

Our Ref: CC190015



9 July 2019

Mr Trent Doran
Aldi Stores (A Limited partnership) ABN: 90 196 565 019
1 Sergeants Road
MINCIHNBURY NSW 2770

PLANNING
PROJECT MANAGEMENT
ENGINEERING
CERTIFICATION

Dear Trent,

ALDI Distribution Centre, 10 Burando Road, Prestons – Traffic Impact Assessment

This Traffic Impact Assessment has been prepared for ALDI Stores for the proposed Section 4.55 modification to the ALDI Distribution Centre at 10 Burando Road, Prestons.

Development consent 05_0142 was approved by NSW Government Department of Planning on 20/12/2007 for the Aldi Distribution Centre and associated infrastructure.

The Section 4.55(2) seeks to amend development consent 05_0142 to facilitate internal office alterations at ground level and first floor, and provide additional car parking.

Site Description

The site is located at 10 Burando Road, Prestons and it is surrounded by the M7 motorway to the north and east, industrial developments to the west and vacant land (with dense vegetation) to the south. Vehicular access is provided at the south west corner of the site via a two-way shared driveway. Currently, there are approximately 172 parking spaces (including four disabled spaces) within the main car park along the northern side of the site and a further 65 spaces along the eastern side of the site, therefore the site accommodates a total of approximately 237 spaces. Please note, the architectural plans do not illustrate the eastern car park, however these spaces have been included in this TIA to reflect the existing parking availability and site characteristics. **Figure 1** below shows the site and its surroundings.

Burando Road is an approximately 11m wide local road with a traffic lane in each direction and a footpath on the western side of the carriageway. It connects with Yato Road which forms a signalised intersection with Bernera Road and Yarrunga Street.

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Figure 1: Site Location

Proposed Modifications

The proposed modifications to the design of the Aldi Prestons Warehouse and Distribution Centre are discussed below. Extracts from the proposed Architectural Site Plan showing a representation of proposed design modifications are provided in **Appendix A**.

Although Gross Floor Area calculations will remain unchanged as a result of the proposed works, the existing internal building area will be reconfigured to achieve a functional and integrated office space and associated facilities as discussed below.

Staff Numbers

Although the number of additional staff members is yet to be determined, the proposed modifications will facilitate working space for an additional 110 staff as per Architectural Plans attached in **Appendix A**. Staff numbers will likely increase by 50-80 people in the short term, with capacity for extra staff to accommodate further company expansion.

Internal Ground Floor Alterations

Proposed ground floor alterations will consist of internal partitioning and minor external wall construction to facilitate a meeting room, office, open office area incorporating 52 workstations, kitchen/ breakout area and training room.

Internal First Floor Alterations

Proposed first floor alterations will consist of minor internal partitions to facilitate open office areas to the east and west of the breakout area resulting in an additional 110 work stations and minor internal construction works to reconfigure the existing office space and a tea room orientated to the south of open office areas.

Western Car Park Extension and Northern Car Park Addition

The modified car park design will incorporate an additional (north to south orientated) dual row of car spaces along the western boundary, as shown in Figure 5 below. The current internal access road will be modified to provide vehicular access through the centre of the additional car parking infrastructure. The western car park extension has been designed to align with the existing car park to the north of the site, thus retaining the primary vehicle circulation route for parking areas to the north and north east of the site.

The proposed western car park extension will provide an additional 117 at-grade car spaces integrated into the south western corridor of the site. Furthermore, nine additional spaces have been identified on the northern car park area. This will significantly increase the current parking provision from 237 spaces to 363 spaces.

Parking bays have been designed to dimensions superior to Australian standards (AS2890.1 and AS2890.2). The proposed driveway width of 11 metres also meets the standard requirements of minimum 11 metres and represents a commitment to the provision of safe and effective car park circulation.

Truck and Trailer Parking Bays

The truck and trailer parking area will remain generally the same as existing as shown in **Figure 2** below.

