

DEPARTMENT OF PLANNING

Development Assessment & Systems Performance

SECTION 75W MODIFICATION REQUEST FOR INTERNAL AND EXTERNAL ALTERATIONS TO COSTCO DEVELOPMENT AT 17-21 PARRAMATTA ROAD, AUBURN (MP 09 0184 MOD 1)

PURPOSE

The purpose of this report is to determine a request to modify the approved Costco Development at 17-21 Parramatta Road, Auburn.

THE SITE

The site, known as 17-21 Parramatta Road, Auburn, is located on the northern side of Parramatta Road, Auburn (Figure 1). The site is approximately 19km west of the Sydney CBD, within the Auburn Local Government Area and comprises an area of 2.522 ha over two parcels of land that are legally described as Lot 1 DP 214452 (19-21 Parramatta Road) and Lot 1 DP 522225 (17 Parramatta Road). Vehicular access to the site is available from Parramatta Road.



Figure 1: Site Locality

BACKGROUND

On 7 April 2010, the Minister for Planning granted consent to the Concept Plan (MP 09_0102) that permitted the use of the site for retail, wholesale retail and commercial uses.

On 23 April 2010, the Planning Assessment Commission (PAC) granted approval to a Project Application (MP 09_0184) for the following:

- Demolition of all existing buildings
- Excavation of the site for the construction of the basement car parking area
- Construction and use of a new 3 storey Costco Wholesale Retail Warehouse building comprising:
 - 13,727m² of retail area
 - 1,999m² of commercial office floorspace for the Costco Australian Regional Headquarters
 - Loading docks, car parking (745 spaces) and bicycle parking (48 bicycles)

- Landscaping
- Signage to the exterior of the building
- Infrastructure works comprising roadworks (including provision of a new signalised intersection at the existing Parramatta Road and Nyrang Street intersection), stormwater management works and utilities

PROPOSED MODIFICATION

The modification request seeks a number of minor amendments to:

- the design and layout of the approved building, including a reduction in height of the roof and stairwell parapets, modifications to the materials and finishes of the building (i.e. external block wall finish replaced with textured precast concrete); reduction in overall parking spaces provided in basement level 2; and other internal alterations such as reconfiguration of rooms, alteration to trolley bays areas, addition of new egress stairs and plant rooms / vents; and
- the timing of the dedication of the left turn deceleration lane off Parramatta Road.
- retention of the existing pole sign in the north eastern corner of the site. (Note: this was withdrawn from the proposed modification on 17 December 2010)

A full list of the proposed modifications is provided at **Appendix A**.

CONSULTATION

In accordance with section 75J of the EP&A Act and clause 8G of the EP&A Regulation, the modification request was made available on the Department's website and referred to Auburn City Council; Roads and Traffic Authority; Department of Environment, Climate Change and Water; and NSW Office of Water for comment. Due to the minor nature of the proposed modification, the modification request was not exhibited by any other means. No public submissions were received on the modification request.

The following comments were received from relevant public authorities raising the following issues:

- **Auburn City Council** initially raised concern with the removal of the trolley bays on basement level 2. The Proponent was requested to clarify the proposed amendment and details were provided that indicated a plan error occurred which removed the trolley bays from the centre of the basement level. An amended plan was submitted that illustrates the relocation of the trolley bays from the centre of the basement to now being provided at the north-eastern and south-eastern corners of the basement. No further concerns were raised by Council following the receipt of the amended plan.
- **NSW Office of Water** stated that no concerns are raised with the proposed modifications subject to the proposed modifications not (a) affecting groundwater or (b) amending the riparian outcomes along Haslems Creek, including that the riparian area is to be planted with local native plant species. The Proponent has responded to the above and advised that the groundwater quality or levels are not likely to be impacted from the proposed works and the proposed extended bioswales along the car park access driveway would increase infiltrated water. In addition, the Proponent advised that the riparian corridor is proposed to be planted with 100% plant material indigenous to the area. It is considered that the issues raised have been adequately resolved.

