



Request for Secretary's Environmental Assessment Requirements

DOOLEYS Lidcombe Catholic Club

April 2016

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Appendix A Preliminary Concept

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Introduction

In accordance with Part 4 of the Environmental Planning and Assessment Act 1979, this document is a request for Secretary's Environmental Assessment Requirements (SEARs) to guide the redevelopment of DOOLEYS Lidcombe Catholic Club at 24-28 John Street, Lidcombe (the site) for tourist related purposes (hotel) that has a capital investment value (CIV) of more than \$100 million. The hotel forms part of an integrated Club, tourism and entertainment precinct, which has a CIV of more than \$200million.

Pursuant to Schedule 1 of the *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD), development for the following purposes is declared State Significant Development (SSD):

- *Development for other tourist related purposes (but not including any commercial premises, residential accommodation and serviced apartments whether separate or ancillary to the tourist related component) that has a capital investment value of more than \$100 million, or more than \$10 million and is located in a sensitive coastal location.*

The proponent for the application is DOOLEYS Lidcombe Catholic Club. The Club has been an integral part of the Lidcombe community since 1946. The club provides high quality facilities for its members and their guests. DOOLEYS is a major contributor to the surrounding community, with donations and services provided to community groups and local charities. DOOLEYS patronage includes members and guests from a range of backgrounds reflecting the cultural diversity of the local community. The proposal is part of the Club's broader long term vision to redevelop the entire precinct for mixed tourism, residential and seniors housing uses.

DOOLEYS Lidcombe Catholic Club owns approximately 2.7ha of land immediately adjacent to Lidcombe Railway Station in the Lidcombe Town Centre and generally bounded by John Street (east); Church Street (south); Olympic Drive (west) and Ann Street (north). Board Street bisects this precinct in an east west direction.

In 2015, the Club endorsed a long term Master Plan to guide its growth and redevelopment over the next 20 years. The vision is to enhance the role and contribution of the Club to the renewal of the Lidcombe Town Centre by offering a diversified range of facilities and services to meet the needs of Members and the local community. The Master Plan has been publicised at a high-level to the Club's membership (circa 70,000) through the Club's latest Annual Report.

The Club's Master Plan is intended to be implemented in two Phases, with Phase 1 comprising:

- Two levels of basement car parking;
- New ground + 3 level podium containing new Club facilities and other facilities associated with the proposed hotel, including conferencing; food and beverage and gym;
- New 10 storey hotel tower above the podium with approximately 260 rooms;
- New 5 storey above ground multi deck parking building (initially to provide car parking to enable the on-going operations of the existing Club through the redevelopment process); and,
- New internal road access and connection points to surrounding road network.

Under section 83B of the *Environmental Planning and Assessment Act 1979* (EP&A Act), approval is sought for Phase 1 only for:

- A concept proposal for tourist related purposes, including building envelopes, basement envelope, land uses, internal roads and connections to external road network;
- A detailed proposal for early works, site preparation, excavation of the basement and construction of the above ground multi deck car park.

Detailed proposals for other parts of the project will be the subject of subsequent development applications. A preliminary Concept Plan has been prepared by PTW Architects to demonstrate Phase 1 and is attached at Appendix A. This document is for information purposes for the SEARs only. The State Significant Development application will detail the concept proposal and detailed early works proposal.

An integral part of the redevelopment is the expanded and upgraded Club facility, including new food and beverage offerings, conference facilities and new entrances to Church and John Streets. The Club and hotel accommodation are intrinsically linked through their co-location within one building and shared conferencing and entertainment facilities. DOOLEYS will also be the future operator of the hotel under franchise.

The Club expansion and hotel use are supported by economic analysis of current and projected market demand. The subject site is located in close proximity to the Lidcombe Train Station, which provides good access to the Parramatta CBD and Sydney Olympic Park, which are two of the major visitor drivers in the catchment area. The location provides easy access to the Sydney CBD, which will help attract visitation.

Importantly, the proposal will create 450 construction jobs as well as 46 additional Club jobs (396 in total) and 224 hotel jobs during operation of the development. This provides a significant benefit to the local community and the economy.

The purpose of this report is to provide information to support the request to the Secretary. To assist in identifying the Environmental Assessment Requirements (EARs) for the preparation of an Environmental Impact Statement (EIS) for the proposed development, this report provides:

- An overview of the site and context;
- A description of the proposed development;
- An overview of relevant planning framework and permissibility;
- An overview of the likely environmental and planning impacts.

Attached to this report are the following items:

- Preliminary Concept – Appendix A
- Opinion of Cost - Appendix B

1 The Site and Surrounding Context

1.1 SITE LOCATION

DOOLEYS Lidcombe Catholic Club is located at 24-28 John Street, Lidcombe, approximately 17km west of the Sydney CBD.

The Club owns approximately 2.7ha of land immediately adjacent to Lidcombe Railway Station in the Lidcombe Town Centre and generally bounded by John Street (east); Church Street (south); Olympic Drive (west) and Ann Street (north). Board Street bisects this precinct in an east west direction. The site is shown in Figure 1. Key features of the site including the Club, gym and admin building and multi-deck car park are detailed on Figure 2.

1.2 SITE ACCESS

Vehicle access to the site is predominantly via Church Street and 57 underground car parks are accessible from Board Street. This includes access to all car parking areas including the multi deck car park. Church Street intersects with Olympic Drive immediately to the west of the site. Olympic Drive provides sub-arterial connections to localities north and south within the sub-region. John Street connects to Parramatta Road approximately 2km north of the site.

DOOLEYS Lidcombe is located adjacent to the Lidcombe Train Station servicing the Bankstown, South and Western lines. The station also provides a direct service to Sydney Olympic Park.

1.3 LAND AREAS AND USES

DOOLEYS currently operates the Lidcombe Catholic Club from its premises at 24-28 John Street. This Club comprises most of the street block bound by John, Board, Church Streets and Olympic Drive, Lidcombe. The Club includes the main Club building, multi deck car park, underground car park, gym, on grade car park and retail. The existing uses on site have a GFA of approximately 8,000m²

Land north of Board Street is progressively being acquired by the Club. DOOLEYS -owned properties include all land shaded pink in Figure 3 below, with a full schedule of titles contained in Table 1 further below.

