



Proposed 4.55 (1A) Modification
NSW Government Consent 05_0142

Amendment to the Design of the ALDI Distribution Centre

10 Burando Road, Prestons

July 2019

ENGINEERING
PLANNING
PROJECT MANAGEMENT
SURVEYING
CERTIFICATION

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1 Introduction

This Section 4.55(1A) modification has been prepared on behalf of ALDI Foods Pty Ltd.

The Section 4.55(1A) seeks to amend development consent 05_0142 to facilitate alterations to ancillary office space at ground level and first floor level in addition to northern and western car park extensions.

The ALDI Prestons Distribution Centre proposal was classified as a major project under Part 3A of the Environmental Planning and Assessment Act 1979 as development for the purpose of a storage or distribution centre with a capital investment of more than \$30 million. According to Schedule 1, Clause 12 of State Environmental Planning Policy (Major Projects) 2005, the Minister was the approval authority and the NSW Government provided development consent 05_0142 on 20/12/2007 for the Aldi Distribution Centre and associated infrastructure.

The Aldi Prestons Distribution Centre is currently utilised for warehouse and distribution and administrative/ office uses. The site, in conjunction with the Aldi Minchinbury Head Office, retains the majority of ALDI corporate staff and is an important element in the business development and management of the organisation.

Significant growth and expansion of ALDI Foods Pty Ltd has occurred since construction of the distribution centre in 2007. The Distribution Centre now requires reconfiguration of the existing premises to accommodate additional staff members. The accommodation of additional staff will be achieved through the redesign of internal office space as outlined in section 3.0 of this report. Extension of the existing western and northern car park will service additional staff parking needs on site.

2 Site Analysis

2.1 Site Description

The real property description is Lot 1 DP 1129090 located at 10 Burrando Road, Prestons.

The irregular shaped site exhibits an approximate area of 12.45ha (subject to confirmation from a registered surveyor) within the Yarrunga Industrial Land Release.

Although predominantly cleared for development, vegetation has been retained within the south eastern portion of the site as shown in Figure 1 below. For the purposes of this s 4.55 (1A) modification, an assessment of existing vegetation has been confined to areas associated with the car park extension where planting exists along a portion of the western boundary and to the south of the existing northern car park. Site trees of varying height, maturity and condition exist along the existing internal road.

Site topography is generally level with vehicle and heavy vehicle access provided from a cul de sac on Burando Road. A landscaped verge exists adjacent to the existing vehicle crossing and promotes the circulation of cars and heavy vehicles to the north. Passenger vehicles currently utilise an internal local roadway to access three primary car parks in the north, north east and east of the site.

The site is predominantly zoned IN3 Heavy Industrial under the Liverpool Local Environmental Plan 2008 and the proposed development is permissible with development consent. A small portion of the site is zoned E2 Environmental Conservation however this irregular shaped handle of vegetation in the south eastern corner of the site



Figure 1: Aerial view of the site

2.2 The Locality

The site is located approximately 5km from the Liverpool centre and as shown in Figure 2 below, the locality predominantly supports large scale industrial, commercial and distribution centre development within close proximity to the M7 Motorway.

Nearby land uses include:

- To the south: Crown E2 zoned Environmental Conservation land and further to industrial development comprising of Bracknell Warehouse and Distribution Centre;
- To the west: Industrial Development with frontages to Bernera Road including Boral Concrete, BP Service Station and warehouse and distribution centres;
- To the north: M7 Motorway and further to industrial development accessed from Jedda Road; and
- To the east: M7 Motorway and further to industrial development accessed from Lyn Parade.



Figure 2: Aerial view of the locality

2.3 Site Photographs



Photo 1: Existing Outdoor area orientated to northern car park



Photo 2: Looking west toward proposed additional car spaces within the northern car park



Photo 3: Looking south toward site entry and proposed car park extension



Photo 4: Existing landscaped verge in the right of frame to be removed

3 Proposed Modifications

The proposed modifications to the design of the Aldi Prestons Warehouse and Distribution Centre are discussed below. Extracts from the proposed Architectural and Landscape Plans showing a representation of proposed modifications are provided in Figures 3-6.

Gross Floor Area calculations will remain unchanged as a result of the proposed works and the existing internal building premises will be reconfigured to achieve a functional and integrated office space and associated facilities as discussed below. The internal alterations have been designed to require minimal external façade alterations and the building as viewed from the streetscape, subject to one external wall alteration at ground floor level to facilitate an additional training room, will remain as existing.

