

URBIS

ENVIRONMENTAL IMPACT STATEMENT FOR SSD 7603

DOOLEYS Lidcombe Catholic Club
October 2016



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	SA5960
Report Number	SA5960_EIS

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SIGNED DECLARATION

SUBMISSION OF ENVIRONMENTAL IMPACT STATEMENT

This Environmental Impact Statement (EIS) has been prepared in accordance with Section 78A(8A) of the Environmental Planning and Assessment Act 1979 (EP&A Act) and Schedule 2 of the *Environmental Planning and Assessment Regulations 2000* (The Regulations) "

Environmental Assessment prepared by:

Name	Alaine Roff (Associate Director) Bachelor of Arts, University of Newcastle, NSW Master of Town Planning, University of New South Wales David Hoy (Regional Director) Bachelor Urban and Regional Planning (University of New England) Master of Commerce - Land Economy (University of Western Sydney)
Address	Urbis Pty Ltd Level 23, Darling Park Tower 2, 201 Sussex Street Sydney NSW 2000
In respect of	Staged development of DOOLEYS Lidcombe Catholic Club

Applicant and Land Details:

Applicant	Dooleys Lidcombe Catholic Club		
Applicant Address	24-28 John Street, 8 John Street, 6 John Street, 12-14 John Street, 28 Board Street, 26 Board Street, 24 Board Street, 22 Board Street, 20 Board Street, 20 Board Street, 18 Board Street, 16 Board Street, 14 Board Street, 12 Board Street, 10 Board Street, 8 Board Street, 6 Board Street, 4B Board Street, 17 Ann Street, 15 Ann Street, 13 Ann Street, 11 Ann Street, 9 Ann Street, 7 Ann Street, 5 Ann Street, 3 Ann Street Lidcombe.		
Land to be developed			
LOT	DP	ADDRESS	
2011	Unregistered Plan	24-28 John Street	
1	199837	8 John	
2	199837	6 John	
E	39076	12-14 John	
15	976927	28 Board	
14	976927	26 Board	
13	64696	24 Board	
12	64696	22 Board	
11	64696	20 Board	

1	741584	20 Board
B	395349	18 Board
A	190260	16 Board
B	190260	14 Board
1	779654	12 Board
14	1083698	10 Board
12	741212	8 Board
X	391142	6 Board
Y	391142	4B Board
1	79131	17 Ann
2	79131	15 Ann
3	79131	13 Ann
14	1083657	11 Ann
15	78789	9 Ann
13	78789	7 Ann
11	78789	5 Ann
9	Section A, DP 979289	3 Ann
1	1136247	Apex Reserve
Project	Staged development application for tourist related purposes comprising a concept proposal (including building envelopes, basement envelope, land uses, internal roads and connections to external road network) and Stage 1 works (including early works, site preparation, basement excavation and above ground multi-deck car park)	

Declaration:

I certify that the contents of the Environmental Impact Assessment to the best of my knowledge, has been prepared as follows:

- In accordance with the requirements of Section 78A(8A) of the EP&A Act, Schedule 2 of The Regulations and *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD).
- The information contained in this report is true in all material particulars and is not-misleading.

Name	David Hoy, Regional Director	Alaine Roff, Associated Director
Signature		
Date	8 November 2016	8 November 2016

1. SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)

This EIS has been prepared to address Section 78A(8A) of the EP&A Act, Schedule 2 of The Regulations and the SEARs for the project issued on 10 May 2016. The SEARs address the concept proposal and Phase 1 of the project.

Table 1 summarises the SEARs and makes reference to where the key issues identified by DP&E are addressed in this report. A full copy of the SEARs is attached at Appendix A.

Table 1 – SEARs

Key Issue	Secretary's Requirements	EIS Reference
General Requirements	Address the EP&A Act and meet the minimum form and content requirements in Schedule 2 The Regulations.	This EIS Report
	The EIS must be accompanied by a report from a qualified quantity surveyor (QS) providing: - A detailed calculation of the capital investment value of the proposal, including details of all assumptions and components from which the CIV calculation is derived; - An estimate of the jobs that will be created by the development during the construction and operational phases of the development; and - Certification that the information provided is accurate at the date of preparation.	Appendix B
1. Relevant EPIs, Policies and Guidelines	Address the relevant planning provisions applying to the site, including permissibility and the provisions of all plans and policies.	Section 6
2. Staging	The EIS shall: - Outline the stages of the proposal, including built form, land uses, and approval pathways; - Detail alternative design and staging options considered for the redevelopment of the site; - Clarify works to be conducted during Stage 1 of the proposal; and - Outline potential development to be conducted on the site as part of the DOOLEYS Master Plan and its potential planning pathways.	Section 3
3. Built Form, Urban Design and Public Domain	Concept Proposal - Provide an urban design analysis; - Detail the proposed site layout, including open space and the public domain, vehicular access, building entries, and the proposed use of buildings; - Identify proposed streetscape, open space, public domain and key pedestrian linkages with and between other public domain spaces, existing and proposed buildings and surrounding areas; - Identify and assess the impacts of any proposed building identification signage, including safety impacts on traffic and public transport operations; - Address visual impact when viewed from the public domain and key	Appendix C, Appendix D, Appendix E and Appendix F

Key Issue	Secretary's Requirements	EIS Reference
	vantage points surrounding the site; - Identify important sight lines and visual connectivity to and through the site; - Outline how the proposal will achieve and demonstrate design excellence; - Provide an indicative floor space ratio for the concept plan clearly indicating inclusions and exclusions; - Identify any potential for built form impacts at the residential interface and outline any mitigation measures.	
	Stage 1 - Provide the detailed design of the Stage 1 works; and - In relation to the multi-level car park: - Consider alternative design options to the car park; - Consider active land uses at ground and first floor levels; - Assess the visual impact of the structure; - Provide measures to mitigate the bulk of the structure, including setbacks, landscaping and design measures; and - Provide screening measures to add visual interest.	Appendix C, Appendix D, Appendix E and Appendix G
4. Public Access and Connectivity	The EIS shall: - Consider the proposal's relationship to the Lidcombe town centre and Lidcombe Railway Station; - Identify opportunities for permeability through the site; - Identify opportunities to activate John and Church Streets; - Identify any change to the use and/or layout of the site and development and associated impacts on circulation movements, access and linkages; - Consider CPTED principles; and - Address cumulative management of proposed access arrangements.	Appendix D, Appendix E, Appendix F, Appendix H and Appendix M
5. ESD	Identify how the development will incorporate best practice ESD principles in the design, construction and ongoing operation phases of the development.	Appendix I
6. Amenity	The EIS shall: - Outline and address the proposed development's impacts in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, and safety and security; and - Include a shadow diagrams report and wind effects report.	Section 8.2
7. Site location	The EIS shall: Outline efforts made to acquire sites and amalgamate sites within the area bounded by Church Street, Olympic Drive, Ann Street and John Street, in order to avoid the isolation of adjoining residual lots	Section 8.5 and Appendix I