DOOLEYS has also lodged a formal request to Auburn Council for the closure of that part of Board Street adjacent to property numbers Nos. 10-28. DOOLEYS will eventually acquire this land for amalgamation into a consolidated allotment.

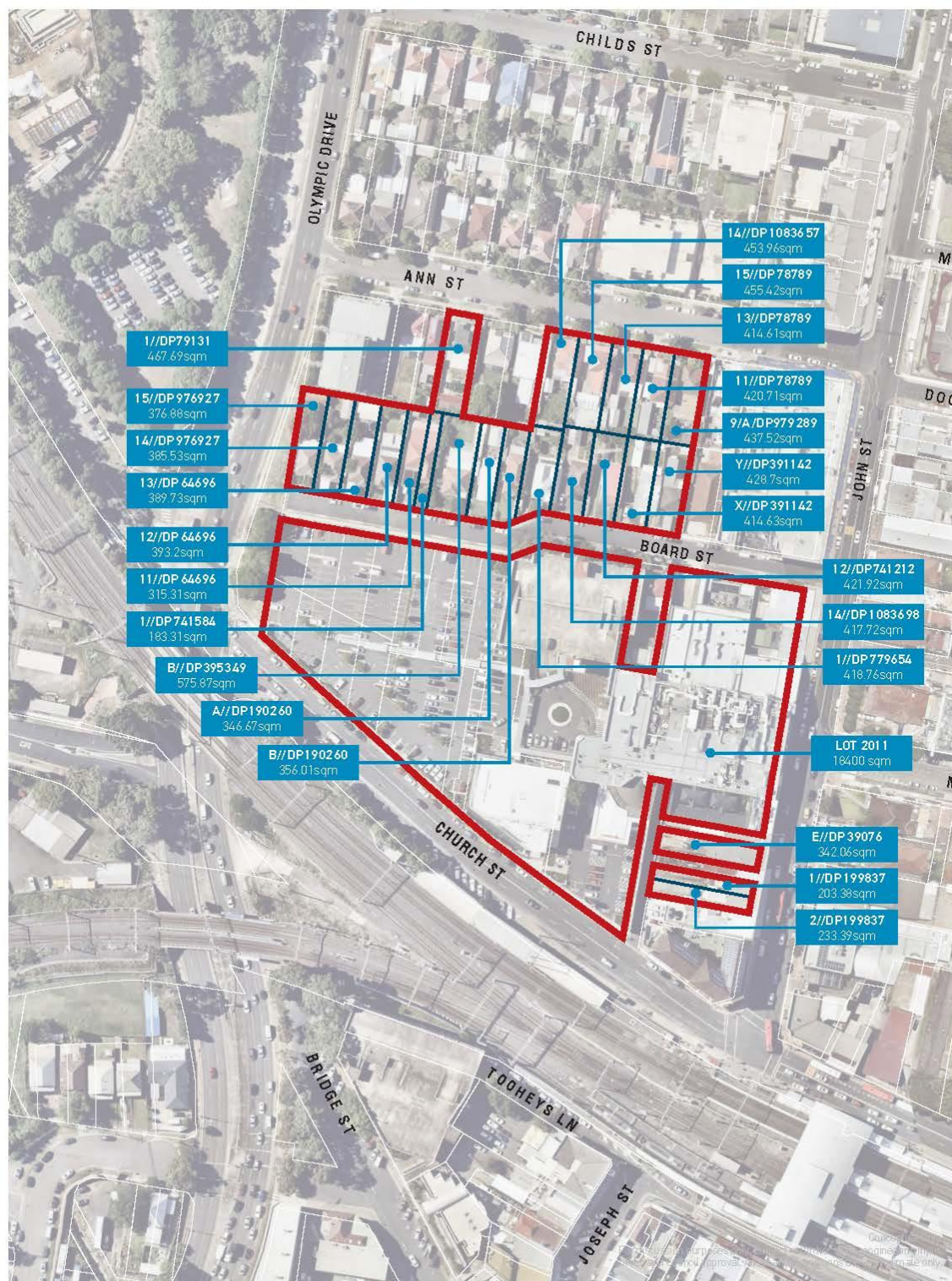
4 THE SITE AND SURROUNDING CONTEXT

FIGURE 2 – SITE LOCATION PLAN



Source: NSW Land and Property Information (Six View er)

FIGURE 3 – LOT DETAIL PLAN



LOT DETAIL PLAN:
DOOLEYS CATHOLIC CLUB
DOOLEYS CATHOLIC CLUB, LIDCOMBE

URBIS PTY LTD - PERTH LEVEL 1, 55 ST. GEORGES TCE, PERTH WA 6000



REV	B
DATE	05.04.2016
JOB NO	SA5690
DWG NO	LOT001

The legal description of each site and its area is outlined in Table 1.

TABLE 1 – LEGAL DESCRIPTION

LOT	DEPOSITED PLAN	AREA(M ²)
15	976927	387.7
14	976927	383.9
13	64696	384.1
12	64696	384
11	64696	343.6
1	741584	167.6
B	395349	581.7
A	190260	348.3
B	190260	345.7
1	779654	459.1
14	1083698	418
12	741212	411.9
X	391142	430.1
Y	391142	398.9
1	79131	460.6
14	1083657	426.5
15	78789	448
13	78789	407.8
11	78789	421.2
9	78789	421.8
2	199837	233.5
1	199837	208.8

LOT	DEPOSITED PLAN	AREA(M ²)
E	39076	348.2
2011	N/A	18,400

1.4 THE SURROUNDING CONTEXT

Development surrounding the Club includes a fragmented strip of retail along John Street and Church Street opposite the train line. Lidcombe comprises a mix of established low density dwellings, modern unit developments and community facilities including schools, retirement villages and churches. Rookwood Cemetery is located approximately 1km south-east of the subject and spans over 300 hectares.