The existing office space will remain in an operational capacity, as existing. Additional work spaces are proposed to complement the existing function of the building and will accommodate additional staff as discussed below.

The distribution centre and warehousing component of the premises will remain unchanged per Architectural Plans in Appendix A. Proposed modifications to the office space will have no detrimental impact on the function of the warehouse space. The proposed car park extension, although incorporating minor encroachment on the truck and trailer parking bays, will not impact on the vehicle movements and operational capacity of the Distribution Centre premises.

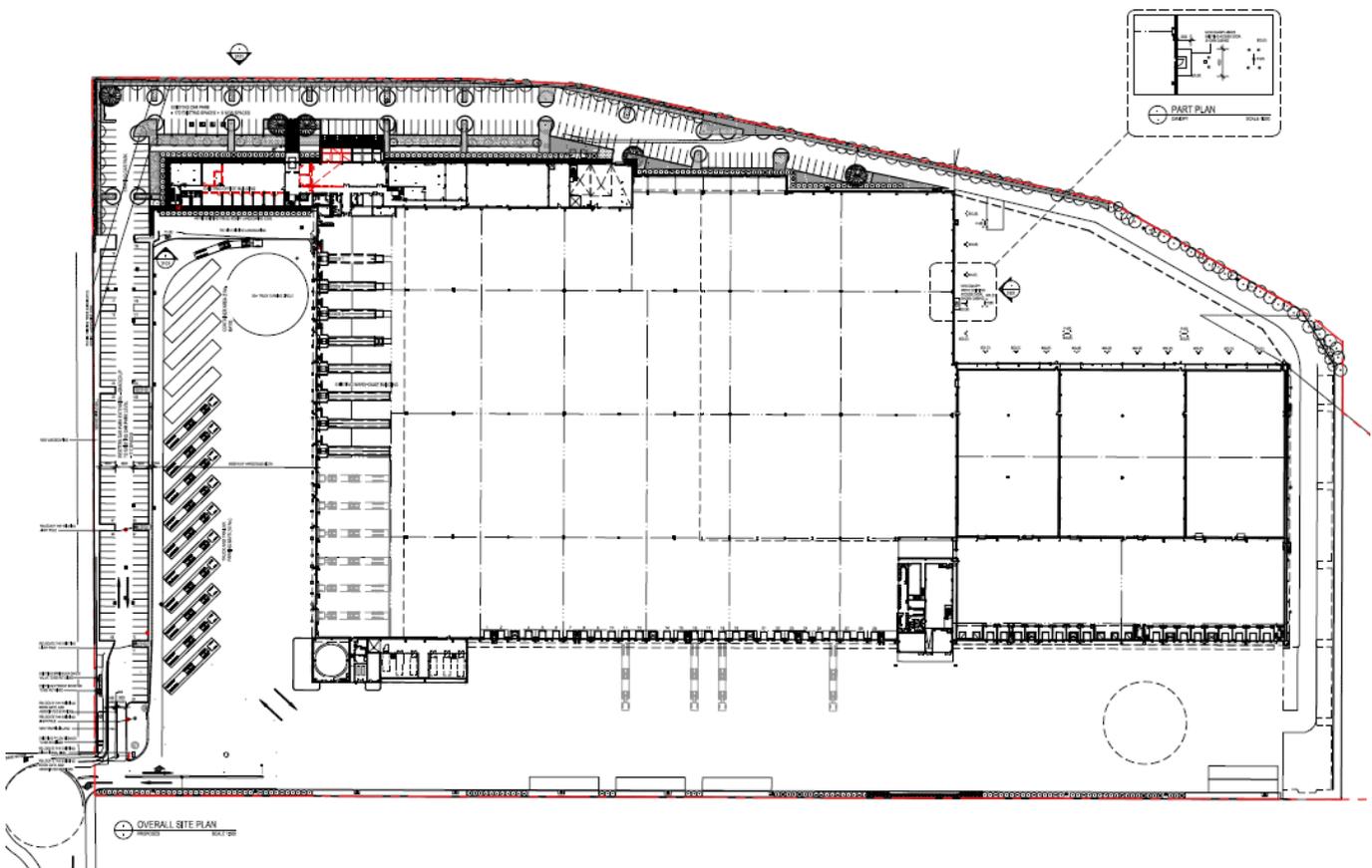


Figure 3: Extract from Overall Site Plan

Staff Numbers

Although the immediate 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 in the future.

