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Attention: Adrian Tesoriero, Senior Project Manager

Re: Proposed Section 75W Application, Site 1A Oakdale

Dear Adrian,

We refer to your correspondence regarding the proposed Section 75W application relating to modifications to the previously approved Project Application for Site 1A of Oakdale Central. In this regard we have reviewed all relevant plans and documentation provided to us and we now advise as follows:

Location and Site

The site is located within the south-western part of the Eastern Creek Precinct Plan area, to the west of Wallgrove Road. In a more local context the site lies along the western alignment of Old Wallgrove Road, immediately south of the Sydney Water Supply Pipeline.

The subject site occupies a total site area of 41,368m² and is located in the north eastern corner of Oakdale Central adjacent to the intersection of Old Wallgrove Road and the Estate Road. The Site has a northern boundary to a landscaped area adjacent to the Sydney Catchment Authority Warragamba Pipelines, an eastern frontage to Old Wallgrove Road, a southern frontage to the Estate Road and a western boundary to the approved Site 1B. The site location is depicted Figure 1.

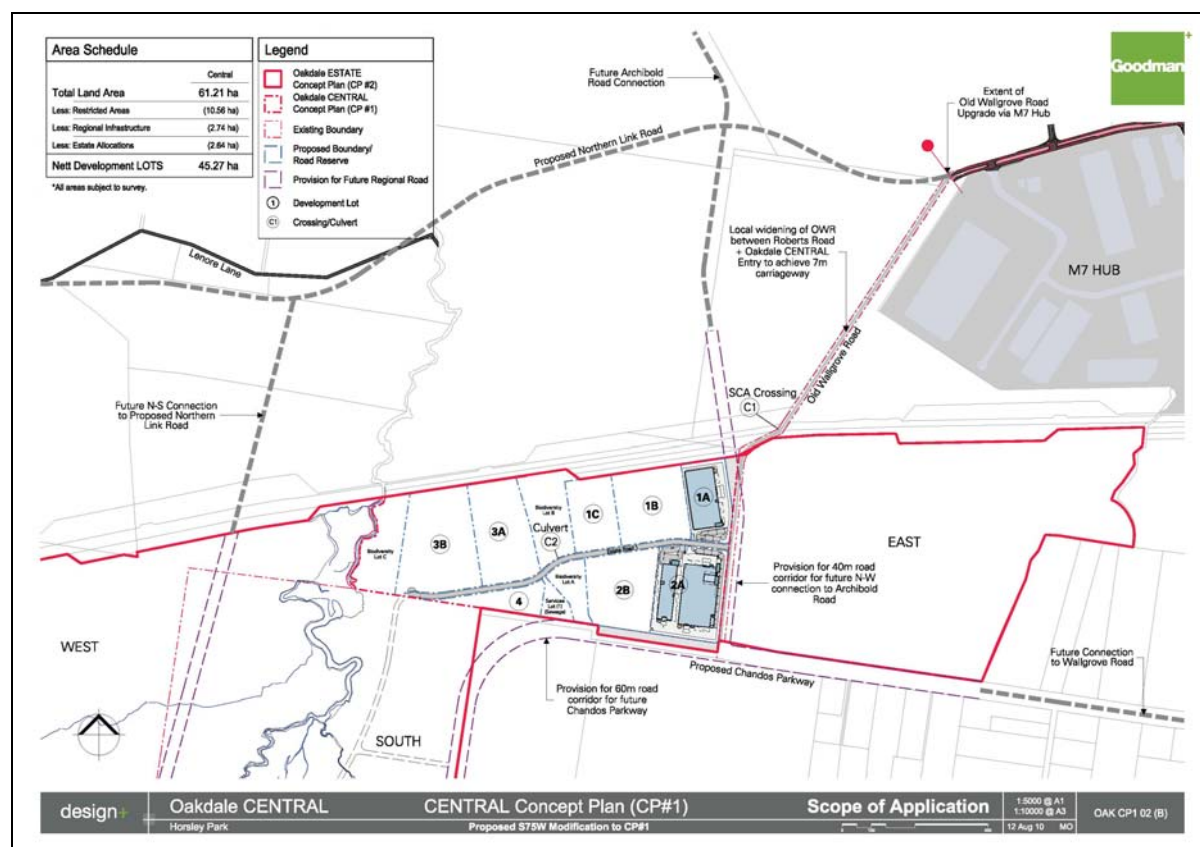
Previously Approved Development

A Part 3A Concept Plan and concurrent Project Application was lodged with the Department of Planning and Infrastructure and subsequently approved on 2nd January 2009. The concept plan related to a net developable area of approximately 45.27ha with Project Approval also granted for Warehouses 1A and 2A. The approval for Warehouse 1A (the subject of this application) included the following:

- 19,520m² of warehouse area;
- 600m² of ancillary office and dock office area; and
- 120 parking spaces accessed via a combined entry/exit driveway to the Estate Road
- Combined entry/exit heavy vehicle access to the Estate Road;



To date no construction works have been commenced on Site 1A apart from the benching and clearing of the site.



2 The Proposal

A detailed description of the proposed modification is provided in the Planning Report prepared by Urbis. In summary, the development for which approval is now sought comprises the following components:

- Rotation of the building envelope by 180 degrees so that the hardstand is on the opposite side than that previously approved, fronting Old Wallgrove Road;
- Increase in ancillary dock office from 100m² to 150m²
- Construction of a one way clockwise heavy vehicle circulation roadway with access to the Estate Road as previously approved.
- Reduction in parking provision from 120 spaces to 115 spaces.
- Inclusion of 3 additional recessed docks to that previously approved;

Reference should be made to the plans submitted separately to Council which are provided at a reduced scale in **Attachment 1**.



