

**ENGINEERING REPORT**

**COSTCO WHOLESALE**

**17-21 PARRAMATTA  
ROAD  
LIDCOMBE**

**SEPTEMBER 2009**

**Hughes Trueman**

**REVISION 5**

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<b>1</b>	<b>INTRODUCTION.....</b>	<b>1</b>
<b>2</b>	<b>SITE DESCRIPTION.....</b>	<b>2</b>
2.1	EXISTING SITE IMPROVEMENTS.....	2
<b>3</b>	<b>CIVIL DESIGN.....</b>	<b>3</b>
3.1	ON-SITE WORKS.....	3
3.2	OFF-SITE WORKS.....	3
<b>4</b>	<b>STORMWATER DESIGN .....</b>	<b>5</b>
4.1	FLOODING.....	5
4.2	HASLAM'S CREEK RIPARIAN ZONE.....	7
4.3	SITE STORMWATER DRAINAGE.....	7
4.4	STORMWATER RETENTION.....	8
4.5	STORMWATER DETENTION.....	8
4.6	STORMWATER QUALITY .....	9
<b>5</b>	<b>SITE SERVICES.....</b>	<b>10</b>
5.1	WATER SUPPLY.....	10
5.2	SEWER DRAINAGE.....	10
5.3	ELECTRICITY SUPPLY .....	10
5.4	TELECOMMUNICATIONS SUPPLY.....	11
5.5	GAS SUPPLY .....	11
<b>6</b>	<b>CONSTRUCTION ISSUES .....</b>	<b>12</b>
6.1	SOIL AND WATER MANAGEMENT.....	12
6.2	SITE DEMOLITION / WASTE MANAGEMENT .....	12
	<b>APPENDIX .....</b>	<b>13</b>

### **COMMERCIAL IN CONFIDENCE**

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## 1 INTRODUCTION

This Engineering Report has been prepared by Hughes Trueman to accompany the Costco Wholesale's planning submission under the Part 3A approval process with the State Government. The site is located at 17-21 Parramatta Road, Lidcombe. It is within the local government area of Auburn City Council.



The proposed site development is described as:

- Lot 1 DP 214452
- Lot 1 DP 52225

The neighbouring Lot to the east is Lot 26 DP 586063

The Lot on the opposite side of Parramatta Road is Lot 11 DP1102278

This engineering report on the subject site is based on: -

- Proposed site layout by Mulvanny G2 & Group GSA Architects
- Director General Requirements dated 21/06/09
- Dial Before You Dig desktop service searches with relevant authority stakeholders
- Discussions with Auburn City Council, Sydney Water & the Department of Water & Energy
- Detail survey completed by Stutchbury Jaques dated 24/07/09
- Site Visit by Hughes Trueman staff.

## **2 SITE DESCRIPTION**

### **2.1 EXISTING SITE IMPROVEMENTS**

The proposed store is located at 17-21 Parramatta Road, Lidcombe. The site is bounded by Parramatta Road to the south, Haslams Creek to the west, the M4 Motorway to the north, and a commercial development to the east.



The existing improvements to the site comprise:

- Lot 1 DP 52225 (17 Parramatta Road) – an asphalt parking area currently used for parking of rental trucks. This site is currently being used in conjunction with 15 Parramatta Road. At the rear of the site appears to be an above ground on-site detention tank which is common with 15 Parramatta Road. A large signage structure is located at the rear of the property
- Lot 1 DP 214452 (19-21 Parramatta Road) – a single storey steel framed structure, currently used for warehousing purposes. The surrounding area is sealed with concrete or asphalt and used for truck hardstand areas.

The neighbouring property to the east of the site (15 Parramatta Road) is a single storey structure used as an office for truck rental purposes.

On the opposite side of Parramatta Road to the south (92 Parramatta Road) is a 3 storey building used for retail purposes.

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### **3 CIVIL DESIGN**

The site survey indicates that the site generally falls from the south-east corner of the site towards the north-western corner and Haslams Creek.

It is proposed to construct two levels of carparking with the retail floor and offices of the Costco building, over the parking areas. Carparking would also be provided at ground level around the outside of the building. A loading dock is proposed along the eastern side of the building.

A new signalised access is proposed opposite the existing Nyrang Street intersection with Parramatta Road. A left-in, left-out slip lane is proposed along the frontage of the site. A left-out exit for service vehicles only is proposed at the eastern end of the site.

