

10 November 2020

2190907

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Chief Executive Officer  
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NSW 2310

*Attention: Glen Mathews, Development Planner*

**RE: DA1166/2020 – RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION  
COSTCO, BOOLAROO – 2A MAIN ROAD, BOOLAROO**

This letter has been prepared for Lake Macquarie City Council (Council) on behalf of Costco Wholesale Australia Pty Limited (the Applicant) in response to Council's correspondence dated 18 September 2020 (Council's RFI). Council's correspondence raised various matters for consideration as part of the assessment of DA/1166/2020, being a proposal for a Costco Wholesale Warehouse and ancillary uses, comprising retail premises, business premises, vehicle repair station and service station at 2A Main Road, Boolaroo.

This letter provides responses to matters raised in the request for information letter, and should be read in conjunction with the exhibited DA (DA/1166/2020) and the following supporting documentation:

- Updated Architectural Plans prepared by (**Attachment A**);
- Updated Landscape Plans prepared by Group GSA (**Attachment B**);
- Amended Traffic Report prepared by The Transport Planning Partnership (**Attachment C**);
- Updated Civil Plans prepared by ACOR Consultants (**Attachment D**);

## 1.0 Landscaping

### Issue:

*Tree planting along the south western boundary does not appear achievable due to conflicts with retaining wall strip footings and narrowness of remaining landscape area. The widths provided, with adjacent retaining walls are not capable of supporting tree growth with healthy root systems, which is important on a westerly exposed site. This compromises the visual mitigation of the site from the north and west, particularly the northern end of the western boundary as this area is elevated approximately 1600mm above existing site levels with the southern end of the western boundary being into 3000mm cut.*

*It is recommended planter beds be increased to accommodate a minimum 2000mm wide landscape area with soil volumes capable of supporting and anchoring small trees. On southern end of western boundary increase width to minimum 2000mm wide to support tall shrubs screening 2800mm high retaining wall and narrow canopied trees capable of providing visual fragmentation of building from western residential areas of Boolaroo.*

## Response:

As illustrated in the updated Architectural Plans (**Attachment A**) and updated Landscape Plans (**Attachment B**), the landscaped area along the south-western site boundary has been increased to a width of 2.02m.

In addition, the 2.5m high retaining/ acoustic wall along the southern portion of the western boundary has been relocated to ensure that landscaping (at an approximate width of 5m) can be provided between the wall and the Fotheringham Street site boundary. The updated Landscape Plans show the proposed landscaping treatment that will be provided to visually mitigate the appearance of the wall as well the Costco development located downhill from the future residential development that is ultimately proposed on the southern side of Fotheringham Street.

## Issue:

*Tree plantings in the car park in a 900x900mm tree pit are not supported. This design does not result in healthy well anchored viable trees that provide shade and visual amenity to a car park. Noting that mitigation of the visual impacts from west/north west relies on long term viability of carpark trees. Individual car parking bays appear overly generous at 2800mm wide. There is potential to incorporate the following; parking spaces could be reduced and still comply with Australian Standards and the aggregate space added to increase aisle blisters and support tree growth. Centrally locate trolley bays within the parking clusters, and incorporate suitable width planting beds adjoining these.*

*Planting design is supported with the following comments. Buckinghamia celcissima reaches small tree proportions in Lake Macquarie City (5-8m) and does not withstand inundation. Suitable small shrub planting in/around basin is Banksia robur or Callistemon species.*

*Planting of deciduous Lagerstroemia species is not supported adjacent to detention basin or where year round visual amelioration of the development is intended.*

## Response

As shown in the updated Landscape Plans at **Appendix B**, the tree pits in the car park have been increased to 1000mm x 1000mm internal dimension. The carpark tree pits are to include structural soil cells as per the details on sheets L4001 and L4002 to ensure that the trees will be viable.

The car parking spaces have not been altered and remain at the oversized dimensions and accordingly the aisle blisters have also remained the same size as previously proposed.