Removal of a landscaped verge within the existing truck and trailer area is also proposed. This will increase circulation and opportunities for manoeuvrability of truck/ trailers entering and exiting the parking area. It is acknowledged that the landscaped verge proposed for removal currently represents no significant benefit to the site. The irregular shape of the existing verge has been designed to channel vehicles through an entry path and further into the vehicle parking bays. In effect however, the sparsely landscaped verge area is detrimental to the overall functionality of the space and has been deemed unnecessary.

The swept path analysis in **Appendix B** demonstrates compliant access and manoeuvrability of the largest vehicles on site which are expected to be B-Doubles.

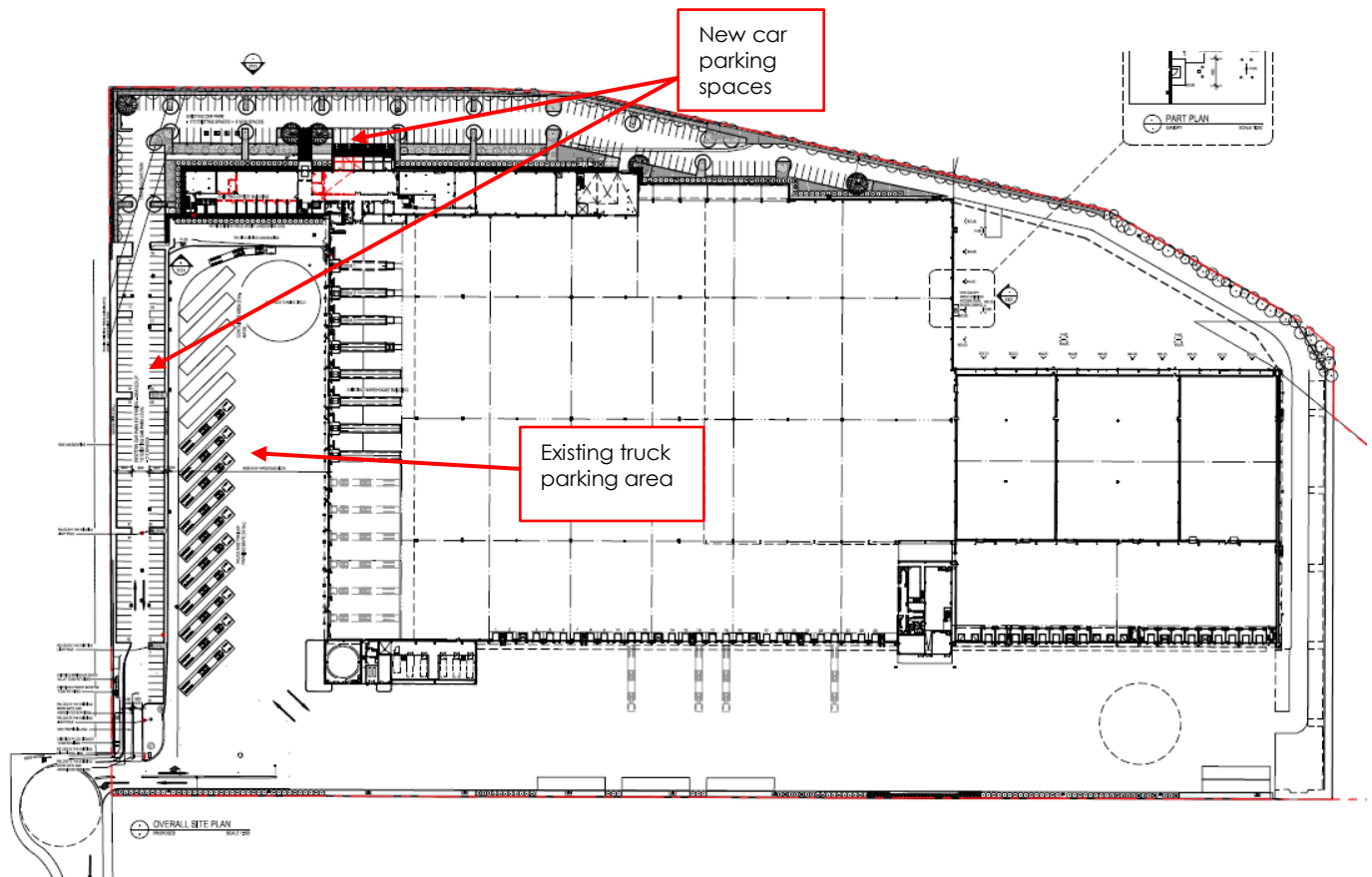


Figure 2: Extract from Architectural Plans - Overall Site Plan

Car Parking Assessment

An assessment of car parking requirements for developments is generally based on the proposed gross floor area of the site. However, in the existing situation, while the proposal is making provision for additional staff, no additional floor area is proposed. Consequently, a different approach needs to be taken in assessing the parking requirement for the subject development proposal. Two options have been considered:

Option 1: Number of additional staff

The proposed modifications will facilitate working space for up to an additional 110 staff. Due to the location of the site being remote from public transport, it is reasonable to assume that all additional staff will travel by private vehicle. It is also reasonable to assume that a small percentage of these will car pool or be dropped off and picked up by others, thus reducing the number travelling by private vehicle by say, 20%. The number of additional parking spaces would therefore be 80% of 110 = 88 spaces.

Option 2: Floor Space

The car parking assessment could also be based on an estimation of the floor space that will be occupied by the proposed additional staff and the parking requirements of the RMS "Guide to Traffic Generating Developments" or Liverpool Council DCP for office premises as follows:

- RMS Guide 1 space per 40m²
- Liverpool Council DCP 1 space per 35m²

Based on the architectural plans provided in Appendix A, the floor area that will be occupied by the 110 additional staff has been estimated at 915m².

The required number of parking spaces would therefore be 23 (RMS) or 26 (Liverpool DCP).