Internal Ground Floor Alterations

Proposed ground floor alterations will consist of internal wall construction to facilitate the following:

- Meeting room;
- MD Office;
- Open Office Area incorporating 52 workstations;
- Kitchen/ Breakout Area; and
- Training Room

Minor external wall alterations will facilitate a new training room as per Figure 4 below and Architectural Plans attached in Appendix A. The Training Room will be located adjacent to a modified outdoor area (Outdoor Area 1) and Outdoor Area 2.

Ground floor alterations have been designed to achieve a functional layout that responds to the growth of the ALDI organisation. Open office areas promote effective utilisation of the existing space and can be achieved without major structural construction works.

Note Figure 4 below identifies Ground Floor areas proposed for modification only. Additional floor plans identifying internal floor space to the east of the area shown in Figure 4 is provided in Appendix A.

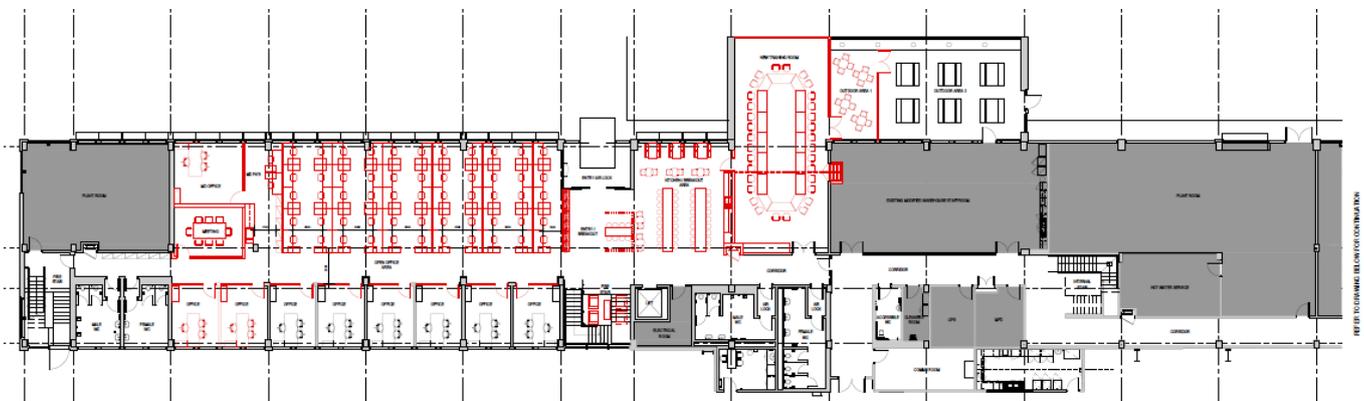


Figure 4: Extract from Architectural Plan - Proposed Ground Floor Plan

Internal First Floor Alterations

Proposed first floor alterations will consist of minor internal alterations and additions to facilitate the following:

- Open Office Areas to the east and west of the Breakout Area resulting in an additional 110 workstations;
- Breakout Area; and
- Minor internal construction works to reconfigure existing office space and a tea room orientated to the south of open office areas.

Proposed first floor alterations are confined to internal works and no modifications to the exterior at this level are required. The Open Office Areas are compatible with the existing design and orientation of the building and similar to the ground floor level proposal, provide the most effective utilisation of the existing premises.

Note Figure 5 below identifies First Floor areas proposed for modification only. Additional floor plans identifying floor space to the east of the area shown in Figure 5 are provided in Appendix A.

