

Environmental Assessment Report Concept Plan and Project Application

17-21 Parramatta Road, Auburn

Proposed 'Costco' Wholesale and Retail Warehouse &
Costco Regional Headquarters

Submitted to
Minister for Planning
On Behalf of Costco Wholesale Australia

October 2009 ■ 09012

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This report has been prepared by: Claire Wright

Signature



Date 08/10/09

This report has been reviewed by: Andrew Duggan

Signature



Date 08/10/09

Statement of Validity

This Environmental Assessment has been prepared and submitted under Part 3A of the *Environmental Planning and Assessment Act 1979* (as amended) by:

Environmental Assessment

Name	Andrew Duggan
Qualifications	BA MURP LLB MPIA
Company	JBA Urban Planning Consultants Pty Ltd
Address	Level 7, 77 Berry Street North Sydney NSW 2060
In respect of	Concept Plan and Project Application

Project Application

Applicant	Costco Wholesale Australia
Address	Ground Floor, 82 Waterloo Road, North Ryde NSW 2113
Land to be developed	17-21 Parramatta Road, Auburn
Proposed development	'Costco' Wholesale and Retail Warehouse and 'Costco' Regional Headquarters

Environmental Assessment	An Environmental Assessment (EA) is attached
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Certificate	I certify that I have prepared the content of this Environmental Assessment and to the best of my knowledge:
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- It is in accordance with the Environmental Planning and Assessment Act and Regulation.
- It is true in all material particulars and does not, by its presentation or omission of information, materially mislead.

Signature

Name	Andrew Duggan
Date	8 October 2009

Contents

Executive Summary	v
1.0 Introduction	1
1.1 Environmental Assessment and Approvals Process	1
1.2 Overview of Project	2
1.3 Project Team	3
1.4 Capital Investment Value	3
2.0 Site Analysis	4
2.1 Site Location and Context	4
2.2 Auburn Demographic Profile	5
2.3 Land Ownership and Legal Description	6
2.4 Existing Development	6
2.5 Utilities and Services	9
2.6 Topography	9
2.7 Geology and Groundwater	9
2.8 Drainage and Flooding	10
2.9 Surrounding Development	10
2.10 Parramatta Road – Existing Landuse	14
2.11 Heritage Items	18
2.12 Surrounding Road Network	19
2.13 Pedestrian and Public Transport	20
2.14 Summary of Site Opportunities and Constraints	21
3.0 Planning Framework and Context	22
3.1 Strategic Planning	22
3.2 Statutory Planning	25
4.0 Consultation	31
5.0 Description of the Proposed Development	33
5.1 Costco Wholesale and Retail Premises Model	33
5.2 Design Principles	35
5.3 Building Description	35
5.4 Numeric Overview	37
5.5 Materials and Finishes	37
5.6 Internal Layout	38
5.7 Hours of Operation	39
5.8 Access, Loading and Parking	39
5.9 Landscape Design	40
5.10 Ecological Sustainable Development	41
5.11 Signage	41
5.12 Utilities and Services	42
5.13 Stormwater Drainage	42

6.0 Environmental Assessment 44

6.1	Director General's Environmental Assessment Requirements	44
6.2	Site Suitability and Implications of Proposed Land Use	46
6.3	Consistency with Planning Instruments, DCPs and Guidelines	47
6.4	Built Form	47
6.5	Economic Impact Assessment	48
6.6	Environmental Amenity	52
6.7	Traffic, Car Parking and Accessibility	53
6.8	Ecological Sustainable Development	56
6.9	European Heritage	59
6.10	Contamination and Acid Sulphate Soils	59
6.11	Geotechnical and Groundwater Implications	61
6.12	Drainage, Flooding and Climate Change	62
6.13	Utilities	63
6.14	Building Code of Australia	63
6.15	Crime and Public Safety	64
6.16	Construction Management	66
6.17	Waste Management	68

7.0 Draft Statement of Commitments 70

7.1	Development Contributions	70
7.2	Landscaping	70
7.3	Traffic Management	70
7.4	Ecologically Sustainable Development	70
7.5	Contamination	70
7.6	Geotechnical Implications	70
7.7	Flood Management	71
7.8	Waste Management	71
7.9	BCA	71
7.10	Construction Management	71

8.0 Conclusion 72

Figures

1	Site Plan	4
2	Aerial Photo of site	5
3	The existing warehouse building on the site when viewed from the Auburn Power Centre	7
4	The loading dock and concrete apron at the western end of the site	7
5	Existing western accessway to the site	8
6	Existing eastern accessway to the site	8
7	Context Map	10
8	Lidcombe Power Centre	11
9	Haslam's Creek when viewed from Haslam's Creek Bridge	12
10	Hertz truck rental and Plush Furniture showroom at 15 Parramatta Road	12
11	Plush Furniture showroom at 15 Parramatta Road located to the east of the site	13
12	The Bunnings Warehouse located to the west of the site	13
13	Parramatta Road Key Bulky Goods Sites	15

14	Haslam's Creek Bridge	18
15	Existing Road Hierarchy	19
16	Main pedestrian routes and public transport facilities	20
17	Examples of typical product displays and floor layout	34
18	Image of the western facade	36
19	Image of the south eastern corner of the proposed development from Parramatta Road	36
20	Southern elevation – Parramatta Road frontage	36
21	Materials and Finishes Board	38
22	Retail trade area and location of existing retail centres	49

Tables

1	Parramatta Road Key Bulky Goods Sites	16
2	Relevant Provisions of Auburn LEP 2000	25
3	Key provisions of the Industrial Areas DCP	27
4	Key provisions of the Stormwater and Drainage DCP	29
5	Key provisions of the Car Parking and Loading DCP	30
6	Summary of key issues raised via consultation with authorities	31
7	Proposed Building Setbacks	35
8	Numeric overview of the proposed development	37
9	Materials and Finishes	37
10	Summary of the proposed uses by level	38
11	Director General's Environmental Assessment Requirements	44
12	Relevant State, Regional and Local Plans	47
13	Existing two way peak hour traffic flows	53
14	Predicted peak hour trip generation	53
15	Predicted daily traffic profile	54
16	Existing and predicted performance ⁴ intersection analysis	54
17	Car Parking	55
18	Subsurface Profile	61
19	Assessment of potential flooding of the proposed building	62
20	Incident concentration near proposed development	64
21	Waste estimates, required waste handling equipment and frequency of collection	68

Appendices

A	Architectural Plans <i>Mulvanney G2 and Group GSA</i>
B	Director General's Environmental Assessment Requirements and Authorisation <i>Department of Planning</i>
C	Capital Investment Values Assessment <i>Northcroft (Australia) Pty Ltd</i>
D	Survey Plans <i>Stuchbury Jaques Pty Ltd</i>
E	Geotechnical Report <i>URS Australia Pty Ltd</i>

- F** Engineering Report
Hughes Trueman Pty Ltd
- G** Landscape Report and Plan
McGregor Coxall
- H** ESD Statement
Sustainable Built Environments Pty Ltd
- I** Heritage Impact Statement
Godden Mackay Logan
- J** Table of Compliance
JBA Urban Planning Consultants Pty Ltd
- K** Economic Impact Assessment
Essential Economics Pty Ltd
- L** Traffic Report
Halcrow MWT
- M** Phase 1 and Preliminary Phase 2 Environmental Site Assessment
URS Australia Pty Ltd
- N** BCA Statement
Philip Chun and Associates Pty Ltd
- O** Accessibility Assessment
Philip Chun Accessibility
- P** Preliminary Fire Safety Engineering Review
Defire (NSW) Pty Ltd
- Q** Preliminary Construction Management Plan
Hanson Yunken
- R** Waste Management Plan
Wastech Engineering

Executive Summary

Purpose of this report

This submission to the Department of Planning comprises an Environmental Assessment for a joint Concept Plan and Project Application under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It relates to the development of a 'Costco' Wholesale and Retail Warehouse and Costco's Australian Headquarters at 17-21 Parramatta Road, Auburn.

A Preliminary Environmental Assessment Report (PEAR) and a request for consideration of the proposal under Part 3A were made to the Department on 5 May 2009. On 1 June 2009, the Minister declared that that the project was one to which Part 3A of the EP&A Act applied. The Final Director General's Requirements were provided to the proponent, Costco Wholesale Australia on 14 July 2009.

This submission is in accordance with the Department of Planning's guidelines for a Concept Plan and Project Application lodged under Part 3A and addresses the issues raised in the Director General's Requirements dated 14 July 2009.

Overview of Project

The Concept Plan and Project Application seeks approval for:

- demolition of the existing distribution warehouse;
- construction of a new Costco Wholesale Retail Warehouse building totalling 16,376m² GFA , including:
 - 13,686m² retail GFA; and
 - a new Australian regional headquarters for Costco comprising 1,960m² GFA commercial office floorspace;
- loading docks and car parking for 771 spaces;
- construction of landscaping and associated physical infrastructure (both on and off site) including roadworks, stormwater measures and utilities.

The capital investment value of the overall project is \$60,923,000.

The Proponent

The proponent of the development is Costco Wholesale Australia. The site is currently owned by Tallen Pty Ltd.

The site

The site is known as 17-21 Parramatta Road and comprises two parcels of land being Lot 1 in DP214452 and Lot 1 in DP 522225. It is bounded by the M4 Motorway to the north, Parramatta Road (Great Western Highway) to the south, light industrial premises to the east and Haslam's Creek to the west. The site is 2.522 hectares in area and contains a warehouse building, which occupies approximately 80% of the site area.

Surrounding development comprises the Lidcombe Power Centre to the south of Parramatta Road, Hertz truck rental and Plush Furniture to the east at 15 Parramatta Road and Red Yard (a retailing and entertainment precinct) to the south west at 100 Parramatta Road. The nearest residential dwellings are situated ~250 metres due north on the opposite side of the M4 Motorway and ~275 metres due south to the south of the Lidcombe Power Centre.

Strategic Planning Context

The following strategic plans and policies apply to the proposal:

- NSW State Plan
- Sydney Metropolitan Plan
- Draft West Central Subregional Strategy
- Auburn Employment Lands Study
- Draft Centres Policy – Planning for Retail and Commercial Development

The proposed development fulfils the objectives of these strategic documents as outlined in Section 3 of the report.

Statutory Planning Context

The following statutory plans apply to the proposal:

- *State Environmental Planning Policy (Major Development) 2005*
- *State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 64)*
- *State Environmental Planning Policy No 55 – Contaminated Land (SEPP 55)*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*
- *Auburn Local Environmental Plan 2000*
- *Draft Auburn Local Environmental Plan No 22*
- *Auburn General Requirements Development Control Plan*
- *Auburn Industrial Areas Development Control Plan*
- *Auburn Stormwater and Drainage Development Control Plan*
- *Auburn Car Parking and Loading Development Control Plan*

The site is located within the 4C Industrial Enterprise Zone under Auburn LEP 2000. Whilst the proposed retail and commercial uses are not currently permissible within the zone, the proposed development generally complies with the provisions of all other statutory plans and policies as discussed in Section 3 and Section 6.3 of the report.

Environmental Impacts

In terms of site planning and potential environmental impacts, a summary of the key issues are set out below.

Site Suitability

The site is considered suitable for the Project for the following reasons:

- The proposal will reinforce the broader strategic aim for Parramatta Road (as outlined in the Metropolitan Strategy) to become an Enterprise Corridor that contributes significantly to the local economy.
- The proposal is conducive to retail and business operations within the identified future enterprise corridor in the draft West Central Subregional Strategy.
- The Parramatta Road frontage provides good exposure to passing traffic and has good access from the M4 Motorway, Silverwater Road and Homebush Bay Drive.
- The site is situated from sensitive receptors such as dwellings, hospitals and schools.

- The site can satisfactorily accommodate the Costco store, parking, traffic and Australian regional office and the surrounding road network is able to accommodate the traffic that will be generated from the proposal.

Built Form

The proposed development is considered to provide an appropriate urban design outcome as it:

- provides a modern and contemporary retail warehouse unit, which is articulated using exterior stairwells, vertical elements and materials to provide interest to the facades;
- is a similar bulk and scale to the existing building on the site;
- it is orientated to the west and provides a modulating built form, with changes in height along the western and southern facades;
- incorporates materials which ensures that the building maintains a fresh appearance and integrates with the existing streetscape;
- enables a greater volume of landscaping on the site, to soften the appearance of the building; and
- will contribute positively to the streetscape along Parramatta Road.

Economic Impact

The proposed Costco development will provide significant economic benefits and employment opportunities to the region, with no significant cost to the public as all necessary infrastructure is in place or will be funded by Costco.

The proposal will generate approximately \$61 million of capital investment and 130 construction jobs, 160 equivalent full-time jobs plus 70 positions in the head office component by 2011.

The proposed Costco will capture an acceptable and very modest amount of sales from existing centres given the wide trade area in which the Costco development will operate.

Environmental Amenity

An assessment of the environmental impact upon surrounding land uses has found that:

- the Lidcombe Power Centre retail development will be overshadowed at 9am on 21 June for less than 3 hours;
- no other buildings surrounding the site will be overshadowed by the development; and
- the development will not impact on visual privacy, acoustic privacy or will result in the loss of an iconic or significant view from any surrounding building or any other sensitive uses such as dwellings, schools or hospitals within the vicinity.

Access and Parking

An assessment of traffic generation, car parking and accessibility has found that:

- the site is well serviced by the arterial road system and whilst it is busy in peak periods, it operates satisfactorily;
- following the development of the Costco store and new Nyrang Street/ Parramatta Road intersection, all of the intersections in the study network would operate satisfactorily except for the Hill Road/ Bombay Street and Silverwater Road/ St Hilliers Road intersections. However it was found that these intersections require improvement and would not operate satisfactorily irrespective of the Costco development;
- the amount of parking proposed is considered to be satisfactory;

- there are limited public transport services in the area, however the proposed development could act as a catalyst for the provision of additional public transport and pedestrian facilities and will promote the use of non-car based transport.

Ecological Sustainable Development

The proposal seeks to reduce energy and water consumption through design, provide a pleasant indoor environment, reduce, reuse and recycle materials and resources, and create a safe and healthy physical environment, by incorporating a range of environmental initiatives into the design of the development and also initiatives into the construction and operational phases of the development.

Heritage Impacts

The site is not part of the Auburn Heritage Study and is not identified as a heritage item. The site is not considered to have any known historic associations of significance. It is situated in the vicinity of the Haslam's Creek Bridge and Culvert which are identified as local heritage items. An assessment of the potential impact of the development upon the Haslam's Creek Bridge and Culvert has been undertaken. It is considered that the development will not have any direct impact upon the bridge or culvert or their visual setting.

Contamination

A Phase 1 and preliminary Phase 2 Environmental Assessment has found that the site contains concentrations of potential contaminating materials which are below the adopted soil investigation levels appropriate for commercial/ industrial uses. The fill materials beneath the site would be classified as General Solid Waste.

Asbestos containing materials have been found in the main warehouse roof and other locations within the existing building. These will be removed by appropriately licensed contractors and in accordance with an asbestos management plan for the site.

Drainage and Flooding

The proposed development provides a symphonic drainage system, comprising underground pipes, a rainwater reuse system and water quality devices which will ultimately allow water to flow through the existing stormwater outlets into Haslem's Creek.

A flood risk assessment of the site has also been undertaken. This is based upon *'Haslam's Creek Floodplain Risk Management Study and Plan'* dated January 2003. This assessment confirms that the majority of the site and the proposed floor levels of the building will not be affected by a 1 in 100 year storm event.

BCA and Equitable Access

The proposed development will be designed to comply with BCA 2009 (and develop alternate solutions where reasonable), statutory obligations imposed by the Disability Discrimination Act 1992 and relevant Australian Standards.

Crime and Public Safety

A review of the proposed development has found that the design incorporates and complies with the main principles of Crime Prevention Through Environmental Design.

Construction Impacts

The proposed construction period is approximately 12 months, and the proposed construction hours are 7.00am to 6.00pm Monday to Friday, 7am to 4pm on Saturdays and 8.00am to 4.00pm on Sundays. The duration of the construction period is estimated to be 12 months.

A Preliminary Construction Management Plan has been prepared for the proposed development, this includes a number of management plans to mitigate any potentially adverse impacts arising from sedimentation, dust, noise, vibration, concrete pumps, trucks and traffic and contamination. It also includes management plans in regard to complaints handling, water management and waste management.

Consultation

Consultation has been undertaken with agencies including Auburn Council, RTA, Department of Planning and Utilities providers. Public consultation was undertaken in the form of a letterbox drop of all businesses and residents south of the M4 Motorway and within approximately 1.5km of the site and information provided on the Costco website which included an opportunity for people to leave feedback and comment. A summary of the consultation responses are included at Section 4 of the report.

Conclusion

The proposed development will provide a new and unique form of retailing to Sydney and provide many direct economic benefits to Auburn and surrounding LGAs. The Environmental Assessment and its supporting appendices, in tandem with the draft Statement of Commitments demonstrate that the proposal will not generate significant environmental impacts. In light of this, the Concept Plan and Project Application are recommended for approval.

1.0 Introduction

This Environmental Assessment Report (EAR) is submitted to the Minister for Planning pursuant to Part 3A of the Environmental Planning and Assessment Act 1979 (EP&A Act). This is to fulfil the Environmental Assessment Requirements issued by the Director General for the preparation of an Environmental Assessment for a Project Application and Concept Plan for a 'Costco' Wholesale and Retail Warehouse and Costco's Australian Headquarters at 17-21 Parramatta Road, Auburn.

The report has been prepared by JBA Urban Planning Consultants Pty Ltd, for the proponent, Costco Wholesale Australia ("Costco") and is based on information provided by Costco and design information provided by Group GSA & Mulvanny G2 (**Appendix A**) and supporting technical documents provided by the expert consultant team.

This EAR describes the site, its environs and the proposed development, and includes an assessment of the proposal in accordance with the Director-General's Environmental Assessment Requirements under Part 3A of the EP&A Act. It should be read in conjunction with the information contained within and appended to this report.

The report is structured as follows:

Section 1: Introduction, overview of the environmental assessment and approvals process, over view of the project, project team and capital investment value.

Section 2: Site location and context, landownership, existing site conditions, surrounding development, Auburn demographics, surrounding road network summary of opportunities and constraints.

Section 3: The current strategic and statutory planning framework.

Section 4: Summary of the key issues from consultation.

Section 5: Description of the proposed development.

Section 6: Environmental Assessment of the Concept Plan and Project Application.

Section 7: Draft Statement of Commitments.

Section 8: Conclusion

The Appendices include a range of technical studies undertaken to inform the Concept Plan and Project Application and its environmental assessment. These studies address the Director General's requirements for the environmental assessment. They provide a technical assessment of the environmental impact of the proposed development, suitability of the site for the proposed development and recommend proposed mitigation measures to manage potential environmental impacts associated with the proposal.

1.1 Environmental Assessment and Approvals Process

The Major Development SEPP 2005 (as it was when the development was declared to be a Part 3A development) identifies development to which Part 3A of the EP&A Act applies and for which the Minister is the consent authority.