DELEGATED AUTHORITY

On 25 January 2010, the Minister delegated his powers and functions under section 75W of the EP&A Act to Directors in the Major Projects Assessment Division in cases where there are less than 10 public submissions (not including submissions from public authorities) in the nature of objections in respect of the modification request. As no public submissions were received, the Director may determine the modification request under delegated authority.

KEY ISSUES

Building Design

The proposal includes modifications to internal and external elements of the approved building, including a reduction to the height of the building, ranging from 0.5 metres to 1 metre. The modifications are proposed to improve the overall layout of the building; to provide additional fire stairways; and to reconfigure sections of the building to provide new plant and machinery rooms required to operate the building.

The Department considers that the proposed modifications to the internal design that does not increase the floor area of the building are acceptable as the amendments improve the functionality of the building through amendments that includes the provision of additional access ramps; alteration of trolley bay area's to improve pedestrian circulation; and reconfiguration of ground / first / mezzanine level sections.

The external amendments are also considered to be acceptable as the overall building height has been reduced; new plant and machinery rooms are located within the building or below ground level; the proposed materials and finishes are complimentary to that provided within the locality; and the other modifications are minor in nature and do not impact upon the aesthetics of the building.

Parking

The proposal includes a modification to basement level 2 that reduces the number of parking spaces provided on the site. The Proponent has also advised that 747 car parking were previously provided to the site, instead of 745 as indicated on the approval, including 15 spaces dedicated to serve the tyre centre. The modification includes the following amendments to parking provided within the basement car parking levels:

Floor Level	Approved Parking (on plan)	Approved Parking (in approval)	Proposed Amendments	Comparison to Approval
Basement Level P2	344	344	Increase parking from 344 to 345 through reconfiguration of spaces, relocation of trolley bays and additional building uses	+1 space
Ground Floor P1	317	317	Decrease in parking from 317 to 314 through inclusion of a new riser for exhaust	-3 spaces
Exterior Parking (including Tyre Centre)	86	84	86, no change from that shown on approved plan	0
Overall Loss / Gain	747	745	745	<u>-2 spaces</u>

As shown, the modification results in reducing the overall car parking on the site from 747 to 745, including maintaining the 15 spaces for the tyre centre. When considered against the Auburn Development Control Plan 2000, a total of 741 parking spaces were to be provided or 593 spaces when considered against the Roads and Traffic Authority Guidelines.

The reduction to the number of parking spaces provided on the site is not considered to have a negative impact upon the operation of the site and is a result of the reconfiguration of the car parking area to provide additional areas used to service the building or amendments to trolley bays. The proposed number of spaces is still in excess of that required under the RTA's Guidelines and is still in accordance with Council's DCP requirements and is therefore considered satisfactory.

Land Dedication

Condition B47(5) currently requires a portion of the land along the Parramatta Road frontage, used as a deceleration lane to enter the site travelling east along Parramatta Road, to be dedicated as public road. The dedication is conditioned to be provided prior to any release of the final Construction Certificate.

A request was received to modify this requirement to being executed prior to the final Occupation Certificate in line with the final RTA correspondence received during the assessment of the original Project Application. Following a review of the request and as the proposed requirement is now in line with the final RTA correspondence, no concerns are raised to the proposed modification.

CONCLUSION

The proposed modifications are considered to be minor and do not result in a change to the overall design of the proposal or provide additional floor area. The proposal is also considered to be consistent with the Concept Plan approval in terms of overall layout and design.

The proposal achieves the same objectives as assessed in the original Project Application and does not alter the overall nature, need or justification of the approved project.

It is therefore recommended that the modifications be approved subject to the amended conditions.

RECOMMENDATION

It is **RECOMMENDED** that the Director:

- note the information provided in this briefing;
- approve the modification request, subject to conditions; and
- sign the attached modifying instrument (**Tag A**).

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Appendix A – List of Proposed Modifications

See the Department's website at:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4285