South Industrial Estate, Western Sydney Employment Area
Concept Plan Modification Application 4

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1 Introduction

1.1 Background

Ason Group has been commissioned by Goodman Property Services Pty Ltd to prepare a Traffic Impact Assessment (TIA) for a Modification Application (MOD4) to the approved Masterplan and Stage 1 Development Application for the Oakdale South Industrial Estate (The Proposal). The Proposal seeks to modify the approved Masterplan layout and Stage 1 and generally includes:

Modifications to Masterplan:

- Alterations to the layout of Precinct 1 – 4 and Precinct 6 resulting in the increase in total Gross Floor Area (GFA) of the Oakdale South Estate from 331,311m² to 337,270 m², and
- Provision of new Estate Road 07.

Modifications to Stage 1 DA:

- Reduction in total GFA for Precinct 1 from 104,739m² to 93,304m².
- Amendments to the access for lots 1C and 1D in response to new Estate Road 07.
- Amendments to the access to lot 1A, and
- Changes to the proposed car parking design.

1.2 Site Overview

The Oakdale Industrial Estate comprises some 421 hectares of industrial/employment zoned land within the Western Sydney Employment Area (WSEA), and sits to the immediate south of the Sydney Water Pipeline (previously referenced as Lands South of Sydney Water Pipeline). The Oakdale Industrial Estate is irregular in its configuration and is bisected by Ropes Creek and some smaller tributaries. The Oakdale South Estate (OSE – the Site) is located within the overall Oakdale Industrial Estate and adjoins the other Oakdale Precincts to the west and north (Oakdale West and Oakdale Central, respectively). OSE and the broader Oakdale Industrial Estate in its local and regional context are shown in **Figure 1** and **Figure 2**.

The OSE currently forms the southern extent of the WSEA, with lands further south being rural and rural/residential in character. It is noted however that the current *Draft Structure Plan* for the WSEA proposes the inclusion of lands to the south of the Oakdale Industrial Estate at Kemps Creek in an expansion of the WSEA. Once implemented, it is anticipated that a future formal *Structure Plan* for an expanded 'Broader Western Sydney Employment Area' (however now referred to as 'WSEA Extension')

would provide for changes in the land use zoning and character of these additional lands to an industrial/employment focus consistent with that of the existing WSEA.



Figure 1: OSE Location, Local Context



Figure 2: Oakdale Industrial Estate – Regional Context

1.3 Oakdale Precincts

As mentioned, the Site is located within the Oakdale Industrial Estate, which consists of several industrial zoned precincts (referred to as Estates). A summary of the current development status of relevant Estates is provided in **Table 1**. In addition to the Oakdale Industrial Estate, the lands to the immediate east of the Site (the Jacfin Estate and CSR Estate) also provide for future industrial development.

Table 1: Oakdale Precincts

Estates	Area	Planning Approvals	Stage of Development
Oakdale Central	61 ha	<p>Concept Plan Approval 08_0065 (as modified) for employment park for warehousing, distribution and light industrial uses.</p> <p>Project Approval MP08_0066 (as modified) for DHL Logistics Hub consisting of 2 warehouses.</p> <p>Project Approval SSD 13_6078 (as modified) for the development at Lot 1C, Lot 2B and Lot 3.</p>	<p>Infrastructure works nearing completion.</p> <p>Six warehouses completed.</p> <p>Three warehouses under construction.</p>
Oakdale South	117 ha	<p>SSD application (SSD_6917) approved for Concept Plan and Stage 1 development.</p> <p>Concept Plan modification (SSD_6917 MOD1) currently being assessed by DP&E.</p> <p>Two site specific SSD applications currently being assessed by DP&E (SSD_7663 and SSD_7719).</p> <p>Third site specific SSD application to be lodged to the DP&E in early 2017.</p>	<p>Earthworks and construction currently underway.</p>
Oakdale West	154 ha	<p>SSD application to be lodged for staged development.</p>	<p>Estimated development in three to five years.</p>
Oakdale East	88 ha	<p>No current planning approvals</p>	<p>Still being used for quarrying activities. Estimated redevelopment in ten years.</p>

1.4 Assessment Objectives

The objective of this report is to provide an assessment of the Proposal with respect to the:

- Traffic generation characteristics of this Proposal within the context of the traffic impacts associated with the approved Masterplan.
- Approved and modified local and sub-regional road network having regard for the traffic generation characteristics of the Proposal.
- Internal design, loading, vehicular and car parking of the Stage 1 development.

This TIA report addresses the relevant traffic, transport and parking implications of the development, including compliance with relevant State and Local Government controls and Australian Standards. In preparing this TIA report, reference is made to the following key documents relevant to development at the Site:

- *Traffic Impact Assessment; Oakdale South Industrial Precinct, Western Sydney Employment Area, State Significant Development Application*, dated 15 September 2015, prepared by Ason Group (the Masterplan Traffic Report),
- *Traffic Impact Assessment Report; Oakdale South Industrial Precinct, Western Sydney Employment Area, Section 96 Application*, dated 26 September 2016, prepared by Ason Group (the MOD 1 Traffic Report),
- Australian Standard 2890.1: Parking Facilities – Off Street Car Parking (AS2890.1),
- Australian Standard 2890.2: Parking Facilities – Off Street Commercial Vehicle Facilities (AS2890.2),
- Australian Standard 2890.6: Parking Facilities – Off Street Parking for People with Disabilities (AS2890.6),
- RMS Guide to Traffic Generating Developments, 2002 (the RMS Guide), and
- TDT 2013/04a; Guide to Traffic Generating Developments, Updated traffic surveys, August 2013 (the RMS Guide Update).

1.5 Report Structure

The report is structured as follows:

- Section 2 provides a summary of the planning context and previous approvals
- Section 3 describes provides an assessment of the proposed modification to the Masterplan.
- Section 4 describes provides an assessment of the proposed modification to the Stage 1 DA.
- Section 5 provides a conclusion of the key traffic and parking impacts of the Proposal.

2 Planning Context

2.1 Approved Masterplan

In summary, the approved Masterplan application consisted of the following:

- A Masterplan for the entire Site establishing the following key development parameters:
 - Developable area for the Site excluding land constrained by flooding, vegetation, riparian corridors and easements.
 - Proposed internal road layout.
 - Key links and connections to the surrounding regional and local road network. This includes resolution of key access points and road hierarchy (including regional road alignment).
 - Bulk earthworks strategy for the Site which may include the importation of fill.
 - Core infrastructure, retaining walls and servicing connections.
 - Site layout including staged development of individual precincts.
 - High-level development controls such as building footprints/envelopes, setbacks and on-site car parking.
- Subdivision of the entire Oakdale South site into 6 sub-precincts to allow for the staged development of the Site in line with infrastructure delivery and market demand. The proposed sub-precincts would be known as Precincts 1 to 6.
- Bulk earthworks across the entire Oakdale South site (Precincts 1 to 6), staged to align with infrastructure delivery and market demand.
- Staged infrastructure/civil works for Precincts 1 to 6.
- Stage 1 development of Precincts 1, 4 & 5 for warehousing and distribution.

The Masterplan identified under the SSDA approval would yield approximately 376,295m² of warehouse space and 19,585m² of associated office space across Oakdale South, in accordance with the land-use mix intent of the WSEA.