Key Issue	Secretary's Requirements	EIS Reference
	within the development site; • In the event that properties are not acquired, the EIS must include written details of the Applicant's fair and reasonable offer/s for properties, the property owner's response, and an independent valuation of the property, in accordance with relevant Land and Environment Court planning principles; and • Consider the relationship to isolated non-acquired sites within and adjacent to the development site in accordance with relevant Land and Environment Court planning principles. This shall include • Impacts on residential amenity; and • Impacts on development potential, including an indicative building envelope of potential development on isolated sites.	
8. Traffic, Parking and Access	The EIS must include a Traffic Impact Assessment (TIA) that evaluates: • Existing traffic transport networks and service levels; • Daily and peak traffic movements generated by the project; • Safety and performance of the surrounding local and regional road network; • Demonstration of the provision of sufficient car parking in accordance with the relevant guidelines/standards and/or justification for any inconsistencies; • Connections to existing and planned public transport; • Pedestrian and cycle access within and to the site; • Any proposed or required temporary or permanent changes to transport and access on surrounding streets; • Opportunities to provide safe and efficient loading and servicing for the development; • Mitigation measures for the impacts identified in the TIA; and • In relation to the Stage 1 works, traffic, transport and safety impacts during construction.	Appendix H
9. Social and Economic Impacts	Outline the social and economic benefits and dis-benefits of the proposal and include a Social Impact Assessment, including but not limited to the impact of increased gaming facilities.	Appendix P and Appendix Q
10. Noise and Vibration	The EIS shall: • Include a noise and vibration assessment of construction, operation (including but not limited to the proposed car park and proposed outdoor areas of the club), traffic and cumulative noise impacts prepared in accordance with the relevant EPA guidelines. This assessment must consider any potential noise impacts on nearby	Appendix L and Appendix M

Key Issue	Secretary's Requirements	EIS Reference
	noise sensitive receivers and outline proposed noise mitigation and monitoring issues; and Consider impacts of road and rail noise on the proposal and outline proposed mitigation measures.	
11. Heritage	The EIS shall include an assessment of the likely impacts of the proposal on any historic and/or Aboriginal cultural heritage and archaeological items, objects or cultural values and outline mitigation and conservation measures.	Appendix R
12. Soil and Water	The EIS shall: - Include an integrated water management system including consideration of stormwater and wastewater; - Detail erosion, sediment and stormwater management and controls during construction and management and mitigation measures for - The prevention of potential water quality impacts during construction; - Assess the potential impact of the development on groundwater levels, flow paths and quality; - Assess impacts in terms of the NSW Aquifer Policy (DPI, 2012); - Identify any water licensing requirements or other approvals required under the Water Act 1912 or Water Management Act 2000; - Assess the geotechnical and contamination issues (including Acid Sulphate Soils) associated with the construction of the development; and - Provide details of water supply including consideration of alternative water supply arrangements, water sensitive urban design and water conservation measures.	Appendix S, Appendix T, Appendix U, Appendix V, Appendix W, Appendix X and Appendix Y
13. Flooding	The EIS shall: - Model the effect of the proposal (including earthworks) on flood behaviour - Assess the flood impacts of the proposal	Appendix Z and Appendix T
14. Air Quality, Odour and Waste	The EIS shall address potential air quality, noise, odour and waste impacts (including but not limited to the impacts of the proposed car park), in particular during the construction and operation of the development and appropriate mitigation measures.	Appendix AA
15. Infrastructure	The EIS shall: Detail any infrastructure proposed to service the development proposed by the concept plan and demonstrate that the site can be	Appendix CC

Key Issue	Secretary's Requirements	EIS Reference
	suitably serviced; - Detail the existing infrastructure on site, and identify any possible impacts on infrastructure arising from the construction of the proposed development; and - Where the proposed works affect existing infrastructure, the application should detail any mitigation works proposed, including service relocations.	
16. Contributions	The EIS shall address: - The contributions payable pursuant to the Auburn Development Contributions Plan 2007; - Additional contributions proposed or material public benefits associated with any proposed floor space above existing planning controls; and - Any proposed Voluntary Planning Agreement with Council, including staging details if applicable.	Section 7.7
Consultation	During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular, you must consult with: - Auburn Council; (Note now Cumberland Council) - Independent Liquor and Gaming Authority; - NSW Police; - NSW Ambulance Service; - Fire and Rescue NSW; - EPA; - Office of Heritage and Environment; - Sydney Water; - Ausgrid; - Transport for NSW; - Roads and Maritime Services; - Sydney Trains; and - Local Aboriginal Land Council and stakeholders, if relevant. - The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be	Appendix GG

Key Issue	Secretary's Requirements	EIS Reference
	provided.	

EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared on behalf of DOOLEYS Lidcombe Catholic Club ("the Proponent") in support of State Significant Development Application SSD_7603 for the staged development of the DOOLEYS Lidcombe site ("DOOLEYS") at Nos. 4B, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26 and 28 Board Street; 3, 5, 7, 9, 11, 13, 15 and 17 Ann Street; 6, 8, 12-14 and 24-28 John Street, Lidcombe and part of Apex Reserve.

This application seeks staged development approval under s.83B of the Act for tourist related purposes comprising a concept proposal (including building envelopes, basement envelope, land uses, internal roads and connections to external road network) and Phase 1 works (including early works, site preparation, basement excavation and above ground multi-deck car park) at DOOLEYS Lidcombe Catholic Club.

The proposal will guide the redevelopment of DOOLEYS 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 \$200 million.