As detailed in the Landscape Plans, *Buckinghamia celsissima* has been substituted for *Callistemon salignus*. Furthermore *Lagerstroemia indica* will not be used around the stormwater basin or where visual amelioration of the development is intended.

## 2.0 Car Parking

*Further justification for excess parking is required. Parking should be justified against parking surveys of similar facilities which are currently in operation.*

### Response

An addendum to the Traffic Report is included at **Attachment C** and has been prepared by TTPP. It includes further justification for the proposed car parking provision and concludes that the proposed car parking provision is satisfactory.

## 3.0 Traffic and Vehicle Access

*Clarification is sought for the following matters:*

- *The Statement of Environmental Effects identifies the entrance off the Reserve Road as being for heavy vehicles only but the line marking and signage plan on the civil plans does not restrict this entrance.*
- *Civil plans show the B-Double heavy vehicle access leaving via Hague Road, while the SEE states that servicing will all be from the new access road.*

*Note. A B-double is unlikely to be able to make the left turn from Hague Road on to Munibung Road and as such will not utilise this egress.*

### Response

We confirm that the entrance off Reserve Road will be used by both trucks and cars. Furthermore, the updated Civil Plans provided by ACOR Consultants (**Attachment D**) confirm deletion of the truck egress via Hague Road.

## 4.0 Traffic Network Upgrades

*There are a number of variations in outcomes and recommendations between TTPP and SMEC Traffic Impact Assessments. The applicant is required to clearly identify which recommendations proposed are being sought and who is proposed to become responsible for the required upgrades.*

### Response

The traffic volume flows and SIDRA models provided by SMEC have been adopted as part of the TTPP assessment. The traffic models assessed in the TTPP addendum Traffic Report at **Attachment C** have included traffic mitigation measures mutually recommended by TTPP and SMEC.

With respect to the responsibility of providing the required upgrades it is understood that the upgrade works are necessary regardless of whether the Costco development proceeds or not. Therefore, Costco should not be requested to construct or pay for any upgrade works.

Furthermore, it is understood that arrangements regarding the construction of the upgrade works are being negotiated between TfNSW and HCCDC, therefore if Council is minded to place a condition on the development consent, Costco suggest the following wording:

*"The required Macquarie Road, Munibung Road and Myall Road intersection works and the TC Frith Avenue, Lake Road, Munibung Road and Main Road intersection works shall be undertaken to the satisfaction of TfNSW, or, alternative satisfactory arrangements have been made as agreed with TfNSW, prior to the issue of the final Occupation Certificate."*

## 5.0 Land Use

*The applicant is to confirm the primary land use and which uses will be ancillary, further the applicant is to confirm that all uses will be under a single operator to satisfy Clause 7.24 of the Lake Macquarie Local Environmental Plan (LMLEP) 2014.*

### Response

The proposed development of a Costco Wholesale Warehouse and service station will be operated by Costco as a single operator.

Whilst the proposed Costco development is defined as a mix of uses, comprising 'retail premises', 'business premises', 'vehicle repair station' and 'service station' uses, the primary use of the warehouse building is that of a 'retail premises', and the other components including the back of house, optical concession, hearing-aid centre and tyre centre are all ancillary to the main 'retail premises' use as clearly shown in the departmental floorplan DA1107, included in the original Architectural drawing package.

The proposed development meets all the criteria set out within clause 7.24 of the Lake Macquarie LEP, it is permissible with consent on the subject site.