Clause 6 of the SEPP states that development, which in the opinion of the Minister is development of a kind referred to in Schedule 1 (Classes of Development, Schedule 2 (Specified Sites) or Schedule 3 (State significant development) of the SEPP, is declared to be a project to which Part 3A applies.

Clause 13, Group 5 of Schedule 1 of the Major Development SEPP at the time of making the declaration provided that Minister may declare as Part 3A development:

“development for the purpose of residential, commercial or retail projects with a capital investment value of more than \$50 million that the Minister determines are important in achieving State or regional planning objectives.”

On 5 May 2009 and in accordance with section 75B of the EP&A Act, and Clause 6 of the Major Projects SEPP, JBA Urban Planning Consultants on behalf of Costco requested that the Minister:

- declare the project to be a Major Project subject to Part 3A of the EP&A Act;
- authorise the preparation and lodgement of a Concept Plan for the site; and
- issue environmental assessment requirements for the Concept Plan and Project Application.

On 1 June 2009, the Minister declared the project was one to which Part 3A of the EP&A Act applied. The Minister also authorised the proponent to submit a Concept Plan for the development.

On 22 June 2009, in accordance with section 75F of the EP&A Act, the Director-General of the Department of Planning issued the requirements for the preparation of an Environmental Assessment to accompany a the Concept Plan and Project Application for the project.

Further, on 14 July 2009, the Department of Planning issued updated Director Generals Requirements (DGR's) pursuant to section 73 (3) of the EP&A Act. These included key issues to be addressed as part of the Environmental Assessment. The environmental assessment of the proposal at Section 6, therefore addresses all issues as included with the DGRs dated 14 July 2009. A copy of the DGRs and authorisation to lodge a Concept Plan is included in **Appendix B**.

This report constitutes the Environmental Assessment Report (EAR) for a Concept Plan and Project Application for the site.

1.2 Overview of Project

The Concept Plan and Project Application seeks approval for:

- demolition of the existing distribution warehouse;
- construction of a new Costco Wholesale Retail Warehouse building totalling 16,376m² GFA , including:
 - 13,686m² retail GFA; and
 - a new Australian regional headquarters for Costco comprising 1,960m² GFA commercial office floorspace;
- loading docks and car parking for 771 spaces;
- construction of landscaping and associated physical infrastructure (both on and off site) including roadworks, stormwater measures and utilities.

1.3 Project Team

An expert project team has been formed to deliver the project and includes:

Proponent	Costco Wholesale Australia Pty Ltd
Architecture and urban design	Group GSA & Mulvanney G2
Urban Planning	JBA Urban Planning Consultants Pty Ltd
Land Surveyors	Stutchbury Jaques Pty Ltd
Landscape Architects	McGreggor Coxall
Market Analysis and Economic Impact Assessment	Essential Economics Pty Ltd
Quantity Surveyors	Northcroft (Australia) Pty Ltd
Geotechnical	URS Australia Pty Ltd
Contamination	URS Australia Pty Ltd
Civil Engineering	Hughes Trueman Pty Ltd
Infrastructure	Hughes Trueman Pty Ltd
Stormwater	Hughes Trueman Pty Ltd
Water and Flooding Engineers	Hughes Trueman Pty Ltd
Sustainable Strategy Design	Sustainable Built Environments Pty Ltd
Building Code of Australia	Philip Chun and Associates Pty Ltd
Fire Safety	Defire (NSW) Pty Ltd
Traffic and Transport	Halcrow MWT
European Heritage	Godden Mackay Logan
Accessibility Consultant	Philip Chun Accessibility
Legal	Blake Dawson

1.4 Capital Investment Value

The estimated capital investment value is \$60,923,000 as detailed in the Capital Investment Values Assessment prepared by Northcroft (Australia) Pty Ltd (**Appendix C**).

2.0 Site Analysis

2.1 Site Location and Context

The site is located at 17-21 Parramatta Road, Auburn. The site is bounded by the M4 Freeway to the north, Parramatta Road (Great Western Highway) to the south, light industrial premises to the east and Haslam's Creek to the west. The site is located immediately opposite the Lidcombe Power Centre development (sometimes referred to as the Spotlight site). A locality plan is provided at **Figure 1**.



Figure 1 – Site Plan

It has a total site area of 2.522 hectares. The site is generally flat and currently contains a warehouse building (which occupies approximately 80% of the site), circulation, car storage and access space. An aerial photograph showing existing development on site is provided at **Figure 2**.



Figure 2 – Aerial Photo of site

2.2 Auburn Demographic Profile

The Auburn local government area (LGA) is predominantly a residential and industrial area, comprising the five town centres of Auburn, Lidcombe, Berala, Regents Park and Newington.

A summary of the key demographic characteristics¹ is set out below. The Auburn Employment Lands Study however indicates that the demographic characterises of Auburn are slowly changing. Traditionally characterised as having a predominantly semi-skilled and un-skilled labour force, high unemployment rates and individual and household income levels below the Sydney Statistical Division, the proportion of skilled workers are increasingly occupying housing within the LGA and therefore the proportion of Auburn's population in higher income bands are likely to increase.

Population

The current population of Auburn is approximately 68,000 which is expected to grow to approximately 92,000 by the year 2021. Auburn Council's statistics indicate that in 2006 the age structure comprised:

- 0-17 – approximately 25%;
- 18-59 – approximately 63%; and
- 60+ – approximately 12%.

¹ Information sourced from Auburn Council Key Demographic profile

Income and Employment

Auburn has traditionally been characterised as comprising a larger proportion of low income households (earning less than \$500 per week) than high income households (earning over \$1700 per week). In 2006 the median weekly household income was \$906, which is lower than the Sydney Statistical Division level of \$1,154.

At the 2006 Census, approximately 26% of Auburn's labour force was employed part-time and 61% were employed full time. Furthermore the LGA had an unemployment rate of 9.1%.

The Auburn Employment Lands study indicates that industrial employment account for 47% of jobs within the LGA, however it also has growing concentrations in retailing and business services and has become a major focus for retailing and wholesaling in the Sydney Metropolitan Area.

Housing

In 2006, the majority of dwellings in Auburn were separate houses (50.2%), with medium density dwellings accounting for 21.8% and high density dwellings 19.7%. Since 2001, Auburn Council note that there has been a 17.6% increase in the total number of occupied private dwelling, but the proportion of separate houses has decreased and the proportion of higher density flat, unit and apartments tenures increasing.

Social Structure

Auburn is considered to be one of the most culturally diverse LGAs in Australia. The 2006 Census indicated that 66.2% of residents spoke a language other than English, with the five most common languages spoken at home being Arabic, Cantonese, Turkish, Mandarin and Korean.

2.3 Land Ownership and Legal Description

The site is legally described as Lot 1 in DP 214452 and Lot 1 in DP 522225 and is currently owned by Tallen Pty Ltd.

A site survey prepared by Stutchbury Jaques Pty Ltd is included at **Appendix D**.

2.4 Existing Development

The site is currently occupied by a rectilinear single storey warehouse building. The building which is constructed of red brick is currently used by Bevchain and Linfox as a storage warehouse and transport depot for alcoholic beverages.

The long elevation of the building runs parallel to Parramatta Road and is approximately 140 metres in length. A strip of landscaping approximately 4 metres in width and containing mainly Conifer trees is located between Parramatta Road and the existing building.



Figure 3 – The existing warehouse building on the site when viewed from the Auburn Power Centre

The western portion of the site is characterised by a large concrete apron which provides space for the parking of trucks and trailers. The loading dock for the existing building is also located on the western end of the building (**Figure 4**).



Figure 4 – The loading dock and concrete apron at the western end of the site

A pole mounted advertising billboard is located on the north eastern corner of the site. This advertising sign currently provides third party signage directed at motorists on the M4.

The site currently comprises approximately 1,620m² of landscaping of which include the exotic fir trees along Parramatta Road and an established *Tristanopsis* tree at the western site access. In addition a stand of Ficus and Melaleuca trees are located to the north of the site. As shown in **Figure 2**, these trees are located on the verge of the M4 Motorway and provide screening of the site.

2.4.1 Existing Access

There are existing driveways fronting Parramatta Road on the western and eastern ends of the site. The existing accessway at the western end of the site is the major access point to the site providing truck access to the loading dock and parking areas (**Figure 5**). The eastern end accessway is gated and appears to be less frequently used (**Figure 6**).

Trucks accessing and exiting the site from the western accessway are able to turn left onto Parramatta Road or make a right hand turn across Parramatta Road when the traffic flows permit.



Figure 5 – Existing western accessway to the site



Figure 6 – Existing eastern accessway to the site

2.5 Utilities and Services

The site is currently served by a full range of utilities and services. A brief description of the service connections are set out below.

Sewer

The site is currently serviced by a sewer main which is located at the north-western corner of the site and drains to the north beneath the M4 Motorway.

Water

There are existing Sydney Water, water mains located along Parramatta Road. The site is connected to an existing main located at the eastern end of the site.

Electricity

The site is under the authority of Energy Australia. It is understood that it is currently serviced by above ground and underground cables that run along the Parramatta Road frontage of the site.

Telecommunications

The relevant service plans indicate that there are underground Telstra telecommunication services along both sides of Parramatta Road, which service the site.

Gas

The site is under the authority of Agility. It is currently serviced by gas supply services along the Parramatta Road frontage.

2.6 Topography

The topography of the site generally falls from the south-east corner towards the north-western corner and Haslam's Creek. Site levels are shown in AHD on the Survey Plan at **Appendix D**.

2.7 Geology and Groundwater

The site is underlain by Hawkesbury sandstone. The subsurface profile of the site comprises:

- Concrete/ Bitumen Pavement (between 0-015m thick);
- Sand/ clayey sand fill (between 0.15 to 3.25m thick);
- Silty clay alluvial soil (between 0.3 to 4.8m thick);
- Clay residual soil (between 0.5 to 5.3m thick);
- Shale bedrock (between 0.5 to 3.5m thick) and
- Shale/ laminate bedrock (greater than 1.5m).

Geotechnical investigations were undertaken by URS Australia Pty Ltd (URS) and are included at **Appendix E**. They revealed that groundwater was measured at depths ranging between 2.3m and 3.53m below the existing ground surface and that the flow of water is northward.

2.8 Drainage and Flooding

The site currently drains to the north-western corner into two stormwater outlets into Haslam's Creek and a single outlet upstream towards Parramatta Road.

The site falls within the Haslam's Creek catchment. The Engineering Report prepared by Hughes Trueman Pty Ltd (**Appendix F**) details that the expected water level in the 100 year event will not flow over the existing boundary retaining wall and enter the site.

The majority of the site is however classified as a 'Low Flood Risk'.

2.9 Surrounding Development

This section provides a description of the surrounding development. The context map at **Figure 7** below identifies and shows the location of the buildings described.



Figure 7 – Context Map

Lidcombe Power Centre

To the south of the site and across Parramatta Road is a bulky goods retail development known as the Lidcombe Power Centre (**Figure 8**)



Figure 8 – Lidcombe Power Centre

The Power Centre comprises some 35,000m² of bulky goods showrooms over three levels. Approximately 1,500 car parking spaces are provided in a multi-level car park. Vehicular access and egress to the site is obtained from John Street and egress is provided to Parramatta Road.

Tenants within the Power Centre include:

- Spotlight (approximately 4,500m² tenancy)
- Anaconda (approximately 4,500m² tenancy)
- Workout World
- Dick Smith Electronics

Haslam's Creek

Haslam's Creeks (**Figure 9**) adjoins the site to west and runs along the western boundary of the site. It is (in part) a highly modified waterway that extends from Homebush Bay into the Lidcombe urban area and has a catchment of some 17km² (Haslam's Creek Floodplain Risk Management Study and Plan, Brewsher Consulting, January 2003).

The portion of Haslam's Creek which adjoins the site is owned and managed by Sydney Water Corporation.



Figure 9 – Haslam's Creek when viewed from Haslam's Creek Bridge

Hertz Rental and Plush Furniture

To the immediate east of the site at 15 Parramatta Road is a single storey building used currently used for dual purposes. The western portion of the building and land is used by Hertz rental for truck and van hire. The remainder of the building is used a bulky goods retail showroom occupied by 'Plush' and used for the sale of furniture.

The Hertz rental facility utilises a vehicular crossing at the intersection of Parramatta Road and John Street.



Figure 10 – Hertz truck rental and Plush Furniture showroom at 15 Parramatta Road



Figure 11 – Plush Furniture showroom at 15 Parramatta Road located to the east of the site

Bunnings

To the west of the site and across Haslam's Creek is a Bunnings Warehouse and Repco automotive store.



Figure 12 – The Bunnings Warehouse located to the west of the site

Red Yard

Red Yard is a retailing centre and entertainment precinct located at 100 Parramatta Road. It contains 10 cinema and auditoriums, restaurants and shops. The building incorporates 800 car spaces, mostly underground.

There are a number of retail premises on the Red Yard site which trade under existing use provisions of the EP&A Act.

The major tenants in Red Yard include:

- Rebel Sport;
- Freddy's Fishing;
- Katmandu;
- Sports Co;
- Reading Cinemas;
- Fitness First; and
- Subway

2.10 Parramatta Road – Existing Landuse

The portion of Parramatta Road between Homebush Bay West and Clyde is characterised by collection of retail, bulky goods retailing, warehousing and industrial and commercial uses. **Figure 13**, illustrates the predominate land uses fronting each side of Parramatta Road.

There are a number of significant retailing and bulky goods retailing sites and complexes along Parramatta Road. The key bulky goods sites are identified by numbers 1-8 in **Figure 13** and a description of each site is provided in **Table 1**.

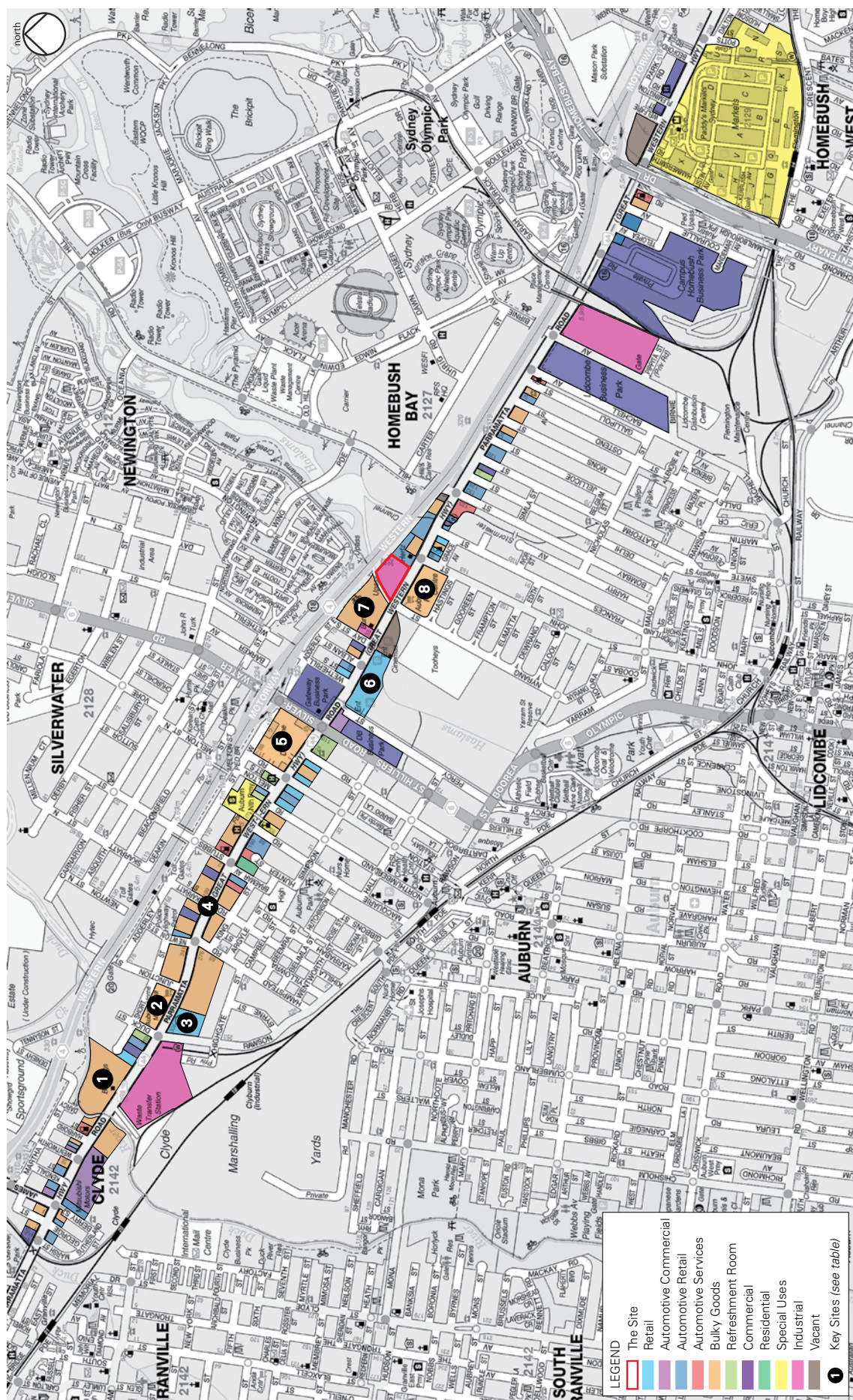

















Figure 13 – Parramatta Road Key Bulky Goods Sites

Table 1 – Parramatta Road Key Bulky Goods Sites

Site	Key Tenants	Photograph	
No 1. Centre Auburn and Bunnings	<ul style="list-style-type: none"> - Easy Living - Seconds World - Enrico - Bunnings 		
No 2. Homemaker Mega Mall Auburn	<ul style="list-style-type: none"> - Brescia Furniture - Fantastic Furniture - Freedom Furniture - OZ Design Furniture - The Good Guys - Retravision - Sleep City - Bydezign - Snooze Sleepwell - Pillow Talk - Everyday Living 		
No 3. 276 Parramatta Road	<ul style="list-style-type: none"> - Officeworks - Clive Peters - Boat Camp Fish 		
No 4. Harvey Norman Outlet Precinct	<ul style="list-style-type: none"> - Harvey Norman Auburn Super Store (including AGL Energy Shop and Telstra Shop) - Harvey Norman Factory Outlet <p>Adjacent:</p> <ul style="list-style-type: none"> - Nick Scali - Demir Leather 		
			

Site	Key Tenants	Photograph
No 5. Domayne Auburn 103 Parramatta Road	- Domayne	
	Adjacent: - Victoria's Basement	
No.6 Red Yard 100 Parramatta Road	- Rebel - Freddy's Fishing - Kathmandu - Sports Co - Reading Cinemas - Fitness First Gym - Subway	 
No. 7 Bunnings	- Bunnings - Repco - Ultra Tune (Auto Care)	
No.8 Lidcombe Power Centre	- Dick Smith - Natuzzi - Anaconda - Work Out World - Spotlight - Beach House	

2.11 Heritage Items

There are two heritage items within the immediate vicinity of the site. These comprise:

- Haslam's Creek and Culvert – Canalisation of Haslam's Creek south of Parramatta Road
 - Listed in Auburn LEP 2000 and RTA Heritage and Conservation Register.
 - The section of the creek south of Parramatta Road is considered to be an aesthetically distinctive reinforced concrete culvert with three cells, which was constructed by the DMR in 1927 as part of a program of works to straighten out a kink in Parramatta Road between John and Day Streets.
- Haslam's Creek Bridge – Parramatta Road (**Figure 14**)
 - Listed in Auburn LEP 2000 and RTA Heritage and Conservation Register.
 - Constructed by the Department of Main Roads in 1927.
 - The existing bridge represents the state of the art in sturdy crossings of minor waterways offered by the Main Roads Board at that time.
 - The bridge is a good intact example of its type, and as such is likely to have some rarity value on a local scale. The intact handrails and elliptical beam profile make the structure visually pleasing. The structure has the capacity to represent single span concrete beam bridges in NSW.