Pursuant to Schedule 1 of 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 hotel component of Phase 1 will have a CIV of \$128,200,000 (excluding GST). The project will have a total estimated CIV of \$206,400,000 (excluding GST) and will provide significant economic benefits such as creating 470 construction jobs as well as 410 direct and 646 indirect jobs (full time equivalent jobs). Other economic benefits include flow-on economic generation linked to maintenance and increased tourism and business in the area.

DOOLEYS 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 longer term vision to redevelop the entire precinct for mixed tourism, residential and seniors housing uses.

DOOLEYS owns approximately 2.7ha of land immediately adjacent to Lidcombe Railway Station within 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 75,500) through the Club's latest Annual Report.

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

- Basement car parking;
- New podium for Club and other associated facilities;
- New hotel tower above the podium;
- New above ground multi-deck parking building; 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.

Details of the project are described below:

1. Concept Proposal

A Concept Proposal has been prepared for the site to guide its future redevelopment and is intended to provide a statutory framework for the long term planning of the site. The concept proposal is for tourist related purposes, including building envelopes, basement envelope, land uses, internal roads and connections to external road network. Specifically, the concept proposal comprises:

- Two levels of basement car parking;
- New two storey podium containing new Club facilities and other facilities associated with the proposed hotel, including conferencing, food and beverage and gym;
- New 12 storey Club and hotel tower above the podium with approximately 260 rooms;
- New five 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. Detailed Proposal for “Phase 1” development

This is a detailed proposal for early works, site preparation, excavation of the basement and construction of the above ground multi-deck car park.

- Bulk earthworks for two levels of basement;
- Hoarding;
- Site establishment;
- Infrastructure preparation works;
- Construction Management including proposed site access and construction traffic management;
- Construction of an above ground multi-deck car park located between Board Street and Ann Street.

Detailed proposals for other parts of the project will be the subject of subsequent development applications. A Concept Plan and detailed architectural drawings have been prepared by PTW Architects to demonstrate Phase 1. It should be noted that Phase 2 works comprise longer term land uses and facilities that are linked in an urban design master planning sense. No approval is sought for Phase 2 and at present all uses that form part of Phase 2 fall outside of the ambit of State Significant Development.

An integral part of the redevelopment is the expanded and upgraded Club facility, including new food and beverage offerings, conference facilities and new entrances at 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.

Figure 1 – The Proposed Concept



Source: PTW

The Club has been positioning itself to take advantage of its strategic location within the Lidcombe Town Centre for many years. The Club has actively contributed to Council town Centre studies. These have informed the planning controls that are in place across the town centre including Club precinct.

The Club commenced its internal processes for Master Plan preparation approximately two years ago and held a number of meetings with the former Auburn Council Councillors and Executive. The proposal for Club expansion and tourism and entertainment facilities has been informed by extensive economic, market demand and absorption research. The research indicated there is a strong demand for hotel accommodation and associated facilities in the area, particularly with conferencing and function capabilities. The 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 visitors.

Upon internal validation of the master plan, in late in 2015 the Club revealed its vision for the site and precinct to its 72,000 (approximately) members through its Annual Report. Since then the Club has moved into the formal approvals phase and commenced more formal consultation and stakeholder engagement in April - July 2016. Wells Haslem has been engaged by the Club to undertake formal consultation that included letter box drops, social media, information sessions, phone calls and letters to key stakeholders and a dedicated email address for feedback. The outcome of the consultation process is captured in a Community Consultation Report prepared by Wells Haslem. Overall, the feedback from the community has been positive with Club Members and the community excited about the expanded facilities of the Club (and residential in the future). Feedback from key service agencies, notably RMS, Ausgrid and Sydney Water and other service providers has been incorporated into the design.

The Staged Development Project will allow DOOLEYS to properly plan and budget for future growth. It will also provide the appropriate mechanism for communicating this strategic growth with relevant Government, agency and community stakeholders. Approval of the SSD will provide DOOLEYS with a significant level of certainty in the implementation of detailed development throughout the lifetime of the project.

INTRODUCTION

1.1. OVERVIEW

This EIS has been prepared in support of State Significant Development Application SSD_7603 for the staged development of the DOOLEYS Lidcombe site ("The Site") at Nos. 4B, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26 and 28 Board Street; 3, 5, 7, 9, 11, 13, 15 and 17 Ann Street; 6, 8, 12-14 and 24-28 John Street, Lidcombe) and part of Apex Reserve.

This application seeks staged development approval for tourist related purposes comprising a concept proposal and Phase 1 works. The Concept proposal seeks consent for building envelopes, basement envelope, land uses, internal roads and connections to the external road network. Specific and detailed development will be subject to subsequent detailed Development Applications or other approval pathways and will be generally consistent with the Staged Development Project SSD consent. Consent is also sought for the construction of Phase 1 as part of this application, including early works, site preparation, basement excavation and above ground multi-deck car park.

The EIS has been prepared in accordance with the requirements of Section 78A(8A) of the EP&A Act, Schedule 2 of The Regulations, SEPP SRD and the SEARs issued on 10 May 2016.

1.2. PROPONENT AND PROJECT CONTEXT

The proponent for the SSD is DOOLEYS. DOOLEYS currently provides a range of services and facilities to approximately 75,500 members, including a fully equipped gym, entertainment and high quality restaurants. DOOLEYS has been liaising with the community with a view to modernising, growing and diversifying its offering and operations in order to properly service the needs of its Members and the community.

To this end DOOLEYS has been in a process of developing plans to further expand and improve facilities on the site. The DOOLEYS Master Plan has been developed, taking into consideration the critical infrastructure needed to facilitate the expansion, car parking and significant back of house docking, stores and associated infrastructure. The Club has been acquiring properties in Board and Ann Streets to ensure sufficient land for the redevelopment of the site. The size of the site and expansion of the Club is being viewed by the community as a major new development. It provides an opportunity for the Club to enhance its role and contribution to the renewal of the Lidcombe Town Centre by offering a diversified range of facilities. It is anticipated that by the end of Phase 2 the Club will include a hotel, aged care, independent living, retail/commercial, health and fitness/lifestyle facilities, conferencing/convention facilities, child care and more food and beverage outlets.

Phase 1 is therefore a key component of DOOLEYS' long term strategic aspirations for the site and the Town Centre. The project is primarily about significantly improving facilities available within the Club and diversifying the Club's offering to contribute to the vitality of the Town Centre.