## 6.0 Staging

*The applicant to confirm if staging is included in the proposal. Plans appear to show staging however no further information could be found in this regard.*

### Response

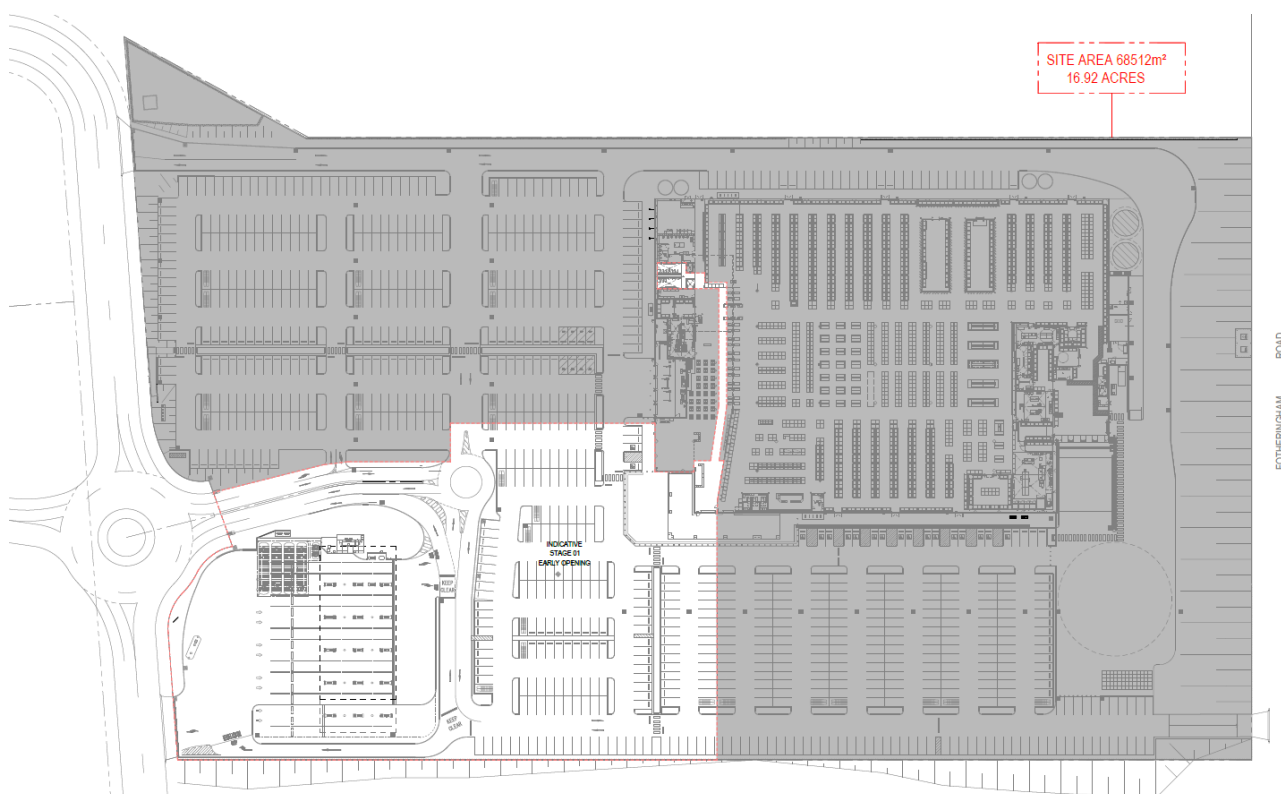
It is intended that the entire development will be constructed in one stage except for the future service station extension.

Staged construction certificates and occupation certificates will be sought in line with the staging plan included in the Architectural Plans, prepared by Group GSA for the original application package.

It is proposed that the service station, the ancillary office component, membership desk, amenities and a small section of the car park located west of the service station will form part of the Stage 1 Early Opening (refer to **Figure 1**). Stage 1 will operate for approximately 4-6 weeks before Stage 2 is opened for customer use. Stage 2 will include the Costco Wholesale Warehouse and associated retail and business uses, the tyre centre and the remainder of the car parking.

Accordingly, Costco is likely to request a Construction Certificate (CC) for the whole development and then two separate Occupation Certificates (OC) for Stage 1 and Stage 2, respectively.

The date of the future service station expansions has not yet been decided and therefore will be subject to a separate CC and OC.