2 Description of the Proposal

2.1 OVERVIEW

Under section 83B of the *Environmental Planning and Assessment Act 1979* (EP&A Act), approval is sought for Phase 1 of the Club's Master Plan for:

- A concept proposal for tourist related purposes, including building envelopes, basement envelope, land uses, internal roads and connections to external road network;
- A detailed proposal for early works, site preparation, excavation of the basement and construction of the above ground multi deck car park.

It is proposed to redevelop part of the site for a new integrated tourism and entertainment precinct with a range of complementary and supporting land uses to encourage tourism to the area. The project will be a catalyst project for the renewal of the Lidcombe town centre.

The intent is to lodge a Staged SSD application for the Phase 1 works. The SSD package will include detailed DA standard drawings to enable a construction certificate to be subsequently issued for the basement excavation works. The package will also include envelopes and proposed uses for all remaining proposed works that will be the subject of separate detailed DAs at a later stage, including basement car park construction.

Phase 2 is not part of the SSD application and is a medium to longer term proposition. Furthermore the Phase 2 land uses, being principally retail and residential activities are not captured by SEPP SRD.

2.2 CONCEPT PROPOSAL

A preliminary concept plan has been prepared as an indicative layout and envelope for Phase 1 of redevelopment (Figure 6 and Appendix A). The concept proposal comprises:

- Two (2) levels of basement car parking;
- New ground + 3 level podium containing new Club facilities and other facilities associated with the proposed hotel, including conferencing; food and beverage and gym;
- New 10 storey hotel tower above the podium with approximately 260 rooms;
- New 5 storey above ground multi deck parking building (initially to provide car parking to enable the on-going operations of the existing Club through the redevelopment process); and,
- New internal road access and connection points to surrounding road network.

2.2.1 BUILDING ENVELOPES

FLOOR SPACE RATIO

A floor space ratio (FSR) of approximately 1.2:1 is proposed over the site, including the existing Club building which is not part of the redevelopment in Phase 1. The proposed uses and indicative GFA is summarised in the table below:

TABLE 2 – INDICATIVE GFA

USE	GFA
Dedicated hotel area	13,408m ²
Shared entry	1,720m ²
Club (existing)	8,006m ²
Club (proposed)	9,103m ²
TOTAL	32,237m²

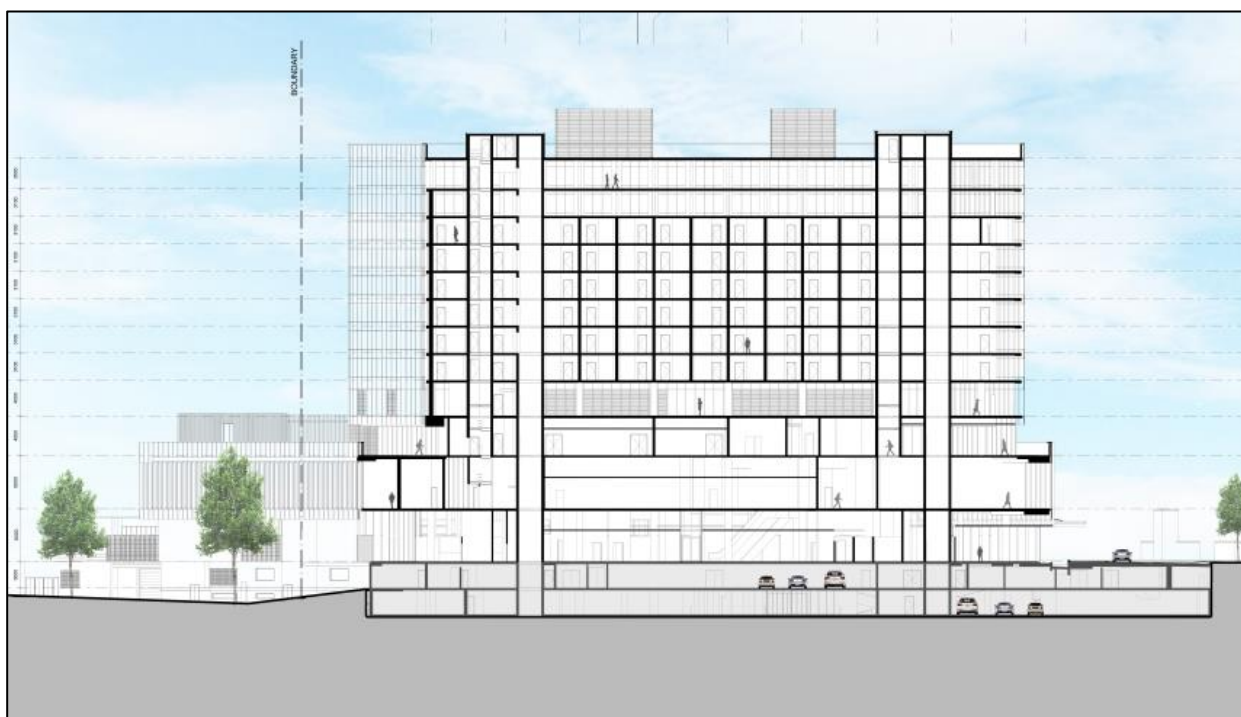
HEIGHT

The podium is three storeys with a building height at RL33.20. Architectural features may extend beyond this RL in the future detailed design of the podium.

The hotel tower is ten storeys and has a maximum building height at RL 71.70. Again, architectural features may extend beyond this RL in the future detailed design of the podium.

The built form and height is shown in the section in Figure 4.