Figure 14 – Haslam's Creek Bridge

2.12 Surrounding Road Network

The existing road hierarchy in the vicinity of the site is illustrated in **Figure 15** below. As shown, the site is well serviced by a number of significant roads, namely the Western Motorway and Parramatta Road.



Figure 15 – Existing Road Hierarchy

2.13 Pedestrian and Public Transport

Figure 16 shows the location of main pedestrian routes and public transport facilities in the vicinity.

Pedestrian

There are limited pedestrian facilities in the immediate vicinity of the site. There is currently no formed footpath on the northern side of Parramatta Road in front the site. As part of the development of the Lidcombe Power Centre a footpath was constructed along the frontage. The design of the Lidcombe Power Centre provides stair access from this footpath into the development.

There is opportunity for pedestrians to cross Parramatta Road at the signalised intersection of Parramatta Road and John Street.

Rail

The site is located approximately 2.2 km from Auburn Rail Station and 1.8 km along John Street from Lidcombe Rail Station.

Bus

Route 401 is the nearest bus service to the site. The service runs from Lidcombe Station through Homebush Bay and Newington to Sydney Olympic Park Wharf, where it connects to the ferry service to Circular Quay. The closest stops to the site are shown in **Figure 16**.

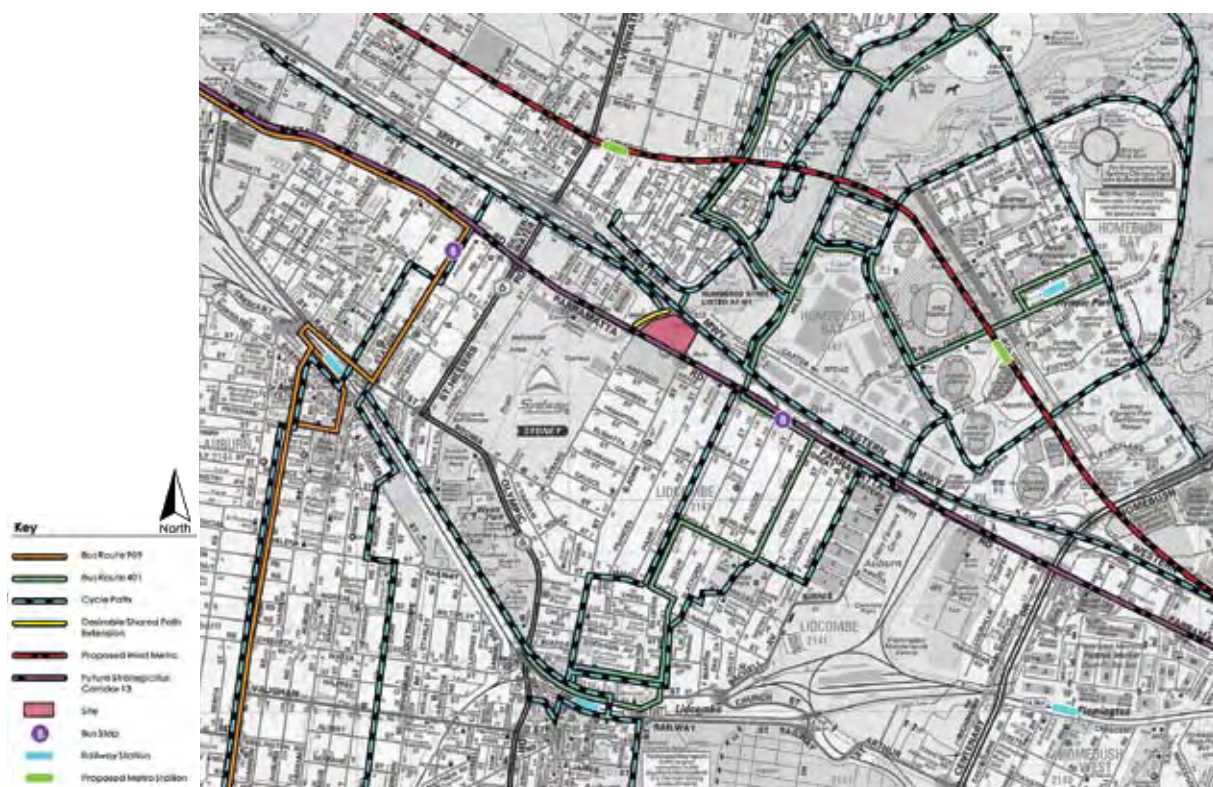


Figure 16 – Main pedestrian routes and public transport facilities

2.14 Summary of Site Opportunities and Constraints

The site presents the following opportunities:

- the site is within the Parramatta Road Enterprise Corridor in an emerging and identified retail corridor;
- the site extends to approximately 2.5 ha and is generally flat;
- the site has good access to Parramatta Road and Sydney Orbital network via, the M4; and
- it is situated within the geographic centre of Sydney.

The main constraints to development are as follows:

- the site has constrained opportunity for access and egress on to Parramatta Road given the location of existing intersections;
- the site is potentially affected by flooding and drainage issues from Haslam's Creek; and
- the site is in close proximity to Haslam's Creek, culvert and bridge, which are heritage listed.

3.0 Planning Framework and Context

3.1 Strategic Planning

3.1.1 Environmental Planning and Assessment Act 1979

The Objects of the EP&A Act are:

- (a) *to encourage:*
 - (i) *the proper management, development and conservation of natural and artificial resources including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
 - (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
 - (iii) *the protection, provision and co-ordination of communication and utility services,*
 - (iv) *the provision of land for public purposes,*
 - (v) *the provision and co-ordination of community services and facilities, and*
 - (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
 - (vii) *ecologically sustainable development, and*
 - (viii) *the provision and maintenance of affordable housing, and*
- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.*

The proposed development is consistent with the Objects of the EP&A Act, particularly so for the following reasons

- the development sites the proposed retail and commercial use in an emerging corridor location and provides for the orderly and co-ordinated use of the land by replacing a dated warehouse building whose key user and tenant is relocating to a more modern and efficient warehouse building elsewhere in Auburn.
- it provides social and economic benefits through the investment by Costco and a new retail offering in NSW which will invigorate the surrounding area and provide substantial and real employment benefits; and
- the development is being provided with little or no environmental impact arising from the construction and operation of the development.

3.1.2 Metropolitan Strategy

The NSW Metropolitan Strategy identifies a number of corridors, including the corridor between Parramatta to Sydney. Referred to as the Parramatta Road corridor, the corridor is described as being an economic corridor, containing important economic activities with significant opportunity for urban renewal.

The Metropolitan Strategy's vision for corridors is summarised below:

- corridors are the areas around the transport routes that connect centres and activities;
- economic corridors will play a key role in the metropolitan and national economy, renewal corridors will be the focus for diverse and liveable communities and enterprise corridors will provide locations for important local employment and services; and
- existing and new infrastructure investment in these corridors will be used more efficiently by concentrating new development in these areas to support their primary role.

Relevant objectives of Metropolitan Strategy for corridors can be summarised as:

- protect and strengthen the primary role of the economic corridor;
- focus development in renewal corridors to maximise infrastructure utilisation where demand and opportunities exists; and
- recognise the role of enterprise corridors as locations for local employment.

3.1.3 West Central Subregion Draft Subregional Strategy

The site is located within the West Central Subregion. The West Central Draft Subregional Strategy, published in December 2007, identifies seven corridors including 'Parramatta to Sydney CBD' (Enterprise and Renewal Corridor) within which the site is located.

Employment lands

The subregional study established a tripartite classification of employment lands so that planning decisions can be made to ensure appropriate retention of land uses and changes to land uses in order to encourage employment:

Category 1 – Land to be retained for industrial purposes;

Category 2 – Land with potential to transfer to other employment uses;

Category 3 – Land to be investigated for alternative uses

The Parramatta Road corridor within the Auburn LGA is listed in the draft subregional strategy as Category 1 land. The corridor is described as a 'Utilities/ Urban Services'. The draft subregional strategy notes that there is an identified need to improve the corridor's built form consistent with its employment character.

Corridors

Parramatta Road is a recognised corridor within the draft subregional strategy.

Policy B6 of West Central Draft Subregional Strategy aims to focus development in renewal corridors to maximise infrastructure use where demand and opportunities exist.

Policy B7 of the West Central Draft Subregional Strategy recognises that some identified busy road corridors may be suitable for a future land use as an 'Enterprise Corridor'. In particular the strategy recognises Woodville Road and Parramatta Road as appropriate land for Enterprise Corridors providing employment opportunities associated with local industrial services, retail formats and automotive services.

3.1.4 Auburn Employment Lands Study

Following the release of the West Central Draft Subregional Strategy, Auburn Council has undertaken and adopted (on 16 July 2008) an Employment Lands Study (ELS) to focus on Council's industrial lands. The objective of the ELS is to provide a vision for all industrial lands within the Auburn LGA and to inform the preparation of *Auburn Draft Local Environmental Plan 2009*.

The ELS focused on existing employment lands within the Auburn LGA across the Industrial Zones 4(a) General Industrial through to 4(e) Homebush Bay Enterprise Corridor Zones as defined by the *Auburn Local Environmental Plan 2000*. The ELS identified 14 key employment precincts including the Parramatta Road Corridor.

Each of the 14 precincts were studied in terms of their prevailing character, opportunities, constraints and employment functions whilst having regard to the West Central Draft Subregional Strategy.

The Parramatta Road Employment Precinct (Precinct 3) was found to have pockets of highway convenience restaurants and large bulky goods stores which were generally trading well, however it also had pockets of vacant sites and buildings representing redundant industries and opportunities for redevelopment.

The ELS acknowledges the Precinct's existing zoning – 4 (c) Industrial Enterprise, however recommends that it be zoned 'B5 Business Development' and that additional uses 'permitted with consent' be introduced into this zone within the Auburn LEP 2008. The additional uses recommended are bulky goods retailing, light industries, neighbourhood shops (i.e. ancillary to business operation), and office premises (restricted to large floor plates).

Whilst the proposed Costco is classified as a 'shop' and 'commercial premises' under the LEP definitions, the proposed development provides a new and innovative form of retailing, previously not experienced in NSW given its wholesale and trade customer focus. Whilst it is not classified as bulky goods retailing it is noted that the Costco development has similar characteristics to bulky goods retailing with large floorplate and car parking requirements similar to that for a bulky goods retail warehouse such that the provision of this form of retailing is not realistically accommodated in an existing centre.

3.1.5 Draft Centres Policy – Planning for Retail and Commercial Development

In April and May 2009, the NSW Department of Planning exhibited the Draft Centres Policy – Planning for Retail and Commercial Development (Draft Centres Policy). The policy is based on six key planning principles:

- Principle 1 – Retail and commercial activity should be located in centres to ensure the most efficient use of transport and other infrastructure, proximity to labour markets, and to improve the amenity and liveability of those centres.
- Principle 2 – The planning system should be flexible enough to enable centres to grow, and new centres to form.
- Principle 3 – The market is best placed to determine the need for retail and commercial development. The role of the planning system is to regulate the location and scale of development to accommodate market demand.
- Principle 4 – The planning system should ensure that the supply of available floorspace always accommodates the market demand, to help facilitate new entrants into the market and promote competition.
- Principle 5 – The planning system should support a wide range of retail and commercial premises in all centres and should contribute to ensuring a competitive retail and commercial market.
- Principle 6 – Retail and commercial development should be well designed to ensure it contributes to the amenity, accessibility, urban context and sustainability of centres.

It is considered that the proposal meets these principles in the following manner:

- the Parramatta Road corridor is emerging as a enterprise corridor. Existing retail development in the immediate area is illustrated in **Figure 13** and **Table 1**. The emergence of the Parramatta Road retail precinct is further evidenced by the preparation of Draft LEP No 22 by Auburn Council;
- Costco is a new entrant to the market place not otherwise facilitated for in NSW and the suitability of its location should be assessed on a merits basis;
- the introduction of a Costco will provide for a robust and competitive retail market; and
- the economic and retail impact assessment demonstrates that the Costco development will have negligible impact on existing centres.

The Draft Centres Policy states that new proposals for commercial and retail development that are inconsistent with the permitted uses in a zone should be subject to a Net Community Benefit Test. The proposed Costco development will provide a net community benefit as set out in the Net Community Benefit Test in Section 6.5. The proposal will have no significant costs to the community as transport and utilities infrastructure are in place, and there are no significant environmental constraints.

3.2 Statutory Planning

3.2.1 Auburn Local Environmental Plan 2000

The principal planning instrument relevant to the proposed development is *Auburn Local Environmental Plan 2000* (LEP 2000). The relevant provisions of the LEP 2000 are set out in **Table 2** below.

The site is zoned Zone 4C – Industrial Enterprise Zone. Permissible uses on the site include bulky goods retailing, showrooms, warehouses and distribution centres.

The proposed use would be defined as both a shop² (for the retail component), and commercial premises³ (for the commercial premises/Head Quarters component). Both uses are prohibited in the 4C – Industrial Enterprise Zone.

Table 2 – Relevant Provisions of Auburn LEP 2000

Issue	Control	Compliance
Zoning	Zone 4C – Industrial Enterprise Zone	
Permissible Uses	Permissible Uses Include: bulky goods retailing; depots, equipment hire centres, light industries, showrooms, warehouses or distribution centres.	The proposed Costco retail warehouse and regional office is not permissible within the zone. Refer to Section 6.5 below.
Zoning Objectives	Zone objectives for Zone 4C – Industrial Enterprise Zone are: <ul style="list-style-type: none"> - to recognise the special character of Parramatta Road frontages and surrounding areas, - to ensure that development in this zone does not reduce the economic viability of businesses in the business zones - to provide the flexibility required to encourage innovative and high technology industrial uses in the zone 	The proposed development complies with the objectives of the zone in that: <ul style="list-style-type: none"> - the proposed bulk and scale of the development is in keeping with neighbouring buildings along Parramatta Road; - the proposed development will not reduce the economic viability of businesses within the business zones – refer to Section 6.5;

² Auburn LEP 2000 Definition of ‘shop’ means “a building or place used for the selling, whether by retail or auction, or for the hiring or for the display for the purpose of selling or hiring, of items (whether goods or materials) but does not include a building or place defined elsewhere in this Schedule”.

³ Auburn LEP 2000 Definition of ‘commercial premises’ means “a building or place used as an office or for other business or commercial purposes or a call centre, but does not include a building or place elsewhere specifically defined in this Schedule, or a building or place used for a purpose elsewhere specifically defined in this Schedule”.

Issue	Control	Compliance
Zoning Objectives continued...	- to prohibit shops in this zone generally but permit minor retail development only where it is providing for the daily convenience needs of the local work force, is ancillary or incidental to other permissible development or is in the form of bulky goods retail outlets or motor showrooms	- the proposed development provides a new and innovative form of retailing, previously not seen within NSW, whilst it is not classified as bulky goods retailing given that the product range primarily comprises convenience retail goods, the required floor plate for this form of retailing is similar to that for a bulk goods retail warehouse.
General restrictions of development in industrial zones	Development is required to be compatible with the existing and likely future character and amenity of the surrounding area.	The proposed development is compatible with the existing and likely future character and amenity of the surrounding area.
Development in the vicinity of heritage items	The consent authority is required to take into account the likely effect of the proposed development on the heritage significance of the heritage item.	The proposed development will not impact upon the heritage significance of Haslam's Creek - culvert or bridge. Refer to Section 6.9 below.
Development adjoining an arterial road	Appropriate noise attenuation measures are to be employed by the development.	The proposed development is not a sensitive use, however appropriate noise attenuation measures will be employed to ensure a pleasant environment for staff and patrons of the store.
Foreshore building line	The Council may fix a foreshore building line in respect of any land fronting (inter alia) Haslam's Creek.	The Council has not fixed a foreshore building line on any land fronting Haslam's Creek under the provision of the LEP 2000. However the Auburn Industrial DCP provides for a 10m setback from the mean high water mark of the Creek.
Services	Development on land must have services available to the land	The site can be adequately serviced. Refer to Section 6.12

3.2.2 Draft Auburn Local Environmental Plan No 22 (Amendment No. 22)

On 3 December 2008, Auburn Council resolved to prepare Draft Auburn Local Environmental Plan No 22 (Amendment No 22) (Draft LEP 22), permitting 'retail premises' and in a defined area of Parramatta Road, which includes the site. The Parramatta Road Retail Precinct is defined as land with a frontage to Parramatta Road between Hill Road/ Bombay Street and Silverwater/ St Hilliers Road.

In February 2009, Council sent a copy of the draft LEP to nominated agencies for consultation in accordance with Section 62 of the EP&A Act 1979 and undertook preliminary public consultation.

On 15 July 2009, Council resolved to publically exhibit Draft LEP 22. Exhibition of Draft LEP 22 occurred in August 2009.

The stated objective of Draft LEP 22 is to revitalise a defined area of Parramatta Road by the introduction of new economic and employment opportunities by permitting office premises and retail premises.

The draft LEP amends Auburn LEP 2000 by permitting 'retail premises' and 'office premises' within the Precinct, subject to the achievement of the following development standards:

- a minimum site area of 20,000m²;
- a minimum gross floor area of 10,000m²; and
- a maximum floor space ratio of 1:5:1 for retail premises and 3:1 for office premises.

The project meets the development standards within Draft LEP 22 in that the site area exceeds 20,000m², the gross floor area of the development is 16,376m² and the floor space ratio is 0.69:1.

3.2.3 Draft Auburn Local Environmental Plan 2009

At its Ordinary Meeting of 15 August, 2007, Auburn Council resolved to prepare a new principal Local Environmental Plan referred to as the Draft Auburn Local Environmental Plan 2009 (Draft Auburn LEP 2009). Draft Auburn LEP 2009 will apply to all land within the Auburn Local Government Area (except for Sydney Olympic Park and some land in Homebush Bay).

At the time of writing, Draft Auburn LEP 2009 has not been publically released or placed on public exhibition.

3.2.4 Auburn Development Control Plan 2000

The key provisions of the Auburn Development Control Plan (DCP) 2000 relevant to the proposed development are provided in the:

- General Requirements DCP;
- Industrial Areas DCP;
- Stormwater and Drainage DCP; and
- Auburn Car Parking and Loading DCP.