1.3. APPROVALS PATHWAY

Schedule 1 of SEPP SRD identifies development which is deemed to be State Significant Development. Clause 13(2) identifies that 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 is deemed to be a State Significant Development.

As certified in the Quantity Surveyors Certificate of Cost which accompanies the application, the total CIV for the project is \$206,400,000. The hotel component has a CIV of \$128,200,000. As the hotel component of the project has a CIV greater than \$100 million it is categorised as a State Significant Development in accordance with SEPP SRD.

Accordingly, this SSDA is lodged with the NSW Department of Planning and Environment (DPE) pursuant to Part 4 of the EP&A Act. The Minister for Planning will be the determining authority for the project.

1.4. PROJECT TEAM

The preparation of the EIS has entailed a comprehensive technical analysis by an expert project team as detailed below (in Table 2). The EIS includes a comprehensive suite of documents in support of the application attached in the appendices.

Table 2 – Consultant Team

Discipline	Technical Consultant	Technical Input	EIS Reference
Development Manager	JLL		
Project Manager	Bouygues		
Urban Planning	Urbis	EIS	Appendix B
Quantity Surveyor	WT Partnership	QS Statement	Appendix C
Survey	Rygate	Survey	Appendix D
Architecture	PTW	Architectural Concept and Drawings	Appendix D
Landscape	PTW	Landscape Concept and Drawings	Appendix E
Urban Design	PTW	Urban Design Strategy	Appendix F
Visual Impact	PTW	Visual Impact Assessment	Appendix G
Retail Consideration	DOOLEYS	Iterations Along Ann Street	Appendix H
Traffic, Parking and Access	GTA	Car Parking and Traffic Report	Appendix I
ESD	S4B	ESD Report	Appendix J
Wind	Cundall	Preliminary Wind Results	Appendix K
Light Spill	SLR	Light Spill Assessment	Appendix L
Noise and Vibration	Marshall Day	Acoustic Report	Appendix M
Construction Noise and Vibration	Marshall Day	Construction Noise Assessment	Appendix N and Appendix E
Valuation and Site Isolation	PTW and DOOLEYS	Valuations Report and Urban Design	Appendix O
CPTED	Urbis	Crime Prevention Through Environmental Design Assessment	Appendix P
Social Impact	Urbis	Social Impact Assessment	Appendix Q
Economic Impact	Urbis	Economic Impact	Appendix R

Discipline	Technical Consultant	Technical Input	EIS Reference
		Assessment	
Heritage	Urbis	Heritage Impact Statement and Archaeological Assessment	Appendix S
Civil	Bonacci	Site Stormwater Plan and Sediment and Erosion Control Plan	Appendix T
WSUD	Bonaci	WSUD Assessment	Appendix U
Geotechnical	Coffey	Geotechnical Investigation Report	Appendix V
Groundwater	Coffey	Groundwater Assessment	Appendix W
Contamination	Coffey	Detail Site Investigation and Supplementary Contamination Investigation	Appendix X
Remediation Action Plan	Coffey	Remediation Action Plan	Appendix Y
Site Audit	Coffey	Site Audit Statement	Appendix Z
Flooding	Bonaci	Flood Assessment Report	Appendix AA
Air Quality and Odour	SLR	Air Quality and Odour Assessment	Appendix BB
Waste Management	SLR	Waste Management Plan	Appendix CC
Infrastructure	Bouygues	Infrastructure Report	Appendix DD
Access/BCA	Blackett Maguire & Goldsmith	BCA & DDA Assessment Report	Appendix EE
Construction Management	Bouygues	Construction/ Site Management Plan	Appendix FF
Traffic Management	Bouygues	Traffic Management Plan	Appendix GG
Community Consultation	Wells Haslem	Community Consultation Report	Appendix HH
Plan of Management	DOOLEYS	Planning of Management	Appendix HH

1.5. STRUCTURE OF THE REPORT

The report is structured as follows:

- Section 2 provides a description of the site and surrounding context.

- Section 3 provides an overview of proposed development.
- Section 4 provides a description of the concept proposal.
- Section 5 details the Phase 1 proposal.
- Section 6 provides an assessment of the proposal against the relevant planning controls, policies and guidelines.
- Section 7 provides a strategic and policy context review.
- Section 8 is an assessment of the key issues and impacts of the proposal.
- Section 9 provides details of the consultation undertaken with respect to the proposal.
- Section 10 sets our conclusions.