#### **3.1 ON-SITE WORKS**

Based on the proposed layout, the proposed mid-frontage slip lane into the carpark determines the floor level of the upper carpark. Head height constraints determine the floor levels of the lower carpark and the retail levels. The level of the loading dock hardstand area is determined from the loading area operational requirements in relation to the retail floor level.

The proposed level of the upper carpark is at a similar level to the floor level of the existing building.

The proposed levels of the open carpark and driveway areas is similar to the levels of the existing hardstand area

Given the above constraints, retaining walls will be required along the eastern boundary to the site, the eastern side of the upper level parking floor and the full perimeter of the lower level parking floor.

The existing retaining wall along the western, Haslams Creek boundary is proposed to be maintained and repaired to prevent further erosion from stormwater flow.

The proposed site grading is shown on drawing 09s603c-DAC02-5.

##### **3.1.1 Vehicle Manoeuvring**

A 19m articulated truck is the maximum sized vehicle proposed to access the site. Trucks access the site from the proposed Nyrang Street intersection from both directions. Trucks exit the site from the eastern driveway towards the east.

Truck swept paths are shown on drawing 09s603c-DAC07 and are to AS2890.2-Commercial Vehicle Facilities.

#### **3.2 OFF-SITE WORKS**

There is a local crest in Parramatta Road approximately opposite the John Street intersection. The road falls towards Haslmas Creek with a change in level of approximately 3.5m across the frontage of the subject site

Parramatta Road is under the Authority of the Roads and Traffic Authority (RTA), the verge area behind the kerb is under the Authority of Auburn City Council (Council).

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The design of the proposed mid-frontage slip lane is determined from the RTA Road Design Guide. A 3m wide verge area has been provided adjacent to the new slip lane. This land will be dedicated as road reserve.

The height of the existing verge along the frontage of the site is higher than the desired Council standards. In design of the slip lane, the verge levels will be redesigned to a more standard level and cross-fall.

RTA documents indicate that B-Double trucks are permitted to use both Parramatta Road and Nyrang Street.

The proposed intersection geometry caters for B-Double truck turns from both directions of Parramatta Road. The design of the intersection is determined from the RTA Road Design Guide, with pedestrian crossings provided on all legs of the intersection. The existing road reserve area at the south-eastern corner of the intersection will need to be utilised. The proposed intersection design minimises any impact on the existing bridge over Haslams Creek.

The intersection geometry and truck swept paths are shown on drawing 09s603c-DAC04&7.



## **4 STORMWATER DESIGN**

The existing site currently drains to the north-western corner. There are two existing stormwater outlets into Haslams Creek at the north-western corner, and a single outlet further upstream toward Parramatta Road.

The proposed stormwater design will gravitate to the existing connections at the north-western corner. The access to the basement carpark has been graded to prevent stormwater from the open carpark areas draining into the basement. Therefore, the basement carpark stormwater pumps will only cater for water brought in from vehicles.

### **4.1 FLOODING**

The subject site is adjacent to Haslams Creek. The report 'Haslams Creek Floodplain Risk Management Study and Plan', dated January 2003, has previously been prepared for Council by Bewsher Consulting Pty Ltd.

Table 1.1 of this report indicates that Haslams Creek along the frontage of the site has a concrete lined bank, with an unlined invert, under the authority of Sydney Water. Table 4.2 in the report identifies the flood levels to be considered for design and suggested planning levels for future developments between Parramatta Road and the M4 Motorway as follows :

<b>Water Level</b>		<b>Planning Level (including freeboard)</b>	
1:100 year event	Peak Maximum Flood	1:100 year event	Peak Maximum Flood
RL2.7-3.0	RL7.7-8.2	RL3.4-3.7	RL8.2-8.7

Since the release of the report the following requirements have been introduced and are required to be addressed by the Director General as part of this submission :

- Assessment of flood risk on site and relevant provisions of the NSW Floodplain Development Manual (2005)
- Comment on the potential effects of sea level rise climate change with respect to flooding

Haslem's Creek is tidal and will be impacted on by sea level and climate change. Latest data on sea level change and climate change suggest that these may increase 1 in 100 year flood levels by 0.7m to 1.0 metres in the next fifty (50) years. This would lift the minimum planning floor level to approximately **RL 4.7 metres** in a 100 year storm event.