Auburn General Requirements DCP

The General Requirements DCP provides a summary of the existing situation along Parramatta Road and provides commentary on 'intent' for future development. The intent and 'primary concerns' for this precinct for Parramatta Road can be summarised as:

- vehicular access to properties off Parramatta Road should be limited and desirable that access points be provided off side streets wherever possible;
- new development should introduce planning solutions that avoids the "missing tooth" effect when excessive parking is provided to the front alignment;
- limit the proliferation of signage; and
- provision for pedestrian safety.

Auburn Industrial Areas DCP

The key provisions of the Industrial Areas DCP and the projects compliance with the provisions are set out in **Table 3** below.

Table 3 – Key provisions of the Industrial Areas DCP

Issue	Development Standard	Compliance
Streetscape and Urban Character	<ul style="list-style-type: none"> - Facades of new industrial buildings should adopt a contemporary appearance relating to the function of the building. - New development shall be designed to have compatible size, scale architectural and landscape design with existing buildings within the street. 	<ul style="list-style-type: none"> - The proposed design provides a contemporary design, however is not over articulated in order to fit with the visual expectation and the observation capacity of mainly fast pace vehicular traffic. The design includes materials which are likely to maintain a fresh appearance in the future. - The proposed development is similar to bulk and scale of the existing warehouse building on the site and also is consistent with the bulk and scale of the neighboring buildings along Parramatta Road.

Issue	Development Standard	Compliance
Setback	<ul style="list-style-type: none"> - Minimum setback of 4.5m from roads. - A 4.5m landscape setback on land adjoining the M4 motorway is required. - A 10m setback from the mean high watermark of Haslam's Creek. 	<ul style="list-style-type: none"> - The building is situated generally 4.8m from the site's boundary along Parramatta Road, however the fire stairwells are located 2.7m from the site's southern boundary. - The proposed development (in particular the carpark) provides a 1.85m landscaped setback from land adjoining the M4 Motorway, however a significant stand of Ficus and Melaleuca trees situated between the northern site boundary and the M4 Motorway is approximately 20m wide, therefore provision of a 1.85m landscaped setback is considered acceptable. - The proposal provides a landscaped 10m setback from the mean high watermark of Haslam's Creek along part of the western boundary. Some car parking spaces are located within the 10m setback area within the north western corner of the site.
Floor Space Ratio Controls	<ul style="list-style-type: none"> - The floorspace ratio shall not exceed 1:1. 	<ul style="list-style-type: none"> - The floorspace ratio of the development is 0.65:1
Building Form	<ul style="list-style-type: none"> - Buildings should be designed to introduce solid surfaces, preferable masonry, incorporate horizontal and vertical modulation including windows in appropriate proportions and configurations. Solid surfaces and painted masonry should dominate the overall building façade. 	<ul style="list-style-type: none"> - The building is designed to ensure that the form, scale and design maintains and enhances the streetscape and is in keeping with the surrounding buildings. Refer to Section 6.4
Access and Parking	<ul style="list-style-type: none"> - Off-street parking is to be provided in accordance with the parking requirements. - Loading docks should be positioned so they do not interfere with visitor and employee parking spaces and to ensure that delivery vehicles do not stand on any public road and at all times. - Adequate on-site maneuvering shall be provided to enable all delivery vehicles to enter and leave in a forward direction. 	<ul style="list-style-type: none"> - Off street parking is provided in accordance with the parking requirements, refer below to Table 5. - The loading docks are positioned so that they do not interfere with visitor or employee parking and that delivery vehicles do not stand on the road at all times. Refer to Section 5.2 and 5.7. - All visitor and delivery vehicles will enter and exit the site in a forward direction. Refer to Section 5.7.
Landscaping	<ul style="list-style-type: none"> - All unbuilt-upon areas of a site are to be landscaped. - A minimum of 15% of the site shall be provided and maintained as soft landscaping. 	<ul style="list-style-type: none"> - The proposed development provides 2,869m² (11.4% of site area) of soft landscaping. This is an increase of 1,249m² (5%) of soft landscaping than currently exists on the site.

Auburn Stormwater and Drainage DCP

The key provisions of the Stormwater and Drainage DCP and the projects compliance with the provisions are set out in **Table 4** below.

Table 4 – Key provisions of the Stormwater and Drainage DCP

Issue	Development Standard	Compliance
Property Drainage	<ul style="list-style-type: none"> - The proposed drainage system (i.e. pipes and pit) are to comply with Council's specifications. - Provision shall be made to ensure that run off from storms up to the 100year ARI which can't be conveyed within the piped drainage system is discharged safely within formal or informal overland flow paths to a detention facility. - Oil/ silt arresters are to be provided for car parks of industrial and commercial developments where there are more than 10 spaces proposed. 	<ul style="list-style-type: none"> - Stormwater pits and pipes are designed to Council's standards and overland flow in a 1 in 100 year storm event will be directed toward the north-western corner of the site away from the undercover parking areas. - A gross pollutant trap and oil and silt arrestor is to be located in the north-eastern corner of the loading dock.
Disposal of Stormwater from the Site	<ul style="list-style-type: none"> - High stormwater discharge flows should not discharge into the local road system. - Discharge to a creek is required to have approval of Council's Development Engineer and the responsible authority. 	<ul style="list-style-type: none"> - The stormwater management system for the site is discussed at Section 5.13. It ensures that no stormwater will flow into the road system. - Discharge into Haslem's Creek is via existing stormwater outlets on the site. Refer to Section 5.4 and Appendix F.
On Site Detention	<ul style="list-style-type: none"> - On site detention is required for the proposed development. 	<ul style="list-style-type: none"> - On-site retention of stormwater is proposed, however on site detention is not proposed for this development. This is discussed at Section 5.13.
Flood Risk Management	<ul style="list-style-type: none"> - Compliance with the applicable controls within the Haslam's Creek Floodplain Schedule J-1. 	<ul style="list-style-type: none"> - Refer to Section 6.12 and Appendix F.
Rain Water Reuse	<ul style="list-style-type: none"> - Rainwater tanks or water reuse devices must be incorporated into the stormwater system, with a minimum storage size of 10,000 litres for a site larger than 1500m² 	<ul style="list-style-type: none"> - Rainwater tanks totaling 100kL in volume are to be provided within the development.
Erosion and Sediment Control	<ul style="list-style-type: none"> - The Erosion and Sediment Control Plan must be in accordance with the standards outlined in "Managing Urban Stormwater: Soils & Construction" NSW Department of Housing and must be in place prior to commencement of works. 	<ul style="list-style-type: none"> - Erosion and Sediment Control is discussed at Section 6.16.

Auburn Car Parking and Loading DCP

The key provisions of the Car Parking and Loading DCP and the projects compliance with the provisions are set out in **Table 5** below.

Table 5 – Key provisions of the Car Parking and Loading DCP

Issue	Development Standard	Compliance
Off Street Parking Requirements	<ul style="list-style-type: none"> - All new development is required to provide off street parking in accordance with table H-1. - H-1 specifies the following rates: <ul style="list-style-type: none"> - Shopping centres - 10-20,000m² GLFA – 5.6 spaces per 100m² GLFA - Commercial premises – 1 space per 40m² GFA 	<ul style="list-style-type: none"> - 771 off street parking spaces are to be provided on the site, this number complies with the DCP requirement. - All parking spaces have been designed to meet or exceed the geometric requirements of Australian Standard AS 2890.1 – 2004.
Loading Requirements	<ul style="list-style-type: none"> - The loading bays for trucks and commercial vehicles are to be provided in accordance with table H2. - H-2 specifies for articulated trucks vehicle space dimensions of 18.5m (length); 3.5m (width); 4.3 (max. height); 16.2 (turning circle – kerb to kerb). - Loading/ unloading areas shall be provided in accordance with AS2890.2-1989 – Commercial Vehicle Facilities. - The size of service vehicles are to be identified and the site shall provide spaces in accordance with the sizes specified in table H-2. - The layout of the service area should be designed to discourage on-street loading and unloading. - The service area is required to be a physically defined location not to be used for the storage of goods and equipment. - Internal circulation roadways shall be adequate for the largest vehicle anticipated to use the site. 	<ul style="list-style-type: none"> - The loading bay dimensions accord with Council's requirements. - Loading/ unloading areas are in accordance with AS2890.2-1989 – Commercial Vehicle Facilities. - A19m articulated truck is the maximum size of vehicle accessing the site. - The proposed loading dock and service access route has been designed to prevent any on street loading and unloading. - The loading dock will not be used for the storage of goods, and is physically defined as shown on the Architectural Plans at Appendix A. - The internal circulation roadways are adequate for the largest vehicle anticipated to use the site. Refer to the Engineering report at Appendix F.
Design of Transport and Parking Facilities	<ul style="list-style-type: none"> - Bicycle racks in safe and convenient locations are to be provided throughout the development. - Accessways and driveways are required to enable a vehicle to enter a parking space in a single turning movement, leave the parking space in no more than 2 turning movements, comply with AS 2890-1993 (part 1-5) Parking Facilities; and comply with Council's road design specifications D1 and Quality Assurance Requirements. 	<ul style="list-style-type: none"> - A total of 60 bicycle racks are to be provided in a specific bicycle compound located on the ground floor level. - The accessways comply with these requirements. - All parking spaces have been designed to meet or exceed the geometric requirements of Australian Standard AS 2890.1 – 2004.

3.2.5 Auburn Development Contributions Plan 2007

Costco will provide a development contribution levy of 1% of the proposed construction cost of the development, in accordance with requirements of Part F: Employment Generating Development, of the Auburn Development Contributions Plan 2007.

This commitment is included within the draft Statement of Commitments at Section 7.

4.0 Consultation

Agency Consultation

During the preparation of the Environmental Assessment Report the design team met with several authorities to discuss the proposal. In consultation with the requirements of the Environmental Assessment Requirements issued by the Director General for this proposal, the design team met with the following authorities to discuss the proposal:

- On site briefing with officers of Auburn Council, the Department of Planning and the NSW Roads and Traffic Authority – 2 July 2009
- Meeting with owners of Lidcombe PowerCentre – 5 June 2009
- Meeting with officers of the NSW Department of Planning – 27 August 2009
- Briefing with the Mayor and Directors of Auburn Council – 10 August 2009
- Meeting with the RTA – 8 & 29 September 2009

Table 6 summarises the key issues from the consultation.

Table 6 – Summary of key issues raised via consultation with authorities

Key Issues	Comment / Response
Auburn City Council	
Number of proposed stores throughout Sydney and their location	Approximately three to five stores will be built within the Sydney and its surrounds over the next few years. Potential areas for Costco developments include Rouse Hill, South West Sydney, Far Western Sydney, and Newcastle.
Proposed ingress and egress to/ from the site by vehicles and servicing vehicles	Halcrow MWT have been in consultation with the RTA (see below) to finalise the access arrangements for vehicles and service vehicles into and out of the site. These are discussed at Section 5.7 of this report.
Timing of construction	Construction is proposed to commence in early 2010.
Compliance of shop fit out with Council's Food and Safety standards	Costco will ensure that the proposed development complies with Council's Food & Safety Standards.
Sourcing of local materials for the construction of the development	Costco do not have a policy to source construction materials locally, however a number of items from NSW were sourced for the construction of the Melbourne store, therefore it is likely that a number of local materials will be used for the Auburn development.
Types of goods to be sold and potential customers	The types of goods to be sold are set out in Section 5.1 of this report.
Owners of Lidcombe Power Centre	
Connectivity between Costco and the Lidcombe Power Centre	Costco will provide clear pedestrian connection between the two developments
Recognition that Costco will bring rejuvenation to the precinct	Noted
Conflict between internal western accessway and Tyre Centre	The layout has been designed to accommodate queuing into the tyre centre
NSW Department of Planning	
Need to work with RTA as approval authority for signalised intersection	There have been several meetings with the RTA prior to lodgement and ongoing engagement will continue.

Key Issues	Comment / Response
RTA	
Design of proposed signalised intersection	Costco will continue to work with the RTA to develop a satisfactory intersection design
Acceptability of mid block egress from car park	Costco will explore alternatives to providing a mid block egress
Acceptability of truck egress from eastern end of site	Costco demonstrated that the truck egress is consistent with current use and adequate site lines and turn paths are achieved for trucks exiting the site.
Design of car park layout	The car park has been designed to comply with relevant Australian Standards

Public Consultation

In addition to the above, Costco carried out a letterbox drop of all businesses and residents south of the M4 Motorway and within approximately 1.5 km of the site.

The flyer prepared by Costco provided information on Costco, the planning process and the location of the development. Concurrently Costco also established a section on their homepage regarding the proposed Auburn development.

Costco provided information on its website about the Auburn development and provided an opportunity for people for people to leave feedback and comment. A total of 214 responses were received between 23 July and 13 August 2009. Of these:

- 26 were from the local area (2.5km radius);
- 169 were from NSW; and
- 19 were from interstate or overseas.

All 214 responses were positive and sought the hasty approval of a Costco store in Sydney.

The following quotes are a sample of the responses received.

"Hurry up and get building...Sydney needs you!"

"Had previously heard the site would be in Penrith, which is nearer to my place of residence, but Auburn will do ME just fine! I love COSTCO! I am even considering a trip to Melbourne for the opening at Docklands"

"I think Costco will bring great benefits to the local community including additional jobs and a significant boost to the local economy. The adjacent 'Power Centre' will get considerable extra trade as a result of the expansion of Costco into the Auburn site"

"I feel that Costco will benefit so many especially in these times of hardship"

"This is an excellent decision to open a Costco outlet in Auburn, Sydney. The area is in need of a Costco style retail outlet. I look forward to my shopping trips at the new Costco – Auburn. Please hurry!"

"I am a local resident and think this business will benefit our community by providing jobs and competition for the local area"

5.0 Description of the Proposed Development

The Concept Plan and Project Application seeks approval for:

- demolition of the existing distribution warehouse;
- construction of a new Costco Wholesale Retail Warehouse building totalling 16,376m² GFA , including:
 - 13,686m² retail GFA; and
 - a new Australian regional headquarters for Costco comprising 1,960m² GFA commercial office floorspace;
- loading docks and car parking for 771 spaces;
- construction of landscaping and associated physical infrastructure (both on and off site) including roadworks, stormwater measures and utilities.

This section of the report provides a detailed description of the Costco Wholesale and Retail Premises business model and the proposed development. Architectural Plans for the proposed development are included at **Appendix A** and the Landscape Plan is included at **Appendix G**.

5.1 Costco Wholesale and Retail Premises Model

Costco Wholesale Australia, is part of the Costco Companies Incorporated, which operates from some 555 locations worldwide, including the USA and Puerto Rico (407 stores), Canada (76), Mexico (31), UK (21), Japan (8), South Korea (6) and Taiwan (5) and Australia (1).

Costco offers a new and unique form of retailing, previously not experienced within NSW or indeed Australia until the opening of the Costco store in Melbourne on 17th August 2009.

The underlying principle supporting the Costco approach is membership (which costs US\$50 (AUD \$60) per annum). This entitles the member, which can be either in the form of a 'Business Member' available to licensed businesses or 'Gold-Star Members' available individuals, to shop at any Costco store worldwide.

The typical Costco Warehouse model and product range, which forms the basis of the proposed retail warehouse development is described below.

Costco Warehouse

Costco typically operates from traditional purpose built retail warehouse buildings. These generally comprise large retail floor plates and 500+ on site car spaces. The Costco Warehouse model also generally comprises a number of ancillary uses/services within its premises. These comprise:

- Small cafe – this is referred to as a 'food court' within the Costco model, however it generally involves an outdoor seating area and sells a small range of convenience fast food, i.e. pizza, hot dogs, salads and cold beverages, for consumption on the premises;
- Tyre Centre – this comprises a drive-in tyre filling and balancing facility;
- Optometrist – this involves the provision of a reception kiosk and examination rooms; and
- Photo Processing Centre.

Product Range

Costco offers a mix of high quality local and international brand name products. The product range is extremely wide covering both food and non-food items and products are generally packaged in large bulk sizes. The total number of products carried within a typical store is approximately 4,000 as opposed to a traditional supermarket which carries approximately 30,000 + products, therefore whilst the range is wide ranging, the selection is limited within each category.

Products are generally received on pre-packed pallets, which are then transported to the specific product areas within the store, where they are opened and displayed (refer to **Figure 17** below).

The general product range comprises:

- groceries (including butchery and bakery)
- liquor
- appliances
- televisions and media
- automotive supplies
- toys
- hardware
- sporting goods
- office supplies and office equipment
- jewellery
- watches
- cameras
- books
- homewares
- apparel
- health and beauty aids
- furniture



Figure 17 – Examples of typical product displays and floor layout

5.2 Design Principles

The design principles underpinning the design for the Costco Warehouse and Retail Premises development are:

- provide a development that is of a bulk and scale consistent with neighbouring buildings along Parramatta Road;
- provide a development that contributes to the urban setting and the streetscape in a calm and modest manner, which is clean and contemporary in appearance;
- select materials, textures and colours that are in keeping with other large scale developments, similar in nature, along the transport corridor from Sydney CBD to Parramatta;
- provide an interesting and articulated western elevation in order to take full opportunity of its exposure by passing pedestrians and vehicles, and location at the intersection of Parramatta Road, Haslam's Creek and Nyrang Street; and
- avoid over articulation to the southern facade to better fit with the visual expectation and the observation capacity of mainly fast pace vehicular traffic.

5.3 Building Description

The proposed Costco development is shown in the Architectural Drawings prepared by Mulvanny G2 and Group GSA at **Appendix A**. Images of the proposed development are included at **Figures 18** and **19** below and also in **Appendix A**.

The proposed building is rectilinear in design and is typical of the Costco Warehouse model, as described above. The design orientates the main bulk of the building to the west, with the western frontage comprising the main entrance and tyre centre at ground floor, the food court at first floor level and the commercial offices at the second floor level. This western section measures a maximum of 18m in height as measured from ground level. As illustrated in **Figure 20** below, the building steps down to a height of 13.5m above ground level.

The proposed setbacks are outlined in **Table 7** below.

Table 7 – Proposed Building Setbacks

Boundary	Ground Level setback (minimum)
Southern – Parramatta Road	2.76m
Northern – M4 Motorway	19.74m
Western – Haslam's Creek	14.91m
Eastern – allotment boundary of Lot 1 in DP 522225	9.48m



Figure 18 – Image of the western facade



Figure 19 – Image of the south eastern corner of the proposed development from Parramatta Road



Figure 20 – Southern elevation – Parramatta Road frontage

5.4 Numeric Overview

A numeric overview of the proposed development is provided in **Table 8** below.

Table 8 – Numeric overview of the proposed development

Component	Proposal
Site area	25,220m ²
Total GFA	16,376m ²
Retail GFA	13,686m ²
Commercial Office GFA	1,960m ²
Maximum Height	18m from ground level
Site coverage of development	22,351m ²
Soft landscape area	2,869m ² (11.4%)
Car Parking spaces	771

5.5 Materials and Finishes

The building is to be constructed of structural reinforced concrete and steel with an external façade comprising metal wall cladding, blockwall and galvanised expanded mesh.