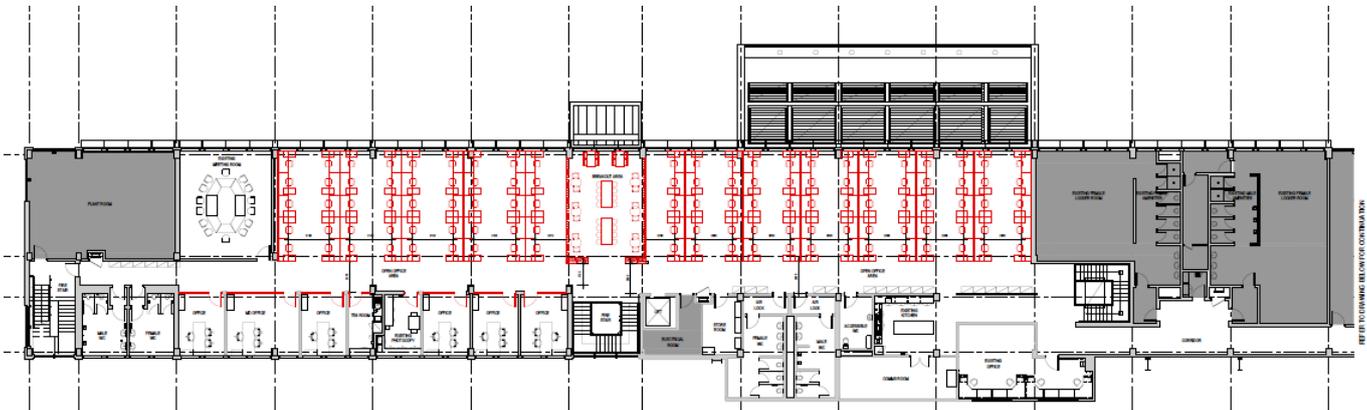


Figure 5: Extract from Architectural Plan - Proposed First Floor Plan

Western and Northern Car Park Extension

The modified car park design will incorporate an additional north to south orientated dual row of car spaces as shown in Figure 3. 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 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 126 at-grade car spaces integrated into the south western corridor of the site. This will significantly increase the current northern and western parking provision from 172 spaces to 298 spaces. Note the Architectural Plans do not illustrate the eastern car park

Parking bays have been designed to incorporate dimensions superior to Australian standards (AS2890.1 and AS2890.2). The proposed driveway width of 10.9m also far exceeds the standard requirements of 6-9m and represents a commitment to the provision of safe and effective car park circulation.

As determined in the Traffic Impact Assessment provided in Appendix D, the development remains compliant with required RMS parking provisions and the Liverpool DCP. The Traffic Impact Assessment also confirmed the use of swept path analysis to demonstrate compliant access and manoeuvrability of the largest vehicles used on site.

Modification 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 vehicle parking bays to the north. In effect however, the sparsely landscaped verge area is detrimental to the overall functionality of the space and design amendments will promote enhanced circulation for larger vehicles.

Landscaping

An integrated Landscape Plan has been prepared and attached in Appendix C.

The design incorporates planting of compatible tree and shrub species throughout the western site perimeter and extended car park area. Vegetation will be strategically located in conjunction with low hedging and native screen planting to achieve a contemporary landscape design that responds to lot characteristics, requirements for vehicle sightlines, truck circulation and the industrial nature of the site.

The Landscape Plan identifies a mixture of trees, shrubs and hedges, and grasses or groundcover. A mixture of exotic and native species have been recommended to retain compatibility with the existing landscape design.

An extract from the proposed Landscape Plan is shown in Figure 6 below.

