

9 November 2020

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Goodman Property Services (Aust) Pty Limited
Level 17, 60 Castlereagh Street,
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Attn: Stephanie Partridge, Senior Development Manager

RE: Oakdale West Industrial Estate (SSD 7348) Modification 6 – Transport Statement

Dear Stephanie,

I refer to the proposed minor changes (the Proposal) being made to the Concept Plan (SSD 7348, approved on 13 September 2019) of the Oakdale West Industrial Estate, Kemps Creek (the Site).

These changes include:

- Minor design changes to building layouts for 1B/1C
- Minor design changes to building layouts at Precinct 3 (mainly Building 3A and Building 3B),
- Civil design amended to accommodate changes to Precinct 3 (as above),
- Increase in building height to Building 2A (increase to 14.9m at ridge from 13.7m),
- Minor alterations to building form and layout as a result of detailed design development of Buildings 2A and Buildings 2C - 2E.

In addition to the above, this modification also proposes to include the construction of Estate Road 08 as part of this Modification (MOD 6).

In this context, Ason Group has been tasked to review the following revision of the plans and to assess the potential transport impacts of the proposed modification:

- SBA Architects, *20188_OAK MP 02 (B)_Estate Masterplan*, dated 05 November 2020

A reduced copy of the Site plans accompanying the submission is included in the **Attachment A**.

It has been considered that the abovementioned amendments do not involve any material changes relating to floor area of the warehouses and accompanying structures. Notwithstanding, the transport impact of the proposed modification has been assessed against the latest approved Transport Assessment report supporting the Modification 5 (SSD 7348 MOD 5, approved on 05 November 2020), which includes the latest transport related modifications:

- Ason Group, *P0950r03 SSD 7348 MOD 5 Transport Statement_Oakdale West Estate*, dated 03 July 2020

The following table outlines a comparison between areas schedule between the proposed Concept Plan MOD 6 and the approved Concept Plan MOD 5.

Table 1: Area Comparison

Precinct No.	MOD 5 Approval (GFA, m ²)	MOD 6 Proposal (GFA, m ²)	Difference (GFA, m ²)
Precinct 1	125,772	125,198	(-) 574
Precinct 2	266,186	269,390	3,204
Precinct 3	57,819	56,759	(-) 1,060
Precinct 4	113,693	112,123	(-) 1,570
Precinct 5	35,640	35,640	-
Amenities Lot	345	345	-
Total	599,455	599,455	0

As indicated in the table above, the proposed MOD 6 does not seek changes to the provision of total floor space or operational traffic movements for the Site. Therefore, the resultant vehicular trip generation of MOD 6 is generally consistent with the approved MOD 5 trip generation.

Notwithstanding, traffic generation of the proposed MOD 6 has been assessed under “worst-case” scenario by adopting First-principles assessment - as discussed in the approved MOD 3 TA report - based on known operational requirements of specific tenants (Building 1A and Building 2B), including ‘seasonal peak factors. For those buildings where a tenant is unknown, the generic ‘approved rates’ which reference standard RMS data for large format industrial warehouses are adopted.

Table 2: Vehicular Trip Generation Comparison

Building	MOD 3 Approval				MOD 6 Estimated			
	GFA	Trip Generation			GFA	Trip Generation		
		AM	PM	Daily		AM	PM	Daily
Building 1A ^{1&2}	107,212	79	54	2,222	107,212	79	54	2,222
Building 2B ^{1&3}	206,968	823	532	3,781	206,968	823	532	3,781
Other Buildings	281,240	458	458	5,321	284,930	464	464	5,391
Amenity Building	345	-	-	-	345	-	-	-
Total	595,765	1,360	1,044	11,324	599,455	1,366	1,050	11,394

Note: 1) Trip generation during ‘seasonal peak’ as ‘worst-case’ scenario.

2) Ason Group, P0950r01v12 SSD MOD 2 TIA_Oakdale West, dated 21 November 2019

3) Ason Group, P1086r01v7 SSD 7348 MOD 3 & Stage 2 DA TIA_Oakdale West Estate, dated 15 January 2020

Accordingly, MOD 6 (including latest design changes to precincts 1, 2 and 3) will only result in minor increase on vehicular traffic generation comparing to the approved MOD 3, which includes detailed modelling for the surrounding road network. Therefore, the traffic impact of proposed MOD 6 is expected to have no significant departure from the approved MODs 3 and 5, and do not warrant any further traffic modelling assessment.

We trust the above is of assistance and please contact either the undersigned or Ali Rasouli should you have any queries or require further information in relation to the above.

Yours sincerely,



Sara Hu

Traffic Engineer – Ason Group

Email: sara.hu@asongroup.com.au

Attachment 1

MOD 6 Concept Plan



REFER TO DRAWING OAK MP03 FOR CONTINUATION

Legend	
	Site Boundary
	Lot Boundary
	3.75m Landscape Setback
	7.50m Building Setback
	7.15 m Landscape Setback along Main Roads
	17.15m Landscape Setback along Main Roads



Site Area Schedule

Total Site Area	154.12 ha
Less:	
Non Developable Land	21.08 ha
Easements	22.38 ha
Regional Roads	7.51 ha
Services Lot	1.23 ha
Estate Roads	7.71 ha
E2 Zone non developable	1.43 ha
	61.34 ha
Development Areas	
Precinct 1	21.80 ha
Precinct 2	26.69 ha
Precinct 3	11.10 ha
Precinct 4	22.11 ha
Precinct 5	6.01 ha
Proposed Future Development	4.82 ha
Amenities Lot	0.25 ha

Total Developable	92.78 ha
Precinct 1 GLA	88,867 sqm
Precinct 2 GLA	263,090 sqm
Precinct3 GLA	56,759 sqm
Precinct 4 GLA	112,123 sqm
Precinct 5 GLA	35,640 sqm
Amenities Lot GLA	345 sqm

Total GLA	556,824 sqm
Precinct 1 GFA	125,198 sqm
Precinct 2 GFA	269,390 sqm
Precinct 3 GFA	56,759 sqm
Precinct 4 GFA	112,123 sqm
Precinct 5 GFA	35,640 sqm
Amenities Lot GFA	345 sqm

Total GFA	599,455 sqm
Total Warehouse	529,625 sqm
Total Office	22,770 sqm
Others	4,429 sqm
Mezzanines (for Site 1A & 2B)	42,631 sqm
Total GFA	599,455 sqm