2. THE SITE AND SURROUNDING CONTEXT

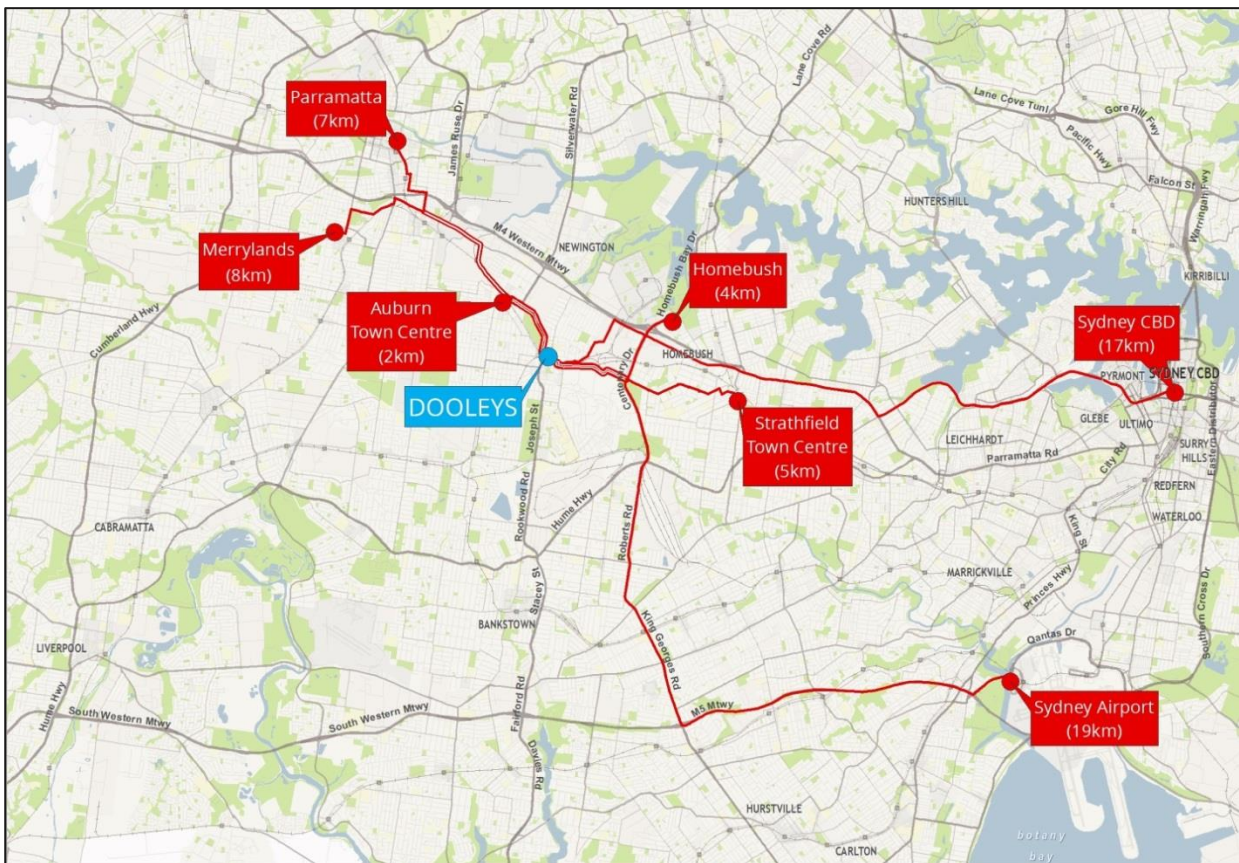
2.1. REGIONAL CONTEXT

The site is within the newly formed Cumberland Council (the former Auburn Local Government Area (LGA), which also includes parts of the former Parramatta and Holroyd Councils. This new Council is within the West Central Subregion in Sydney's metropolitan strategy *A Plan for Growing Sydney*.

The site is approximately 17km from the Sydney CBD and 10km from the Parramatta CBD (Figure 2). Positioned on John Street, DOOLEYS is 2km from Parramatta Road with connection east towards the Sydney CBD and west to Parramatta. Parramatta Road also provides connection to the M4 Western Motorway providing connection further north-west. The strong regional road access allows the Club to draw from a wide catchment. DOOLEYS also benefits from direct transport links to the CBD.

Cumberland LGA includes a range of major community facilities such as Sydney Olympic Park, Auburn Botanical Gardens, Bicentennial Park, The Gallipoli Mosque, Auburn Hospital, Cumberland College and Rookwood Cemetery. Auburn and Lidcombe are both town centres within the LGA.

Figure 2 – Regional Context Plan



Source: Urbis

2.2. THE LOCAL AND 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. The surrounding context is demonstrated in Figure 3.

Figure 3 – Surrounding Context



Source: PTW

2.3. SITE LOCATION AND LAND HOLDINGS

DOOLEYS Lidcombe Catholic Club is located at Nos. 4B, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26 and 28 Board Street; 3, 5, 7, 9, 11, 13, 15 and 17 Ann Street; and 6, 8, 12A and 24-28 John Street, Lidcombe. The Club owns approximately 2.7ha of land 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 4.

The Club sits on land identified as Lot 2011. This plan is unregistered and with the NSW Land and Property Information Division. Lot 2011 is made up of Lot 2007 DP1127875, Lot 42 DP 526370, Lot 1 DP 229616 Lot 2 DP 229616, Lot 6 DP 976322, Lot 7 DP 737977, Lot 100 DP 829270, Lot 8 DP 976322, Lot 1 DP 15910, Lot 2 DP 15910, Lot 3 DP 15910, Lot 4 DP 15910, Lot 5 DP 15910, Lot 6 DP 15910, Lot 7 DP 15910, Lot 8 DP 15910.

Land north of Board Street is progressively being acquired by the Club. DOOLEYS-owned properties include all land outlined in red in Figure 5 below. Nos. 13 and 15 Ann Street have recently been acquired and form part of the site but are not indicated on the diagrams or accompanying documentation. Part of Apex Reserve also forms part of the development site.

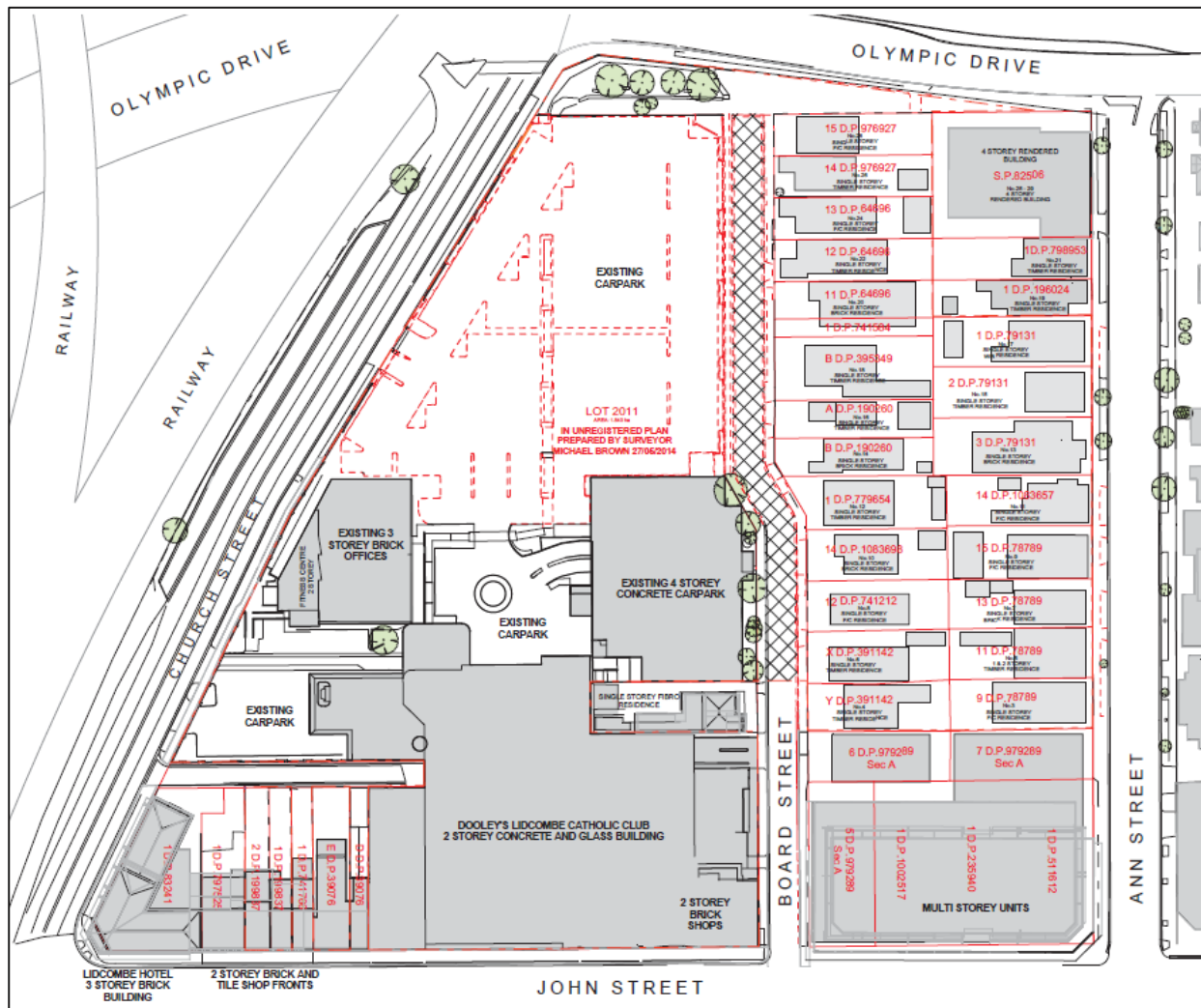
DOOLEYS has also lodged a formal request to the now Cumberland Council for the closure of that part of Board Street adjacent to property numbers Nos. 4-28. DOOLEYS will eventually acquire this land for amalgamation into a consolidated allotment.