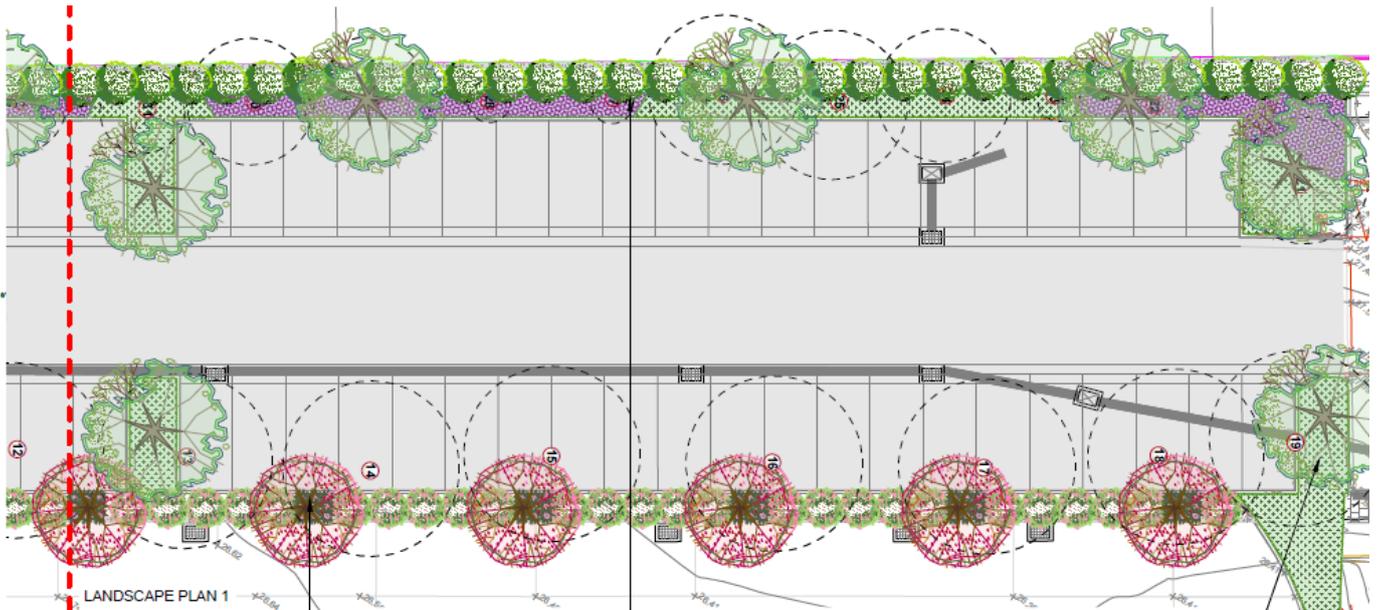


Figure 6: Extract from Landscape Plan

4 Statutory Matters

Under the provisions of Section 4.55(1A) of the Environmental Planning and Assessment Act, 1979 the following applies.

A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:

- (a) it is satisfied that the proposed modification is of minimal environmental impact, and*
- (b) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and*
- (c) it has notified the application in accordance with:*
 - (i) the regulations, if the regulations so require, or*
 - (ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and*
- (d) it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.*

Subsections (1), (2) and (5) do not apply to such a modification.

Following discussions with the Department of Planning it was determined that the proposed development should be categorised under Section 4.55(1A) of the Act. The modification is substantially the same as the originally granted consent and it is considered that the amendment will not cause any adverse environmental impacts.

The internal modifications to the distribution centre will continue to facilitate the approved use of the building and the footprint will remain unchanged. The proposed modifications to external car parking will promote alignment of the western boundary car park with the northern parking infrastructure resulting in significant upgrades to parking provisions.

The table below confirms that the Section 4.55(1A) modification has been prepared in accordance with clause 115 of the EP&A Regulation 2000.

Table 1– Clause 115 Requirements

CLAUSE 115 REQUIREMENT	COMMENT
(a) the name and address of the applicant,	The applicant is Barker Ryan Stewart. Suite 603, 12 Century Circuit, Baulkham Hills, NSW 2153.
(b) a description of the development to be carried out under the consent (as previously modified),	ALDI Distribution Centre and Associated works.
(c) the address, and formal particulars of title, of the land on which the development is to be carried out,	The real property address is Lot 1 DP 1129090 located at 10 Burando Road, Prestons.
(d) a description of the proposed modification to the development consent,	Refer sections 1.0 and 3.0.
(e) a statement that indicates either: (i) that the modification is merely intended to correct a minor error, misdescription or miscalculation, or (ii) that the modification is intended to have some other effect, as specified in the statement,	The purpose of the modification is to facilitate internal work space upgrades and additional car parking infrastructure. Refer section 3.0 for further details.
(f) a description of the expected impacts of the modification,	The proposed modifications will cause negligible environmental impacts. Refer section 5.0 for further details.
(g) an undertaking to the effect that the development (as to be modified) will remain substantially the same as the development that was originally approved,	The proposed changes to the consent will not alter the nature of the development and it is considered that the development will remain substantially the same as the approved development.
(g1) in the case of an application that is accompanied by a biodiversity development assessment report, the reasonable steps taken to obtain the like-for-like biodiversity credits required to be retired under the report to offset the residual impacts on biodiversity values if different biodiversity credits are proposed to be used as offsets in accordance with the variation rules under the Biodiversity Conservation Act 2016,	Not applicable.
(h) if the applicant is not the owner of the land, a statement signed by the owner of the land to the effect that the owner consents to the making of the application	The consent of the owner is attached.
(i) a statement as to whether the application is being made to the Court (under Section 4.55) or to the consent authority (under Section 4.55AA), and, if the consent authority so requires, must be in the form approved by that authority.	Not applicable.