The traffic and parking implications of the proposed modifications are discussed below.

Parking Requirements

Parking for the previously approved Project Application was assessed having regard for both the RMS Guide to Traffic Generating Developments and Fairfield Council's DCP. Based on these parking controls, Site 1A required between 67 and 253 spaces respectively as documented in the TRAFFIX report '10097 Report v3'. In response, the development provided 120 spaces which was considered supportable and subsequently approved.

The proposed modification now seeks to reduce the overall provision from 120 spaces to 115 spaces based on the known operational requirements of the future tenant. Notwithstanding this the proposed allocation exceeds the minimum requirement set out in the Concept Plan approval for Oakdale Central as demonstrated in Table 1 below.

Table 1: Concept Plan Parking Requirements and Provision – Site 1A

Land Use	GFA (m ²)	Central Concept Plan Requirement		Parking Provision
		Rate (GFA)	Spaces	
Warehouse	19,520	1/200m ²	98	98
Office	650	1/40 m ²	16	17
TOTAL			113	115

Accordingly, the proposed parking provision of 115 spaces is considered supportable and exceeds the minimum requirement of 113 spaces as required under the Concept Plan Approval for Oakdale Central. The provision of 115 spaces will thus ensure that all parking demands associated with the development are met on-site with no reliance on on-street parking under normal operations.

Traffic Generation

The generation of the site was previously assessed taking into account the requirements of the RMS Guide to Traffic Generating Developments and the known operational characteristics of the future tenant (DHL). In this regard the approved Project Application which included both Site 1A and 1C was assessed as generating in the order of 84 veh/hr during peak periods, which was associated with 381 parking spaces as required for shift overlaps that occurred out of peak periods.

The amendments to Site 1A now proposed involves the provision of 50m² of additional ancillary dock office area over and above that currently approved. However, this does not involve any increase in staff levels and accordingly does not result in any increase in traffic generation. Nevertheless, even if assessed against the RMS Guidelines as required under the Concept Plan approval to Oakdale generally, the additional floor area would generate an additional 0.5 trips/100m², resulting in 0.25 trips/hr during peak periods. This is clearly insignificant.

In summary, no traffic impacts arise under the proposed modification.



Site Access

Cars

Access to the staff and visitor parking areas is in accordance with the requirements of AS2890.1 for a Class 1A User. In this regard the standard requires the provision of a Category 2 driveway being a combined entry and exit with a width of between 6.0m to 9.0m. In response the modification includes the construction of a 6.5m wide driveway which meets the requirements of AS2890.1.

Trucks

The proposed heavy vehicle access has been designed with an overall width of 26.0m. In this regard Figure 3.2 of AS2890.2, requires a minimum width of 21.5m for access onto a major road. Accordingly the proposed site access exceeds the minimum requirements of the standard and is therefore supportable.

A swept path analysis demonstrating compliance with the relevant standards is included in **Attachment 2**.

Internal Design

The internal car park complies with the requirements of AS 2890.1 (2004) and the following characteristics are noteworthy:

- Parking modules exceed AS 2890.1 (2004) for User Class 1A which requires 2.4m x 5.4m bays and 5.8m aisles. In response spaces are provided with a clear width of 2.5m and with minimum aisle widths of 6.2m.
- The disabled parking spaces have a width of 2.5m with a shared area of 2.5m which exceed the requirements of AS 2890.6 (2009).
- Swept path analysis has been undertaken on loading docks within the development for a 19m Articulated Vehicle and 12.5m HRV's. These loading areas can be accessed via reverse manoeuvres. The swept path analysis has been undertaken using the computer software program Auto Track as permitted under AS 2890.1 (2004) and AS 2890. (2002).
- Swept path analysis has also been undertaken for the internal turning areas on site. The plan provided in **Attachment 2** demonstrates satisfactory B-Double operation.

Notwithstanding the above, it is expected that a condition of consent can be imposed requiring compliance with AS 2890.1 (2004) and AS 2890.2 (2002) and any minor adjustments which may be required (if any) can be made at construction certificate stage. In summary, the internal design of the car park is acceptable and will provide a satisfactory standard of safety and efficiency. In summary, the internal design is considered to be satisfactory.

Summary

The proposed modification is supportable on traffic planning grounds. The modification will result in only a very minor increase in additional traffic generation above the levels previously approved (0.25 trips/hr). The reduced parking allocation is also considered supportable and exceeds the minimum requirements set out in the Concept Plan approval for Oakdale Central.



If you have any questions or would like to discuss the application further please do not hesitate to contact the undersigned.

Yours faithfully

traffic

Andrew Johnson
Associate Engineer



Attachment 1



Development Area Schedule		
Site Area	41,368 sqm	
Warehouse	19,520 sqm	
Office	500 sqm	
Dock Office	150 sqm	
Total Building Area	20,170 sqm	
Awning	1,500 sqm	
Site Cover (exc. awning)	49 %	
Floor Space Ratio	0.49 ; 1	
Hardstand Area	10,042 sqm	
Light Duty Area	2,981 sqm	
Carparking	115	



Attachment 2