The approved development yield resulted in a forecast traffic generation of 645veh/hr during peak periods. This yield and corresponding traffic generation was adopted in the identification of all necessary infrastructure and road upgrades required as part of the development. Recognising that this identified infrastructure now represents committed upgrades that have been completed or are substantially progressed, the approved Masterplan's forecast traffic generation (645veh/hr) therefore sets the

acceptable traffic generation threshold for Oakdale South against which subsequent applications are to be assessed.

2.2 Summary of Modification 1 (MOD1 – SSD6917)

A modification to the original approval was lodged in response to specific tenant requirements. This modification was approved in 2017 and generally included:

- Alterations to the layout of Precincts 3, 4 & 5 resulting in the reduction in total GFA from 395,880m² to 331,311m².
- Realignment of internal estate roads to facilitate access to the revised superlots.

The MOD1 approval sets the baseline for the assessment of the current Modification (MOD4). Notwithstanding, the findings of the original Masterplan are still relevant particularly in relation to the traffic impacts and acceptable traffic generation levels on which development at Oakdale South was originally approved.

2.3 Approved Traffic Generation

The Masterplan and subsequent MOD1 Traffic Report assessed the overall OSE Masterplan yield by adopting the traffic generation rates published in the RMS Guide Update; specifically, the surveyed trip rates for industrial premises in Erskine Park. The RMS Guide Update provides 2 industrial trip rates:

- 1.892 daily vehicle trips per 100m² of industrial GFA including ancillary office floor space.
- 0.163 peak hour vehicle trips per 100m² of industrial GFA including ancillary office floor space.

The forecast traffic generation arising from the application of the above peak hour rate to the approved MOD1 yield is provided in **Table 2**, alongside the forecast for the originally approved Masterplan

Table 2: Oakdale South Industrial Estate Trip Generation

Sub-Precinct	Masterplan Generation (vph)	MOD1 Generation (vph)
1	171	171
4	79	50
5	137	49
2, 3 & 6	258	271
Total	645	541

As mentioned earlier, the approved Masterplan forecast a future traffic generation in the order of 645 veh/hr at full development based on the RMS Guide Update traffic generation rates. That traffic forecast for the original Masterplan development was deemed acceptable subject to the completion of road infrastructure improvements, including:

- The upgrade of Old Wallgrove Road between Milner Avenue and Wallgrove Road, and
- The upgrades to Old Wallgrove Road between the Wallgrove Road / M7 Interchange and the main OSE access at Milner Avenue.

These works have now been completed or substantially progressed and will result in acceptable operation of the road network under full development of the Oakdale South Estate. Accordingly, due to the subsequent MOD1 Proposal resulting in a reduction in peak period development traffic to 541 veh/hr, the MOD1 Proposal was deemed acceptable on traffic planning grounds.

3 Concept Plan Modification (MOD4)

3.1 Further Proposed Modification to Masterplan

This application seeks approval for a further modification of the approved Masterplan and the Stage 1 DA Proposal. A detailed summary of the Proposal is provided in the Environmental Impact Statement (EIS) prepared by Urbis. In general, the application seeks approval for the redistribution of building area across the Masterplan generally associated with Precinct 1 and Precinct 2. Minor changes are also proposed to Precincts 3, 4 & 6 to reflect changes to the building layouts resulting in an increase of 5,958m² of building GFA. A summary of the proposed GFA changes by precinct is provided in **Table 3**.

Table 3: Oakdale South Industrial Estate Trip Generation

Precinct	MOD1 GFA (m ²)	Proposed MOD4 GFA (m ²)	Net Change	Note
1	104,739	93,304	-11,435	Amendments to layout and boundaries to accommodate revised building layouts
2	27,187	41,426	14,239	Amendments to layout and boundaries as consequence of changes to P1
3	106,521	106,428	-93	Minor amendment due to addition of fire track
4	30,607	35,349	+4,742	Updated to reflect layout of End User requirements (separate SSDA)
5	29,929	29,929	0	No Change
6	32,328	30,834	-1,494	Minor amendment due to addition of fire track
Total	331,311	337,270	+5,958	

The MOD4 also seeks approval for the relocation of Estate Road 02 by approximately 50 metres to the north of its approved location and the construction of new Estate Road 07 to the south of Building 1C and north of Building 1A.

The revised Concept Plan is provided at **Figure 3**. The relevant plans are also provided at a reduced scale in **Appendix A**.