The proposal provides an additional 126 parking spaces and therefore exceeds the requirements estimated above in Option 1 and Option 2.

The car park and loading facilities have been designed in accordance with the Australian Standards (AS2890.1 and AS2890.2). Parking bays are required to be designed to User Class 1 (minimum 2.4 metre width, 5.4 metre length and 5.8 metre aisle width).

The parking bays have been designed to incorporate dimensions in excess of Australian Standards with dimensions of 2.5 metre width and 5.4 metre length. The proposed driveway width of 11 metres also meets the standard requirements of 11m and represents a commitment to the provision of safe and effective car park circulation.

A total of 363 parking spaces provided via a local road requires a Category 3 driveway (minimum 11m-15m wide). The development provides a driveway width of approximately 11 metres thereby meeting minimum requirements.

A copy of the proposed site plan is attached at **Appendix A**.

The swept path analysis attached at **Appendix B** demonstrates access and manoeuvrability of the largest expected vehicle on-site (B-double).

Traffic Assessment

The RMS Technical Direction TDT 2013/04a provides data on trip generation rates for several land use categories based on surveys conducted in Sydney and regional centres in 2010. The trip rate for "Office Blocks" has been identified as 1.6 vehicles per 100m² during the morning peak and 1.2 vehicles per 100m² during the evening peak. On this basis, and the floor area that will be occupied by the additional 110 staff (915m²), the traffic that will be generated by the subject proposal equates to 15 trips in the morning peak and 11 in the evening peak.

When compared to the number of additional parking spaces and the expected high use of private vehicles by staff, the RMS trip generation would appear to underestimate the traffic volumes that will be generated by the proposal.

A more realistic estimate of trip generation can be based on the estimated number of required parking spaces (88) calculated previously in this report. The RMS Guide to Traffic Generating Developments Version 2.2 (October 2002) noted that the trip generation rates for commercial premises were based on an assumption that 80% of employees leave the site in the evening peak hour. Applying these principles to the subject site would provide an estimated trip rate of $88 \times 0.8 = 70$ peak hour trips.

