

Reference: 0062I01v2

17 March 2015

Goodman
Level 17, 60 Castlereagh Street
Sydney NSW 2000

Attention: Guy Smith

Re: Section 96 Application – Lots 1C and 2B Oakdale Central Industrial Precinct

Dear Guy,

Ason Group has been commissioned to provide traffic, access and parking advice in support of a Section 96 Application (S96) relating to an approved State Significant Development located at Lot 21 of DP1173181, known as Oakdale Central. The application relates to amendments to the approved development schemes of the subdivision lots known as Lot 1C and Lot 2B.

In this regard, Ason Group has undertaken an assessment of the traffic, access and parking implications of the proposal following a review of all relevant documentation made available to us and the findings of our investigation is summarised herewith.

Planning Context

A Part 3A Concept Plan was prepared and lodged in 2008 with the Department of Planning for the establishment of the Oakdale Central Industrial Estate. The application related to approximately 61.2 Hectares of land and included the internal road layout, infrastructure requirements and the subdivision layout for seven industrial buildings. The Concept Plan was approved in 2009 and subsequently, applications relating to developments on Lots 1A, 1B and 2A have been approved and buildings on these Lots have now been completed.

A State Significant Development application (SSD 13_6078) was lodged in 2013 which generally sought approval for the construction of 149,000 m² of industrial / warehouse floor space and 856 parking spaces across 3 development sites known as Lots 1C, 2B and Lot 3. This Section 96 Application seeks to amend the SSD 13_6078 approval and relates to Lots 1C and 2B only.

A detailed description of the proposed amendments are provided below and summarised in the Environmental Impact Assessment prepared by McKenzie Planning.

Site and Location

The Oakdale Central Precinct is located within the south-western part of the Eastern Creek Precinct Plan area, to the west of Wallgrove Road and accessed via Old Wallgrove Road. The site is generally bounded by the Sydney Water Supply Pipeline to the north, Old Wallgrove Road to the east, the CSR Site to the south and a riparian zone to the west.

Internally, Lots 1C and 2B are located on the northern and southern side of Milner Avenue to the east of the Biodiversity Lot B as depicted in **Figure 1**.