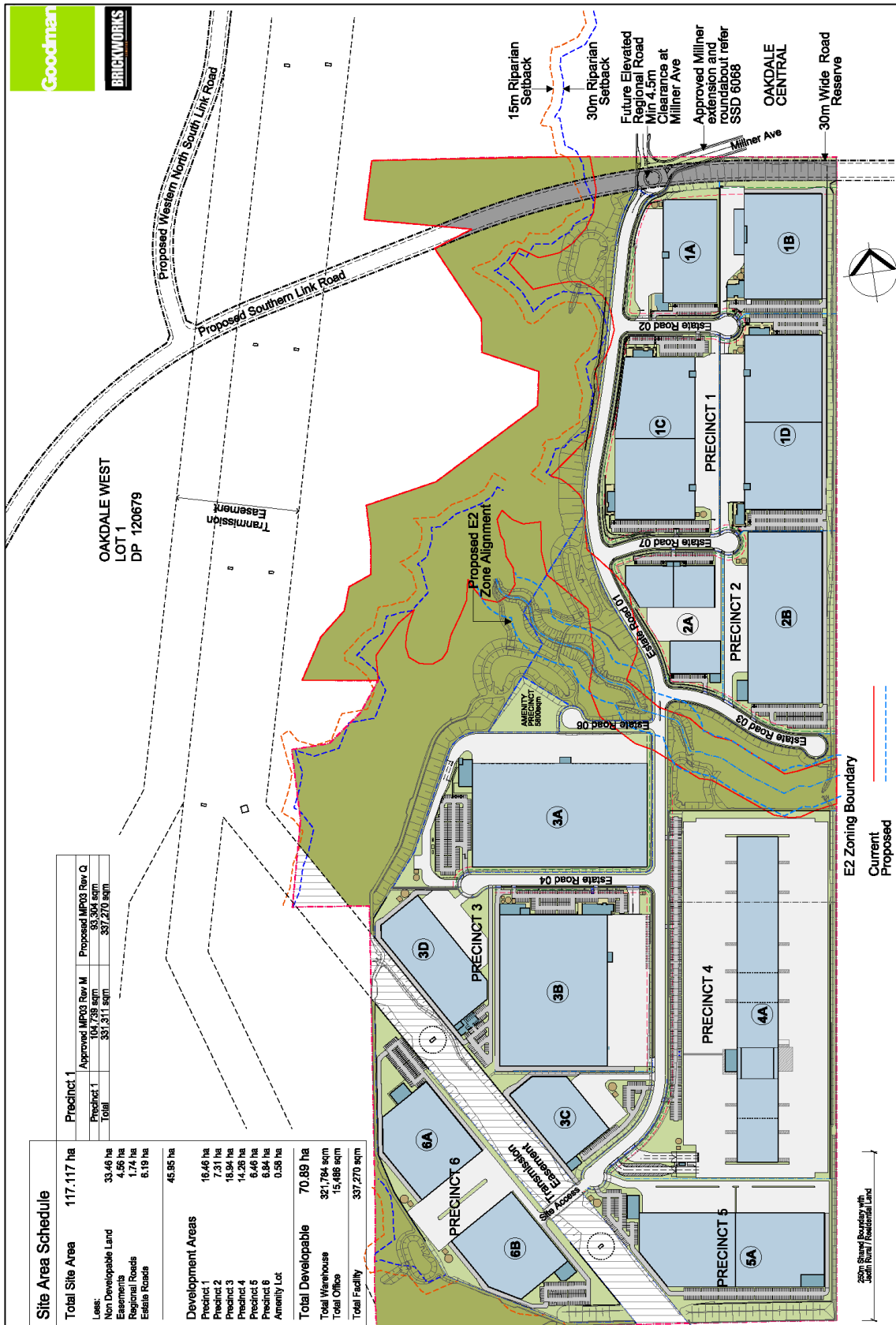


Figure 3: MOD4 Masterplan Layout

3.2 Traffic Generation Impacts of the MOD4 Proposal

The traffic impacts resulting from the MOD4 Proposal have also been assessed against the RMS Guide Update rates, consistent with the methodology adopted for the approved Masterplan application(s) to date. In this regard, the applicable peak hour trip rated of 0.163veh/hr has been adopted and a comparison of the GFA and corresponding peak hour traffic generation under relevant applications is provided in **Table** .

Table 4: Oakdale South Estate Approved Precinct Peak Hour Generation

Masterplan GFA (m ²)	Approved / Proposed GFA (m ²)	Peak Hour Traffic Generation (vph)	Variation from Masterplan Approval (vph)
Masterplan Approval	395,880	645	-
MOD1 Approval	331,311	541	-113
MOD4 Application	337,270	550	-95

The comparative analysis demonstrates that the future traffic generation of the OSE under the proposed modification results in a peak hour generation of approximately 550 veh/hr. This remains under the threshold approved under the original Masterplan application (645veh/hr).

Accordingly, recognising that the infrastructure upgrades developed for the original Masterplan proposal, are now committed upgrades that are in the process of being delivered, the performance of the future road network within the WSEA will operate satisfactorily as outlined and documented in the Masterplan application and supporting sub-regional traffic assessments undertaken by DPE and RMS.

3.3 Oakdale South Sub-Regional Access

All vehicular site access will continue to be provided via Milner Avenue to Old Wallgrove Road and to the broader sub-regional road network thereafter. This is consistent with current planning for the locality and further to the completion of key road network infrastructure.

Notwithstanding this, provisions have been made to facilitate future access to the Southern Link Road via the Jacfin Estate. In this regard, provision has been made for a future connection to the Jacfin lands internal road network via Estate Road 3; however, this connection is not relied upon in our assessment nor proposed in this application.

It is noted that there is no proposal to provide any direct access between Oakdale South and the future Southern Link Road as part of this application, consistent with the initial approved Masterplan.

3.4 Estate Road Alignment & Access

Consistent with approved masterplan, all access to the Estate will be provided via Estate Road 01 as per its current alignment. The modification however does seek approval for:

- Construction of Estate Road 07 which will form a priority controlled T-Junction with Estate Road 01 to the south of Building 1C.
- Realignment of Estate Road 02 approximately 50m north of its approved location.

The proposed roads have been designed in accordance with the relevant requirements of Austroads and are consistent with the previously approved layouts. In this regard Estate Road 02 and Estate Road 07 are designed with a road reserve of 23 metres and a carriageway width of 15.5 metres, providing two lanes in either direction. These roads have been designed to accommodate the maximum sized vehicles (B-double trucks) accessing the Site, consistent with the original approval. It is again noted that access to Site 1A is no longer proposed via Estate Road 01 and is now proposed via Estate Road 02. Reference should be made to **Figure 4** which provides an appreciation of the approved and proposed road layout.

The proposed amendments to the Estate Road alignments is supportable on traffic planning grounds and will have no impact on the operation of key intersections within the regional road network. The internal Estate intersections have not been assessed however due to peak volumes being below the warrants required for assessment.

3.5 Masterplan Modification Summary

The proposal seeks approval for the to modify the approved Masterplan layout including the realignment of the Estate Road 02, the addition of Estate Road 07 and amendments to the previously approved GFA from 331,311m² to 337,270m² – a net increase of 5,958m². This modification will result in a nominal increase in overall traffic generation to 550veh/hr which remains less than the 654veh/hr approved under the Masterplan Application. Accordingly, the operation of the internal and external road networks will operate as previously assessed and therefore the application is considered supportable on traffic planning grounds.