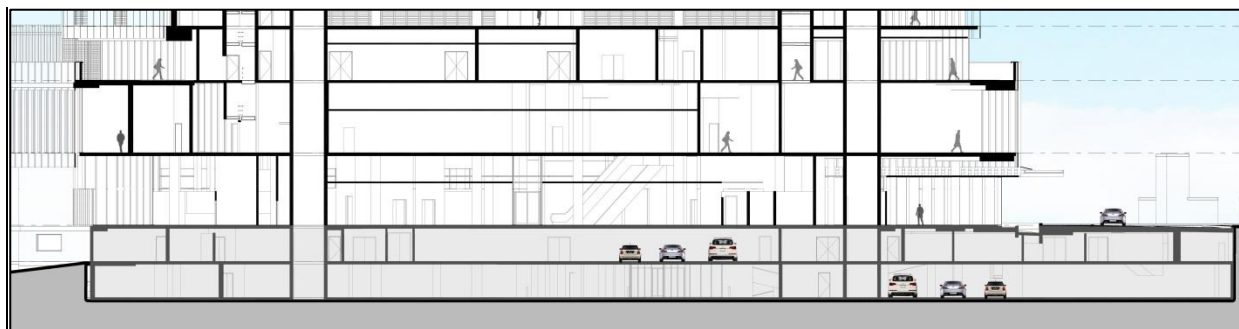
FIGURE 4 – BUILDING CROSS SECTION



2.2.2 BASEMENT ENVELOPE

The proposal is for two levels of basement car parking to accommodate approximately 249 car parking spaces, including accessible spaces. The basement is demonstrated in Figure 5.

FIGURE 5 – SECTION OF BASEMENT



2.2.3 LAND USES

HOTEL

A new ten storey hotel tower is proposed above the Club podium. The hotel will comprise approximately 260 hotel rooms.

The hotel tower form will be longer than it is wide (approximately 75m by 17m). The smaller building footprint has been designed to accommodate hotel rooms based on average size of 36m².

The Hotel and the Club will be in the same building. The hotel will maintain its own entrance with the podium on the corner of Church and John Streets. It is anticipated that while the hotel will be operated by the Club under franchise, this component will have an identity such that it will attract visitation in its own right. It is expected that a considerable proportion of hotel visitation will be by attendees to conferences and training courses.

The hotel and Club are intrinsically linked and this is established and maintained through:

- Being co-located in one building;
- Shared conferencing and entertainment facilities;
- DOOLEYS will be the future operator of the hotel under franchise;
- Having a strong ongoing legal and management relationship between Club management and Hotel Management;
- Having a continued relationship/linkage between the hotel accommodation management and Club management of the shared facilities;
- All building maintenance activities, landscape gardening, security, waste disposal and postal services will be undertaken by Club management;
- All guests of the hotel will have membership or user rights to the entertainment and recreation facilities in the Club.

CLUB

A new Club facility will be developed over ground floor and a three level podium. The new Club will likely comprise the following facilities for its members and their guests:

- Lobbies;
- Cafes;
- Main bar;
- Sports bar;
- Cocktail lounge;
- Gaming area;
- Multi-purpose rooms;
- Restaurants, such as steak, Italian, Vietnamese, Yum Cha and pizza;
- Function rooms;
- Conference rooms;
- Staff administration offices and facilities;
- Function deck and landscaped areas above the podium; and
- Plant.

These facilities within the DOOLEYS entertainment and tourism precinct will contribute to the vibrancy and vitality of the Town Centre. The offerings will be diverse in order to meet the needs of Members of the local community.

MULTI DECK CAR PARK

A new multi deck car park is proposed over five levels on Board Street. The car park will initially provide car parking to enable the on-going operations of the existing Club through the redevelopment process.

2.2.4 ACCESS AND ROAD NETWORK

The primary access to the site will be off Church Street, which would service the Club, hotel pick up drop off, coach parking and multi deck car park.

The proposal will seek to reduce the number of crossovers to Church Street from three to a single crossover. The proposed main access onto Church Street will be moved approximately 20m further away from Olympic Drive, which is beneficial to traffic flows on this road. Traffic utilising this access is not expected to increase significantly, if at all. If the increase is significant, restrictions on movements may need to be considered.

A secondary access is proposed off Olympic Drive and will be designed with an appropriate deceleration lane length and may potentially be limited to simply a left-in only. This arrangement would likely benefit the road network as it would reduce traffic volumes that would otherwise have to pass through the Olympic Drive/Church Street intersection.

The Club has commenced an acquisition process for Board Street. A condition of Council's sale of Board Street is for the Club to detail its broader intention for the precinct. Council's senior executive has been briefed on the proposal.

2.3 DETAILED PROPOSAL FOR EARLY WORKS

The SSD application will include a detailed proposal for early works, comprising:

- Bulk earthworks for two levels of basement;
- Hoarding;
- Site establishment; and
- Infrastructure preparation works.
- Construction Management including proposed site access and construction traffic management.

2.4 DETAILED PROPOSAL FOR ABOVE GROUND CAR PARK

The SSD will include a detailed proposal for the construction of an above ground multi deck car park located between Board Street and Ann Street. The car park will allow continuation of the Club's operations while the new Club and Hotel is constructed. The car park will continue to be used after the new Club and Hotel is completed, in addition to basement parking.