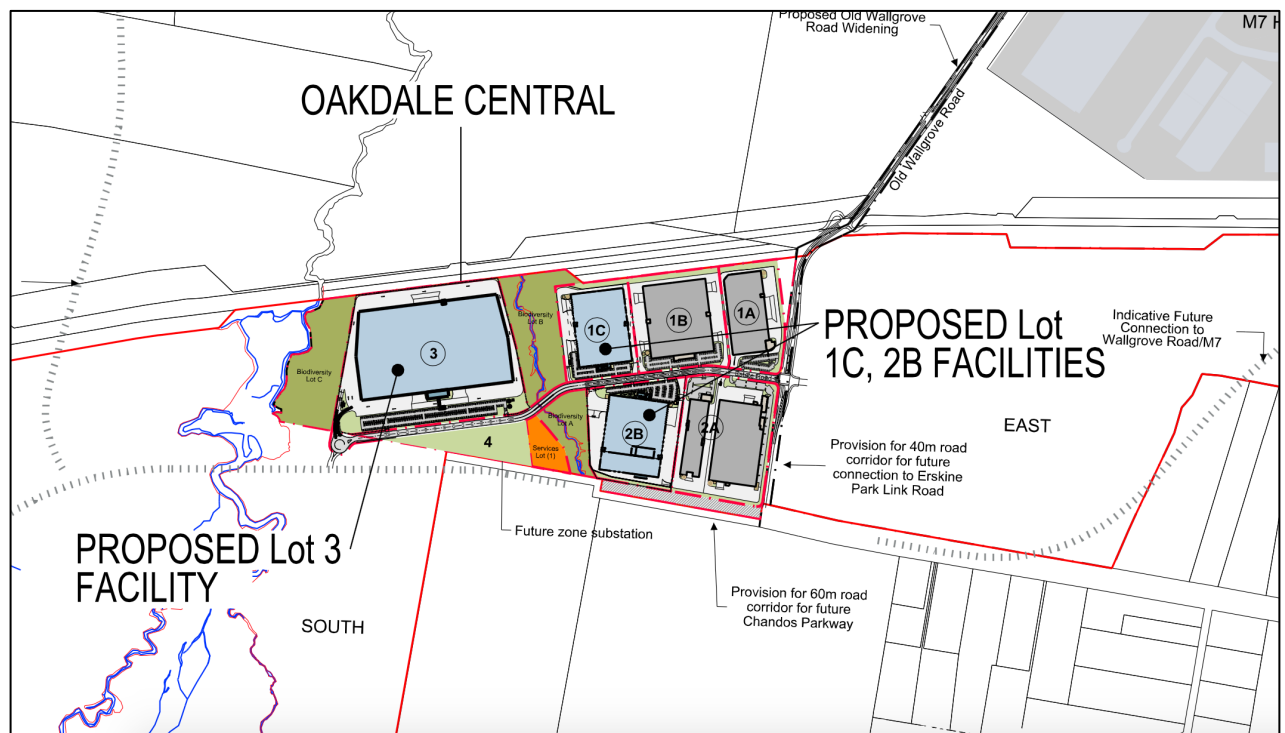


Figure 1: Location Plan and Site Plan

Proposed Modifications

A detailed description of the proposed modifications is provided in the Statement of Environmental Effects prepared by McKenzie Planning. Reference should also be made to the architectural plans prepared by SBA Architects, of which, relevant plans are appended to this statement at a reduced scale at **Attachment 1**.

A summary of the approved and now proposed development is provided in **Table 1**.

Table 1 Summary of Proposed Amendments

	Lot 1C			Lot 2B		
	Warehouse (m ²)	Office (m ²)	Parking	Warehouse (m ²)	Office (m ²)	Parking
Approved	26,700	805	169	31,530	1,495	194
Proposed	25,545	1,600	154	29,480	1,600	200
Difference	- 1,155	+ 795	- 15	- 2,050	+ 105	+ 6

It is evident that the application generally seeks an overall reduction in warehouse floor space and an increase in the office component of each development. In addition, the application also seeks approval for changes to the servicing and car parking areas as a consequence of the proposed amendments to the building areas and footprints.

The parking and traffic implications of the subject proposal are discussed in the following sections.

Car Parking

Car parking for the proposed development has been assessed having regard for the relevant rates as required under the Concept Plan approval and summarised in **Table 2**.

Table 2: Proposed Car Parking Provisions

Lot	Land Use	No.	Parking Rate	Parking Requirement	Parking Proposed
Lot 1C	Warehouse	25,545	1 space per 200m ²	128	
	Office	1,600	1 space per 40m ²	40	
	Total Parking for Lot 1C			168	168¹
Lot 2B	Warehouse	29,480	1 space per 200m ²	147	
	Office	1,600	1 space per 40m ²	40	
	Total Parking for Lot 2B			187	200

Note 1: 17 spaces to be provided as 'Provisional Parking' to be constructed if necessary

The proposed modification requires a total provision of 168 parking spaces for Lot 1C and 187 parking spaces for Lot 2B under the relevant Concept Plan Conditions of Consent. The application proposes 168 spaces for Lot 1C and 200 spaces for Lot 2B therefore complying with the relevant requirements.

It is noted, that the parking for Lot 1C includes 17 'provisional' (or unformed) parking spaces located within the hardstand area. These spaces are not considered necessary by the known end user for this development and as such would only be constructed if required at a future date in response to a demonstrated demand. This approach is consistent with the approved development which included 11 provisional spaces for Lot 1C and 40 provisional spaces for Lot 2B.

Accordingly, the parking proposed complies fully with the requirements of the Concept Plan approval, thereby ensuring that all parking demands generated by the proposal are accommodated on-site without placing demands on on-street parking. The proposed parking provision is therefore supportable on traffic planning grounds.

Traffic Impacts

The future traffic generation of the approved development was assessed and approved having regard for the traffic generation rates adopted by the RMS in its assessment of regional road upgrades within the Western Sydney Employment Area (WSEA). The modelling (which was undertaken by GHD) adopted a peak 2-hour traffic generation rate of 21 trips per hectare of developable land (or 10.5 trips per hectare per peak hour). Application of this rate to the development lots that are the subject of this application (which includes a total site area of approximately 10.65 Hectares) would result in a peak hour traffic generation of 111 vehicle movements per hour. In this regard, the developable area remains unchanged as a part of this S96; therefore, it is expected that traffic generation of the Lots would also remain generally similar with that predicted during earlier approved applications.