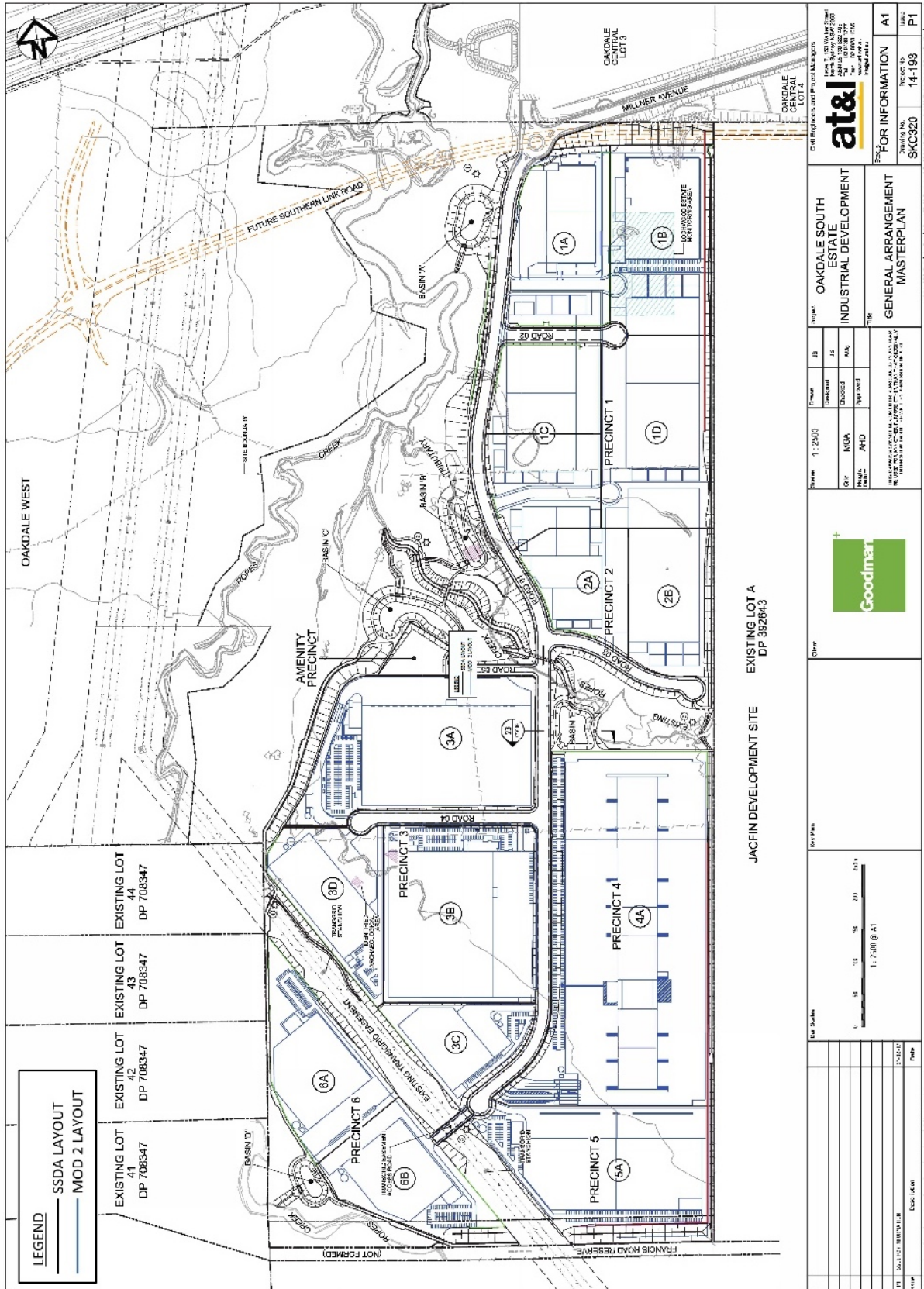


Figure 4: Comparison of Approved and Proposed Estate Road Alignment

4 Modification to Stage 1 Approval

4.1 Proposed Modification to Stage 1

The Proposal seeks to modify the building layouts as approved under the original Masterplan and Stage 1 application which relates only to Precinct. A detailed summary of the Proposal is provided in the Environmental Impact Statement (EIS) prepared by Urbis. In general, the application seeks approval for the following amendments to the Stage 1:

- Reduction in total GFA for Precinct 1 from 104,739m² to 93,304m²:
- The speculative design layout for Lot 1A, 1C and 1D.
- Amendments to lot 1B to accommodate an end user being Iron Mountain
- Amendments to the access for lots 1A, 1C and 1D in response to the relocation of Estate Road 02 and the provision of Estate Road 07.
- Revised internal access and dock configuration for all lots, and
- Changes to the proposed car parking design and provisions in response to the amended GFA.

A summary of the proposed amendments to the building areas under the proposal is provided in **Table 5** below.

Table 5: Oakdale South Estate Precinct 1 Modification Summary

Sub-Precinct	Approved GFA (m ²)	Proposed GFA (m ²)	Net Change (m ²)
1A	21,949	12,930	-9,019
1B	24,799	19,535	-5,264
1C	28,108	29,416	+1,308
1D	29,883	31,423	+1,540
Total	104,739	93,304	-11,435

The traffic, parking and access arrangements resulting from the proposed amendments is discussed in the following sections.

4.2 Proposed Car Parking Provision

The proposed parking provision for the proposed modification has been provided in accordance with Condition C5 of the Development Consent for SSD6917. In this regard, the applicable parking rates required under the approval and adopted in the proposed design are as follows:

- 1 space per 300m² of warehouse GFA
- 1 space per 40m² of office GFA

Application of these rates to the areas proposed as part of this application is summarised in Error! Reference source not found..

Table 6: Parking Requirements

Building	Land Use	Area (m ²)	Parking Requirement	Parking Provided
1A	Warehouse	12,130	41	
	Office	800	20	
	Total	12,930	61	61
1B	Warehouse	19,000	63	
	Office	535	13	
	Total	19,535	76	91
1C	Warehouse	27,640	92	
	Office	1,776	45	
	Total	29,416	136	185
1D	Warehouse	29,500	98	
	Office	1,923	48	
	Total	31,423	146	204
Total		93,304	419	541

It is evident that the parking proposed under the modification to the Stage 1 approval is consistent with the relevant provisions of the consent, and indeed generally exceeds the minimum requirements. Reference should be made to the relevant plans prepared by SBA Architects provided in **Appendix B**.

4.2.1 Accessible Parking

The approved Masterplan parking rates makes provisions for 2 disabled spaces for every 100 car parking spaces. In response, application of this rate to the proposed 526 parking spaces results in a requirement of 12 disabled spaces thereby complying with the Masterplan approval.

4.3 Traffic Generation and Impacts

As discussed in Section 2.3 above, the proposed modification will result in a nominal increase in the overall traffic generated by the OSE compared to the MOD 1 application although less than that approved under the Masterplan Application, from 645veh/hr under the approved Masterplan application to approximately 550veh/hr under the current MOD4 Proposal.

With regard to the Stage 1 development, it is proposed to reduce in overall GFA as documented in Table 4. As a consequence, whilst the overall OSE generation will increase, the generation of Stage 1 will reduce from that previously approved. A comparison of the traffic generated by the Stage 1 developments under the approved and now proposed scenarios is summarised for each Lot in **Table 7**.

Table 7: Comparison of Approved vs Proposed Stage 1 Development Generation

Lot	Approved Generation (vph)	Proposed MOD4 Generation (vph)	Change in Generation (vph)
1A	35	21	-14
1B	41	32	-9
1C	45	48	+3
1D	50	51	+1
Total	171	152	-19

The traffic generated by the revised Stage 1 application is expected to reduce from that previously approved under the Masterplan application by approximately 19veh/hr. As a consequence of the proposed access to Lots 1C and 1D from Estate Road 07, the volume of traffic on the internal estate roads will be better distributed, reducing volumes at the intersection of Estate Road 01 with Estate Road 02.

The proposed modification to the Stage 1 development is therefore considered supportable on traffic planning grounds and result in a future traffic generation similar to that previously approved.

4.4 Access and Internal Design Aspects

The access, internal circulation and car parking arrangements for the revised Precinct 1 developments have been designed with consideration of the requirements of Council's DCP and relevant Australian Standards (i.e. AS2890.1, AS2890.2 and AS2890.6). A summary of the key principles adopted for the internal design aspects of each facility include:

- To permit entry to and exit from the Site in a forward direction;
- To separate commercial (heavy) vehicle and passenger vehicle traffic;
- To accommodate vehicles up to and including 26.0m B-Doubles;
- To minimise pedestrian crossing distances at the driveways; and
- To provide adequate sight distance to oncoming traffic or pedestrians on the public roadway or footpath.

The specific design aspects of each facility are outlined below. Reference should also be made to **Appendix C** which provides relevant swept paths for each development Lot and confirms compliance with the relevant Australian Standards.

4.4.1 Lot 1A

Access to Lot 1A is now proposed via two driveways accessing Estate Road 02. The access to Lot 1A is to be provided via:

- A 13.0m combined entry and exit driveway for commercial (heavy) vehicles to Estate Road 02. This access has been designed to accommodate vehicles up to and including B-Doubles;
- A 6.5m combined entry/exit driveway for passenger vehicles to the staff car parking areas.

The internal design aspects have also been assessed against AS2890.1 and AS2890.2 and the proposed layout complies fully with the relevant design requirements

4.4.2 Lot 1B

Access to Lot 1B is proposed via two driveways to Estate Road 02. The accesses are to be provided via:

- A 11.0m combined entry and exit driveway for commercial (heavy) vehicles to Estate Road 02. This access has been designed to accommodate vehicles up to and including 19m articulated vehicles;
- A 6.5m combined entry/exit driveway for passenger vehicles to the staff car parking areas.

The design of 1B also includes the provision of a vehicle drive through facility designed to accommodate a 26.0m B-double vehicle. The internal design aspects have also been assessed against AS2890.1 and AS2890.2 and the proposed layout complies fully with the relevant design requirements.