**Figure 1** Staging Plan

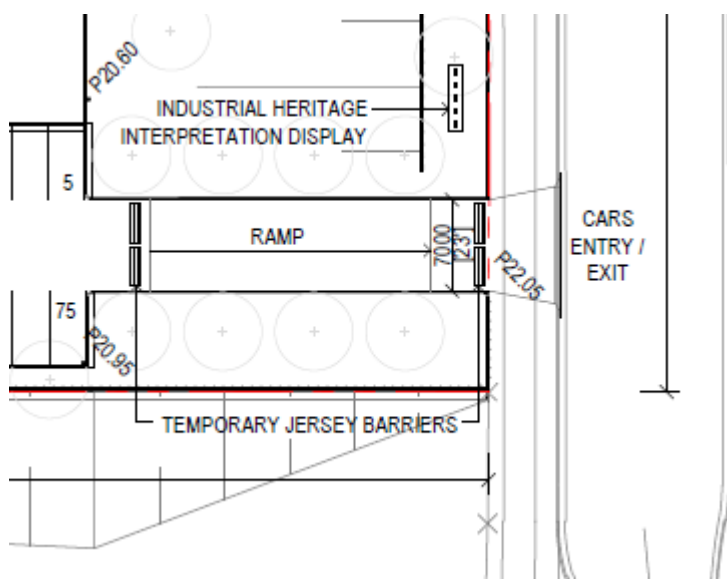
Source: Group GSA

## 7.0 Fotheringham Street

*There has been concern raised regarding the use of Fotheringham Street and Main Road as key access routes and the impact this would have on the local traffic network. Is there potential to remove this access and would this have any impact to emergency access for the development?*

### Response

Costco would like to continue to seek approval to construct a secondary access onto Fotheringham Road as proposed in the Architectural Plans in **Attachment A** as this ultimately reduces the pressure on the Hague Road and Reserve Road accesses in the long term. However, Costco are aware that use of that access will not be allowed until upgrade works to Fotheringham Road are completed. Accordingly, the Architectural Plans (**Attachment A**) and **Figure 2** illustrates that temporary jersey barriers will be installed at the top and bottom of the ramp to prevent use of the access in the short to medium term. Costco is happy to accept a condition of consent that restricts the use of the Fotheringham Road access until the upgrade works to Fotheringham Road are completed.



**Figure 2** Extract of Architectural Plan illustrating the proposed temporary jersey barriers.

Source: Group GSA

## 8.0 Safety and Security

A review of local crime statistics has identified the following types of crime which may impact the proposed facility:

- Steal from motor vehicles
- Break and enter offences
- Steal from site
- Malicious damage to property

It shall be demonstrated using the principles of Crime Prevention through Environmental Design what mitigation measure will be implemented to deter the occurrence of these crimes as part of the application.

### Response

Frequency of the crimes in the Lake Macquarie LGA between 1 January 2015 to 31<sup>st</sup> December 2019 are detailed in **Table 1** below.

**Table 1** Statistics of recorded crime in Lake Macquarie LGA between 2015 and 2019

Crime	Jan-Dec 2015	Jan-Dec 2016	Jan-Dec 2017	Jan-Dec 2018	Jan-Dec 2019	2015-2019 Trend	Rate per 100,000 population (2019)
Steal from motor vehicles	1223	1205	1174	1247	1049	Stable	511
Break and enter non-dwelling	354	331	294	315	298	-4.2%	145
Steal from retail store	484	688	734	757	748	+11.5%	365
Malicious damage to property	1861	1851	1944	1800	1512	-5%	737

Source: Bureau of Crime Statistics and Research NSW, 2020

As show in the above table, Lake Macquarie is identified as having a low occurrence of crime relative to NSW averages, however given that there is a trend for increased 'steal from retail store' incidents, the design, layout and

access points of the proposed development have been reviewed inline with CPTED principles and accordingly the following recommendations are provided to help mitigate the opportunity for crime to occur:

**Surveillance:**

- Ensure opportunities for natural and incidental surveillance are maintained through effective lighting, access control and environmental maintenance.
- Provision of CCTV and effective lighting within the car parking area and at the store entry and staff entry is recommended.
- Ensure driveways and pedestrian pathways do not lead to concealed spaces.
- The pedestrian entry/egress to/from the site from Hague Road, Reserve Road and Fotheringham Street are to be clearly defined and have an appropriate width, be appropriately lit and be provided with clear sight lines to ensure natural surveillance.
- Where possible all new landscaping and existing vegetation should retain and improve sightlines. In this regard, the proposed vegetation, shrubs and trees should not (as far as possible) impede sightlines for pedestrians and should be regularly maintained to minimise concealment opportunities throughout the site.

**Lighting and Technical Supervision:**

- All lighting provided within and around the development, should meet or where possible exceed the minimum Australian Lighting Standard AS/NZ 1158 specifically addressing crime reduction.
- Consistent and uniform lighting is recommended throughout all publicly accessible areas (where appropriate) within the proposed development.
- Lighting along publicly accessible pathways and throughout the car park should provide a lux level and uniformity level that is appropriate for urban areas. This shall be determined in consultation with an experienced lighting expert with experience in community safety principles.
- All outdoor lighting within the proposed development should comply with AS4282-1997.
- A lighting design should be prepared by a suitably qualified and experienced lighting expert.
- The implementation of a CCTV network is recommended. Should a CCTV network be implemented it is recommended that a discrete style of camera (such as a small dome camera) that is integrated/attached to the car park lighting or buildings. This is to minimise the perception of inherent insecurity associated with large and prominent cameras that can have a negative social effect.
- The CCTV network is suggested to cover the entrance/egress points of the site.
- It is recommended that a security consultant with a Class 2A licence under the Security Industry Act 1997 is engaged to provide specific advice on placement, installation, monitoring and maintenance of the CCTV network.

**Territorial Reinforcement:**

- Ensure that the building entrance/s remains free of unnecessary clutter to ensure entry points are highly visible.
- Display CCTV security notice signs to convey that the site is under constant surveillance (if applicable).
- Clearly delineate between publicly accessible areas and back of house/ staff only areas.
- In general, boundary fencing should not visually enclose the site with high fencing for access control purposes, rather the fencing and associated gates should typically be a visual and physical cue not an intruder barrier.
- Provide wayfinding signage where appropriate to reinforce perceptions of safety and legibility.

## Environmental Maintenance

- Ensure mechanisms are in place to facilitate the ongoing maintenance of the building, including the implementation of a rapid removal policy for vandalism repair and removal of graffiti.
- Consistently manage vegetation so that sight lines are maintained and opportunities for concealment are minimised.

## Access Control

- Provide access control gates or other mechanisms to the car parking entries where appropriate and the building to prevent public access at times when the development is not operational.

## 9.0 Heritage

*The proposed heritage interpretation element is of a relatively small scale in comparison to the development.*

*While the proposed totems with Indigenous Art are supported, and a good inclusion to acknowledge the Aboriginal Cultural value of the area, and particularly Munibung Hill, the Heritage interpretation Strategy refers mainly to the Industrial Heritage of the site, which seems to have been overlooked in the proposal. Additionally, the location of the totems should be in an easy and direct area to be accessible to the public. – The proposed location should be appropriately substantiated.*

*There is opportunity for the Industrial heritage of the site to be acknowledged and interpreted in the design, by including interpretation in the building design and/or additional landscape elements.*

*Further heritage interpretation options shall be explored for the site.*

## Response

As agreed with Council, the proposed Indigenous heritage interpretation elements remain unchanged. Additional Industrial heritage interpretation elements have been included along Fotheringham Road site boundary as detailed in the Architectural Plans at **Attachment A** and within the Landscape Plans at **Attachment B**.