Notwithstanding the above, consideration was also given to the trip rates published in the RMS *Guide to Traffic Generating Developments Updated Traffic Surveys – Technical Direction 04a* dated August 2013. The RMS Guide provides trip rates for industrial estates and business parks based on surveys of comparable developments within the Sydney metropolitan area.

In this regard, the surveys undertaken by the RMS and published in the guide, include the existing industrial precincts of the Wonderland Business Park and the Erskine Park Industrial Estate (located within five kilometres of the subject site). The surveys demonstrated the following peak hour generation rates for industrial developments within the aforementioned estates, based on GFA (gross floor area) of built development:

- Wonderland Business Park: 0.202 vehicle trips per 100m² of GFA
- Erskine Park Industrial Estate: 0.163 vehicle trips per 100m² of GFA

Recognising that this S96 application seeks approval for a development that will have an overall reduction in GFA for both Lot 1C (a reduction of 360 m²) and Lot 2B (a reduction of 1,945 m²), it is clear that application of the latest RMS trip rates would indicate that the S96 proposal would result in fewer peak hour trips compared with the approved development.

In summary, having regard for the analysis above, the traffic impacts of the proposal would be negligible compared with the impacts of the approved development. Any potential reduction in overall traffic generation is expected to be minor particularly compared to the existing background traffic levels within WSEA and accordingly, the traffic impacts considered and assessed as part of the original SSD application remain valid.

Internal Design Aspects

The modifications seek to amend the approved car parking and servicing layouts compared to those approved previously. Notwithstanding, the internal design aspects of the proposed developments have been assessed having regard for the applicable requirements of AS2890.1 (2004) *Part 1: Off-street car parking*, AS2890.2 *Part 2: Off-street commercial vehicle facilities* and AS2890.6 (2009) *Part 6: Off-street parking for people with disabilities*. In this regard, the following key points are considered noteworthy:

Proposed Car Parking

The internal car parking of both developments has been designed to comply with the relevant sections of AS2890.1 and AS2890.6. A detailed review of the car park and related areas has been undertaken and the following characteristics are noteworthy:

- The proposed car park accesses have been designed with a clear width of 6.0m, which complies with the minimum requirements of AS2890.1.
- The main car park aisle has been designed with a minimum clear width of 6.4m, which exceeds the requirements for a User Class 1A.
- All staff and visitor parking spaces are designed in with a minimum space length of 5.4m and minimum width of 2.6m thereby exceeding the requirements of AS2890.1 for a User Class 1A.
- Disabled parking spaces are designed in accordance with AS2890.6.

The commercial (heavy) vehicle facilities of the developments have been designed having regard for the operational requirements of the future tenants and the requirements of AS2890.2. In this regard, the following is considered noteworthy:

- The internal design of the service area has been undertaken in accordance with the requirements of AS2890.2 for the maximum length vehicle accessing each dock.
- A minimum clear head height of 4.5m is provided within all areas traversed by service vehicles.
- A minimum bay width of 3.5m is provided for all service bays, and

- Swept path analysis has been undertaken as permissible under AS2890.2 and confirms the internal design and each unit is capable of accommodating vehicles up to and including 26m B-Doubles.

Swept path analysis is provided on plans appended at **Attachment 2**, which demonstrate compliance with relevant sections of AS2890.1 and AS2890.2. Accordingly, the internal design aspects of the proposed developments comply with the relevant standards. It is however noted that a Condition of Consent requiring compliance with relevant Australian Standards is anticipated and perceived minor non-compliances (if any) will be amended prior to the issue of any Construction Certificate.

In summary, the access, parking and service areas have been designed in accordance with relevant Australian Standards, the development complies with the minimum car parking requirements of the Concept Plan approval conditions and will result in a minor (although insignificant) reduction in the future traffic generation of the sites compared to that approved previously. Accordingly, the proposed S96 modifications are supportable on traffic planning grounds.

Should you have any questions or should you wish to discuss the application further, please contact the undersigned.