4.4.3 Lot 1C

Access to Lot 1C is now proposed via four driveways accessing both Estate Road 02 and Estate Road 07. The access to Lot 1C is to be provided via:

- A 13.0m combined entry and exit driveway for commercial (heavy) vehicles to Estate Road 07, generally servicing the Warehouse 1 development. This access has been designed to accommodate vehicles up to and including B-Doubles;
- A 13.0m combined entry and exit driveway for commercial (heavy) vehicles to Estate Road 02 generally servicing the Warehouse 2 development. This access has been designed to accommodate vehicles up to and including B-Doubles;
- A 13.0m combined entry and exit driveway for commercial (heavy) vehicles to Estate Road 02. This access has been designed to accommodate vehicles up to and including B-Doubles;
- A 6.5m combined entry/exit driveway for passenger vehicles to the staff car parking areas accessed via Estate Road 02, and
- A 6.5m combined entry/exit driveway for passenger vehicles to the staff car parking areas accessed via Estate Road 07.

The internal design aspects have also been assessed against AS2890.1 and AS2890.2 and the proposed layout complies fully with the relevant design requirements

4.4.4 Lot 1D

Access to Lot 1C is now proposed via four driveways accessing both Estate Road 02 and Estate Road 07. The access to Lot 1C is to be provided via:

- A 13.0m combined entry and exit driveway for commercial (heavy) vehicles to Estate Road 07, generally servicing the Warehouse 1 development. This access has been designed to accommodate vehicles up to and including B-Doubles;
- A 13.0m combined entry and exit driveway for commercial (heavy) vehicles to Estate Road 02 generally servicing the Warehouse 2 development. This access has been designed to accommodate vehicles up to and including B-Doubles;
- A 13.0m combined entry and exit driveway for commercial (heavy) vehicles to Estate Road 02. This access has been designed to accommodate vehicles up to and including B-Doubles;
- A 6.5m combined entry/exit driveway for passenger vehicles to the staff car parking areas accessed via Estate Road 02, and

- A 6.5m combined entry/exit driveway for passenger vehicles to the staff car parking areas accessed via Estate Road 07.

The internal design aspects have also been assessed against AS2890.1 and AS2890.2 and the proposed layout complies fully with the relevant design requirements

4.4.5 Car Park Design

- All staff and employee parking areas have been designed in accordance with AS2890.1 for a Class 1A user, which requires a minimum space length of 5.4m, a minimum width of 2.4m and a minimum aisle width of 5.8m.
- All spaces located adjacent to obstructions greater than 150mm in height are to be provided with an additional width of 300mm. This includes any landscaping that exceeds 150mm.
- All accessible parking spaces are designed in accordance with AS2890.6. Spaces are provided with a minimum clear width of 2.4m and located adjacent to a minimum shared area of 2.4m.

4.4.6 Design Summary

The internal configuration of the Site – including light and heavy vehicular access, car parking and servicing areas – has been designed in accordance with the requirements of the relevant Australian Standards (AS2890.1, AS2890.2 and AS2890.6). Any minor non-compliances can however be addressed at the Construction Certificate stage via a relevant condition of consent.

4.5 Stage 1 Modification Summary

The proposed modification to the Stage 1 development will result in a net reduction to the traffic generation assumed under the Concept Plan approval. The Stage 1 development as proposed, will have no material impact on the operation of key intersections both internally or externally to the Estate to that which was assessed and approved previously.

The proposed car parking provision for each lot either meets or exceeds the minimum requirements set out in the Masterplan Conditions of Consent and are therefore supportable. The internal design and access arrangements are generally consistent with the original Stage 1 application and comply with the relevant Australian Standards. Swept paths of critical movements have been undertaken and these are provided at **Appendix C**.

5 Conclusions

The key findings of this Traffic Impact Assessment can be summarised as follows:

- The proposal seeks approval for the to modify the approved building area under the MOD1 application from 331,311m² to 337,270m² – a net increase of 5,958m². This modification will result in a nominal increase in overall traffic generation to 550veh/hr which remains less than the 654veh/hr approved under the Masterplan Application. Accordingly, the operation of the internal and external road networks will operate as previously assessed and therefore the application is considered supportable on traffic planning grounds
- This application seeks approval for the relocation of Estate Road 02, and creation of Estate Road 07. These roads have been designed in accordance with Austroads and will provide improved accessibility and greater distribution of vehicles onto the internal road network.
- The proposed modification to the Stage 1 development will result in a net reduction to the traffic generation assumed under the Masterplan approval. The Stage 1 development as proposed, will have no material impact on the operation of key intersections which will generally operate as previously assessed.
- The proposed car parking provision for each lot either meets or exceeds the minimum requirements set out in the Masterplan Conditions of Consent and are therefore supportable.
- Site access points, internal driveways, circulation and service areas have been considered for the revised Masterplan. The proposed accesses have been designed in accordance with the relevant requirements of AS2890.1 and AS2890.2 and are considered supportable. Swept paths of critical movements have been undertaken and these are provided at Appendix C.

The proposed Modifications to the Masterplan and Stage 1 approval are minor in nature and result in a minor increase in traffic generation to that approved under the MOD 1 application. The Oakdale South Estate will however operate within the approved vehicle generation threshold assessed at the Masterplan stage and consequently the application is supportable.