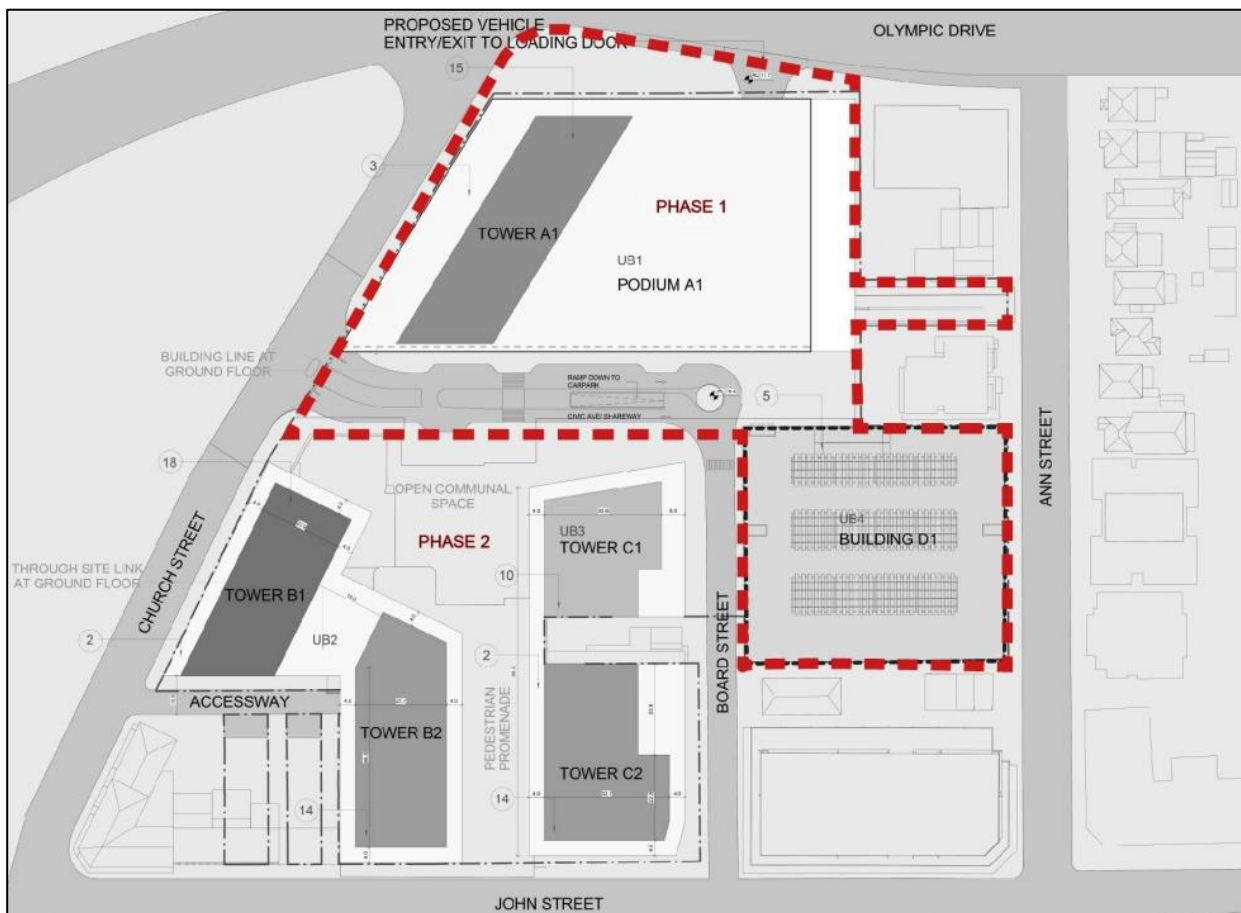
The car park will be four storeys and will have a maximum height of 18.93m to RL 34.7. The car park will accommodate approximately 640 parking spaces. The structure is setback 2.5m from Ann Street.

2.5 PHASING

As mentioned earlier, DOOLEYS Master Plan envisages development of the site in two Phases. This SSD application is for Phase 1 only. Phase 2 is a medium to longer term vision and would most likely be delivered through development applications to Auburn Council as the likely future land uses are not captured by SEPP SRD. The proposed phasing is shown in Figure 6.

The future staged development applications will consider the potential constraints posed by factors such access, traffic and heritage.

FIGURE 6 – PROPOSED PHASING



Source: Urbis

2.6 CONTRIBUTIONS AND PROPOSED DEVELOPER AGREEMENT OFFER

The Auburn Development Contributions Plan 2007 (Amendment 1) will apply to the proposal under Section 94A of the EP&A Act 1979.

In lieu of a contribution prior to a CC for the SSD, it is the Club's intention to enter into a VPA with Council for contributions to be paid at later detailed development stages and specifically tied to the detailed development application for the Club/hotel uses. It is not considered appropriate for contributions to be required for the site preparation/early works as there are demands placed on public facilities and services associated with these works.

The proponent will give an undertaking to enter into discussions with Council to detail the contents and timing of the VPA.

3 Planning Framework

To following State planning frameworks will be considered as part of the application:

- *Environmental Planning and Assessment Act 1979*
- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *Auburn Local Environmental Plan 2010*
- *Auburn Development Control Plan 2010*

3.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Pursuant to Section 83B of the EP&A Act 1979, the proposal will be the subject of a staged development application. Section 83B of Act enables consent to be granted for concept proposals and detailed proposals. The provisions of Section 83B require that any future detailed proposals must not be inconsistent with concept proposals.

3.2 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

Pursuant to Schedule 1 of SEPP SRD, development for the following purpose is declared State Significant Development:

Development for other tourist related purposes (but not including any commercial premises, residential accommodation and serviced apartments whether separate or ancillary to the tourist related component) that has a capital investment value of more than \$100 million, or more than \$10 million and is located in a sensitive coastal location.

The proposed tourist related development (hotel) will have a capital investment value (CIV) of approximately \$114,000,000 as identified in the Opinion of Cost provided by WT Partnership (Appendix B). The proposal is therefore classified as SSD. By virtue of clause 8(2) of the SEPP, the remainder of the development which is intrinsically related to the overall site development is also declared to be State significant development.

3.3 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 came into force in December 2007 and aims to facilitate the effective delivery of infrastructure across the State. The SEPP identifies matters for consideration in the assessment of development adjacent particular types of infrastructure development.

Subdivision 2 of Division 15 of the Infrastructure SEPP relates to development adjacent rail corridors, particularly involving excavation to a depth of at least 2m below ground level (existing) on land within 25m (measured horizontally) of a rail corridor. Council will refer the application to the Rail Corp for concurrence who will consider the potential effects of the development on:

- The safety or structural integrity of existing or proposed rail infrastructure facilities in the rail corridor;
- The safe and effective operation of existing or proposed rail infrastructure facilities in the rail corridor;
- What measures are proposed, or could reasonably be taken, to avoid or minimise those potential effects.
- Impact of rail noise or vibration on non-rail development.

Subdivision 2 of Division 17 relates to development in or adjacent to road corridors and road reservations. In particular, Clause 101 relates to development with frontage to a classified road and requires, where practicable, vehicular access to be provided by a road other than the classified road. It also requires that the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development.

The site has frontage to Olympic Drive, which is a Regional road. Primary access to the site is from Church Street and satisfies the SEPP requirement. A secondary access is proposed on Olympic Drive and traffic controls measures will be considered if there is going to be an increase in traffic volumes. The safety, efficiency and ongoing operation of Olympic Drive will be assessed in the SSD.