The external materials and finishes used in the proposed development are set out in **Table 9**.

Table 9 – Materials and Finishes

Element	Material and Finish
Pre finished metal panels	Shadow Wall - Colorbond Evening Haze
Metal wall cladding	Spandek - Colorbond Surfmist
Accent Band	Safety Red S.W. 4081
Western façade metal cladding	Spandek – Colorbond Bushland
Southern and northern facade vertical metal cladding	Custom Orb – Colorbond Surfmist
Ground floor blockwall	Boral charcoal – split face
Ground floor galvanised expanded mesh on northern and southern facades	Locker sun 636
Food Court	Metal balustrade
Western and southern façade walls and awning	Cast-in place concrete
Northern façade ground floor façade	Metal mesh
Second floor staff offices	Galvanised perforated panel - locker
Canopy	Colorbond Woodland Grey

Figure 21 below shows the proposed materials and finishes. A Materials and Finishes Board is submitted under separate cover.



Figure 21 – Materials and Finishes Board

5.6 Internal Layout

The building comprises car parking at the basement and ground floor levels, the retail sales floor at first floor level and the Regional Headquarters offices within a mezzanine at the second floor level. The Architectural Plans at **Appendix A** outline the layout of each of the levels within the development. The proposed GFA and uses per level are set out in **Table 10** below.

Table 10 – Summary of the proposed uses by level

Level	Use	Gross Floor Area
Basement Level 1	- Car parking	- Nil
Ground Level/Sub Basement	- Car parking - Tyre Centre - Gym and Community Locker - Pedestrian Access to uses on Levels 1 and 2	- Nil - 464m ² - 267m ² - Nil
Level 1	Costco Wholesale and Retail Premises - including: - Food Court - Optometrist & Photo Processing Centre	13,686m ² - 605m ² - 167m ²
Level 2 (mezzanine)	- Costco Commercial Premises	- 1,960m ²

5.6.1 Costco Commercial Premises

Costco currently lease premises in North Ryde in which to administer its Australian operations. It is proposed that Costco will relocate its Australian head quarters and administrative operations currently undertaken in the North Ryde office to Level 2 of the proposed building which effectively is a mezzanine level. The proposed commercial premises will accommodate Costco staff who will administer the Australian operations of Costco including:

- Costco Premises administration and management
- Marketing
- Sales and Purchasing
- Administration, Human Resources and Accounting
- Premises acquisition and development

5.6.2 Circulation

The main entry to the building is situated in the south-western corner of the site. Lobby areas are located in the south-western corner of the basement and ground floor levels. Customers will utilise lifts and escalators provided within the lobby areas to access the sales floor and food court which is on the first floor. Staff will access the second floor level offices via a lift located in the north western corner of the basement car park level.

5.7 Hours of Operation

The proposed hours of operation of the Costco Wholesale warehouse (i.e. the hours open to the public) are:

- Monday – Friday 10.00am – 8.30pm
- Saturday 9.30am – 6.00pm
- Sunday 10.00am – 5.00pm

Trade customers only will be permitted access between 10.00am and 11.00am Monday to Friday.

Delivery and stacking operations will occur as required 24 hours a day.

The office will generally operate Monday to Friday during normal business hours, however the office may be used 24 hours a day, seven days a week.

5.8 Access, Loading and Parking

5.8.1 Vehicle Access

The existing vehicle access point into the site at the Nyrang Street/ Parramatta Road intersection is to remain as the principal ingress/ egress into the site for customer and staff vehicles. A secondary mid site left in/ left out access point is also proposed which will provide direct access to and from Parramatta Road into the ground floor level car park. The eastern corner of the site will provide a truck only egress from the site.

Signalised Intersection

In order to facilitate the proposed access arrangements for the site a new signalised access is also proposed opposite the existing Nyrang Street intersection with Parramatta Road. A right hand turning bay on Parramatta Road will provide queuing capacity for traffic travelling from the east and wishing to turn right from Parramatta Road into the site.

It is proposed that the western accessway will comprise (at the Parramatta Road boundary):

- a left in lane;
- a dedicated right turning lane for traffic exiting the site and travelling west on Parramatta Road;
- a shared right and left turn for traffic exiting the site.

Mid site ingress/ egress

A slip lane is also proposed along part of the Parramatta Road frontage to provide easy access into the secondary access point.

The proposed access arrangements are illustrated in the civil works drawings appended to the Engineering Report at **Appendix F** of this report.

5.8.2 Pedestrian Access

Pedestrian access to the site is from Parramatta Road via the main entrance located at the south-western corner of the site. A pedestrian footpath will be established across the frontage of the site.

5.8.3 Delivery and Servicing

Delivery and servicing vehicles are to enter the site via the principal access at the south-western corner of the site. A service access road is provided around the perimeter of the building to the loading docks, which are situated in the north-eastern corner of the site.

All delivery and servicing vehicles will exit the site from the south-western corner on to the east bound lanes of Parramatta Road. Delivery and Servicing vehicles will not exit the site onto the west bound lanes of Parramatta Road.

5.8.4 Car Parking

A total of 771 car parking spaces will be provided by external parking and undercover parking in the basement and ground floor levels of the building. This quantum of parking includes 15 disabled car spaces on the ground floor level and an additional 4 disabled spaces at basement level.

5.8.5 Bicycle Facilities

A bicycle parking area on the ground floor level is proposed. This will accommodate up to 68 bicycles. The bicycle parking area is to be used by both customers however changing and locker facilities are also to be provided at ground floor level for use by staff only.

5.9 Landscape Design

A plan of the proposed landscaping for the development is included in the Landscaping Plan and Report, prepared by McGregor Coxall (**Appendix G**). The proposed design provides:

- a concrete paved courtyard entrance, comprising seating and provision of groundcover and trees along the western frontage;
- a landscape buffer area between Haslam's Creek and the main access road;
- boundary planting along the eastern site boundary;
- bioswales within the landscaped areas along the site's boundaries; and
- planting along the Parramatta Road frontage and the northern building façade.

As set out in the Landscaping Report, the proposed landscape design is based upon the following design principles:

- provide more trees and vegetation to the site than currently exist;
- reduce the urban heat island effect through increased vegetation and reduced hardscape;
- reduce the visual mass of the built form through planting;
- retain visible presence and public interaction with the site through an activated Parramatta Road frontage;
- provide pedestrian networks to encourage the use of spaces intended for public access;
- provide an improved creek interface and reduce erosion of banks through planting;
- improve the quality of stormwater discharging into Haslam's Creek;
- provide improved pedestrian safety and amenity to the street;
- use of planting to control shade and light;
- utilise planting to control and improve thermal performance of the building;
- use of high quality, robust and natural materials and finishes with minimised embodied energy;
- use of roof tank water for irrigation and building re-use;
- use local and Australian materials; and
- use indigenous, native and water hardy plant-species.

5.10 Ecological Sustainable Development

As set out in SBE's ESD Statement (**Appendix H**) the proposed development incorporates a number of ESD initiatives into the design and operation of the proposed development. These are discussed in Section 6.8.

5.11 Signage

The proposed signage is to comprise a total five 'Costco Wholesale' wall signs. As illustrated on the drawings at **Appendix A**, two are to be located at the either end of the southern façade, one is located over the main entrance on the west façade, one is located at the southern end of the eastern façade and one is located at the western façade of the northern façade.

They are to metal reverse pan signs, fixed to the metal wall cladding and are to be coloured red and blue, in accordance with Costco's brand colours. Approximately 6 fluorescent spot 'gooseneck' lights are to be positioned above each sign providing illumination.

5.12 Utilities and Services

Water

The development is to be connected into the existing Sydney Water main at the eastern end of the site on Parramatta Road.

Fire Protection

A fire control centre, fire hydrant booster valve assembly and sprinkler valve room is to be located in the south-eastern corner of the site with direct access from Parramatta Road. Hydrants are to be located throughout the building as required by Australian Standards. Fire hydrant and fire sprinkler pumps are to be located in a room below the loading dock car parking areas, with access along the eastern boundary.

Sewer Drainage

The site is to be connected to the existing Sydney Water sewer main located at the north-western corner of the site.

Electricity

Two electrical substations are to be established at the south-eastern corner of the site and the existing electrical services are to be relocated, with all new cabling located underground. New street lighting will also be installed to suit the new slip lane and intersection.

Telecommunications

The site will connect in to the telecommunications network, however due to the proposed slip lane, the telecommunications will be relocated.

Gas

The proposed development will connect to the existing gas main located at the south-western corner of the site.

5.13 Stormwater Drainage

Hughes Trueman has prepared an Engineering Report (**Appendix F**). The report includes a Soil and Water Management Plan. The key parts of the stormwater management system are explained below.

Stormwater Drainage

Stormwater from the building is to be collected using a symphonic drainage system directed to the corners of the building. A portion of this water will be directed to a rainwater re-use system and the remainder will be directed through underground stormwater pipes to the existing stormwater outlets which drain into Haslam's Creek at the north-western corner of the site, as preferred by Sydney Water.

Stormwater from the loading dock area will be directed through a water quality device and into the underground stormwater pip network. Stormwater from the surface level car park areas will drain to the landscaped area along the western boundary and stormwater from the ground floor and basement car park areas will drain into a stormwater pump pit in the basement level and will then be pumped into the water quality device in the loading dock.

Stormwater Retention

The north eastern corner of the warehouse's roof will connect into above ground rainwater reuse tanks (total volume of 100kL). The water will be filtered prior to storage within the tank and will be used for landscaping irrigation, toilet flushing and wash down of pavement areas.

Stormwater Detention

Given that the site is located downstream of the Haslam's Creek catchment and the Parramatta Road bridge and the proposed rainwater tank will reduce the total quantity of stormwater leaving the site no on-site detention is proposed. This is also been confirmed by Sydney Water.

Stormwater Quality

As noted above, water quality device comprising of a gross pollutant trap and oil and silt arrestor is to be located in the north-eastern corner of the loading dock.

Furthermore, the stormwater from the surface level car parking and driveway areas are to be directed into the landscaped areas along the site boundaries. These landscaped areas have been designed to act as bioswale filters for the stormwater before entering the underground stormwater system and discharge into Haslam's Creek.

6.0 Environmental Assessment

This section of the report assesses and responds to the environmental impacts of the Concept Plan and Project Application proposal. It addresses the matters for consideration set out in the Director-General's Environmental Assessment Requirements (DGRs).

The draft Statement of Commitments complements the findings of this section.

6.1 Director General's Environmental Assessment Requirements

Table 11 provides a detailed summary of the individual matters listed in the Director General's Environmental Assessment Requirements (DGRs) and / or identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

Table 11 – Director General's Environmental Assessment Requirements

Director General's requirements	Location in Report / Application
Key Issues	
Relevant EPI's policies and guidelines to be addressed <ul style="list-style-type: none"> - Planning provisions applying to the site, including permissibility and the provisions of all planning and policies including: - Objects of the EP&A Act - SEPP (Infrastructure) 2007, SEPP 55, SEPP 64, SREP (Sydney Harbour Catchment 2005) - Nature and extent of any non-compliance with Auburn Local Environmental Plan 2000 (including any amendments) and justification for any non-compliance 	Section 3 and Section 6.3
Retail/ Bulky Goods Economic Assessment/Appropriateness of the Proposed Use <p>The EA shall address the economic/ retail impact of the proposal upon existing and future development along Parramatta Road, the surrounding retail centres within Auburn LGA, the draft Centres Policy – Planning for Retail and Commercial Development, and the hierarchy of centres in the Metropolitan and Draft Subregional Strategy.</p>	Section 6.5 Section 6.1 Appendix K
Built Form <p>The EA shall address height, bulk and scale of the proposed development within the context of the locality</p>	Section 6.4
Urban Design <p>The EA shall address the design quality with specific consideration of the facade, massing, setbacks (including setback to Haslam's Creek), building articulation, use of appropriate colours, materials/finishes, landscaping, safety by design and public domain.</p>	Section 5, Section 6.4, Section 6.15
Environmental and Residential Amenity <p>The EA must address solar access, acoustic privacy, visual privacy, view loss and wind impacts and achieve a high level of environmental and residential amenity.</p>	Section 6.6
Car Parking <p>The EA must demonstrate the provision of sufficient on-site car parking for the proposal having regard to local planning controls and RTA guidelines (Note: the Department supports reduced car parking rates in areas well-served by public transport).</p>	Section 5.8 and Section 6.7 Appendix L

Director General's requirements	Location in Report / Application
Traffic and Accessibility (Construction and Operational) The EA shall provide a Traffic and Accessibility Study prepared in accordance with the RTA's guide to Traffic Generating Developments, considering traffic generation, any required road/intersection upgrades, access, loading dock(s), car parking arrangements, measures to promote public transport usage and bicycle linkages.	Section 5.8 and Section 6.7 Appendix L
Ecological Sustainable Development (ESD) The EA shall detail how the development will incorporate ESD principles in the design, construction and ongoing operation phases of the development.	Section 5.10 and Section 6.8. Appendix K
Landscaping and Public Domain Management The EA shall provide details on any landscaping and public domain works associated with the proposal including the riparian corridors along Haslam's Creek.	Section 5.9 Appendix G
Heritage The EA shall provide a Heritage Impact Statement prepared by a qualified Heritage Consultant in accordance with the NSW Heritage Office publication 'Statement of Heritage Impact' and 'Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation 2005'	Section 6.9 Appendix I
Contributions The EA shall address Council's Section 94 Contribution Plan and/or details of any Voluntary Planning Agreement	Section 3.2
Contamination/Acid Sulphate Soils The EA is to demonstrate compliance that the site is suitable for the proposed use in accordance with SEPP 55. The EA shall also address the need for an Acid Sulphate Management Plan.	Section 6.10 Appendix E & M
Flooding Provide an assessment of any flood risk on site and relevant provisions of the NSW Floodplain Development Manual (2005), Haslam's Creek Floodplain Risk Management Study and Plan (2003) and the potential effects of climate change, sea level rise and an increase in rainfall intensity.	Section 2.8, Section 5.13 and Section 6.12 Appendix F
Drainage The EA shall address drainage/flooding/groundwater issues associated with the development/site including: stormwater, drainage infrastructure and incorporation of Water Sensitive Urban Design measures.	Section 2.8, Section 5.13 and Section 6.12 Appendix F
Utilities In consultation with relevant agencies, the EA shall address the existing capacity and requirements of the development for the provision of utilities including the staging of infrastructure works.	Section 2.5, 5.12 and Section 6.13 Appendix F
Staging The EA is to include details regarding the staging of the proposed development (if proposed).	Not Applicable
Consultation Undertake an appropriate and justified level of consultation in accordance with the Department's Major Project Community Consultation Guidelines October 2007.	Section 4

6.2 Site Suitability and Implications of Proposed Land Use

The suitability of the site has been considered from a retail trading perspective as well as from a site, development and environmental capacity perspective. The site is considered suitable for the Project for the following reasons.

- The section of the Parramatta Road corridor within the LGA area already contains a linear collection of individual bulky goods retailers and other retailers. Taking in consideration the recent adoption and exhibition of Draft LEP No 22 which provides for large scale retailing and commercial offices within this precinct of Parramatta Road, the proposal will reinforce the broader strategic aim for Parramatta Road to become an Enterprise Corridor that contributes significantly to the local economy.
- The Parramatta Road frontage provides good exposure to passing traffic. The site also has good access from major roads such as the M4, Silverwater Road and Homebush Bay Drive and that connect motorists to and from the region. For these reasons, the site is highly suited to accommodate this form of retailing.
- The draft West Central Subregional Strategy identifies the site and surrounding precinct as a future enterprise corridor. This type of land use is conducive to retail and business operations, generally of a large scale in nature which have good access to road corridors.
- The site is located away from sensitive receptors such as dwellings, hospitals and schools. The site is zoned 4C – Industrial Enterprise Zone which currently prohibits the development of residential uses.
- The site is able to satisfactorily accommodate the Costco store, parking and the Australian regional office in a building that is commensurate with the size and scale of the existing building on the site and the surrounding retail and warehousing buildings including Bunnings to the west and the Lidcombe Power Centre across Parramatta Road.
- With the installation of new signalised access at the intersection of Parramatta Road and Nyrang Street, the site and the surrounding road network is able to accommodate the traffic that will arrive and depart from the proposed Costco development.
- The environmental investigations of the site and soil conditions demonstrate that the proposed use and design of the building is suitable for the site based on contamination, groundwater and acid sulphate soil conditions.

Overall, given the site's location, size, retailing context and access to Parramatta Road, the site is suitable for the nature and scale of the development proposed.

6.3 Consistency with Planning Instruments, DCPs and Guidelines

An outline of the relevant provisions within the relevant planning instruments is provided in **Table 12** below.

Table 12 – Relevant State, Regional and Local Plans

Policy / Plan	Requirement	Compliance / Relevance
SEPP (Major Development) 2005	SEPP Major Development, together with Part 3A of the EP&A Act provides the planning framework for the assessment of State and Regionally Significant projects.	The development has been declared to be a project to which Part 3A of the EP&A Act applies. This EAR has been prepared in response to the Director General's Environmental Assessment Requirements in accordance with Part 3A of the EP&A Act.
SEPP (Infrastructure) 2007	The consent authority must not grant development consent for development on land that has a frontage to a classified road unless vehicular access to the land is via a road other than the classified road; the safety, efficiency and ongoing operation of the classified road will not be adversely affected, and the development is of a type that is not sensitive to traffic noise, vehicle emissions, or includes measures to ameliorate potential traffic noise or vehicle emissions within the site.	Vehicular access to the site will be directly from Parramatta Road, however the proposal utilises two existing access points (albeit they are to be reconfigured) but proposes an additional mid section left in/ left out access point. The traffic report at Appendix L confirms that the safety, efficiency and ongoing operation of Parramatta Road will be maintained and even improved at the Nyrang St-Parramatta Road/ Costco entrance intersection. Furthermore, the proposed use is not considered to be a sensitive use and therefore would not require noise amelioration measures. Refer to Section 6.7
	Further a shop with a floor area of more than 2,000 m ² that has access to any road must be referred to the Roads and Traffic Authority for comment.	The project has been referred to the RTA and RTA's comments have been considered in preparing the EA.
SEPP 55 – Remediation of Land	The consent authority must consider whether the land is contaminated and if it can be made suitable for the purpose for which the development is proposed to be carried out.	A Preliminary Environmental Site Assessment has been prepared. This considers that the site can be made suitable for the proposed development. Refer to Section 6.10
SEPP 64 – Signage	SEPP 64 requires compliance with the assessment criteria as illustrated within the Schedule 1 of the SEPP.	The proposed signage complies with the assessment criteria as illustrated in the Table of Compliance at Appendix J .
SREP (Sydney Harbour Catchment) 2005	Haslam's Creek which adjoins the site is zoned W2 Environmental Protection. Part 3, Division 2 of the SREP refers to matters which are to be taken into consideration by a consent authority in determining an application.	A table of compliance against the relevant provisions of the SREP is included at Appendix J .
Auburn Local Environmental Plan 2000	Compliance with the relevant provisions of the LEP	Refer to Section 3.2
Auburn Development Control Plans	Compliance with the relevant provisions of the relevant DCPs	Refer to Section 3.2
Auburn Development Contributions Plan 2007	Provision of a levy of 1% of the proposed construction cost of the development	Costco commit to providing this levy. Refer to Section 3.2

6.4 Built Form

In accordance with the design principles, the proposed design provides a development which is of a similar size and scale with the existing distribution warehouse, and therefore is consistent with neighbouring buildings located along Parramatta Road. It presents a contemporary modulated building that provides an interesting and articulated main frontage along the western façade to acknowledge its importance, but a simple and modest southern façade to be compatible with the surrounding buildings.