Figure 4 – Location Plan



Source: PTW

Figure 5 – Lot Detail Plan



Source: PTW

The legal description of each site and its area is outlined in Table 3.

Table 3 – Legal Description

LOT	DP	ADDRESS	AREA (M ²)
2011	Unregistered Plan	24-28 Board Street	18,400
1	199837	8 John	208.8
2	199837	6 John	233.5
E	39076	12-14 John	348.2
15	976927	28 Board	387.7
14	976927	26 Board	383.9
13	64696	24 Board	384.1
12	64696	22 Board	384
11	64696	20 Board	343.6
1	741584	20 Board	167.6

B	395349	18 Board	581.7
A	190260	16 Board	348.3
B	190260	14 Board	345.7
1	779654	12 Board	459.1
14	1083698	10 Board	418
12	741212	8 Board	411.9
X	391142	6 Board	430.1
Y	391142	4 Board	398.9
1	79131	17 Ann	460.6
2	79131	15 Ann	474.2
3	79131	13 Ann	524.2
14	1083657	11 Ann	426.5
15	78789	9 Ann	448
13	78789	7 Ann	407.8
11	78789	5 Ann	421.2
9	Section A, DP 979289	3 Ann	421.8
1	1136247	Apex Reserve	

2.4. LAND USES AND AREAS

The existing DOOLEYS Club precinct as identified by land south of Board Street, currently includes the main Club building, multi-deck car park, underground car park, gym, at grade car park and fragmented retail tenancies (ownership fragmented between DOOLEYS and private owners). The land uses in this existing Club precinct is illustrated in Figure 6, noting that The Lidcombe Hotel and 1 Board Street, together with 2 small retail parcels fronting John Street, **do not** form part of the Club's landholdings.

In addition to the Club, DOOLEYS owns a number of residential properties north of Board Street. These properties are occupied by single storey dwellings. The owners of these properties have been issued notices to vacate the dwellings as these will be demolished as part of the overall DOOLEYS Master Plan, which is being undertaken as part of a separate approval process. The Club's current landholdings are illustrated in .

Figure 6 – DOOLEYS Existing Club Precinct Land Use Context



Source: Urbis

Figure 7 – DOOLEYS Landholding and Existing Land Uses



2.5. TOPOGRAPHY AND HYDROLOGY

The site is within the Haslams Creek Catchment, which covers Lidcombe, Auburn and Berala. Apex Reserve to the west of the site is part of the existing floodplain for the PMF storm event. The western railway line, Church Street and Olympic Drive junction act as an overland flow path for the 100 year ARI storm events.

There is no water quality or quantity measures for the existing residential development. An on-site detention tank is located in the existing car park. The topography of the site slopes gradually to the south west and drain via the on-site detention tank to stormwater pits adjacent the site. The existing residential buildings drain towards Ann Street to Olympic Drive, and eventually drain to Haslams Creek within Wyatt Park.

Details of the topography and hydrology of the site are discussed in the Flood Assessment Report prepared by Bonacci.

2.6. SERVICES

All services are available to the site. The relevant utility service providers have been consulted, including Ausgrid and Sydney Water.

2.7. SITE ACCESS

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.

Vehicle access to the site is predominantly via Church Street to at grade car parking and a multi-deck car park. A secondary access is provided off Board Street to an underground car park.

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

2.8. CAR PARKING

Car parking is provided on site for members and guests of the Club with 520 spaces as follows:

- 60 basement car spaces accessed off Board Street;
- 203 multi-level car spaces accessed via Church Street;
- 257 ground level car spaces accessed via Church Street.

On-street car parking is also provided along a number of the site's frontages, including:

- 20 parallel car spaces on the northern side of Church Street along the site's frontage;
- 22 parallel car spaces on the western side of John Street between Church Street and Board Street; and
- 28 angled (reverse in only) car spaces along the southern side of Church Street opposite the site.

2.9. PUBLIC TRANSPORT, CYCLING AND WALKING

The site is highly accessible by public transport, cycling and walking:

- Lidcombe Railway Station immediately to the south-east of the site operates regular and frequent services on the North Shore, Northern and Western Line and the Airport, Inner West & South Line.
- Bus stops are also located within five minutes' walk of the site. Bus services 401, 915 and M92 operate between the site and Sydney Olympic Park and run every 20 minutes during peak times and Sutherland and Parramatta every 10-30 minutes during peak times.

- The site is well-connected to cycle routes, including a dedicated on-road cycle route located along Church Street.
- Footpaths are provided on both sides of Ann Street, Board Street and John Street. At the intersection of Church Street and Olympic Drive, signalised pedestrian crossings are available on three approaches. Signalised pedestrian crossings are also available at the intersection of Church Street and Board Street on the eastern side of the site.