The impacts of these rises on the proposed planning levels and comments on the acceptance of the levels are provided in the following table:



Item	Description	Proposed Floor Level	Comment
1.0	Proposed Carpark Level 1 (upper level)	RL 5.6m	This is well above the assessed minimum level of RL4.7m
2.0	Proposed Carpark Level 2 (lower level)	RL 2.34m	This carpark is lower than the assessed minimum level of RL 4.7m but this carpark level is accessed only from a ramp from the upper carpark level. The controlling level for flooding of the lower level is the crest of the ramp is RL5.84m. Water must rise to this level to access the lower carpark level (the perimeter shall be sealed to water ingress).
3.0	Proposed Building Floor Level	RL 9.84m	This is well above the assessed minimum level of RL4.7m. This level is also above the PMF level identified in the 2003 report

Given the above, the proposed development floor levels are well above the expected level 1 in 100 year flood level rises due to climate change and sea level rise.

#### **Perimeter Access Road and at Grade Carparking external to the building**

The building is accessed from Parramatta Road. This road rises from a level of RL3.6m at the western limit of the development site at the Nyrang Street intersection, to RL5.0m at the slip lane access to the carpark, and to approximately RL 7.2m at the eastern John Street end.

The internal access road and carpark rises from RL3.6m at the Nyrang Street intersection to RL 4.3m along the Haslams Creek frontage, from RL4.3m to RL 5.6m along the northern frontage (at the rear) and then from RL5.6m to RL 7.2m along the eastern frontage to the access back onto Parramatta Road. This provides for a continual rise around the perimeter of the building from west to east.

Only a small section of the perimeter road near the Nyrang Street intersection can be expected to be vulnerable to flooding in the 100 year storm event – expected to be RL3.0m (Q100 from 2003 report) plus 0.7m (expected rise due to climate change and sea level rise) = RL3.7m. The remainder of the perimeter internal road rises continually from RL 3.6m to 7.2metres at the east end and is above the expected critical 1 in 100 year flood level.

The main vehicular egress from the site from the site is either from the Nyrang Street intersection or a left turn out at the end of the proposed slip lane. As the Nyrang Street intersection is vulnerable to minor flooding, it is suggested that all vehicles exit the site at either the end of the slip lane or the loading dock driveway near the eastern end of the site during a major storm event.

Under a Peak Maximum Flood (PMF) condition, water will cover the entire site and parking areas, including Parramatta Road and the M4 Motorway but not reach the main trading floor of the building.

Table 4.2 in the 2003 flood study report also indicates that the water levels upstream of Parramatta Road are significantly higher (approximately 1.5m) than the water levels along the frontage of the site. Whereas

the downstream water levels of the M4 Motorway are similar to that along the frontage of the site (approximately 0.1m).

Section 8 of the 2003 flood report indicates potential options to upgrade channels / culverts / bridge crossings of Haslams Creek to reduce the flooding levels. There appears to be no recommendations to modify the Parramatta Road, or M4 Motorway bridges to reduce flood levels.

A Flood Management Plan can be prepared to enable the staff of the building to direct orderly egress from the site in both a 1 in 100 year and PMF storm events away from the lower western end of the site toward the higher eastern end.

#### **4.2 HASLAM'S CREEK RIPARIAN ZONE**

The Department of Water and Energy (DWE) has provided advice on rehabilitation of the 'riparian zone'. They indicate that the width of the 'riparian zone' for this area is 10m from the top of the concrete channel, and that it is not essential that the existing concrete retaining wall along the site boundary needs to be removed.

Refer email dated 18/08/09 from DWE, and standard requirements for the riparian zone.

Sydney Water are the authority responsible for the maintenance of Haslams Creek for the section adjacent to the subject site. Sydney Water indicate that the primary aim is to maintain hydraulic capacity of the channel, and that it is not essential that the existing concrete retaining wall along the site boundary needs to be removed.

Refer email dated 17/08/09 from Sydney Water.

Details of the landscaping treatment of the riparian zone are shown on the landscape drawings.

#### **4.3 SITE STORMWATER DRAINAGE**

The subject site appears to drain to existing stormwater outlets in Haslams Creek. There may be some minor drainage out to Parramatta Road near the existing driveways.

There appears to be only one existing stormwater pit along the frontage of the site, immediately adjacent to Haslams Creek, which it appears to be connected into.