The proposed height of 18m stepping down to approximately 13.5m maintains the noticeable scale along Parramatta Road. The use of landscaping and planting along the western, northern and eastern site boundaries and the southern, western and northern facades, soften the appearance of the building when viewed from Parramatta Road and the M4 motorway.

The proposed materials and finishes have been carefully chosen to ensure that the building maintains a fresh appearance and that the building is neutral in colour to integrate with the existing streetscape. The metal sheet profiles present subtle articulation to the building to differentiate between elements and the base of the building is treated to provide a more substantial and permanent appearance. Further the signage will present the Costco brand in a manner which is subtle and does not dominate the appearance.

6.5 Economic Impact Assessment

In response to the Director General's requirements an Economic Impact Assessment of the proposal has been prepared by Essential Economics Pty Ltd, which accompanies this report at **Appendix K**.

The report presents an independent assessment of market scope for the development of a Costco Warehouse within the western central suburbs of Sydney. The report provides an assessment of the economic impacts that can be expected to result from the development, including positive benefits for the surrounding population.

The extent of the trade area is assessed:

- to the north by the Hills Motorway;
- to the east by inner Sydney;
- to the south by the South Western Motorway; and
- to the west by M7 Interchange.

The extent of the trade area and the existing retail centres within this trade area are illustrated on the plan at **Figure 22**.

The trade area population is projected at 1.33 million people in 2011 and will increase to 1.43 million people by 2021. In 2009, residents within the identified trade area spent approximately \$15.2 billion on retailing of which approximately \$8.27 billion dollars is on food and groceries and \$6.29 billion is spent on non-food and groceries. A further \$640 million is spent on other retail services in the trade area. Essential Economics has predicted that total spending by the population within the trade area will increase to \$19.8 billion in 2021.

With sales of \$97.5 million in its first year of operation, the proposed Costco store will attract 0.4% of the available spending in the trade area. The trading impacts would result in reduction of sales of approximately 1.2% of those currently captured by existing centres and free standing retailers within the trade area. One of the existing centres most likely to be impacted by the Costco store is Auburn town centre where up to 2.8% of total sales will be captured by Costco in a very conservative estimate of impacts.

Essential Economics considers that the more likely level of impact is approximately 1.5% of existing sales within the Auburn centre will be lost to Costco. Even if the conservative figure of 2.8% is adopted this is considered to be a very low impact and well below the impacts of 10% to 15% that the Land and Environment Court of NSW has in past noted as being significant enough to cause decline in the viability and ranges of services offered in an existing centre.

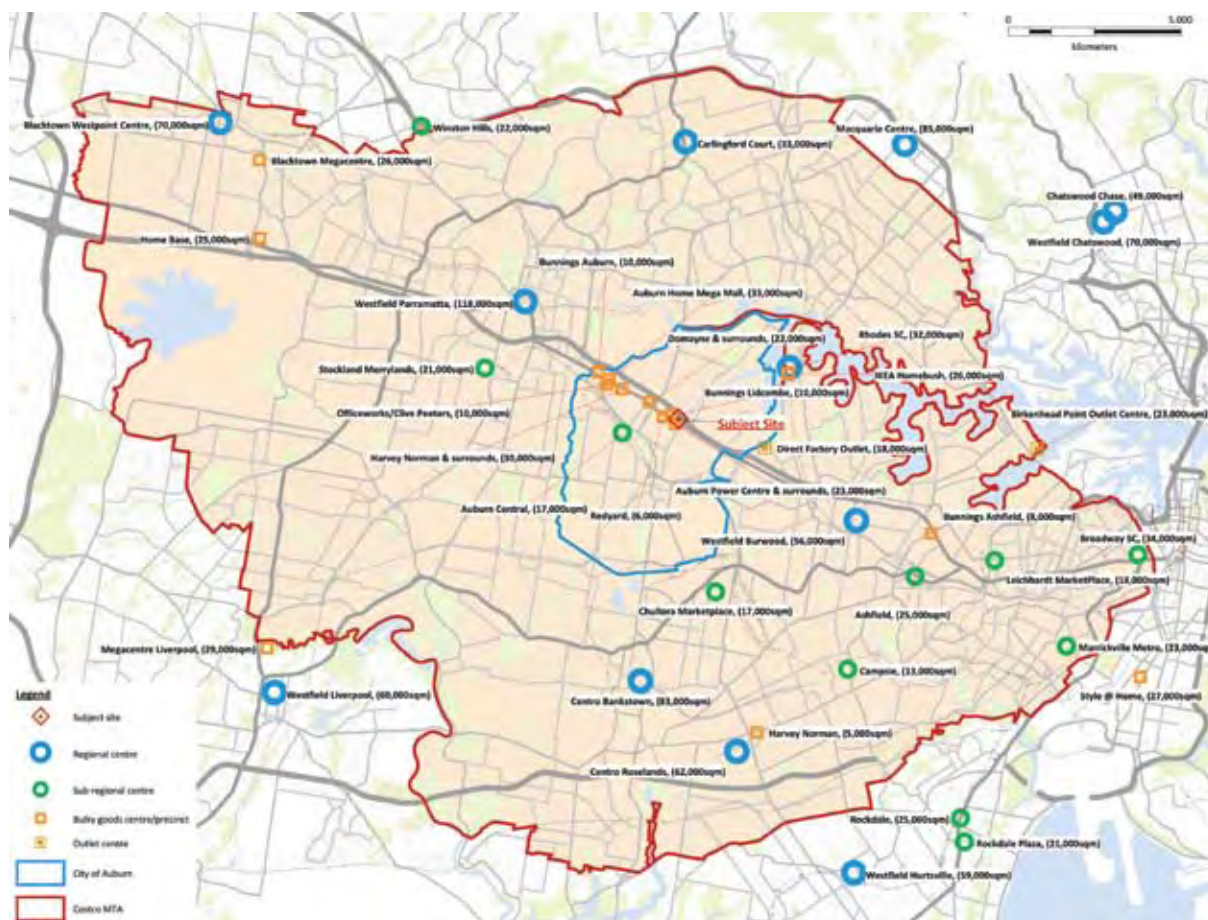


Figure 22 – Retail trade area and location of existing retail centres

Net Community Benefit Test

The Draft Centres Policy released for public comment in April 2009 established that a Net Community Benefit Test should be used to assess the merits of rezoning in the following circumstances:

- proposals to develop within an existing centre where the current zoning does not permit the use;
- proposals to develop outside an existing centre where the current zoning does not permit the use; and
- proposals to create a new centre.

Whilst the proposal does not involve a rezoning in itself, approval is sought for a use that (but for the provisions of Part 3A) would not be otherwise permissible on the land under the current terms of Auburn LEP 2000. Accordingly, the questions identified in the Net Community Benefit Test in the Draft Centres Policy have been identified and answered below in the context of the proposed Costco store:

Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800 metres of a transit node)?

The proposal is consistent with state and regional strategic direction for utilising and improving identified corridors such as Parramatta Road. Corridors play an important role by supporting the movement of people and goods and provide opportunities for development, particularly those types of development that are otherwise not easily located in a centre. Consideration of the Metropolitan Strategy, the Draft subregional strategy and the Auburn Employment Lands Study has been provided at Section 3 of this report.

Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?

The proposal is located within the Parramatta Road corridor which is identified in the Metropolitan Strategy and the West Central Draft Subregional Strategy.

Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?

The proposed use is unlikely to create a precedent or change the expectation of other landowners as the use is consistent with the alternative uses for Parramatta Road generally identified in the Auburn Employment Lands study and more particularly is consistent with the landuse that would be permissible under the provisions of Auburn Draft LEP No 22 which applies to the precinct.

In addition, the Costco format is relatively unique format in terms of retailing, being a membership warehouse, the size of which has not been undertaken in NSW before. The proposed Costco store will not readily create a precedent for retail generally.

Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?

No other spot rezonings are considered to be relevant to the assessment of the proposal. However the wider Auburn Draft LEP No 22 is relevant to consideration. The proposed use is consistent with this Draft LEP in that it recognises the developing and changing nature of this precinct and specialised retail corridor. The broader rezoning proposed by Auburn Draft LEP No 22 and the proposed Costco are consistent with the findings of Auburn Employment Lands Study and cumulatively will deliver some of the objectives identified by the Study.

Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?

The site is currently occupied by a 1950's warehouse building that is used by Bevchain for the storage and distribution of liquor products. The style of warehousing is not considered to be competitive in terms of modern warehouses in terms of layout or ease of vehicular access. Bevchain will, by the end of 2009 relocate off the site to a newly constructed warehouse nearby in Auburn and the landowner will have attempt to lease the old style warehouse.

Costco provides an opportunity to renew the employment currently generated from the site by providing 160 Equivalent Full Time jobs in store operation and a further 160 Equivalent Full Time jobs in elsewhere in the local and national economies.

Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?

The proposal will not impact on the supply of residential land or housing affordability.

Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site?

With the installation of a new intersection at corner of Nyrang Street and Parramatta Road by Costco, the existing road networks and in particular Parramatta Road will be capable of servicing the proposal.

Is there good pedestrian and cycling access?

New pedestrian links are being established along northern side of Parramatta Road in front of the site where none currently exist. A new signalised pedestrian crossing across Parramatta Road between the Costco store and the Lidcombe Power Centre will be constructed to facilitate pedestrian movement between the two developments. Costco is providing a secure bicycle room within the development for its staff as well as providing associated change and wash facilities.

Is public transport currently available or is there infrastructure capacity to support future public transport?

The nearest bus stops are located on Parramatta Road to the east of the site (approximately 12 mins walk) and Station Road to the west of the site (approximately 15 mins walk). In addition, the Lidcombe and Auburn train stations are situated approximately 25 mins walk from the site. It is expected the Costco store could act as a catalyst to bring forward the initiation of Strategic Bus Route 13 along Parramatta Road between Parramatta and Burwood, as proposed in the Review of Strategic Bus Services in NSW (Unsworth Report) 2004.

Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?

The location of the proposed Costco store has been specifically chosen due to its proximity to existing major roads and travel networks used by both customer and suppliers. The site is located in immediate proximity to the M4 Motorway so that existing travel movements undertaken by residents in the trade area can be captured. The nature of a Costco store is that smaller and frequent retailing trips are generally replaced by more infrequent but larger trips (in terms of the quantum of items purchased). The location of the store in the geographic centre of Sydney means that the store well placed in terms of access to suppliers. Costco do not maintain a warehouse facility elsewhere so the duplication in transport between supplier-warehouse, warehouse-shop is removed. Goods will be bought directly to the Costco premises from the supplier.

Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact?

There are no readily identifiable government investments in infrastructure in the area whose patronage will be affected by the proposal.

Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?

The proposal will not impact on land that the government has identified as land to protect. The proposed Costco store will provide for an increased and landscaped setback to the Haslam's Creek beyond that which currently exists. Impacts such as flooding from Haslam's Creek have been identified and responded to in the design.

The proposed Costco has been designed and sited to accommodate the flooding characteristics of Haslam's Creek and the development will not adversely impact on the flood storage capacity of the catchment.

Will the LEP be compatible/ complementary with surrounding land uses? What is the impact on amenity in the location and wider community?

The proposed use will be entirely compatible with existing retail land uses in the area in terms of impacts associated with urban design and traffic. There are no residential uses in the immediate vicinity of the Costco store. Large scale retailing premises are located on each side of Parramatta Road as identified in **Figure 13** and **Table 1** of this report. The proposed Costco development is compatible in terms of urban design and scale with these buildings and will complement these uses by establishing a significant retail tenant in precinct.

Will the public domain improve?

There will be improvements to the public domain with the introduction of a landscaped buffer to Haslam's Creek and the provision of a landscaped forecourt entry to the western end of the site addressing Parramatta Road. Pedestrian access ways and landscaping will be located along the Parramatta Road frontage

Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?

The proposal will increase choice and competition by providing a new entrant into the NSW retail market.

If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?

The proposal in itself cannot be considered to be a centre. Having regard to the provisions of Draft Auburn LEP No 22 which seeks to provide for similar specialised large format retail and commercial uses within this precinct of Parramatta Road, the proposed Costco may in conjunction with the development of other uses envisaged by Draft Auburn LEP No 22 form part of a specialised centre along Parramatta Road.

What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?

The public interest will be served by providing for a new entrant in the retail market increasing competition and choice for the public. The proposed development also permits for renewal of the site for an employment generating use providing for 160 Equivalent Full Time positions. The nature of the Costco development also provides small businesses with the opportunity to purchase goods for re-sale. Significantly, Costco will play an important role as a retail anchor in Auburn and would generate flow on benefits for the wider area.

The implications of not proceeding with the proposal are that the above benefits will not be realised and Costco may instead invest in additional stores in Victoria to complement the recently opened and successful Docklands store.

Having regard to the above Net Community Benefit test, it is considered that the sum of the benefits of approving the proposed Costco store outweighs the negatives of doing so.

6.6 Environmental Amenity

The environmental impact of the surrounding buildings will not be impacted by overshadowing, noise or loss of visual privacy.

Shadow diagrams included at **Appendix A**, illustrate that the proposed development will only overshadow the Lidcombe Power Centre at 9am on 21 June. No other buildings or the Lidcombe Power Centre will be overshadowed at midday on 21 June or at any other time throughout the year.

The site is not located adjacent to any sensitive use. The nearest residential dwellings are situated 250 metres due north on the opposite side of the M4 Motorway and 275 metres due south to the south of the Lidcombe Power Centre. The proposed development will not impact the visual or acoustic privacy, nor result in the loss of any significant or iconic views of any residential dwelling.

Further the provision of a high quality and contemporary building will greatly improve the visual outlook of the site and amenity of passing vehicles and pedestrians.

The proposed development will not therefore cause any adverse impacts on the environmental or residential amenity of any surrounding land use.

6.7 Traffic, Car Parking and Accessibility

Halcrow MWT has undertaken a traffic and transport study to assess the traffic and transport implications of the proposed development.

The Costco warehouse development will include a total of 771 car parking spaces, which are provided within the basement and ground floor level car parking areas and also exterior to the building within the western and northern parts of the site.

The main vehicle access into the site is proposed to be (as set out at Section 5.8) via the existing vehicle access point at the Nyrang Street/ Parramatta Road intersection. A secondary mid site left in / left out access point providing direct access into the ground floor level car park is also proposed. The entry point for service vehicles is via the main vehicle access point and the eastern corner of the site will provide a truck only egress.

Traffic Generation

The existing two way peak hour flows along Parramatta Road and surrounding roads during the week day and weekend peak times (Thursday evening 5-6pm and Saturday 12-1pm) are shown in **Table 13** below.

Table 13 – Existing two way peak hour traffic flows

Location	Thursday Evening Peak	Saturday Mid-Day Peak
Parramatta Road, east of Silverwater Road	2,570	2,870
Parramatta Road, west of Silverwater Road	3,040	3,550
Parramatta Road, west of Alban Street	2,840	2,960
Parramatta Road, west of Day Street	2,690	2,910
Parramatta Road, east of John Street	2,950	3,000
Parramatta Road, west of Hill Road	3,150	2,980
Silverwater Road, north of Parramatta Road	4,370	3,930
St Hilliers Road, south of Parramatta Road	3,630	2,930
Alban Street, north of Parramatta Road	240	110
Day Street, north of Parramatta Road	120	190
100 Parramatta Road, south off Parramatta Road	270	240
John Street, south of Parramatta Road	750	810
Hill Road, north of Parramatta Road	1,450	820
Bombay Street, south of Parramatta Road	480	210

Halcrow MWT estimate that up to 654 trips will be generated during the Thursday evening peak and 998 trips will be generated during the Saturday mid-day peak as shown in **Table 14**.

Table 14 – Predicted peak hour trip generation

Use	Thursday PM Peak	Saturday Mid-Day Peak
Retail	618	998
Office	36	-
TOTAL	654	998

Furthermore, the estimated daily traffic profile for Thursdays and Saturdays is set out in **Table 15** below. It is noted that in practice some of the trips would be from passing trips on Parramatta Road and some would be diverted from traffic that would otherwise have visited an alternate destination along Parramatta Road.

Table 15 – Predicted daily traffic profile

Period	Thursday Total Trips	Saturday Total Trips
8.00 - 9.00 am	27	-
9.00 - 10.00 am	142	307
10.00 - 11.00 am	425	685
11.00 am - 12.00 pm	589	833
12.00 - 1.00pm	764	862
1.00 - 2.00pm	773	968
2.00 - 3.00pm	707	917
3.00 - 4.00pm	651	998
4.00 - 5.00pm	629	895
5.00 - 6.00pm	654	818
6.00 - 7.00pm	625	-
7.00 - 8.00pm	584	-
Total	6570	7283

In addition, Costco have indicated that most of the service traffic and deliveries would occur before 10.00am (the store opening hour), therefore they would not coincide with customer traffic.

In light of the above figures, Halcrow MWT have undertaken SIDRA intersection analysis to determine the existing and proposed average delay that vehicles currently encounter and will encounter following the development under the 'worst case' baseline 2021 traffic conditions (as required by the RTA and the corresponding level of service (LOS). The results are set out in **Table 16**.

Table 16 – Existing and predicted performance⁴ intersection analysis

Parramatta Road Intersection	Thursday PM Peak Existing LOS	Thursday PM Peak Predicted LOS	Saturday Mid-day Peak Existing LOS	Saturday Mid-day Peak Predicted LOS
Silverwater Road- St Hilliers Road	D	F	C	F
Alban Street	A	A	A	A
Day Street	A	A	A	A
Nyrang Street	F	A	F	B
John Street	B	B	B	B
Hill Road/ Bombay Street	D	D	C	B

As shown in **Table 16** above, the intersections of Parramatta Road with Alban Street, Day Street and John Street operate at a good level of service. However, the Parramatta Road – Silverwater Road and the Parramatta Road – Hill Road/ Bombay Street intersections currently operate near capacity with a level of service 'D' and the un-signalised Parramatta Road – Nyrang Street intersection currently does not operate satisfactorily with vehicles experiencing delays greater than 120 seconds per vehicle for traffic turning right out of Nyrang Street.

Following the installation of the proposed new signalised intersection at the junction of Parramatta Road, Nyrang Street and the main site entry, Halcrow MWT consider that this intersection would operate at a level of service 'A' and would operate well, with delays less than 14 seconds per vehicle.

⁴ The predicted performance values are based on a 'worst case scenario' at a 2021 Design Year, as required by RTA guidance.