Clause 104 relates to “development on a site that has direct vehicular or pedestrian access to any road—the size or capacity specified opposite that development in Column 2 of the Table to Schedule 3.”

The proposal would trigger Schedule 3 of SEPP (Infrastructure) requiring referral to the RMS as a traffic-generating development. Consultation with RMS has been ongoing for some time and they are aware of the proposed access arrangements and intensity of land uses.

3.4 AUBURN LOCAL ENVIRONMENTAL PLAN 2010

The *Auburn Local Environmental Plan* (LEP) 2010 was gazetted on 29 October 2010 and is the principle planning instrument for the site. The LEP 2010 outlines the legislative zoning requirements and development standards that influence development on the site. Extracts of ALEP, including zoning, FSR and Height maps are included in the Appendices to this SEARs request.

3.4.1 MAIN CLUB SITE FRONTING JOHN AND CHURCH STREETS

The key LEP provisions for the main Club site are:

- Zoning: B4 Mixed Use
- Permissible uses: *Backpackers' accommodation; Boarding houses; Business premises; Child care centres; Community facilities; Educational establishments; **Entertainment facilities; Function centres; Hostels; Hotel or motel accommodation; Information and education facilities; Office premises; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Retail premises; Roads; Self-storage units; Seniors housing; Serviced apartments; Shop top housing; Warehouse or distribution centres; Any other development not specifically prohibited.***
 - The proposed entertainment facilities function centres, hotel accommodation, recreation facilities (indoor) registered clubs **are all permissible** uses under the LEP 2010.
- FSR: 5:1
 - The proposal has an FSR of 1.2:1 (including existing Club areas) complies.
- Height: part 36m, part 60m
 - The proposal has a maximum height of 60m and complies.

3.4.2 CLUB OWNED LAND NORTH OF BOARD STREET

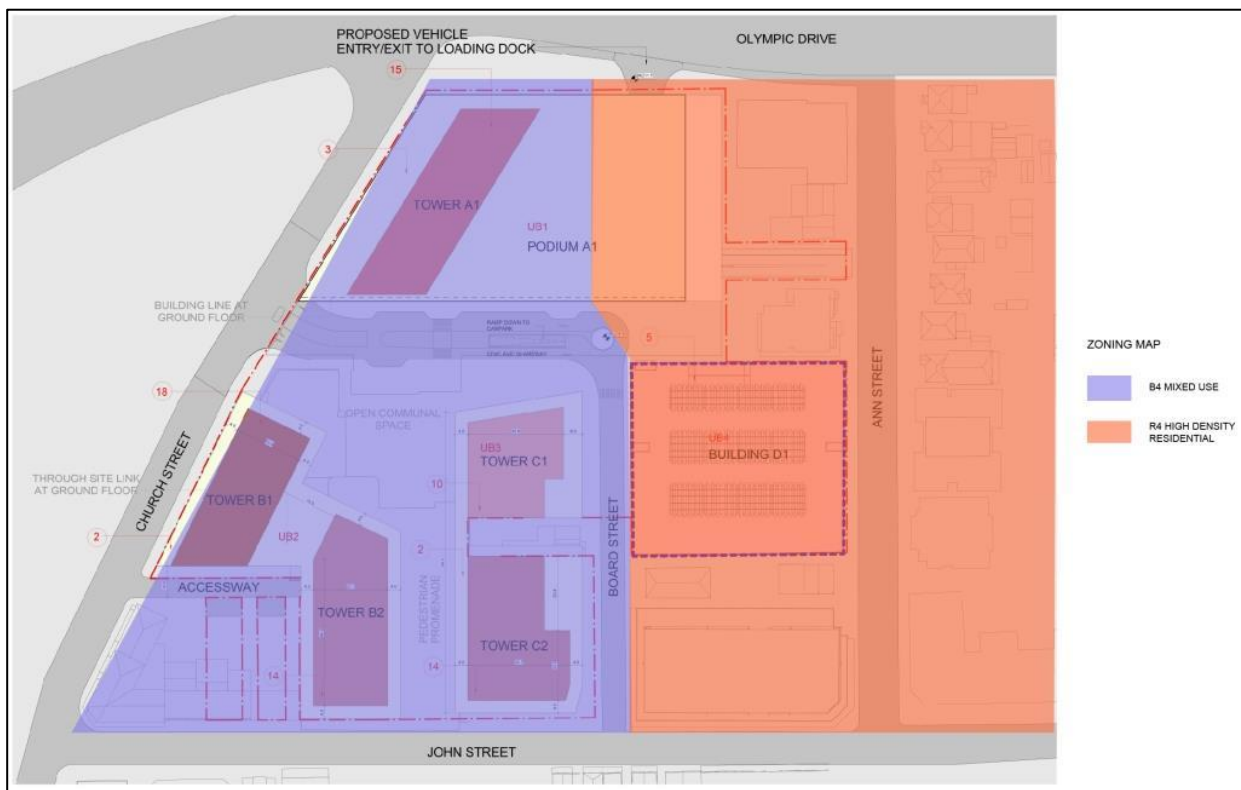
The key LEP provisions for the remainder of the Club site are:

- Zoning: R4 High Density Residential.
- Permissible uses: *Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Hostels; Hotel or motel accommodation; Multi dwelling housing; Neighbourhood shops; Places of public*

worship; Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Shop top housing; Any other use not listed as permissible without consent or prohibited.

- Prohibited uses: Agriculture; Air transport facilities; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Port facilities; Recreation facilities (major); **Registered clubs**; Research stations; Residential accommodation; Restricted premises; Rural industries; Service stations; Sewerage systems; Sex services premises; Signage; Storage premises; **Tourist and visitor accommodation**; Transport depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies
- Registered clubs and hotel accommodation **are prohibited** in the zone. Figure 7 shows the proposed Phase 1 footprint overlayed by Council's zoning plan. The proposal relies on cl 89E (3) of SEPP SRD to be permitted. Cl 89E(3) provides that *State Significant Development consent may be granted despite the development being partly prohibited by an environmental planning instrument*. In other words as long as part of the development is permitted on part of the site, an SSD application can be progressed over the entire site even if an LEP prohibits part of the development on part of the site.
- FSR: 1.7:1
- The proposed multi deck car park does not constitute GFA and does contribute to FSR.
- Height: 18m
- The proposal has a maximum height of 18.93m, which is a minor non-compliance. The SSD will be accompanied by a justification to exceed the development standard under cl4.6 of the LEP.