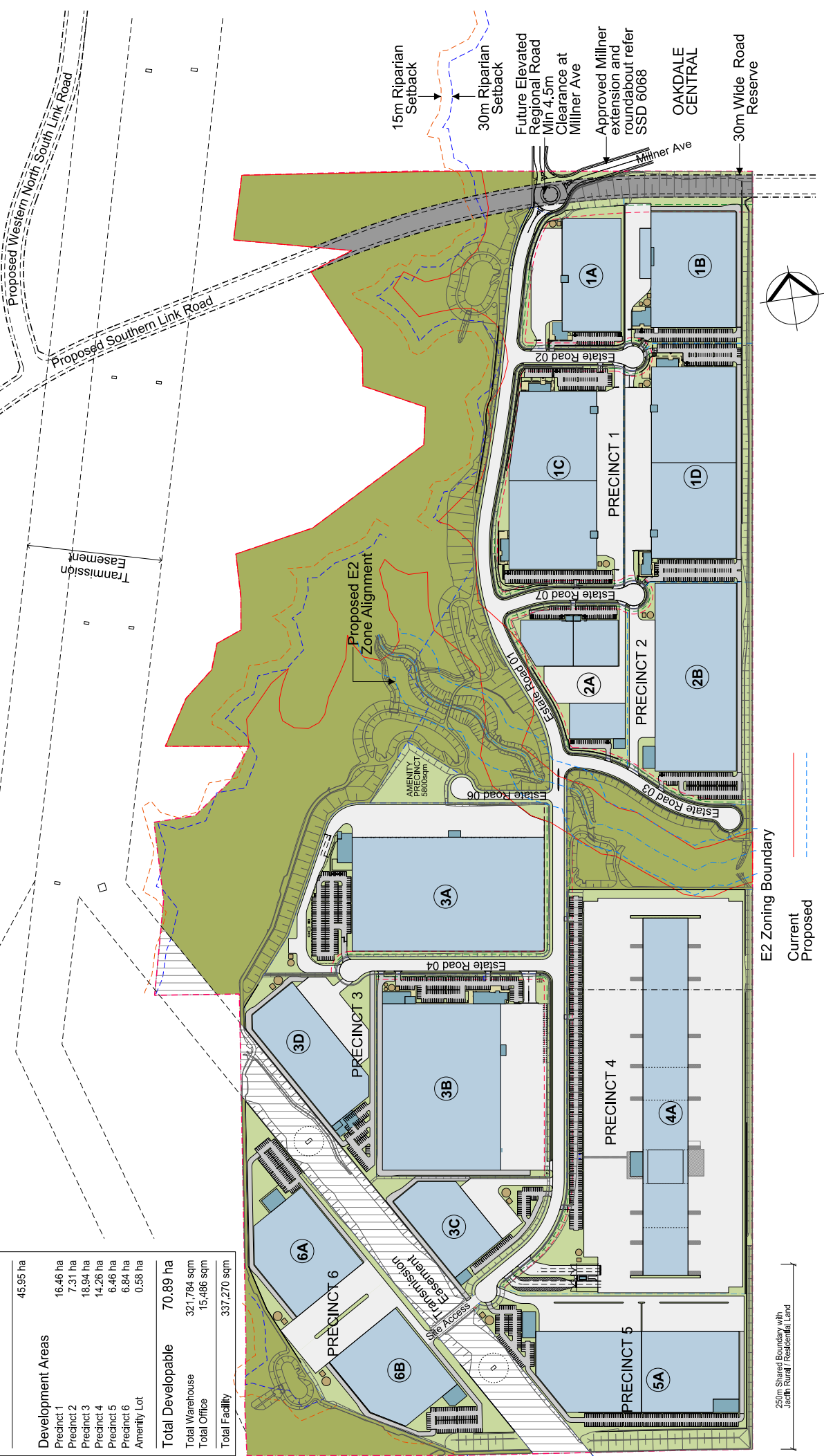
Appendix A

Revised Masterplan Plan

OAKDALE WEST
LOT 1
DP 120679

Site Area Schedule	
Total Site Area	117.117 ha
Less:	
Non-Developable Land	33.46 ha
Easements	4.56 ha
Regional Roads	1.74 ha
Estate Roads	6.19 ha
	45.95 ha
Development Areas	
Precinct 1	16.46 ha
Precinct 2	7.31 ha
Precinct 3	18.94 ha
Precinct 4	14.26 ha
Precinct 5	6.46 ha
Precinct 6	6.84 ha
Amenity Lot	0.56 ha
Total Developable	70.89 ha
Total Warehouse	321,784 sqm
Total Office	15,486 sqm
Total Facility	337,270 sqm

Precinct 1	
Approved MP03 Rev M	Proposed MP03 Rev Q
104,739 sqm	93,304 sqm
331,311 sqm	337,270 sqm



E2 Zoning Boundary
Current
Proposed

250m Shared Boundary with
Jacith Rural / Residential Land

Appendix B

Revised Stage 1 Plans

REFER TO DRAWING MP02 FOR FULL SITE



Development Area Schedule

Total Site Area	164,644 sqm
Total Warehouse	98,170 sqm
Total Office	4,565 sqm
Total Dock Office	95 sqm
Total Building Area	93,304 sqm

Lot 1A

Site Area	23,230 sqm
Warehouse	14,130 sqm
Warehouse (1 level)	1,535 sqm
Dock Office (1 level)	95 sqm
Total Building Area	12,500 sqm
Awing	1,065 sqm
Site Cover (exc. awning)	51 %
Floor Space Ratio	0.51 : 1
Hardstand Area	5,642 sqm
Light Duty Area	1,327 sqm
Carparking	61

Lot 1B

Site Area	34,480 sqm
Warehouse	18,000 sqm
Office (1 level)	535 sqm
Dock Office	Included sqm
Other Through	1000 sqm
Total Building Area	19,535 sqm
Awing	N/A sqm
Site Cover (exc. awning)	57 %
Floor Space Ratio	0.57 : 1
Hardstand Area	3,927 sqm
Light Duty Area	2,830 sqm
Carparking	91

Lot 1C

Site Area	49,776 sqm
Warehouse 1	14,030 sqm
Office (12 level)	698 sqm
Warehouse 2 (2 levels)	13,460 sqm
Office 2 (2 level)	688 sqm
Dock Office 2 (2 levels)	190 sqm
Total Building Area	29,416 sqm
Awing	2,850 sqm
Site Cover (exc. awning)	0.99 %
Floor Space Ratio	0.99 : 1
Hardstand Area	9,020 sqm
Light Duty Area	5,095 sqm
Carparking	185

Lot 1D

Site Area	55,447 sqm
Warehouse 1	14,750 sqm
Office (12 level)	845 sqm
Warehouse 2 (2 levels)	14,720 sqm
Office 2 (2 level)	698 sqm
Dock Office 2 (2 levels)	190 sqm
Total Building Area	31,423 sqm
Awing	1,885 sqm
Site Cover (exc. awning)	57 %
Floor Space Ratio	0.57 : 1
Hardstand Area	8,345 sqm
Light Duty Area	6,054 sqm
Carparking	204