5 State Environmental Planning Policies

State Environmental Planning Policy No 55 - Remediation of Land

Clause 7 of State Environmental Planning Policy No.55 – Remediation of Land requires the consent authority to consider whether land is contaminated during the development application process.

The subject site is not identified within Liverpool DCP Potentially Contaminated Land mapping and there has been no indication of potential contamination present that would restrict the continued industrial use of the site.

State Environmental Planning Policy (Vegetation in Non- Rural Areas) 2017

This policy aims to protect the biodiversity values of trees and other vegetation in non- rural areas.

This policy applies to vegetation in any non-rural area that is declared by a development control plan. Although Liverpool DCP 2008 does not reference SEPP (Vegetation in non- Rural Areas) 2017, a Council permit for clearing of vegetation in non- rural areas may be required.

6 Liverpool Local Environmental Plan 2008

The site is predominantly zoned IN3 Heavy Industrial under the Liverpool Local Environmental Plan 2008 and the proposed development is permissible with development consent.

A minor portion of the site is zoned E2 Environmental Conservation however this irregular shaped handle of vegetation in the south eastern corner of the site is not located within the proposed car park extension works.

Refer to Figure 8 below for Land Use Zoning.

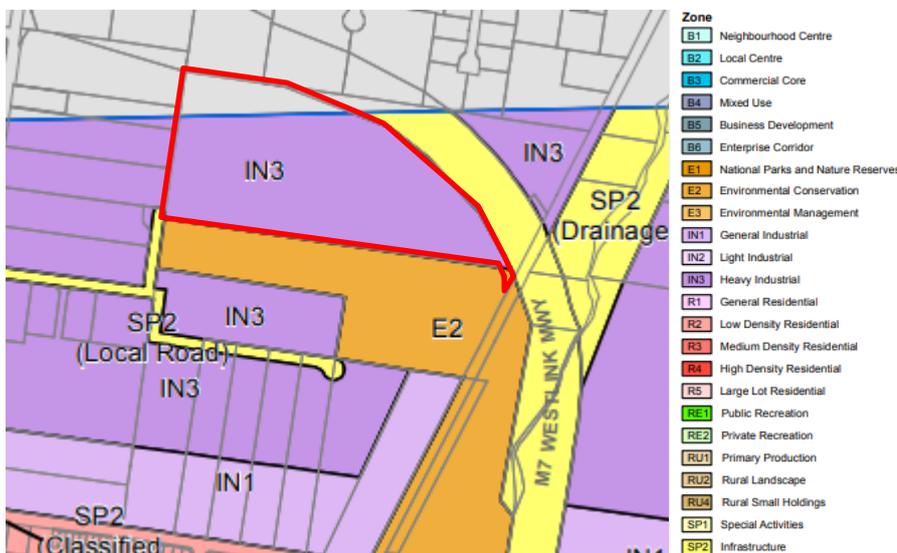


Figure 6: Extract from Liverpool LEP 2008 Land Zoning Map

Other Relevant Clauses:

Clause 4.3 Height of Buildings

Height of buildings will remain unchanged as per the proposed modification.

Clause 4.4 Floor Space Ratio

Floor space ratio will remain unchanged as per the proposed modifications.

Clause 5.10 Heritage Conservation

Nil local heritage items are located within the subject site.

Clause 7.6 Environmentally Significant Land

The site is located within an area of Environmentally Significant Land as per LEP mapping.

It is argued however that the LEP mapping does not reflect the status of the existing ALDI Distribution Centre site characteristics and the mapping requires updating to represent the current circumstances.

Notwithstanding the above, the site was approved for industrial uses and the Arborist Report attached in Appendix F did not identify any tree species with a high retention value. The condition of the vegetation ranges from poor to good and the replacement of impacted species with suitable planting able to be accommodated within a reduced setback is considered to be an effective outcome.

The proposed modification will have no impact on water quality, stream flow or the stability of any creek bed or water course. The car park extension will also have no impact on access to public open space, water bodies or foreshores.