In addition, following intersection improvements as recommended within the *'Traffic Study for Upgrading of Parramatta Road from Broadway to Woodville Road' (Masson Wilson Twiney, 2002)*, the Parramatta Road – Hill Road/ Bombay Street intersection would also improve and operate satisfactorily within capacity.

As illustrated within Halcrow MWT's report the 2021 Base Year Intersection Operation of the Silverwater Road – St Hilliers Road intersection, shows that it will operate at a level of service 'F' without the proposed Costco development. As shown above in **Table 16** this intersection would continue to operate at a level of service 'F' following the construction of the development.

Even with the proposed improvements (as recommended by Masson Wilson Twiney), Halcrow MWT note, that the Parramatta Road – Silverwater Road intersection would continue to experience capacity issues under the predicted 2021 Design Year flows. However, over time they note that the incentive to avoid tolls will diminish and traffic volumes will stabilise at a busy but workable level. Further, improvements to this intersection in isolation are not considered appropriate given that it operates as a 'throttle' point and any upgrading should be undertaken as part of an overall route study.

Parking and Public Transport

As discussed at Section 5.8, a total of 771 car parking spaces are being provided on the site. The locations of these spaces are set out in **Table 17** below.

Table 17 – Car Parking

Location	Number of spaces	Number of accessible spaces
Basement Level	344	4
Ground Floor	316	13
Surface Level	111	2
Total	771	19

Halcrow MWT's report includes an assessment of the proposed parking numbers against the Auburn DCP requirements and the RTA guidelines. Whilst 4 less spaces than required by the Auburn DCP, the number of spaces is 186 more than the RTA guidance specifies, overall, it is considered that a satisfactory amount of parking is provided and provides capacity for very busy trading periods.

It is noted however that data from Costco UK shows that not all trips to a Costco store are single occupancy trips with 37% and 50% of all customers arriving by car on a Thursday and Saturday respectively being car occupants. Halcrow MWT anticipate similar levels of car sharing to occur within the Auburn store, and whilst Thursday evening peak traffic are anticipated to be car based, more pedestrian customers are considered to visit the store in the Saturday mid-day peak.

Pedestrians and Public Transport Accessibility

As noted in Section 2.13 and the Traffic Report at **Appendix L**, there is very little pedestrian activity in the area, and no formed footpath on the northern side of Parramatta Road in front of the site. Furthermore, bus routes are limited and Auburn and Lidcombe Railway Stations are situated approximately 2.2km and 1.8km from the site respectively.

Given the low level of pedestrian and public transport accessibility, the amount of proposed car parking on the site is further justified.

In order to promote alternative travel modes and achieve the anticipated mode split as set out within Halcrow MWT's report, a foot path along the northern side of Parramatta Road is proposed alongside the site frontage, and space for up to 68 bicycles and showers/ changing facilities for staff are included within the design of the building.

In addition, a Green Travel Plan will be prepared and executed by Costco management to encourage travel by non-car means. Furthermore, in order to promote pedestrian linkages to the site, Costco commit to co-operating with the owners of the land along the western bank of Haslam's Creek to develop a shared cycle/ pedestrian path which will connect the existing shared cycle/ pedestrian path to Parramatta Road.

Halcrow MWT also consider that the proposed Costco development could act as a catalyst to bring forward the initiation of Unsworth Strategic Bus Route 13 along Parramatta Road between Parramatta and Burwood, as proposed in the Review of Strategic Bus Services in NSW (Unsworth Report) 2004.

Traffic and Transport Conclusions

Overall it is concluded that:

- the site is well serviced by the arterial road system and whilst it is busy in peak periods it operates satisfactorily;
- following the development of the Costco store and new Nyrang Street/ Parramatta Road/ Costco site entrance intersection, all of the intersections in the study network would operate satisfactorily except for the Hill Road/ Bombay Street and Silverwater Road/ St Hilliers Road intersections. However it was found that these intersections require improvement and would not operate satisfactorily irrespective of the Costco development;
- the amount of parking proposed is considered to be satisfactory; and
- there are limited public transport services in the area, however the proposed development could act as a catalyst for the provision of additional public transport and pedestrian facilities and will promote the use of non-car based transport.

6.8 Ecological Sustainable Development

There are five accepted ESD principles:

- (a) *decision-making processes should effectively integrate both long-term and short-term economic, environmental, social and equitable considerations (**the integration principle**);*
- (b) *if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation (**the precautionary principle**);*
- (c) *the principle of inter-generational equity – that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations (**the inter-generational principle**);*
- (d) *the conservation of biological diversity and ecological integrity should be a fundamental consideration in decision-making (**the biodiversity principle**); and*
- (e) *improved valuation, pricing and incentive mechanisms should be promoted (**the valuation principle**).*

Having consideration to the above ESD principles we have made the following conclusions:

- The proposal has positive social, environmental and economic impacts and provides a genuine reuse of the site for employment, commercial/retail uses which supports the revitalisation of the Auburn area as a long-term employment generating use.
- The environmental impacts of the development are appropriately mitigated as discussed elsewhere in the Environmental Assessment Report.

- The development will also improve landscaping on the site and in particular adjoining Haslam's Creek and assist in creating a benchmark for further revitalisation of the locality.
- There is no threat of serious or irreversible environmental damage as a result of the proposal.
- The site has a low level of environmental sensitivity and does not contain any threatened or vulnerable species, populations, communities or significant habitats.
- An appropriate level of detail has been provided with regards to the remediation of the site
- No significant climate change risks are identified as a result of this proposal. Nevertheless increased flood level which may result from climate change have been identified and considered in the design development.
- The proposed development represents a sustainable use of the site.
- The development includes the redevelopment of dated warehousing building and the improvements the frontage of Parramatta Road will contribute to the activation and vibrancy of the area for the benefit of both the current and future generations.
- There is not threat of serious or irreversible environmental damage as a result of the proposal.
- The proposal does not impact upon biological diversity or ecological integrity

Sustainable Built Environments Pty Ltd (SBE) has prepared an ESD Statement (**Appendix H**) for the proposed development. The statement provides a detailed explanation of the environmental initiatives which are incorporated into the design of the development and will be included in the construction and operation phases.

The ESD initiatives incorporated into the design, and those that will be included within the construction and operation phases are summarised below

Design

The proposed design incorporates initiatives to reduce energy and water consumption, provide a pleasant indoor environment, reduce, reuse and recycle material and resources, and create a safe and healthy physical environment by:

- use of fabric and services insulation and glazing that achieved at least 20% better than BCA Section J deemed-to-satisfy requirements;
- use of light coloured roofing and cladding materials;
- installation of mechanical systems that require the minimum energy input for heating, cooling and ventilation;
- maximising the use of natural day lighting and the installation of energy efficient light fittings;
- installation of a solar hot water heating system on the roof of the building;
- installation of individual energy meters for any large energy uses on the site and individual water meters for large water uses (where feasible);
- installation of use of water efficient tapware, toilet cisterns, low/water/ waterless urinals etc;
- installation of rainwater reuse tanks, and use of landscaped areas for infiltration of water, as proposed within the stormwater management strategy discussed at Section 5.13;
- use of drought-resistant plant species within the proposed landscaping;

- incorporating good practice sound attenuation levels in accordance with (or better than) AS2107-2000 Acoustics;
- providing opportunities for social interaction;
- integrate the principles of CPTED into the design; and
- ensuring the building meets the relevant requirements of the BCA and DDA.

Construction

The construction of the building will incorporate initiatives to reduce energy and water consumption, reduce, reuse and recycle material and resources, and create a safe and healthy physical environment by:

- use of low embodied energy materials in the construction;
- re-using existing materials from the demolition of the existing building;
- implementation of a construction waste management plan, and achieve a minimum construction waste target of 60%;
- use of an alternative material to PVC where possible; and
- use of insulation to walls, roofs ceiling, floors, ductwork, pipework, hot water tank etc, fire extinguishers and refrigerants with zero ozone depleting potential and global warming potential.

Operational

The operation of the building will incorporate initiatives to reduce energy and water consumption, provide a pleasant indoor environment, reduce, reuse and recycle material and resources and create a safe and healthy physical environment by:

- use of gas to supply as many of the energy demand as possible;
- controlling the use of lighting, ventilation and cooling within the development;
- installation of energy efficient equipment and appliances, i.e. refrigerators, freezers, dishwashers and air conditioners;
- regular servicing and maintenance to ensure that the plant equipment performs at optimal efficiency;
- implementation of a water demand management strategy;
- use of glare control devices, such as blinds or louvers for the office space;
- ensuring that all lighting levels will meet the requirements of Australian Standard AS1680-1990 Interior Lighting;
- use of resources that minimise contractors and building users exposure to Volatile Organic Compounds and formaldehyde;
- use of indoor plants;
- identifying the public transport routes available on the Costco website to encourage visitors and staff to travel to the site sustainably;
- providing secure weather-protected bicycle storage within the car park and provision of change rooms with toilets, shower facilities and lockers for staff;
- implementation of the operational waste management plan, as discussed at Section 6.17;
- use of office workstation, flooring, walls, partitions, chairs, tables, storage and joinery which are of low impact on the environment; and
- providing a Building Users Guide to Costco staff which contains information on the buildings architectural design and engineering systems and how they are operated.

6.9 European Heritage

Godden Mackay Logan (GML) has prepared a Heritage Impact Assessment for the proposed development (**Appendix I**). The assessment identifies the past uses of the site since European occupation and their potential heritage significance and assesses the potential impact of the proposed development upon the heritage significance of Haslam's Creek, bridge and culvert.

Heritage Significance of the Site

As detailed within the report, the site was previously part of the Homebush estate and used as a horse stud until 1907 when the estate was resumed by the Public Works Department for the establishment of the State Abattoirs. At this time, the site itself contained a residence and cottage garden associated with the Abattoir. Following World War II and as a result of the construction of the western motorway (now the M4) the site was sold. The existing warehouse building was subsequently erected in the 1950s by the Dunlop Rubber Company as a distribution warehouse.

GML consider that it is unlikely that any evidence of the small farm cottage remains following the works to erect the warehouse and surrounding concrete pavements and in the unlikely event that some evidence of the farm cottage existed, its probable significance as archaeological evidence is low.

Furthermore, the existing warehouse building has been examined as part of the Auburn Heritage Study and was not identified as a heritage item and has no known historic associations of heritage significance. It is considered therefore that the existing building would not present any heritage constraints upon the future use of the land.

Impact upon Haslam's Creek, Bridge and Culvert

As noted in Section 2.6, the site is situated within the vicinity of Haslam's Creek and Culvert and Haslam's Creek Bridge. The Creek and Bridge are identified listed within Auburn LEP 2000 as local heritage items and the Culvert and Bridge are listed on the RTA Heritage and Conservation Register.

GML consider that any development of the site will not have a direct impact upon the heritage items. Specifically, it would be unlikely that the proposed works would cause physical impacts upstream from stormwater originating on the site and flowing into the stormwater channel.

In addition, it is considered that the proposed development would not impact upon the visual setting of Haslam's Creek, the bridge or the culvert given they are low-scale items in the landscape, do not have notable visual presence in their vicinity nor, are generally viewed by the public. Overall GML, it is considered that the redevelopment of the site will not have any adverse impact upon the heritage items.

6.10 Contamination and Acid Sulphate Soils

Clause 7 of SEPP 55 requires consent authorities are required to consider whether the land is contaminated, and if the land is contaminated it is satisfied that the land is suitable or will be suitable for the proposed use, and if remediation is required the land will be remediated before the land is used for the intended purpose.

URS Australia Pty Ltd (URS) have undertaken a Phase 1 and preliminary Phase 2 Environmental Site Assessment to accompany the Concept Plan and Project Application.

The Phase 1 assessment considers the likelihood of soil contamination associated with historical and current land use and the preliminary Phase 2 assessment considers the site's soil conditions in the context of ongoing site use and/ or excavation of the site for redevelopment purposes and characterisation of the excavated materials for off-site disposal and/ or site reuse.

The results of their investigations are provided in the report at **Appendix M** and are summarised below.

6.10.1 Phase 1 Assessment

The investigation work for the Phase 1 assessment involved a desk top review of third party, available site and historic environmental records, a site walkover reconnaissance and interviews with site representatives.

The review of the historical aerial photographs identified the following historical uses of the site:

- May 1951 – a single residential property within the centre of the site and the remainder of the site was grassland;
- 1961 – the entire site appears as grassland (the residential property has been removed);
- May 1978 – the site had been redeveloped and was occupied by one large warehouse structure (similar to it's current layout) and two small structures at south-west entrance of the site;
- August 2005 – little change between 1978 and 2005.

URS's desk top assessment and site visit revealed the following which are considered to be potential sources of soil or ground contamination:

- two underground storage tanks (UST) were situated approximately 9m from the gatehouse in the south-west corner of the site, however these were later removed in 1996;
- the north-western boundary of the site was levelled up using imported soil/ fill material during site development, which is considered to be a potential source of soil contamination;
- asbestos containing materials were found to be present (as confirmed by Parsons Brinkerhoff in May 2008) in the main warehouse roof and other locations within the existing building; and
- a vehicle wash bay occupied by Hertz Rental located to the east of the site could potentially be a source of soil or groundwater contamination in terms of total petroleum hydrocarbons, detergents and oils.

6.10.2 Preliminary Phase 2 Assessment

The objective of the Phase 2 assessment was to assess the potential areas of concern, as identified above, and characterise the contamination status of the underlying soil profile at the site. This work involved the drilling of 23 boreholes located outside the warehouse and an additional 4 boreholes inside the warehouse and the analysis of 38 representative soil samples and 8 quality control samples.

The results of the borehole investigations found:

- the concentration of analytes (i.e. TPH fractions, BTEX compounds, arsenic, cadmium, chromium, copper, lead, nickel, zinc, mercury, PAHs and asbestos fibres) to be below the adopted soil investigation levels appropriate for commercial/ industrial land uses;
- fragments of asbestos containing sheeting were found at one borehole, despite no asbestos fibres being detected in the soil samples;
- the fill materials beneath the site would be classified as General Solid Waste for off-site disposal purposes.

Acid Sulphate Soils Investigation

As part of the Phase 2 Assessment and in accordance with the DGR's, URS undertook an investigation into the potential for Acid Sulphate Soils (ASS) on the site. This work involved the drilling of 4 monitoring wells, 2 within the old Haslam's Creek corridor (MW 01 and 02) and 2 along at the north-eastern (MW04) and south-eastern (MW03) corners of the site respectively.

MW03 and 04 were not found to present suspected ASS characteristics, therefore they were not sampled. However 3 samples each from MW01 and 02 were sampled and found to have potential acid sulphate soil with minimal buffering capacity.

6.10.3 Recommendations

Overall URS recommend that:

- the development of an asbestos management plan prior to the redevelopment of the site,
- further investigations be undertaken in areas to be excavated within the footprint of the new building to quantify volume of potential acid sulphate soils to be managed during construction and an ASS management plan be developed prior to the commencement of excavation works; and
- additional investigations be undertaken to confirm the preliminary findings of the soil sampling, once unrestricted access to the building is allowed.

These recommendations have been incorporated in the Draft Statement of Commitments at Section 7.

6.11 Geotechnical and Groundwater Implications

A Geotechnical Report has been prepared by URS Australia Pty Ltd (**Appendix E**) which presents the results of a geotechnical investigation into the subsurface and groundwater conditions at 12 nominated locations outside of the existing warehouse to gain sufficient information for the foundation design of the proposed retail warehouse building.

The subsurface profile of the site is described in **Table 18** below.

Table 18 – Subsurface Profile

Geotechnical Unit	Approx Thickness (m)	Summary Description
Unit 1: Pavement	0-0.15	(Fill) – Concrete or Bitumen
Unit 2: Fill	0.15 to 3.25	(Fill) – Sand / clayey sand, uniformly graded, angular, brown, fine to medium grained moist
Unit 3a: Alluvial Soil	0.3 to 4.8	Silty Clay, typically soft to firm, medium plasticity with trace of sand
Unit 3b: Residual Soil	0.5 to 5.3	Clay, typically stiff to hard, medium plasticity, greyish brown
Unit 4: Bedrock		
Unit 4a	0.5 to 3.5	(Class V/ ClassIV) Shale – extremely low to low strength, extremely weathered, brownish grey
Unit 4b	>1.5	Class III/ ClassII) Shale/ laminate – typically low to medium strength, typically extremely to distinctly weathered, dark grey

Further, the groundwater levels encountered within the boreholes ranged between 2.3 to 3.5m below the existing ground surface. Based upon the architectural plans, URS consider that the basement level will generally be below the groundwater level, within the fill of alluvial soil.

As a result of their findings, URS provide a number of recommendations in regard to site preparation and general earthworks, excavation and excavation support, the construction of the basement, and foundations.

In order to ensure that the proposed excavation and construction works will not adversely impact upon the site's soil profile or the surrounding buildings, and the groundwater will be effectively managed, the relevant recommendations of the URS geotechnical report will be adhered to. These recommendations form part of the draft Statement of Commitments in Section 7.

6.12 Drainage, Flooding and Climate Change

Hughes Trueman (**Appendix F**) have prepared an Engineering Report, which assesses the flood risk of the site and details the proposed stormwater drainage system. The proposed stormwater drainage system is described in Section 5.13.

The Hughes Trueman report references the '*Haslams Creek Floodplain Risk Management Study and Plan*', dated January 2003 (prepared by Bewsher Consulting Pty Ltd) and confirms that in a 1 in 100 year event the water level would be RL 2.7m to 3.0m and the Peak Maximum Flood level (PMF) would be between RL 7.7 to 8.2m. Furthermore, Hughes Trueman consider that as Haslam's Creek is tidal it will also be impacted by sea level change and climate change, resulting in a potential increase in the 1 in 100 year event flood levels by 0.7 to 1m in the next 50 years.

The minimum floor level required for the building has therefore been set as RL 4.7m (including a freeboard) for a 1 in 100 year flood event. In addition the minimum floor level (including a freeboard) for a PMF is between RL 8.2 and 8.7m.

Table 19 below recreates Hughes Trueman's assessment of the potential flood risk at each main floor level within the building.

Table 19 – Assessment of potential flooding of the proposed building

Level	Proposed Floor Level	Assessment
Basement Level Car Park	RL 2.23m	The floor level is lower than the minimum floor level of RL 4.7m, however the car park is only accessed from the ground floor car park and water must reach a level of RL 5.84 m before water will start to enter the basement car park.
Ground Floor Car Park	RL 5.6m	Floor level is above the minimum floor level of RL 4.7m.
First Floor Sales Floor	RL 9.84m	Floor level is well above the minimum level of RL 4.7m. It is also above the PMF level of 8.7m.

In considering the potential impact of flooding upon the site's internal access and servicing roads, Hughes Trueman confirm that in a 1 in 100 year flood event, only a small proportion of the south western corner of the site is expected to be vulnerable, given that the estimated water level is RL 3.7m (including expected rise due to climate change and sea level rise) and the southern most corner is approximately RL 3.6m.

However as the ground levels increase from the south western corner, the remainder of the site is higher than RL 3.6m, and therefore will not be below the estimated 1 in 100 year flood water level.