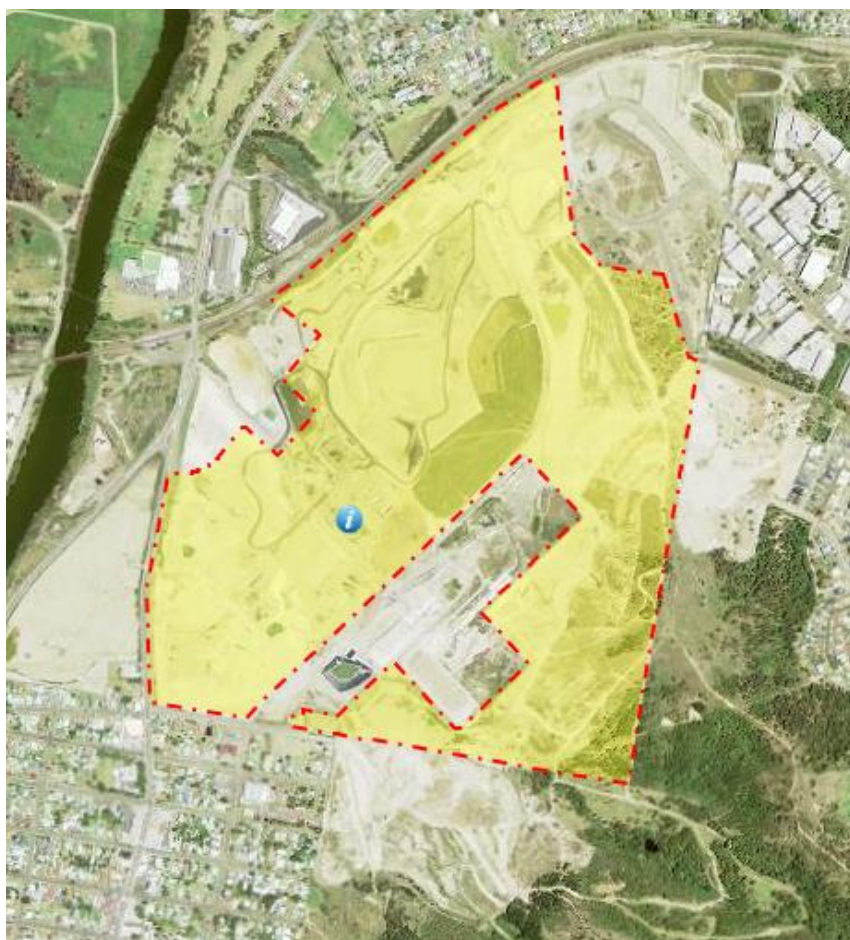
## 10.0 Cut and Fill

*Architectural plans show fill supported by batters that extend outside the proposed property boundary to the south west. All supports for cut and fill should be entirely located within the future property boundaries unless it can be shown that alternate arrangements have been made with the property owner.*

## Response

The existing topography of the site slopes upwards from west to east with a crossfall of approximately 7m. The proposed batters that extend outside the proposed property boundary to the east and west will be constructed by Costco, as indicated in the updated Architectural Plans at **Attachment A** and updated Civil Plans included at **Attachment C**. Hunter & Central Coast Development Corporation (HCCDC) are the owners of the land (Lot 599 in DP1228699) within the Costco site boundary and the surrounding land (refer to **Figure 3**) and have therefore already provided landowners consent.