The RMS Guide (*Guide to Traffic Generating Developments, October 2002*) stipulates a mid-block Level of Service (LOS) A of 200 vehicles per hour for roads with one lane of traffic. Hence a two-lane road such as Burando Road would permit up to 400 vehicles per hour for a LOS A.

A traffic count during the peak period estimated that Burando Road experiences approximately 318 vehicle per hour, therefore an additional 70 vehicles generated by the development during the peak hour would expect 388 vehicles per hour on Burando Road. Accordingly, the road will continue to experience LOS A and the development traffic can be accommodated within the external road network without exacerbating delays and road serviceability.

Conclusion

This Traffic Statement has been prepared for the proposed modification at 10 Burando Road, Prestons. The proposal seeks to expand on office area and provide additional car parking and heavy vehicle bays designed in accordance with the Australian Standards. It was concluded in the traffic and parking assessment that the proposed modification complies with Council DCP and the RMS Guide parking requirements, and no significant traffic impact is expected on the external road network as the roads providing access to the site experience low traffic volumes.

Should you require any further information regarding this Traffic impact Assessment, please do not hesitate to contact me.

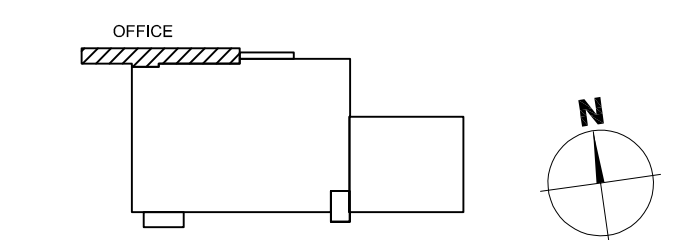


Aron Jaggannath | Traffic Engineer
Barker Ryan Stewart Pty Ltd

Appendix A

Proposed Site Plan

0 5 10 15 20 25m
Scale 1:500

[illegible]

KEY PLAN (NOT TO SCALE)