Hughes Trueman note that the section of Parramatta Road by Haslam's Creek Bridge and adjacent to the south-western corner of the site, may also be vulnerable to minor flooding in the 1 in 100 year flood event. Further, the report states that under a PMF event, water will cover the entire site, including Parramatta Road and the M4 Motorway.

In order to mitigate and potential impacts upon the building or site access, a Flood Management Plan will be prepared which will include the procedures which will be put in place in the event of a 1 in 100 year event and Peak Maximum Flood event. This commitment is included in the draft Statement of Commitments at Section 7.

6.13 Utilities

The Hughes Trueman report (**Appendix F**) notes that feasibility assessments undertaken by Sydney Water confirm that the site can connect to the existing sewer and water systems servicing the site.

However, as noted in Section 5.12, two new electrical substations are proposed to be installed in the south-eastern corner of the site.

Overall, it is considered that the proposed development can be suitably serviced for the proposed development.

6.14 Building Code of Australia

Philip Chun and Associates Pty Ltd have undertaken a design philosophy review to assess the capability of the proposed design to meet the requirements of the Building Code of Australia 2009 (BCA) with the inclusion of fire engineering (**Appendix N**).

Overall, Philip Chun consider that the development has the potential to comply with the requirements of the BCA, however alternate solutions to the following are required:

- 20m to a single exit or point of choice;
- 40m to an alternate exit/ single exit;
- 60m between alternate exits as measured back through the point of choice;
- Aggregate exit width;
- Smoke exhaust quantities and operation; and
- Perimeter access.

Costco commit to providing a development which is compliant with the BCA 2009 and developing alternate solutions where required.

6.14.1 Accessibility

Philip Chun Accessibility has undertaken an assessment of the development against the minimum requirements of the Building Code of Australia (BCA), statutory obligations imposed by the *Disability Discrimination Act 1992* (DDA) and relevant Australian Standards (**Appendix O**)

Philip Chun Accessibility have reviewed the development documentation to ensure that access provision for car parking, external paths of travel, entrances and internal doors, internal paths of travel, stairs, lifts, sanitary and shower facilities and emergency evacuation comply with the relevant guidelines and standards.

A Capability Statement accompanies the assessment, which confirms that accessibility has been appropriately addressed. Further, the recommendations within the assessment will be incorporated into the design of the development to ensure that the development delivers an equitable and accessible environment for all.

This commitment is included in the draft Statement of Commitments at Section 7.

6.14.2 Fire Safety

Defire (NSW) Pty Ltd undertook a preliminary fire safety engineering review of the proposed Costco design to determine the feasibility of undertaking a fire safety engineering assessment to develop alternative solutions to the deemed-to-satisfy (DTS) provision of the BCA. Refer to **Appendix P**.

In Defire's opinion, it is possible to develop alternative solutions to demonstrate compliance with the relevant performance requirements of the BCA without major changes to the proposed design. The specific details of the proposed alternative solutions will be subject to the development of a comprehensive list of fire safety measures and the outcome of a fire safety engineering assessment. The alternative solutions will be developed as part of the construction certification process.

Costco commit to developing alternative solutions which comply with the relevant performance requirements of the BCA. This commitment is included in the draft Statement of Commitments as set out at Section 7.

6.15 Crime and Public Safety

To ensure staff and customer safety, a crime prevention through environmental design (CPTED) assessment was undertaken during the preparation of the Project Application. The results of the assessment were incorporated into the final design of the development and where necessary made recommendations for the ongoing management of the development which have been adopted in the draft Statement of Commitments at Section 7.

6.15.1 Crime Profile

A review of the Local Government Area Crime Report: Auburn 2007 found that the Auburn LGA has a higher than State average incidence of reported crime in robbery and motor vehicle related theft, and was ranked first in NSW for the highest number of robberies with or without a weapon/firearm. It is also ranked highly in incidents categorised as 'steal from motor vehicle' and 'motor vehicle theft'.

The three most reported offences occurring in Auburn LGA during 2007 were:

- steal from motor vehicle (899 offences);
- malicious damage to property (801 offences); and
- motor vehicle theft (563 offences).

These offences occur in the public domain and require specific consideration in the case of this development.

The Crime Report uses kernel density maps to illustrate areas of high and low crime concentration within the LGA. A summary of the key offences is shown in **Table 20** below. Despite the high levels of crime recorded in the Auburn LGA the density mapping results demonstrate that the site is not located within an area which has historically experienced such criminal behaviour.

Table 20 – Incident concentration near proposed development

Incident	Concentration	Most Frequent Time
Robbery	Low	Mon-Friday 6pm – 12am
Motor Vehicle Theft	Very Low	Mon-Friday 6am – 12am
Steal from a Motor Vehicle	Low	Sunday 12pm – 6pm
Malicious damage to property	Very Low	

6.15.2 Design Assessment

Overall the design of the proposed Costco complies with the principles of CPTED and Auburn Council's *Policy on Crime Prevention Through Environmental Design – 2006*. However, the following matters were identified as key issues for consideration for the ongoing management of the site.

Safety of car park areas

There is a need to consider overall security in all car parking areas (open and enclosed) due to the size of the area. Given the position of the building casual surveillance from Parramatta Road can't be achieved however security of the car park area can be achieved by regular patrols, controlled parking areas, installation of CCTV cameras and possibly emergency communications such as panic buttons.

Loading dock access and security

The delivery/loading dock area is potentially a 'high risk' area due to its social isolation and limited potential for passive surveillance. Entry to the delivery/loading dock will require some form of active surveillance such as CCTV cameras, roving patrols or after-hour security to avoid unauthorised access. The area has also been identified as a potential gathering place for undesired persons after hours.

Lighting and fencing

Good lighting deters crime and creates a more secure atmosphere and will therefore be a key detractor of criminal activity on the site. Areas of isolation such as the internal and external car park areas, loading dock area, and pedestrian pathways, should be well lit to enable face recognition. There should be secure fencing of sufficient height around the site, particularly along the back of the site with Haslam's Creek and the M4 motorway to prevent unauthorised access.

6.15.3 Recommendations

Overall the design of the proposed Costco complies with the key CPTED principles. However, the following recommendations will be implemented as a result of the findings of the assessment:

- Installation of CCTV cameras throughout all car parking areas (in particular, rear and delivery/loading dock area where permeability is obscured) and if possible, regular security patrols through these areas.
- External lighting (including sensor lights after hours) to a standard that enables facial recognition in all car parking areas, the loading dock, and key pedestrian access points.
- Use of transparent, secure fencing of a sufficient height; landscaping to provide border definition of the site; and closure of the site after hours to deter unauthorised entry.
- Implementation of after hours management measures for the delivery/loading dock, to address potential loitering or malicious damage to property.
- Consideration of varying delivery times and schedules to the loading dock to deter the possibility of organised theft.
- Establishing an information/security point at the entrance to the car park to monitor car and customer movements to and from the site.
- Maintenance of clear and prominent signage, changed at regular intervals, warning people not to leave their valuables in their cars.
- Use of robust materials in finishes throughout the store to reduce likelihood and cost of malicious damage such as graffiti.

6.16 Construction Management

A Preliminary Construction Management Plan (CMP) has been prepared by HansenYuncken Pty Ltd (**Appendix Q**). The CMP includes the following management plans:

- Complaints handling plan
- Sedimentation control plan
- Dust control plan
- Noise control plan
- Vibration control plan
- Concrete pump, truck and traffic control plan
- Contamination control plan
- Site amenities control plan
- Water management control plan; and
- Waste control plan.

The proposed construction hours for the project are 7.00am to 6.00pm Monday to Friday, 7am to 4pm on Saturdays and 8.00am to 4.00pm on Sundays. The duration of the construction period is estimated to be 12 months. The perimeter of the site is to be fully delineated and secured by chainwire fencing, shade cloth and site banner signage.

The construction methodology for the project will be determined once a contractor is appointed, however, the construction activities involve:

- demolition of the existing building and pavement surfaces;
- excavation, including retention structures to form the basement level;
- in-ground services, and connection to infrastructure (external to the site);
- construction of suspended concrete floor levels;
- erection of cladding and structure;
- fitout and finishes to internal spaces;
- roadworks; and
- landscaping, car parking, paving and associated external works.

Erosion and Sediment Control

Hughes Trueman has prepared a Soil and Water Management Plan (**Appendix F**) which outlines the proposed controls to be installed for the duration of the construction works. The management plan has been designed in accordance with the Department of Housing 'Blue Book' and will effectively minimise impacts to local and regional waterways.

Further, as set out in the CMP the Trade Contractor will provide an Environmental Work Method Statement (EWMS) prior to commencing work that highlights the measures used on site to control sedimentation. Further an Environmental Manager will be appointed, who will be responsible for ensuring compliance with control and monitoring of the effectiveness of sediment and soil erosion prevention measures installed on-site.

Noise Control

The CMP considers that given the location of the site, i.e. bounded by the M4 Motorway and Parramatta Road, construction noise impacts should not adversely affect adjoining sites. However, to manage and minimise the level of noise generated as a result of the construction works the following noise criteria over and above ambient noise levels, in accordance with the Environmental Noise Control Manual (ENCM EPA 1994) are to be adopted:

- for loud and potentially intrusive noise (i.e. piling works) maximum $L_{10,15\text{min}}$ sound pressure level of 115dB(A); and
- maximum $L_{10,15\text{min}}$ noise level of 45 dB(A).

Prior to commencing work on site, the Trade Contractor will provide an EWMS which will highlight the measures that will be used onsite to control noise levels, however noise mitigation measures as set out in the Noise Control Plan include:

- maximising the offset distance between noisy plant items and nearby noise sensitive areas;
- avoid the coincidence of noisy plant working simultaneously close together; and
- carrying out of loading and unloading away from noise sensitive areas.

Vibration Control

To manage the amount of vibration generated and prevent damage to adjacent properties, vibration monitoring will be implemented to manage any vibration emanating from the proposed works. In addition, prior to commencing work, the Trade Contractor will provide an EWMS that highlights the measures that will be used onsite to control vibration.

Concrete Pump, Truck and Traffic Control

The concrete pump, truck and traffic control plan within the CMP will ensure that concrete and aggregate used in the construction does not enter the local stormwater system, it is kept in one area on the site and all concrete pumps, trucks and vehicles leaving the site are clean of mud and debris before driving on public roads.

Prior to commencing work on site an EWMS will be prepared highlighting the measures that will be used to control the environmental impact on concrete pumps, trucks and traffic.

Potential measures to mitigate any potential adverse include:

- all delivery, pumping and materials handling will be undertaken within the site boundaries, utilising the western car park/ roadway areas for truck standing and pump placement;
- trucks, concrete pumps and other vehicles will enter and exit the site from the south-western access point and exit the site from the south east access point;
- upon leaving the construction site, all trucks, concrete pumps and vehicles will need to be washed in the designated wash bay and will be clean of mud and debris prior to driving onto public roads;
- excess concrete will be taken back to the batch plant and not dumped on site; and
- monitoring of all vehicles leaving the site.

Contamination Control

The removal and disposal of hazardous materials from the site will be undertaken by appropriately licensed specialist contractors and will be in accordance with all relevant Australian Standards, in particular the National Occupational Health and Safety Commission's *Code of Practice for the Safe Removal of Asbestos 2nd Edition*. Further, as noted in Section 6.10 should Acid Sulphate Soils be found on the site, remediation of those soils will be undertaken in accordance with an Acid Sulphate Soils management plan which will be developed prior to any construction activities commencing.

In addition, the CMP states that prior to commencing work the Trade Contractor will provide an EWMS which will highlight the measures that will be used on site to control the environmental impact of contaminants and also measures which will be implemented should contaminants be discovered during the construction process.

6.17 Waste Management

The operational use of the Costco Warehouse and food court presents the opportunity of generating a considerable volume of waste material. A Waste Management Plan (**Appendix R**) has been prepared by Wastech Engineering to calculate the weekly waste and recyclable volumes for the proposed development, and outline the methods for which waste will be stored, managed and disposed.

The types of operational waste from the development are:

- General Garbage;
- Cardboard;
- Soft Film Plastic; and
- Containers (PET, HDPE, steel, aluminium etc).

Table 21 illustrates the estimated volumes of waste calculated (uncompacted and compacted cubic metres) per week, the required number and type of bins required and the required frequency of collection.

Table 21 – Waste estimates, required waste handling equipment and frequency of collection

Waste	Garbage	Cardboard	Soft Film Plastics	Containers
Retail Warehouse	143.88	33.85	17.77	-
Food court	4.20	1.18	-	3.15
Total/ week uncompacted	148.08 m ³	35.03 m ³	17.77 m ³	3.15 m ³
Bin Type	Transportable/ Integrated Garbage Compactor with compaction ratio of 3:1 and volume of 25m ³	Stationary Cardboard Compactor with compaction ratio of 3:1 and volume of 31m ³	Bramidan 4-X 30 Baler with compaction ratio of 3:1	240 Litre Bin
Compacted/ Baled Volume	49.36 m ³	11.68 m ³	5.92 m ³	-
Total bins required	1	1	1	8
Frequency of Collection by private contractor	2/ week	1/ fortnight	1/ week	2/ week

Waste management procedures are to include:

- Periodical clearing of waste by cleaning staff using a cleaner's trolley or similar;
- On-site sorting of waste into the four streams identified in **Table 21** above;
- Transfer of waste into the relevant bins types, which are to be located within the loading dock at second floor level of the building;
- The store/ operations manager to co-ordinate the removal and preparation of the compactors, baler and 240 litre bins for the arrival of the relevant collection vehicles to ensure that the loading dock access is not impeded;
- Collection of waste is to be undertaken by private contractors once contracted by Costco.

In addition Wastech provide a number of design and operational recommendations to minimise security, vandalism, odour/ visual impact and health and safety issues which could result during the operation of the store. In order to ensure that the proposed development does not cause any adverse environmental impacts as a result of waste management the proposed waste management procedures and recommendations will be implemented. This is set out within the Draft Statement of Commitments at Section 7.

7.0 Draft Statement of Commitments

7.1 Development Contributions

Costco commit to providing a development contribution levy of 1% of the proposed construction cost of the development, in accordance with requirements of Part F: Employment Generating Development, of the Auburn Development Contributions Plan 2007.

7.2 Landscaping

Subject to approval of Sydney Water, Costco will provide native planting within the thin strip of Sydney Water land adjoining the site immediately to west between the top of the culvert and the boundary of the site.

7.3 Traffic Management

Costco commit to the following:

- provision of a new signalised intersection at the junction of Nyrang Street, Parramatta Road and the new site entrance;
- providing a footpath along the northern side of Parramatta Road, between each of the site access points;
- providing bicycle parking spaces and showers/ changing facilities for staff within the building;
- preparation of a Green Travel Plan to encourage travel by non-car means;
- to co-operation with the owners of the land along the western bank of Haslam's Creek to develop a shared cycle/ pedestrian path which will connect the existing shared cycle/ pedestrian path to Parramatta Road.

7.4 Ecologically Sustainable Development

Costco commit to implementing the ESD initiatives as set out within SBE's ESD Statement, dated 16 September 2009.

7.5 Contamination

Costco commit to the following:

- the development of an asbestos management plan prior to the redevelopment of the site;
- further investigations undertaken prior to commencement of excavation works, in areas to be excavated to quantify volume of potential acid sulphate soils to be managed during construction;
- development of an Acid Sulphate Soils management plan prior to the commencement of excavation works; and
- further investigations undertaken to confirm the preliminary findings of the soil sampling, once unrestricted access to the building is allowed.

7.6 Geotechnical Implications

Costco will adhere to the relevant recommendations of the Geotechnical Report, prepared by URS Australia Pty Ltd, dated 30 September 2009.

7.7 Flood Management

Costco commit to the preparation and implementation of a Flood Management Plan which will include procedures to be put in place in the event of a 1 in 100 year event and Peak Maximum Flood event.

7.8 Waste Management

Costco commit to implementing the procedures and recommendations outlined within the Waste Management Plan, dated 26 June 2009 prepared by Wastech

7.9 BCA

BCA

Costco commit to providing a development which is compliant with the BCA 2009 and developing alternate solutions where practicable.

Accessibility

Costco commits to providing a development which has an equitable and accessible environment for all and complies with the Building Code of Australia (BCA), statutory obligations imposed by the *Disability Discrimination Act 1992* (DDA) and relevant Australian Standards.

Fire Safety

Costco commit to developing alternative solutions which comply with the relevant performance requirements of the BCA.

7.10 Construction Management

Costco commits to implementing the following plans during the construction phase:

- Complaints handling plan
- Sedimentation control plan
- Dust control plan
- Noise control plan
- Vibration control plan
- Concrete pump, truck and traffic control plan
- Contamination control plan
- Site amenities control plan
- Water management control plan
- Waste control plan

8.0 Conclusion

The Concept Plan and Project Application proposal for a Costco wholesale and retail premises and Costco regional headquarters provide the opportunity to present a new and unique form of retailing previously not experienced in NSW.

The Concept Plan and Project Application seeks approval for:

- demolition of the existing distribution warehouse;
- construction of a new Costco Wholesale Retail Warehouse building totalling 16,376m² GFA, including:
 - 13,686m² retail GFA; and
 - a new Australian regional headquarters for Costco comprising 1,960m² GFA commercial office floorspace;
- loading docks and car parking for 771 spaces;
- construction of landscaping and associated physical infrastructure (both on and off site) including roadworks, stormwater measures and utilities.

The EAR and supporting technical documents have demonstrated that the proposed development is generally compliant with the relevant strategic plans, statutory policies and controls and will not generate any unacceptable economic impacts within the identified trade catchment area

Furthermore the EAR demonstrates that the Director General's Requirements have been addressed and the proposal is justified on the basis that:

- the proposal meets the principles of the Draft Centres Policy – Planning for Retail and Commercial Development, the Auburn Employment Lands Study and Draft Auburn Local Environmental Plan No 22 (Amendment No 22);
- the proposal will provide significant economic benefits and employment opportunities to the region, with no significant cost to the public.
- the proposal will generate approximately \$61 million of capital investment and 130 construction jobs and 160 equivalent full-time jobs plus 70 positions in the head office component in the regional economy by 2011;
- the proposal provides a modern and contemporary retail warehouse unit of a bulk and scale which integrates with the streetscape and surrounding buildings along Parramatta Road and will not cause any adverse impact upon the environmental amenity of surrounding residents;
- the amount of parking proposed is considered to be satisfactory;
- the proposed development may act as a catalyst for the provision of additional public transport and pedestrian facilities along Parramatta Road;
- the proposal incorporates a range of ESD initiatives which will reduce energy and water consumption, provide a pleasant indoor environment, reduce, reuse and recycle material and resources and create a safe and healthy physical environment;
- the proposal will not impact upon the heritage listed Haslam's Creek, Culvert and Bridge;
- the proposal includes a stormwater management system to adequately manage stormwater and flooding on the site; and
- the proposal complies with the principles of CPTED and Auburn Council's Policy on *Crime Prevention Through Environmental Design – 2006*.

In light of the benefits outlined above, we have no hesitation in recommending that the proposed development be approved.