Yours sincerely,



Andrew Johnson

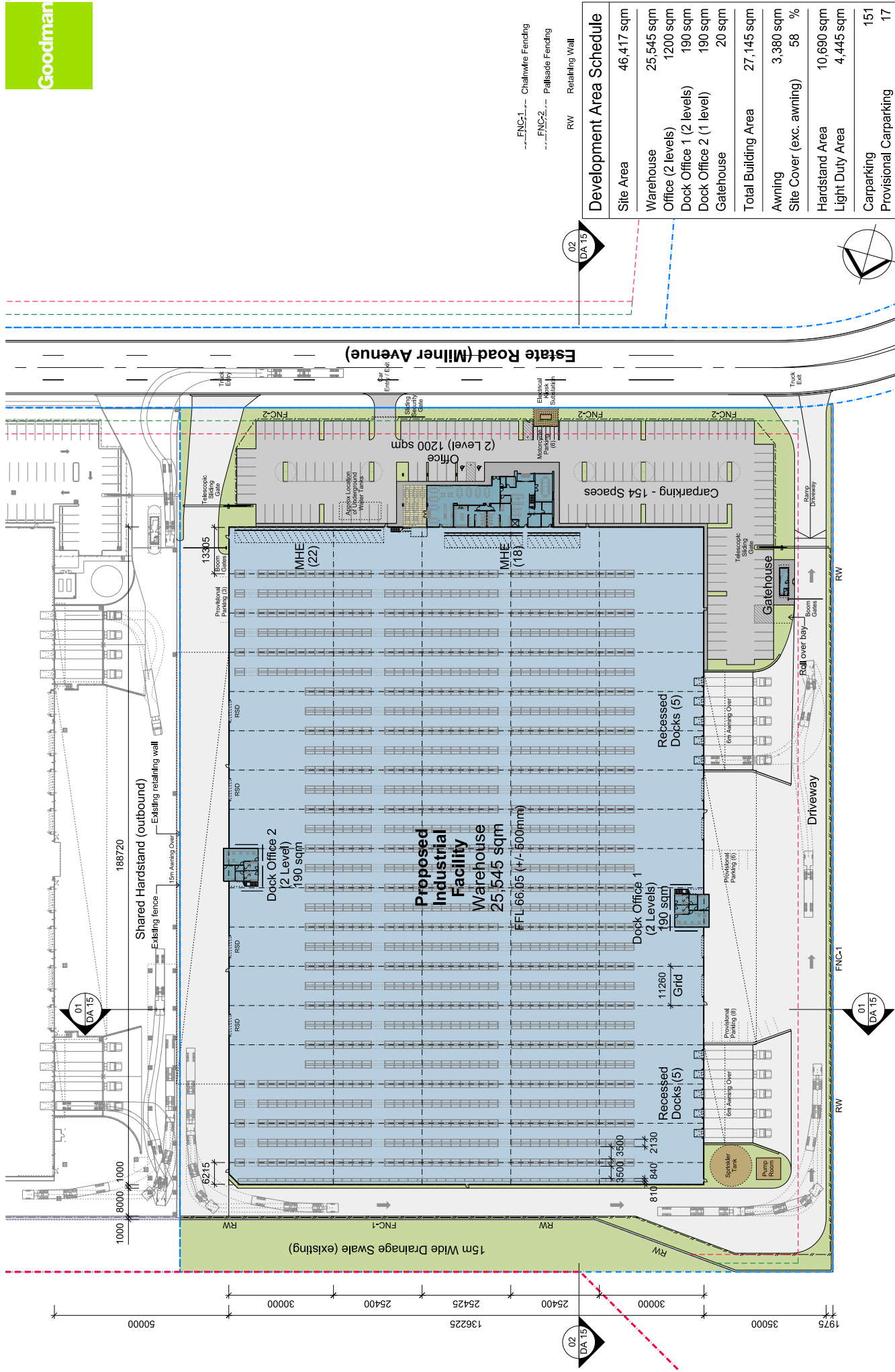
Director – Ason Group

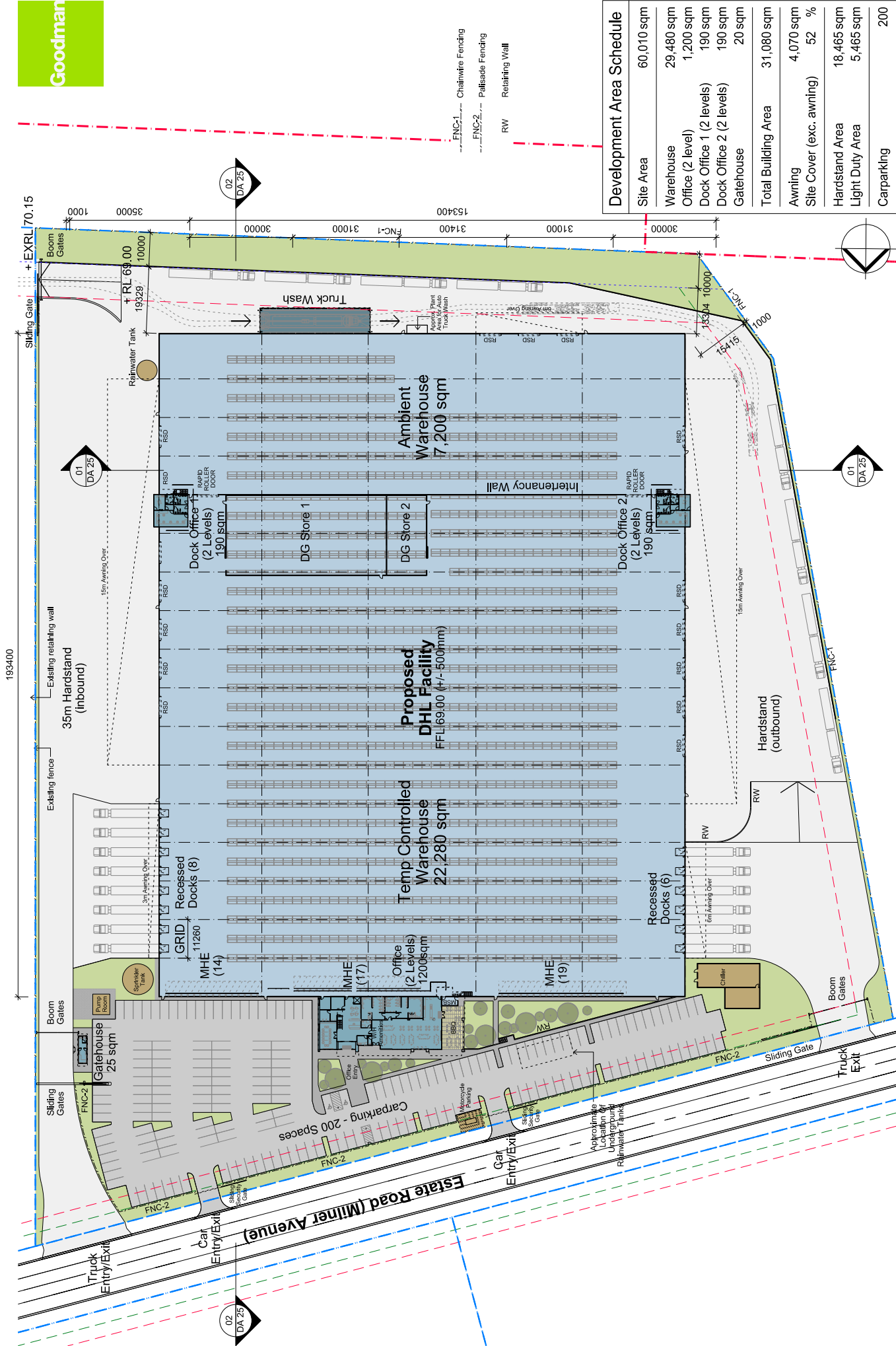
Email: andrew.johnson@asongroup.com.au

Attachment 1: Reduced Plans

Attachment 2: Swept Path Analysis

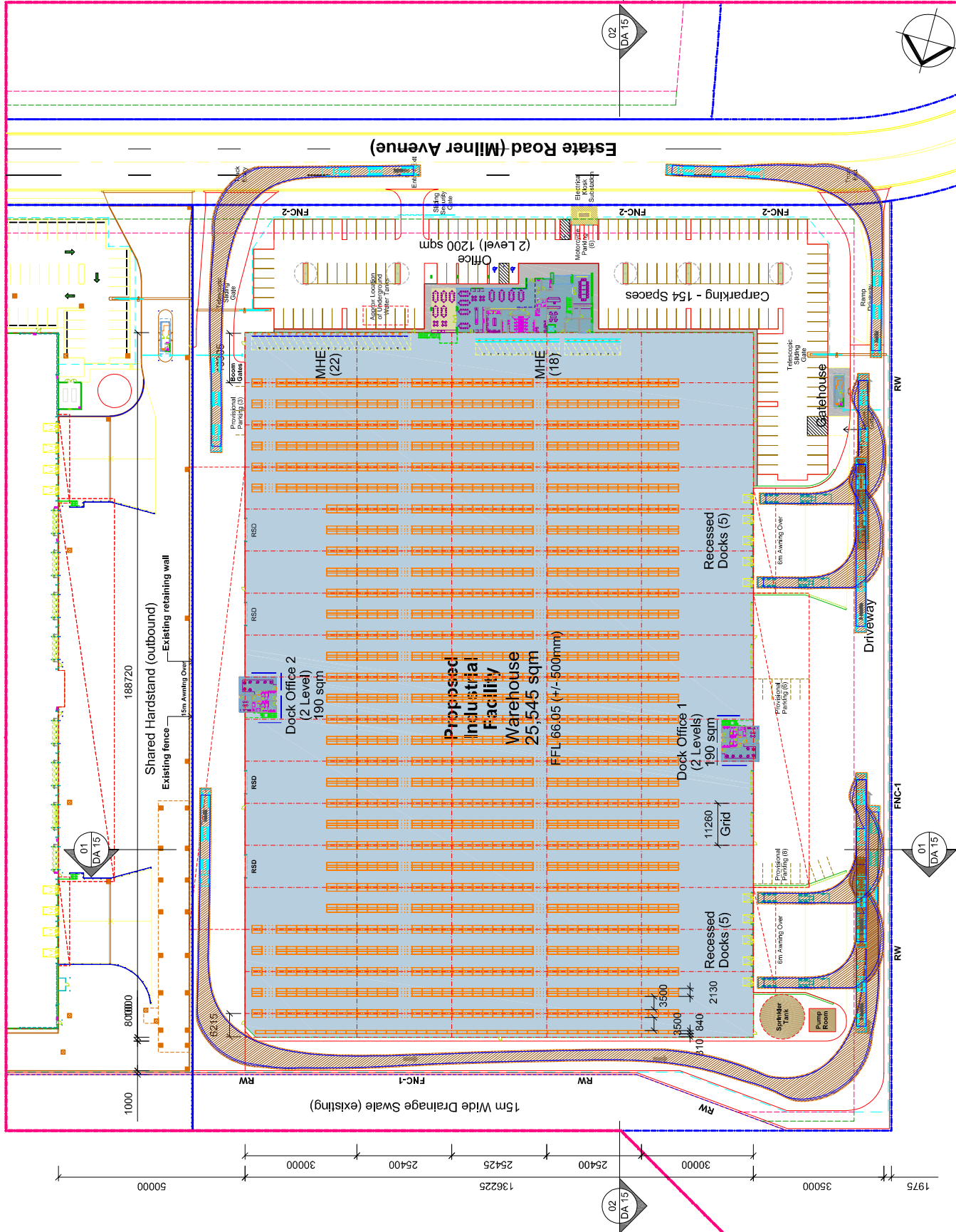
Attachment 1



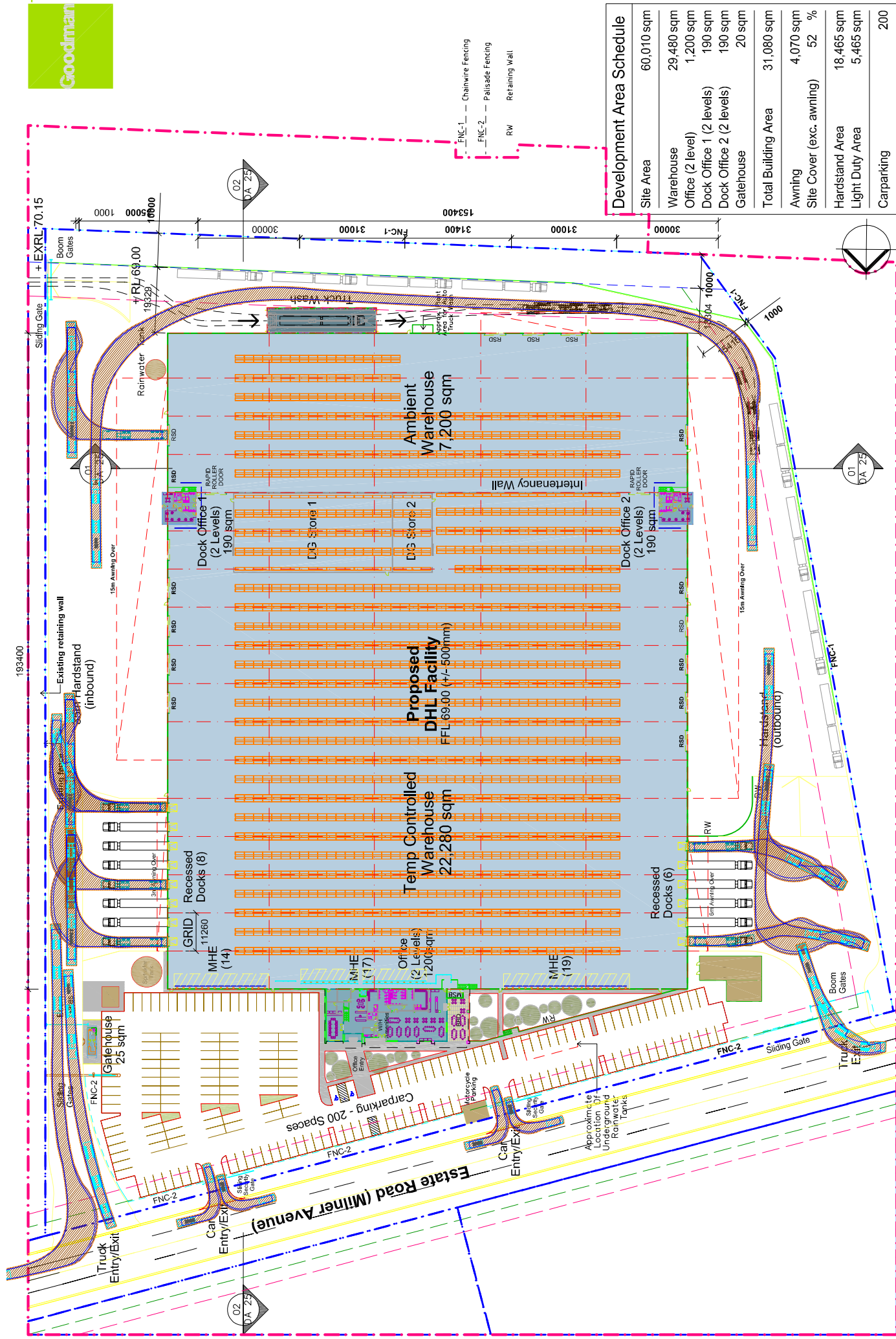