ALDI FOODS
(A LIMITED PARTNERSHIP)
1 SARGENTS ROAD
MINCHINBURY NSW 2770

Archives

BELL

project details

ALDI PRESTONS
CAR PARK & OFFICE REFURB
PRESTONS NSW

sheet title

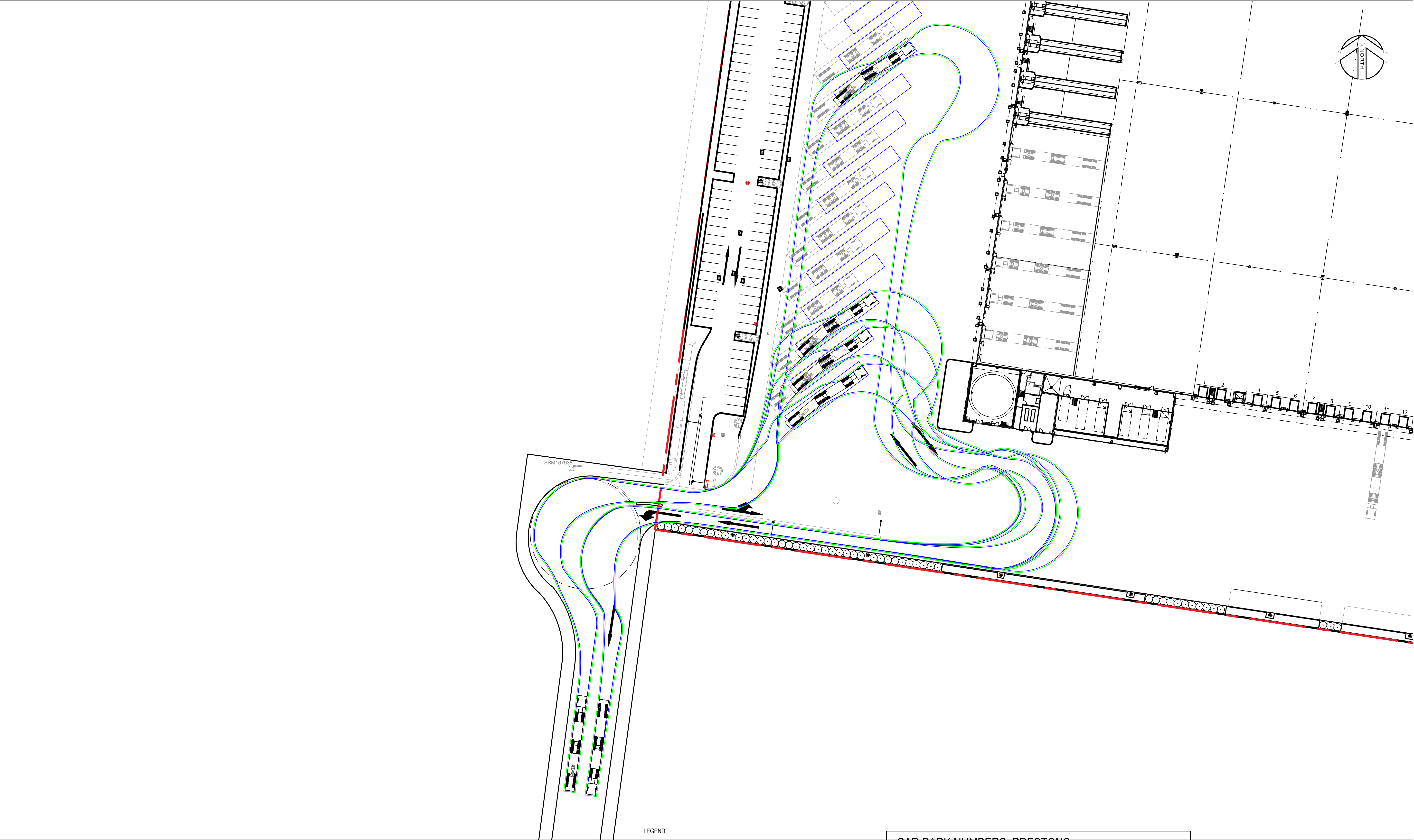
PROPOSED OVERALL SITE PLAN
CAR PARK EXTENSION

issue date	scale @ A0	stage
27.06.2019	1:500	SKETCH
job no.	dwg no.	revision
BAS190014	PRE-SK-A-2001	S1