Stormwater from the building is to be collected using a syphonic drainage system directed to the corners of the building. A portion of this water will be directed to a rainwater reuse system. Refer below.

The remainder of the roof stormwater will be directed through underground stormwater pipes and connect into the existing pipe connection to Haslams Creek at the north-western corner of the site (as preferred by Sydney Water, refer email).

Stormwater from the loading dock area will be directed through a water quality device (refer below) before draining through the underground stormwater pipe network to Haslams Creek.

Stormwater from the open carpark and driveway areas will drain to the landscaped area along the boundary of the site for water quality treatment (refer below).

Stormwater from the covered basement areas, will drain to a stormwater pump pit in the lower carpark level and be pumped into the water quality device in the loading dock.

Due to the site grades and design of the intersection with Nyrang Street, some of the stormwater from the intersection will drain directly to Parramatta Road and into Haslams Creek.

Stormwater pits and pipes are to be designed to Council standards, with overland flow in a 1 in 100 year storm event directed toward the north-western corner of the site, and away from the undercover carparking areas.

Refer attached drawing 09s603c-DAC01 for the proposed stormwater drainage layout.

Discussion with Council indicates that they recall that the site stormwater from the neighbouring property, 15 Parramatta Road, drains into the M4 Motorway site.

#### **4.4 STORMWATER RETENTION**

It is proposed to connect the north-eastern corner of the roof of the building into above-ground rainwater reuse tanks with a total volume of 100kL. This water will be filtered prior to storage within the tank. Stored water will be used for landscaping irrigation, toilet flushing, and wash down of pavement areas. Any stormwater overflow will be directed into the site's underground stormwater drainage network.

#### **4.5 STORMWATER DETENTION**

No on-site detention structures were observed on 19 Parramatta Road. At the rear of 15 -17 Parramatta Road is a lower section, enclosed by block walls, which appears to be a form of stormwater detention system.

Based on Council's Part J Stormwater Drainage DCP, the site is located in Area 4, which allows a Permissible Site Discharge (PSD) of 150L/s/ha. The site storage requirement (SSR) is 325m<sup>3</sup>/ha.

With a total site area of 25220m<sup>2</sup> this equates to a SSR of 819m<sup>3</sup> and PSD of 378L/s.

The primary reason for on-site detention is to 'hold back' stormwater such that there is no increase in stormwater flows to downstream properties. However, the subject site is at the downstream end of the Haslams Creek catchment, and it is also downstream of the Parramatta Road bridge, which from the Haslams Creek flood study is the last constriction point in Haslams Creek.

It would be preferable to have the stormwater from the subject site drain away early and leave capacity in the trunk stormwater system before the upstream stormwater reaches this location in the catchment.

The proposed development includes a greater landscaped area than the existing site, and the addition of the rainwater reuse tank will reduce the total quantity of stormwater leaving the site compared to the existing condition.

Therefore, in our opinion the installation of on-site detention is not necessary.

In addition Sydney Water have authority over Haslams Creek and any direct connection into the Creek. They have indicated (refer attached email) that in their opinion on-site detention is not required.

The existing stormwater detention constructed for both 15 and 17 Parramatta Road will be modified to service 15 Parramatta Road only.

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**4.6      STORMWATER QUALITY**

No existing water quality treatment devices were observed on-site.

Stormwater from the loading dock area, and the covered basement carpark (pumped from the lowest level) is proposed to be collected and directed into a gross pollutant trap and oil and silt arrestor, located in the north-eastern corner of the site, before discharge into the site's underground stormwater system.

Stormwater from the open carparking areas, and the driveway areas will be directed into each adjacent landscaped area alongside the boundary. The landscaped area will act as a bioswale filter before entering the underground stormwater system and discharge to Haslams Creek.

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## **5 SITE SERVICES**

### **5.1 WATER SUPPLY**

This site is under the authority of Sydney Water. The Sydney Water services plan indicates that there are existing water mains along Parramatta Road. The existing site appears to be connected to the water main at the eastern end of the site.

A feasibility assessment and pressure inquiry by Sydney Water (refer Appendix) indicates that the site can be connected to this water main.

Therefore, it is proposed to utilise the existing water main connection at the eastern end of the site.

#### **5.1.1 Fire Protection**

A fire control centre, fire hydrant booster valve assembly, and sprinkler valve room is proposed in the south-eastern corner of the building 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 carparking area with access along the eastern boundary..