Development Area Schedule	
Site Area	60,010 sqm
Warehouse	29,480 sqm
Office (2 level)	1,200 sqm
Dock Office 1 (2 levels)	190 sqm
Dock Office 2 (2 levels)	190 sqm
Gatehouse	20 sqm
Total Building Area	31,080 sqm
Awning	4,070 sqm
Site Cover (exc. awning)	52 %
Hardstand Area	18,465 sqm
Light Duty Area	5,465 sqm
Carparking	200

Attachment 2



Development Area Schedule			
Site Area		46,417 sqm	
Warehouse		25,545 sqm	
Office (2 levels)		1200 sqm	
Dock Office 1 (2 levels)		190 sqm	
Dock Office 2 (1 level)		190 sqm	
Gatehouse		20 sqm	
Total Building Area		27,145 sqm	
Awning		3,380 sqm	
Site Cover (exc. awning)		58 %	
Hardstand Area		10,690 sqm	
Light Duty Area		4,445 sqm	
Carparking		151	
Provisional Carparking		17	



Development Area Schedule		
Site Area		60,010 sqm
Warehouse		29,480 sqm
Office (2 level)		1,200 sqm
Dock Office 1 (2 levels)		190 sqm
Dock Office 2 (2 levels)		190 sqm
Gatehouse		20 sqm
Total Building Area		31,080 sqm
Awning		4,070 sqm
Site Cover (exc. awning)	52 %	
Hardstand Area		18,465 sqm
Light Duty Area		5,465 sqm
Carparking		200