FIGURE 7 – LAND ZONING OVERLAY



3.4.3 AUBURN LEP REVIEW - REQUEST FOR REZONING OF LAND

A Planning Submission was lodged on behalf of DOOLEYS Lidcombe Catholic Club in relation to Auburn Council's review of its local environmental plan. The Planning Submission reflected the Club's Master Plan scheme and recommended that the entire DOOLEYS site be rezoned to B4 Mixed Use to ensure a consistent zoning across the land holding and to allow development for the purposes of a Registered Club on the land. The land uses that would be permissible on the site would be those identified in the LEP 2010 under the B4 Mixed Use zone. The rezoning would be accompanied by an increase in height and FSR as follows:

- Club owned land north of Board Street be increased from 1.7:1 to 3.6:1;
- Board Street and the Club owned land south of Board Street be retained at 5:1 FSR;
- Club owned land between Board and Ann Streets be increased from 18m to 36m;
- Board Street and club owned land south of Board Street be retained (in part) and increased (in part) to 60m.

An increased FSR to 3.6:1 for land north of Board Street will help to rationalise FSR standards across the street block.

Development density and height will still fall from the main club site and 36-44 John Street towards Olympic Drive and to the north, away from the centre of Lidcombe.

We understand that Council is yet to advance their Planning Proposal to amend the LEP to gate way.

3.5 AUBURN DEVELOPMENT CONTROL PLAN 2010

The Auburn Development Control Plan 2010 is Council's principal DCP and it applies to the subject site. Section 15 of the DCP includes provisions for Lidcombe Town Centre and Section 15.6 provides provisions specific to the DOOLEYS site. The key controls include:

- Minimum 4-6m from the boundary of adjoining commercial or residential uses.
- For commercial development at the interface of a residential boundary the Town Centres section of the DCP requires a 3m setback.
- Development shall be designed to address Olympic Drive.
- Development shall provide a new pedestrian through-site link, shared way or street in between Church Street to Board Street, with a minimum width of 12m.
- The preferred access to the site shall be via Church Street with secondary access via Board Street.

The EIS will provide an assessment of the proposed development against Auburn Development Control Plan 2010 and will provide justification for any variations proposed (if applicable).

4 Overview of Likely Environmental Planning Issues

The environmental planning issues that are proposed to be addressed in the EIS are outlined below to assist the Department in identifying the Environmental Assessment Requirements for the project.

4.1 ACCESS, TRAFFIC AND TRANSPORT

The proposal will incorporate a rationalisation and reconfiguration of access into the site, including a proposal to gain access from Olympic Drive. The proponent has commenced consultation with Council and the RMS on the access arrangement for the site. Council have given in principle support for the access arrangements, subject to a full assessment of the SSD.

A Transport Impact Assessment will accompany the EIS the details and assesses the access arrangements, car parking and traffic generation impacts of the proposal.

4.2 BUILT FORM, SCALE AND URBAN DESIGN

The proposed building envelopes are consistent with Council's key development standards for FSR and height. This ensures that an appropriate density is achieved for the site that is computable with the town centre locality. Key issues for the assessment of the development include:

- Overall height and scale;
- Setbacks to the street and neighbouring properties;
- Building massing.

Club/Hotel setback from northern site boundary will take into consideration the site specific provisions for DOOLEYS site (Auburn DCP section 15.6 D8) which call for levels above the podium to be set back a minimum 4-6m from the boundary of adjoining commercial or residential uses. For commercial development at the interface of a residential boundary the Town Centres section of the DCP requires a 3m setback. The proposed design will have regard to solar access to the residential dwellings in the adjacent medium density development.

The setback of the multi-deck car parking structure will have regard to the Apartment Design Guide and Council's DCP and ensure an appropriate urban design outcome to low and medium density development adjoining the site.

4.3 SOCIAL AND ECONOMIC IMPACTS

The Club has commenced informal community consultation with its 70,000 members through its Annual Report. The latest Annual Report issued by the Club provides an overview of the master plan. The Club's members will continue to be informed of the redevelopment of the site.

The proposal for Club expansion and tourism and entertainment facilities has followed from extensive economic, market demand and absorption research. That research indicates there is a strong demand for hotel accommodation and associated facilities in this area, particularly with conferencing and function capabilities.

The proposal will have positive economic impacts through employment generation for the construction, operation and maintenance phases of development. The increased tourism in the area will also support local business. The EIS will be supported by an Economic Impact Assessment.

4.4 SITE ISOLATION

As indicated, sites north of Board Street have been progressively acquired by the Club. However, there are some sites that will not be acquired. The concept proposal has taken into consideration these isolated lots and sited building envelopes so as not to limit the development potential of these sites.

4.5 STAGED DEVELOPMENT

The proposal seeks staged development consent under s.83B of the Act. This includes detailed proposals for early works including basement excavation.

The impacts of the development will be addressed having regard to this approach. Furthermore, whilst the longer term Phase 2 works which do not form part of this SSDA, the key issue of traffic management will be assessed having regard to the potential for the proposed access arrangements to service both the Phase 1 and Phase 2 development

4.6 HERITAGE

The site is not identified as a heritage item and is not within a heritage conservation area. The site adjoins a heritage item, being the Lidcombe Hotel on the corner of Church and John Street. Phase 1 is some distance from the hotel and the building envelope and uses will not impact on the significance of the building. The future design and construction methodology of Phase 1 will have regard to the heritage item. The EIS will include an evaluation and assessment of the proposed impacts of the development on the heritage item.

4.7 CONTAMINATION AND GEOTECHNICAL

Geotechnical investigations will assess the risks of geotechnical failure on the site and identify design solutions to be carried out within the proposed development.