original sheet size A0: 341 x 1190mm

Appendix B

Swept Path Analysis



No	DATE	AMENDMENT
A	10/04/2019	FIRST ISSUE
B	21/06/2019	SECOND ISSUE
C	04/07/2019	THIRD ISSUE
D	08/07/2019	FOURTH ISSUE



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10 BURANDO ROAD, PRESTONS

SWEPT PATH ANALYSIS - B-DOUBLE ACCESS AND PARKING

Designed: AAJ
Drawn: AAJ
Checked: CC190015TR01

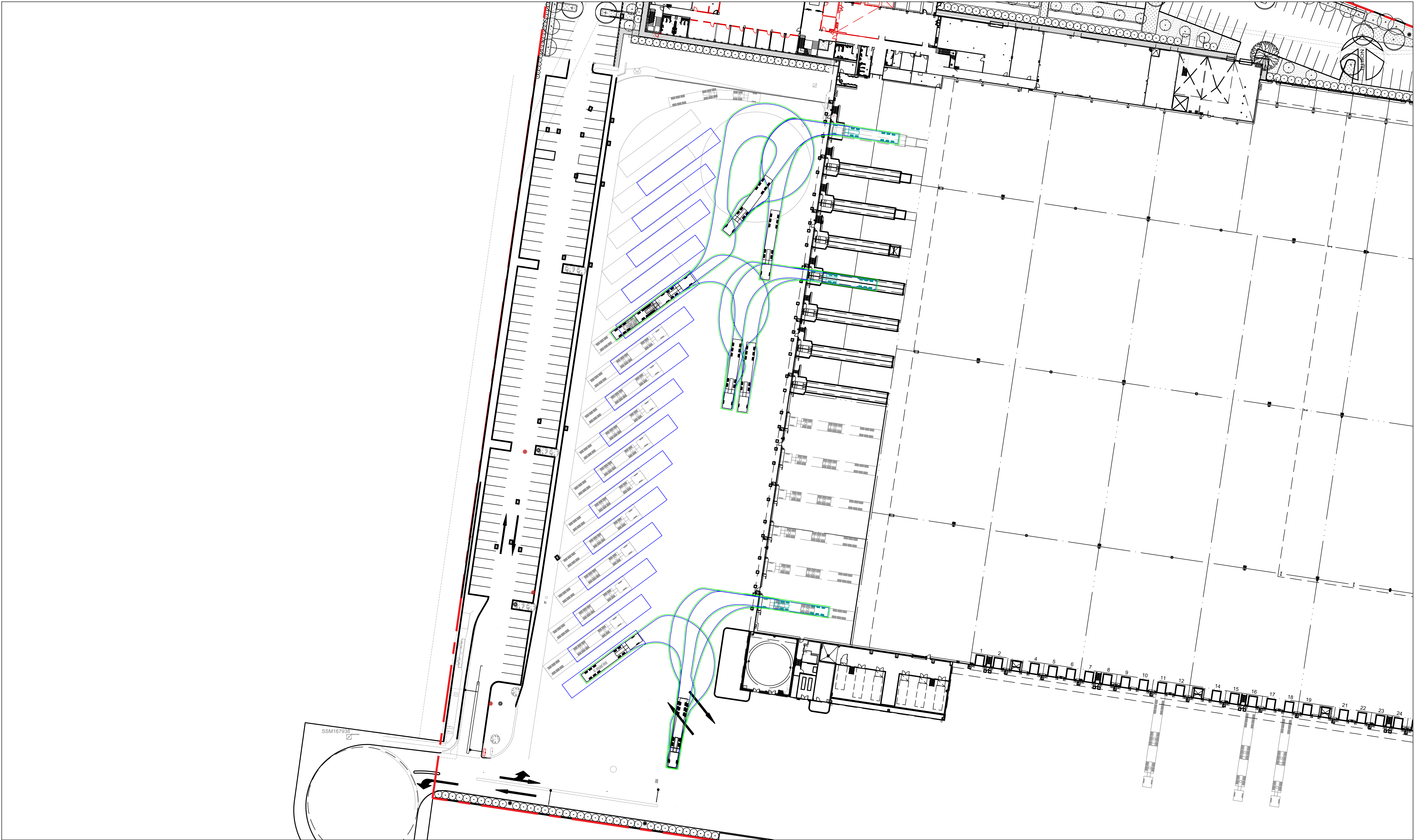
Scales: Plan
Horiz.
Vert.
X-Sect.

Datum: A.H.D.

Plan No.
CC190015TR01
File Ref.
CC190015-D01D
SHEET 1 OF 2 SHEETS

REV.

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No	DATE	AMENDMENT
A	10/04/2019	FIRST ISSUE
B	21/06/2019	SECOND ISSUE
C	04/07/2019	THIRD ISSUE
D	08/07/2019	FOURTH ISSUE



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SWEEP PATH ANALYSIS - 19M ARTICULATED VEHICLE LOADING ACCESS

Designed: AAJ
Drawn: AAJ
Checked: CC190015TR01

Scales: Plan
Horiz.
Vert.
X-Sect.

Datum: A.H.D.

Plan No.
CC190015TR02
File Ref.
CC190015-D01D
SHEET 2 OF 2 SHEETS

REV.

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