7 Liverpool Development Control Plan 2008

Table 2: Part 7 - Development in Industrial Areas

DCP REQUIREMENT	COMMENT
Part 7 Context and Setting	
1 Preliminary	Noted.
2 Site Area	Not applicable. Subdivision is not proposed.
3 Site Planning	The proposed modifications have been designed to respond to site topography, existing site development and surrounding industrial development. The proposed car park extension aligns with the existing northern car park infrastructure and will have no adverse impact on industrial development to the east. A landscaped setback is proposed to maintain the visual amenity of the boundary line. The site is not subject to additional specific controls for Prestons Industrial Area as per this clause of the DCP.
4 Setbacks	Building setbacks will remain as existing.
5 Landscaped Area	A Landscape Plan has been prepared by Conzept and attached in Appendix C. A suitable mixture of trees, shrubs and groundcover are proposed to replace species removed to accommodate the proposed works.
6 Building Design, Streetscape and Layout	Proposed modifications to the Distribution Centre have been designed to integrate with the existing building design and façade. The partial enclosure of the existing outdoor area will contribute to the northern elevation of the premises. Materials and colours will be compatible with the existing development.

<p>7 Landscaping and Fencing</p>	<p>The proposed landscape design is consistent with the objectives of this clause. The replacement planting of trees along the western boundary will contribute to the screening of additional car park infrastructure without detrimental impact on the visibility of motorists or pedestrians.</p> <p>Proposed landscaping is compatible with existing site planting and surrounding industrial development.</p> <p>A detailed Landscape Plan is attached in Appendix C.</p>
<p>8 Car Parking and Access</p>	<p>The proposed car park extensions are consistent with the objectives and controls of this clause. The additional western boundary parking has been designed to provide functional access to and from the site for pedestrians and motorists. Aisle widths and car spaces have also been designed to promote effective circulation within the site.</p> <p>Landscape bays are provided within the western car park to soften the visual impact of the parking extension.</p> <p>Despite minor reduction in hard stand width of the existing loading dock and truck/ trailer parking bays, swept path assessment provided in the Traffic Impact Assessment (refer Appendix D) confirms opportunities for forward ingress and egress of heavy vehicles.</p>
<p>9 Amenity and Environmental Impact</p>	<p>The proposed modifications to the Distribution Centre are generally confined to internal works and neighbouring properties will not be impacted by operation of the site. The Distribution Centre will continue to operate as existing and there will be no unacceptable impacts associated with additional pollution, dust, noise or odour.</p> <p>Traffic impacts have been assessed in the Traffic Impact Assessment attached in Appendix D. The assessment confirmed the suitability of the site for proposed modifications and identified nil unacceptable impacts on the surrounding road network.</p> <p>Hours of operation will remain as approved.</p> <p>Although tree removal is required to facilitate the widening of the existing internal road, the Landscape Plan (refer Appendix C) identifies suitable replacement of removed species.</p> <p>The site is not located on the DCP Potentially Contaminated Land Map and further contamination assessment is not required.</p>
<p>10 Site Services</p>	<p>Site services and waste management will generally remain as existing.</p>
<p>11 Change of Use of Existing Buildings</p>	<p>Not applicable.</p> <p>No change of use is proposed.</p>
<p>12 Non- Industrial Developments</p>	<p>Not applicable.</p> <p>No change of use is proposed.</p>

8 Section 4.15 Assessment

Social & Economic Impact

The proposal will reinforce the continued social and economic benefit for Prestons and south-western Sydney through the facilitation of additional development within an existing premises. The social benefits associated with the proposal include significant job retainment within the south west and further opportunities for ALDI staff to work in close proximity to residential growth areas. Improved internal office space with dedicated training rooms and staff kitchen facilities characterises primary positive social impacts for users of the space. Enhanced vehicular circulation and opportunities for additional on-site parking also mitigate potential social impacts associated with staff increases. These positive social impacts are reflective of ALDI's commitment to ensuring business premises are safe, accessible and functional.

The proposal will also contribute to the growth and expansion of the ALDI brand through the potential accommodation of 110 additional staff members. The generation of economic growth associated with staff increases of this capacity are significant on a company and community level. Opportunities for additional ongoing ALDI company employment as a result of the works are likely and the generation of positive economic impacts associated with the construction phase of development are also significant.

The further development of the Yarrunga Industrial Land Release is consistent with the strategic direction for Prestons and the south west and the modifications will not adversely impact on the economic viability of industrial development in the immediate or wider locality. To the contrary, the retainment of workers

Stormwater

Stormwater associated with the modified car park area will connect to existing stormwater infrastructure.