3. PROPOSAL OVERVIEW – DOOLEYS STAGED DEVELOPMENT PROJECT

Under section 83B of the *Environmental Planning and Assessment Act 1979* (EP&A Act), approval is sought for a staged development application of the site. The proposal is 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.

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.

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. The project will be a catalyst for the renewal of the Lidcombe Town Centre and will contribute to the local economy. It will be able to deliver tourism and employment opportunities in the LGA.

This section details how the Club's strategic drivers will be achieved through detailed project deliverables across the site. It provides a detailed description of the objectives of the proposal, the opportunities and constraints that impacted the proposal; and the principles guiding the urban design architecture and landscaping.

3.1. OBJECTIVES OF THE STAGED DEVELOPMENT

The Staged Development Project seeks to achieve the following objectives:

- Guide the redevelopment of DOOLEYS Lidcombe Catholic Club for tourist related purposes, including a tourist accommodation hotel.
- Achieve the Club's broader long term vision to redevelop the entire precinct for mixed tourism, residential and seniors housing uses.
- 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.

A timeframe for implementation of the overall Master Plan (i.e. Phases 1 and 2) has been notionally set at 20 years and is dependent on the Club's requirements, future market conditions and attaining relevant approvals.

3.2. OPPORTUNITIES AND CONSTRAINTS

In identifying and developing future growth of the Club's site, the concept proposal identifies a number of key opportunities and constraints. These are significant in shaping and influencing the manner in which DOOLEYS will deliver its long term vision for the site and the Town Centre. The key opportunities and constraints are summarised below and detailed in the Urban Design Study.

Opportunities

- The existing urban neighbourhood character of Lidcombe's Town Centre generally consists of low rise retail buildings. However, the character is currently undergoing change, especially north of the railway station where taller residential flat buildings of 5 - 9 storeys with street retail are being constructed.
- The site is well-connected to public transport, providing access to the Sydney CBD, Parramatta and Sydney Olympic Park. The proposal can take advantage of this and provide services, facilities and community uses in close proximity to transport connections.

- The site is regionally significant and has a unique opportunity to support greater density for tourist and Club related activities.
- The site's central location is within the Town Centre of Lidcombe, which is an area under transition. The development is aligned with existing planning controls that seek to facilitate a densification of the Town Centre.
- The western portion of the site fronting Olympic Drive and Church Street has an opportunity for improvements in its urban presentation. The proposal will create an iconic building that will mark the entry to the Town Centre from the western approach.
- DOOLEYS has been acquiring residential properties that will be incorporated into the redevelopment. Board Street has the opportunity to become an urban street connected to the Town Centre.
- It is a large amalgamated site with three street frontages. The western portion of the site provides an opportunity for taller development, ensuring an appropriate transition to the retail street heights and lower scale residential development in the vicinity.
- The proposal will provide a pleasant outlook over Wyatt Park.
- The proposal provides an opportunity to locate new vehicle entries away from John Street.
- The realigned Board Street will become a new pedestrian friendly street. The proposal will create a mid-block pedestrian connection for a pedestrian activated Town Centre.

Constraints

- Noise impacts from the railway line and road traffic on Olympic Drive and Church Street.
- Potential flooding in the south-west corner. This impact will be mitigated through raised levels and entries within the podium to the south-west corner of the site.
- There is a need to consider the adjustment in urban scale and potential impacts on adjacent properties and heritage listed Hotel. Siting, scale and modulation will be a key consideration adjacent the Lidcombe Hotel and properties at 1, 13, 15, 19 and 21 Ann Street or 2 Board Street.
- Impacts on the pedestrian environment resulting from vehicle entries and service vehicles. Locate vehicle entries off Church, Board or Ann Streets.
- There may be a visual impact from new infill development along Ann Street.
- Locate taller buildings to the south west portion of the site, away from heritage items.
- Maintaining the existing operation and car parking needs of the Club during the redevelopment.

3.3. URBAN DESIGN, ARCHITECTURAL, LANDSCAPE

The proposed concept plan provides a framework for the staged redevelopment of the Club and is designed to support the Club's commitment to broadening and diversifying its offering for its Members and the community.

Following Urban Design, Architectural and Landscape Principles will inform the layout and design of the staging zones and future building design resolution. A summary of the main principles is addressed below. Further details are included within the Architectural and Landscape Drawings.

3.3.1. Urban Design Principles

PTW Architects has provided the urban design principles which have informed the proposed building envelopes, their inter-connections with surrounding streets and public domain, and the environmental impacts they generate on surrounding context:

Access

- *Provide publicly accessible links which extend a permeable Town Centre network. Redevelopment of the site will maintain an active street edge along John Street with the opportunity for mid-block pedestrian connections.*
- *Realign Board Street and provide a publicly accessible roadway with associated open landscape spaces. Locate new vehicle entries off Ann Street and utilise the intersection of Board Street with Olympic Drive as a dedicated services vehicle entry. The realignment of Board Street seeks to improve the urban experience between John and Church Streets.*

Landscape Open Space

- *Promote a vibrant and activated streetscape through an improved public domain. Support John Street as an 'active' Town Centre street and improve the urban character of Board Street as a new pedestrian friendly street. Extend street tree planting along Board and Church Streets to give distinction and improve the urban setting.*
- *Locate new pocket parks adjacent to the proposed mid-block links for improved public amenity and outlook.*

Massing Strategy

- *Recognise the urban character of the Town Centre and provide street edge podium buildings in association with taller buildings set back from the street edge. Locate taller buildings along the southern edge of the site as urban markers and position, for Phase 1 development, a taller building on the Church Street and Olympic Drive corner away from the existing lower buildings along John Street.*

Building Orientation and diversity in built form

- *The orientation of new towers, for Phase 1 and Phase 2 development, are generally aligned east-west for urban address.*
- *The development pattern of the site is considered as a series of urban 'infill' buildings which recognise the modulation of urban pattern within a town centre. This pattern is made up of different buildings having different heights.*
- *The south-eastern portion of the site will provide a transition in urban scale to the adjoining Lidcombe Hotel, while the multi-deck ground car park (off Ann Street and under Phase 1 development) will be integrated with architectural screening to reduce its visual impact*

Views and Vistas

- *The development site is clearly visible from Olympic Drive, Church and John Streets, and has high visual exposure. With an opportunity for an urban marker on the south-west corner of the site, the urban importance of this site within the Town Centre will be confirmed. A taller building will provide immediate views west over Auburn Reserve and district views towards the north-east.*
- *New urban form will provide a distinct silhouette within the urban townscape of Lidcombe with a taller building marking the intersection of Olympic Drive and Church Street.*

3.3.2. Architectural Principles

PTW Architects has provided architectural principles that have informed the design of the proposal, which is stated:

"The proposed DOOLEYS development will be a catalytic project for Lidcombe Town Centre which over time, will transform the area and provide much needed public amenity and improved urban fabric.