A Phase 1 Environmental Assessment will be conducted and submitted with the EIS. A statement addressing the provisions of SEPP No. 55 will also be provided.

4.8 ACOUSTIC IMPACTS

The EIS will assess the potential noise impact on surrounding development from the operation of the proposed development. This will include both operational and transient noise together with noise associated with fixed plant. The extent to which the acoustic report can assess such at concept proposal stage will be limited at this stage and where detailed assessment cannot be undertaken, will outline key principals to inform future acoustic assessment at future detailed proposal stage,

A Noise and Vibration Statement will however also address the development's proximity to the rail corridor.

4.9 WIND

A Wind Study will be undertaken as part of the EIS to assess the impact of the proposed podium and tower form on the pedestrian environment.

4.10 FLOODING

The site has minor flood affectation in the south west corner. The land uses contemplated in the proposal have been designed in such a way to manage and mitigate the impacts of this flood affectation. A Flood Study will be submitted with the EIS.

4.11 SAFETY AND SECURITY

A Crime Prevention Through Environmental Design (CPTED) Report will be prepared for the overall building envelopes and uses/access points.

4.12 OVERSHADOWING

The EIS will include shadow diagrams to show shading impacts from the proposed building on the adjoining properties and open space areas. In particular, the impact on surrounding public domain and heritage items will be examined.

4.13 UTILITIES AND SERVICES

Existing site services will be augmented as required to service the proposed development. Relevant service authorities will be consulted and relevant information will be provided as part of the EIS.

4.14 BUILDING CODE OF AUSTRALIA

A BCA Report will be submitted as part of the EIS to confirm that the proposed development and its respective components will comply with the relevant provisions of the BCA.

4.15 CONSTRUCTION MANAGEMENT

A Construction and Environmental Management Plan will be submitted with the EIS and will outline the key management measures used during construction of the basement. This will address relevant issues such as construction traffic, noise, soil erosion, dust control, stormwater management, etc.

4.16 STORMWATER MANAGEMENT

Stormwater and flooding impacts will be assessed by a qualified consultant as part of the EIS. A Stormwater Management Plan will also accompany the EIS.

4.17 WASTE MANAGEMENT

A Waste Management Plan will be submitted with the EIS to outline the management and monitoring of waste generated as part of the proposed development.

5 Justification

The proposal will create an integrated tourism, entertainment and recreational development in Auburn that will contribute to the local economy and invite tourism to the area. It will be able to deliver tourism and employment opportunities in the Auburn LGA.

The proposal is justified on the following grounds:

- The site is strategically located in close proximity to public transport, services and infrastructure:
 - Lidcombe Train Station;
 - Lidcombe Town Centre;
 - Significant existing recreation facilities and open space, including golf courses, reserves and Millennium Parklands; and,
 - Sydney University Campus.
- The proposal is based on economic research and assessment, which has identified that the proposed land uses and density are sustainable. The proposal will provide a high quality hotel accommodation to satisfy current market demands. There is a strong market demand for hotel accommodation in Lidcombe and the auburn LGA. Considerable economic and market research has been undertaken to inform the inclusion of a hotel in the proposal. In summary:
 - The Outer Western Area contains a number of hotel, motel and serviced apartment type accommodation located within less than 10km from the subject. The majority of existing supply is located in Parramatta and Sydney Olympic Park and provides hotel accommodation of a 4 to 4.5 Star grading with conference and restaurant facilities.
 - Within the immediate area surrounding the Club, there is a lack of quality accommodation with the two closest facilities being the Lidcombe Motor Inn and Liberty Plains Motor Inn. These two provide dated 3 star motel type offer comprising a total of 64 rooms.
 - There are strong occupancy levels (+70%) currently being achieved within the surrounding areas suggesting that there is market scope to support a high quality 4 to 5 Star hotel on the subject site.
 - Conferencing, meeting and function facilities would be necessary to drive occupancy.
- It will expand the Club offerings to members, their guests and the local community. It is a long term plan to improve the services offered to members and their guests, which satisfies the obligation of a registered club. This is also important for community building, not just for Club members but for a broader reach of people.
- It is a long term business strategy for sustainability of the Club. The current Club land is under-utilised and a long term strategy for diversification will ensure the Club remains operational and profitable for its members. The proposed land uses have been market tested and will protect the long term wellbeing of the Club.
- It will contribute to the Town Centre vitality consistent with strategic intent of the Lidcombe town centre
- It will facilitate the expansion of employment and business opportunities within the Lidcombe town centre and provide for mixed use development which caters for the changing needs of communities, in close proximity to public transport.
- It is consistent with the B4 zoning as it will integrate compatible land uses in an accessible location and will encourage and contribute to economic growth.

- It is consistent with the planning controls for height and FSR to ensure an appropriate density for the site.
- It is compatible and will support the land uses at Sydney Olympic Park (including sport events, entertainment, business events and learning and training events) and the Carter Street Precinct (including shops, services, business park and residential).
- The concept has been designed so as not to preclude the redevelopment of isolated sites north of Board Street.
- The multi-deck car park will enable continued operation of the Club while Phase 1 is constructed. This is important to enable the Club to continue to deliver services to its members.
- It is consistent with the character of Lidcombe and the Auburn Employment strategy.

It is consistent with *A Plan for Growing Sydney*, which identifies Lidcombe as a Town Centre with employment targets that can be achieved in part with employment created by the proposal.

6 Consultation

Auburn Council and the Department of Planning and Environment have been briefed on the proposal and this request for SEARs has been informed by these discussions

It is anticipated that the following stakeholders will have an interest in this proposal.

- Department of Planning and Environment
- Auburn Council
- Transport for NSW
- Roads and Maritime Service (RMS)
- Office of Liquor Gaming and Racing
- Police Local Area Command
- Sydney Water
- NSW Trade and Investment
- NSW Tourism
- Destination NSW

Community Stakeholders, including the local community, business chamber as well as the Club's members.

Appendix A

Preliminary Concept

Appendix B

Opinion of Cost

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