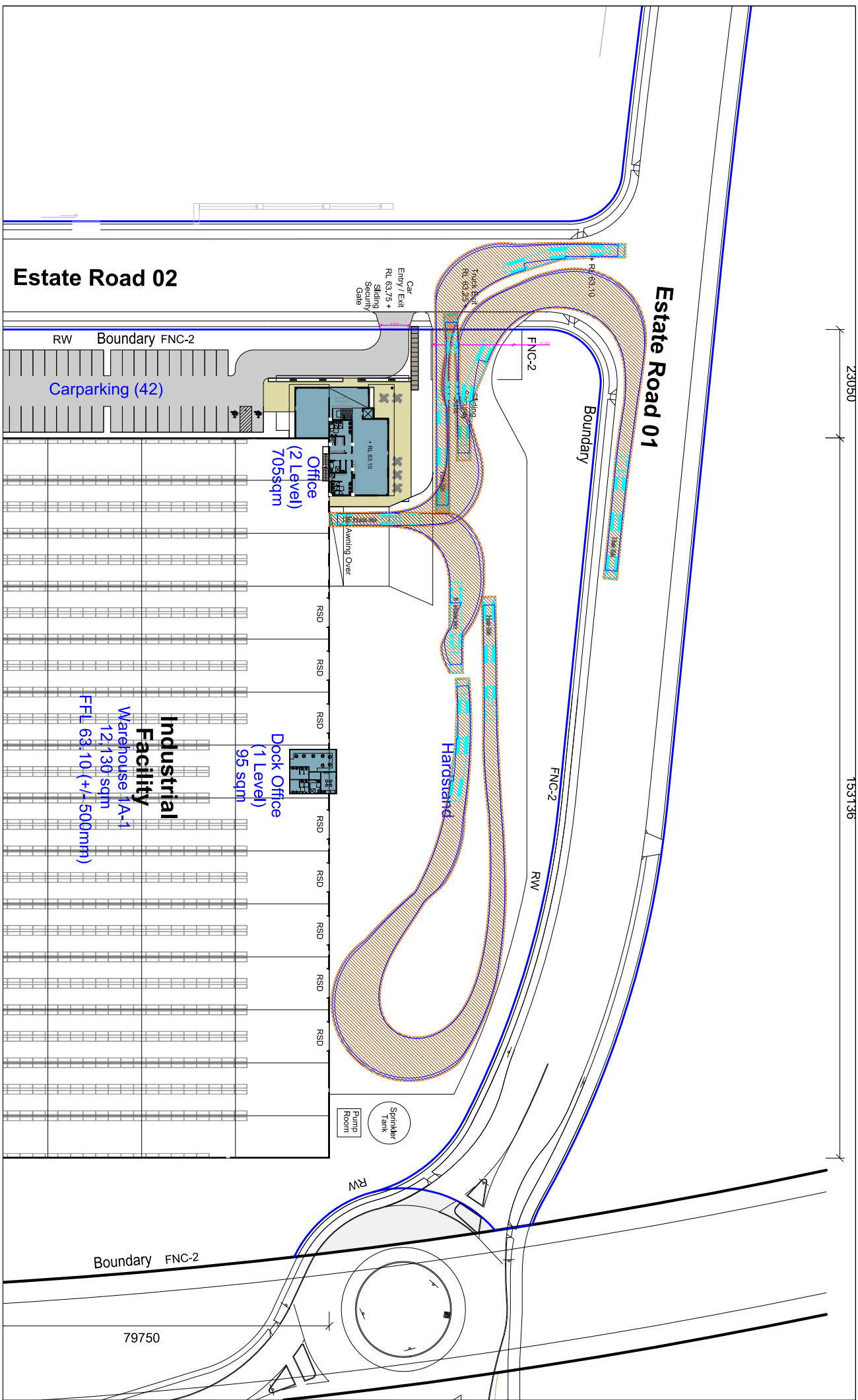


Appendix C

Swept Path Analysis

23050

153136



Estate Road 02

Estate Road 01

RW Boundary FNC-2

Carparking (42)

Office (2 Level) 705sqm

Industrial Warehouse Facility (A-1) 12,130 sqm FFL 63.10 (+/-500mm)

Dock Office (1 Level) 95 sqm

Revision notes:
Rev/ Date: Notes:

Drawn By:
TL

Project:
0429
Oakdale South

Date:
8 May 2017

Client:
Goodman Property Services

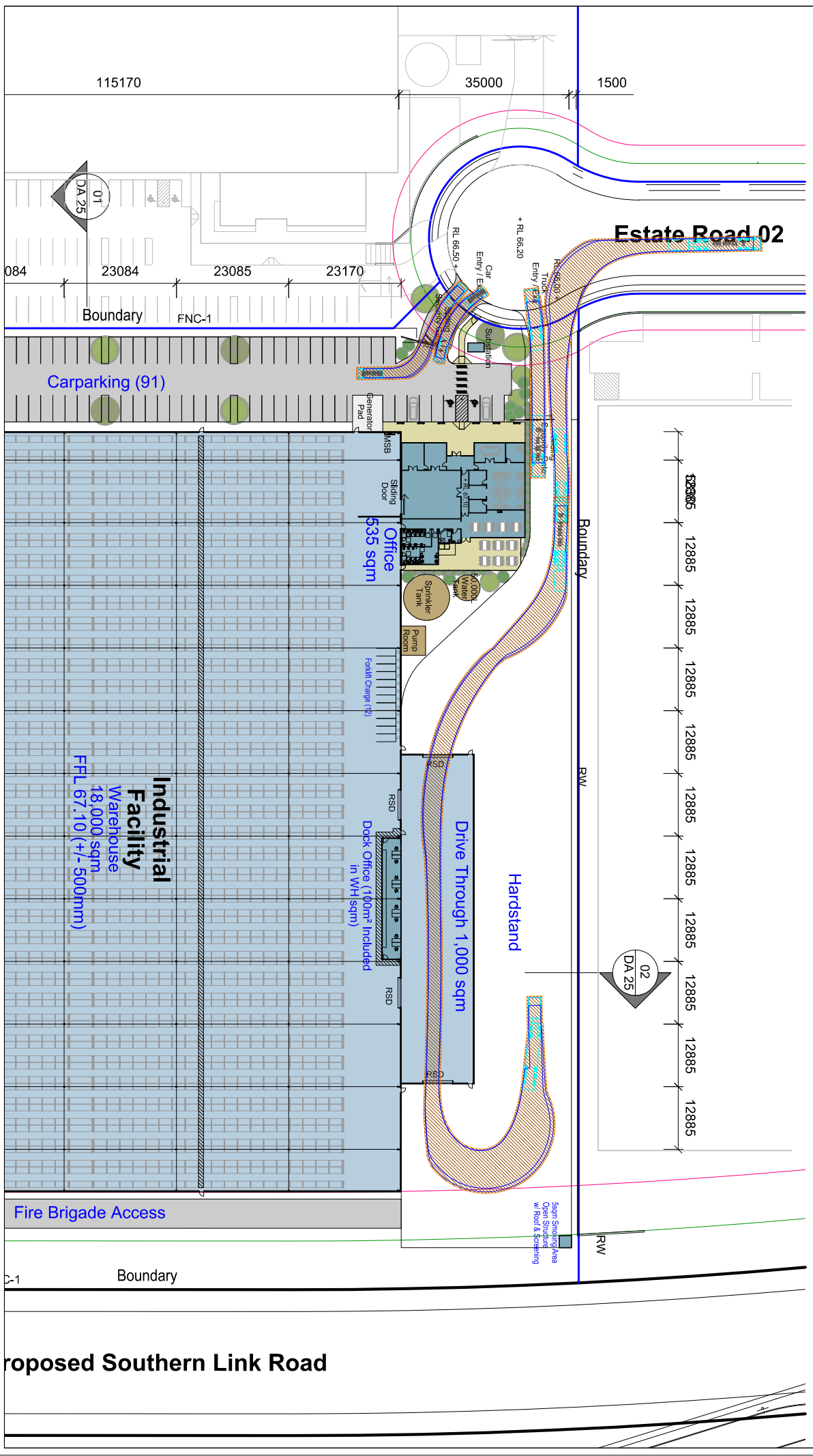
Drawing Title:
Building 1A
Internal Warehouse

Scale @ A3:
1:500

Drawing Number:
01

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Revision notes:

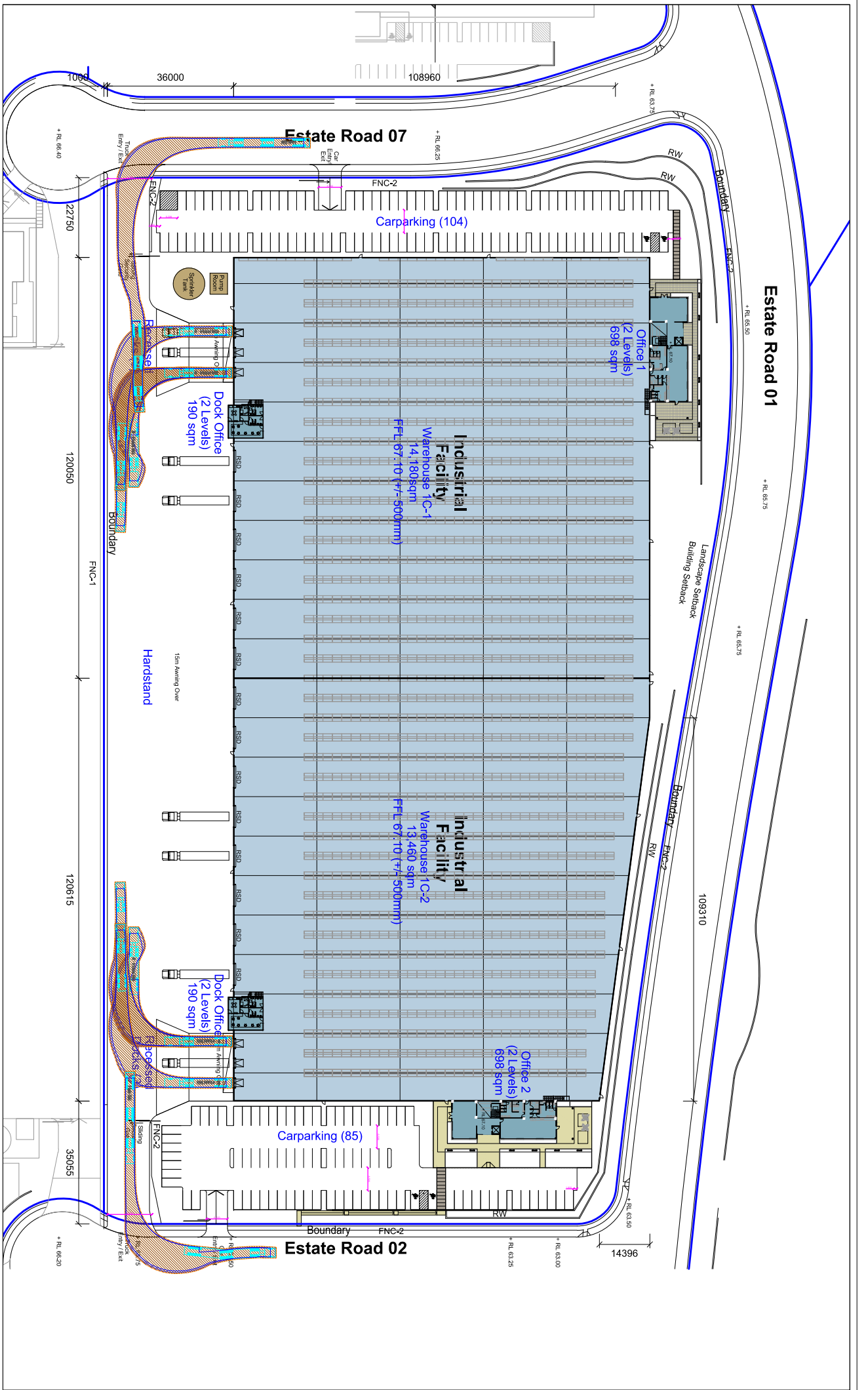
Rev#	Date:	Notes:

Drawn By: TL
Client: Goodman Property Services

Project: 0429 Oakdale South
Drawing Title: Building 18 Internal Makeovers

Date: 8 May 2017
Scale @ A3: 1/750
Drawing Number: 01

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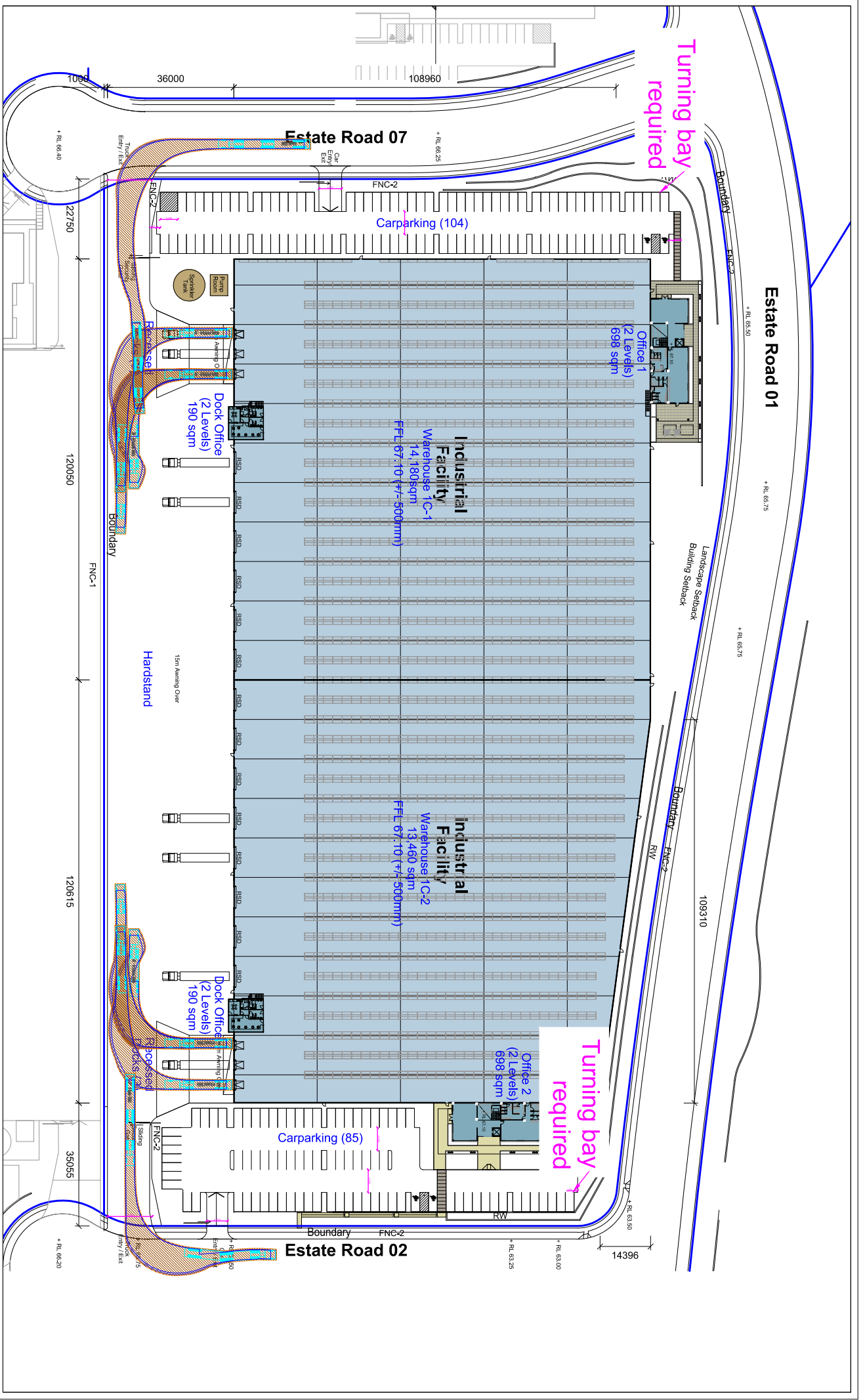
Revision notes:
 Rev# Date: Notes:

Drawn By:
 TL
 Client:
 Goodman Property Services

Project:
 0429
 Oakdale South
 Drawing Title:
 Building TC
 Internal Makeovers

Date:
 8 May 2017
 Scale @ A3:
 1:1000
 Drawing Number:
 01

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Revision notes:

Rev#	Date:	Notes:

Drawn By: TL
 Client: Goodman Property Services

Project: 0429 Oakdale South
 Drawing Title: Building TC Internal Makeovers

Date: 8 May 2017
 Scale @ A3: 1:1000
 Drawing Number: 01

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