**Figure 3**      **Extent of Lot 599 in DP1228699**

Source: Six Maps

## 11.0 Acoustic Impact

*Location of acoustic fencing to Fotheringham Road frontage requires clarification. If the fence is relocated toward the building the applicant is to ensure that acoustic commitments provided can still be maintained.*

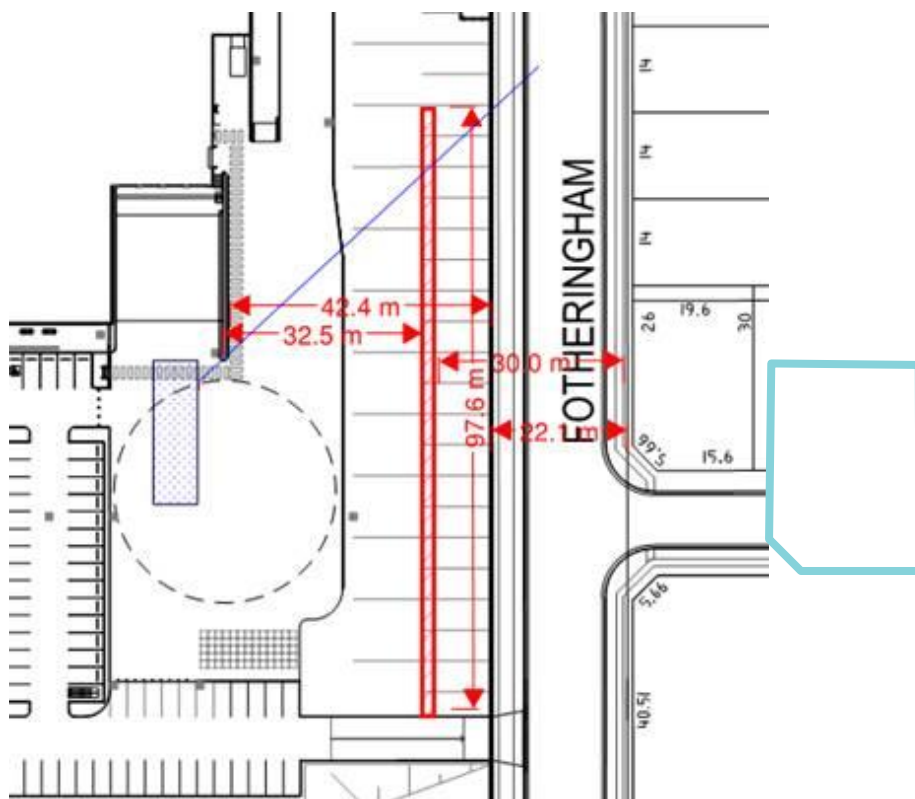
*Clarification of hours of operation for the loading dock shall be provided.*

### Response

The proposed development will receive deliveries via the loading dock 24 hours per day. Various noise control measures for the loading dock were addressed in the Noise Impact Assessment, which recommended a number of mitigation measures to be put in place during operation. With particular reference to the loading dock, Norman Disney & Young recommended that acoustic fencing should be developed to mitigate the noise impact to surrounding residential area.

Specifically, the acoustic fencing will be located on the slope between the loading dock and the future residential area to the south east of the site, positioned 32m from the loading dock and 30m from the nearest residential development (south east of Fotheringham Road) (refer to **Figure 4**). The acoustic fencing will be constructed from either blockwood, concrete, fibre cement or plywood and will be 2.5m in height.

Once the acoustic fencing is constructed, the loading dock will emit a noise level of 35 dBA when measured from the nearest residential development (assuming a worst case scenario that a two storey house is developed on the site). The predicted noise level is compliant with the relevant night time noise criteria.



**Figure 4** Location of the proposed acoustic fencing, nearest residential development shown in blue

Source: Norman Disney & Young

## 12.0 Economic Impact

Further assessment of the potential economic impact is required. Of particular interest to the development is retail impact analysis which considers the likely impact the development would have on existing retail development in the Lake Macquarie area.

### Response

An Economic Impact Report will be submitted under separate cover.

## 13.0 Conclusion

Thank you for the opportunity to respond to your request for additional information. I trust that the above information is sufficient to allow the further assessment and approval of this development application.

I look forward to hearing from you again during your ongoing assessment and determination of this application. Should you have any further questions regarding the above, please contact the undersigned.

Yours sincerely,



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