Fire sprinklers would be installed in the covered carparking areas.

### **5.2 SEWER DRAINAGE**

This site is under the authority of Sydney Water. The Sydney Water services plan indicates that the site is serviced by a sewer main which starts from the north-western corner of the site and drains to the north beneath the M4 Motorway.

A feasibility assessment by Sydney Water (refer Appendix) indicates that the site can be connected to this sewer main.

Therefore, it is proposed to utilise this existing sewer connection to drain the proposed building.

Given the proposed location of the food preparation areas within the building, three grease traps are proposed for the site, two servicing the eastern end of the building, and the other servicing the western end of the building.

### **5.3 ELECTRICITY SUPPLY**

This site is under the authority of Energy Australia. The Energy Australia services plan indicates that there are above ground and underground electrical cables along the frontage of the site.

Due to the proposed electrical equipment within the building, it is proposed to install two electrical substations, located in the south-eastern corner of the site.

Due to construction of a new slip lane and Nyrang Street intersection, the existing electrical services will need to be relocated. It is proposed to underground these services at the same time as relocating the services. New street lighting will be installed to suit the new slip lane and intersection.

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**5.4 TELECOMMUNICATIONS SUPPLY**

Telstra have services in the region. The relevant service plans indicate that there are underground telecommunication services along both sides of Parramatta Road.

Due to the proposed slip lane and modifications to the Nyrang Street intersection, the existing telecommunications conduits will need to be relocated to suit.

**5.5 GAS SUPPLY**

The site is under the authority of Agility. The Agility services plan indicates that there are gas supply services along part of the frontage of the site.

It is proposed to extend the existing gas main near the western end of the site to service the proposed development.

## **6 CONSTRUCTION ISSUES**

### **6.1 SOIL AND WATER MANAGEMENT**

Soil and water management controls are proposed to be installed for the duration of construction works. The concept design shown on 09s603c-DAC06 (attached) follows guidelines as indicated in the 'Managing Urban Stormwater: Soils & Construction' – NSW Department of Housing.

### **6.2 SITE DEMOLITION / WASTE MANAGEMENT**

The existing structure at 19 Parramatta Road is primarily a large warehouse building, steel framed, concrete slabs and masonry walls. Small portions of the building are two storey areas used for offices / amenities. The surrounding hardstand area is primarily concrete hardstand. The existing structure at 17 Parramatta Road is primarily an open asphalt parking area.

It is proposed to demolish and remove all existing structures and vegetation within the site boundaries exception of the existing retaining wall along the Haslams Creek boundary, which will be rehabilitated, and the tree in the south-eastern corner which is to be retained.

The existing stormwater, water and sewer connections beyond the site boundaries are proposed to be retained. Refer drawing 09s603c-DAC08 attached.

All demolition materials will be recycled where possible. The following table indicates proposed recycling / disposal methodology.

<b>Existing Material On-Site</b>	<b>Destination</b>
Excavation Material	Fill material disposed to a licensed waste facility Virgin Excavated Natural Material (VENM) to be reused as fill for another development site
Green Waste	Disposed to a landscaping recycling facility
Masonry	Disposed off-site to a recycling facility
Concrete	Disposed off-site to a recycling facility
Timber	Disposed off-site to a recycling facility
Plasterboard	Disposed off-site to a recycling facility
Metals	Disposed off-site to a recycling facility
Asbestos	Disposed to a licensed waste facility
Other Materials (Plastics)	Disposed off-site to a recycling facility



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## **APPENDIX**

- 09s603cDAC01 – General Arrangement Siteworks Plan
- 09s603cDAC02 – Siteworks Plan Part 1
- 09s603cDAC03 – Siteworks Plan Part 2
- 09s603cDAC04 – Siteworks Plan Part 3
- 09s603cDAC05 – Siteworks Plan Part 4
- 09s603cDAC06 – Soil and Water Management Concept Plan, Notes & Details
- 09s603cDAC07 – Vehicle Manoeuvring Plan
- 09s603cDAC08 – Demolition Plan
- Haslams Creek Flood Study - Extract
- Department of Water and Energy – Comment on Riparian Zone dated 18/08/09
- Sydney Water
  - Comment on stormwater drainage dated 17/08/09
  - Feasibility Investigation dated 21/08/09
  - Pressure Inquiry dated 29/07/08