The proposed internal design modifications will have no unacceptable impact on the site or surrounds and have been designed to integrate effectively into the existing site characteristics.

Civil Engineering Plans have been prepared and attached in Appendix B.

A Stormwater Management Plan is attached in Appendix G.

Context and Setting

The site is located in a distinctly industrial setting which supports large scale warehouse and distribution centre development. The proposed modifications continue to promote development that is entirely consistent with the established character of the surrounding Prestons locality.

The site is predominantly zoned IN3 Heavy Industrial and the primary objectives of this zone are *to provide suitable areas for those industries that need to be separated from other land uses and to encourage employment opportunities*. The modifications will further enhance the site through effective utilisation of the existing building for additional office space and may provide opportunities for employment.

The additional passive office use of the premises will have no detrimental impact on the amenity of surrounding land uses.

Acid Sulfate Soils

The site is not located in an area subject to Acid Sulfate Soils.

No further assessment is required.

Heritage

No local or state listed heritage items are located within the site or surrounding development.

An AHIMS search confirmed nil Aboriginal sites or places recorded in the vicinity of the subject site.

Sustainability

The proposed internal modifications have been designed to comply with BCA standards and sustainable design elements have been integrated into the proposal. Significant opportunities for solar access to Distribution Centre Glazing will remain and outdoor areas will further enhance opportunities for natural ventilation.

Biodiversity

The site is not located on the Liverpool LEP Terrestrial Biodiversity Map and the proposed modification does not require excessive land clearing.

In accordance with Part 7 of the Biodiversity Conservation Act, the proposal does not require a supporting biodiversity development assessment report because:

- (a) the development is not likely to significantly affect threatened species or ecological communities, or their habitats,
- (b) the development does not trigger any biodiversity offsets schemes; and
- (c) the development is not proposed in a declared area of outstanding biodiversity value.

Access, Traffic and Parking

Access to the site is provided through a vehicular driveway off Burando Road where a large cul-de-sac has been designed to accommodate medium and heavy rigid vehicles used for commercial distribution purposes. Site access will be enhanced through the design modification of a raised verge orientated toward the vehicle crossing. Further, the proposed western car park extension has been designed to integrate seamlessly within the adjacent vehicle access crossing.

Traffic generation impacts have been addressed in the Traffic and Parking Impact Assessment attached in Appendix C. Current parking provisions will be expanded from 347 to 482 at-grade car spaces within the western and northern car parking areas. This represents a significant increase on existing circumstances and in conjunction with additional car parking orientated to the north east and east of the premises, the overall parking provisions are compliant with minimum statutory parking requirements as determined in the following conclusion provided in the Traffic Impact Assessment.

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.

Public Interest

It has been determined that the proposal is entirely in the public interest as expansion of car parking and internal works will continue to facilitate the growth of the ALDI brand. Given that ALDI Supermarkets serve the community through provision of low cost groceries, proposed modifications will further enhance the companies capacity to cater for the growing population in Sydney's south west and beyond.

The proposed design modifications have addressed the immediate need for additional car parking infrastructure and will accommodate an additional 135 vehicles per day. It is acknowledged that proposed parking upgrades represent a significant increase on existing circumstances. This will reduce any

requirement for on street parking within the Prestons industrial setting and allow the containment of vehicles associated with ALDI staff members within the site.

Further to the above, the internal alterations and expansion of the car parking are entirely consistent with Liverpool LEP 2008, Liverpool DCP 2008 and Australian standards relating to access, circulation and parking. The proposal represents a responsive utilisation of the current site and is compatible with surrounding development and the character of the area.

9 Conclusion

The proposed modification, as considered under Section 4.15 of the Act, is substantially the same development as that approved by the NSW Department of Planning (05/0142).

It is considered that the proposed amendments will:

- Provide adequate car parking to meet the needs of ALDI;
- Provide reconfigured internal office space, meeting and training rooms without increasing the gross floor area of the existing building;
- Have no unacceptable impact on the streetscape aesthetic, amenity of the surrounding industrial area or the M7;
- Enhance the current external environment through opportunities for effective circulation of heavy vehicles and increased safety of drivers and staff; and
- Facilitate significant amenity upgrades for staff users of the site through updated internal facilities and work spaces.

The proposed modifications will not cause any unacceptable environmental impacts and should be supported.

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