The footprint of the new development will occupy the area of the existing ground level surface car park.

The Club will comprise of a 2 level podium that will be built to boundaries and setback on three sides. The fourth eastern elevation will define a new north south internal circulation road connecting Church Street to Ann Street. This link will also provide a new entrance and arrival boulevard for the development.

Sitting atop the podium will be a ten storey tower which will run parallel to Church Street. Adjacent to this, and located between Board Street and Ann Street, will be a new five storey multi-deck car park.

The project will draw inspiration from antique cut crystal decanters which sit elegantly within a given context – here the body or podium will provide a calm, elegant and vertically articulated base common in rhythm to both the Club/hotel podium and also the car park. The hotel tower will sit above providing the projects high note, where the façade can be more expressive and unique. Material selections will seek warmer colour high notes for elements at podium level with elements above the podium seeking cooler, more silvery tones which better echo cool sky tones.

The development is configured so patrons can enter the site via the new landscaped boulevard and alight under the porte cochere. Vehicular patrons may then access the new underground parking facilities or the adjacent multi-deck car park. The new car park offers a covered link to the main building and is screened in a luscious green wall composed of alternative vertical green and metal mesh panels. This green wall is designed to bloom differently according to the seasons providing playful visual relief to Ann Street residents, and those entering the DOOLEYS site. The Club main entry will be warm and elegant and invite guests to either the ground floor gaming, or ground floor food offerings. Guests can access the first floor via the feature circular stair, lifts or escalator. The first floor offers restaurants, a sports bar, a cocktail lounge and function/conference facilities.

Hotel guests are greeted within an activated ground floor lobby and invited to the level two hotel bar and restaurant or to the hotel suites. The level one podium façade has been designed to be clean with repetitive vertical elements sitting slightly proud of the ground floor façade. This strong and visually vertical base supports the hotel tower which is wrapped in a playful diamond shaped shade structure that at the upper level extend skyward. Façade lighting will give the building a subtle glow. The DOOLEYS hotel & Club will revitalise Lidcombe Town Centre, providing an exciting destination for locals and visitors alike.”

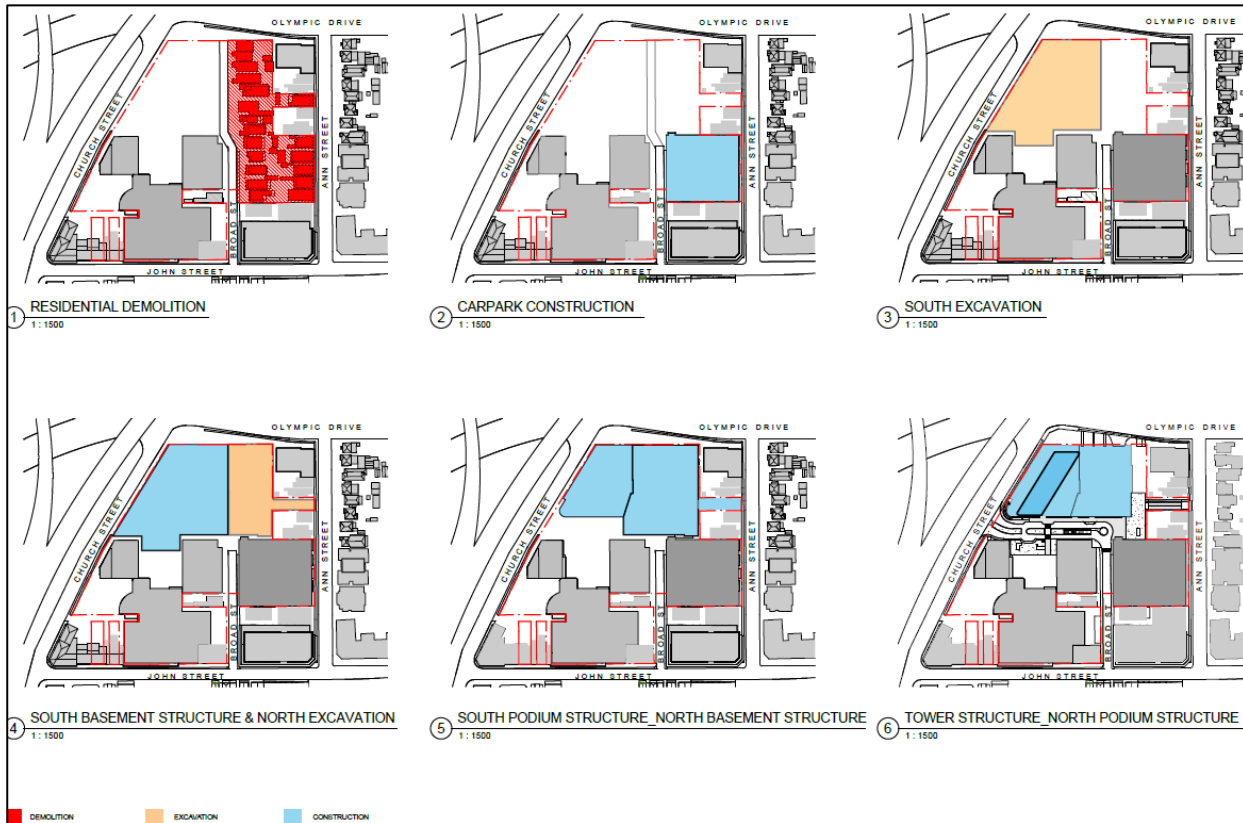
3.3.3. Landscape Principles

The overall design principle guiding the landscape concept is to provide a sequence of new landscaped open spaces. New pocket parks will be integrated with the realigned Board Street and future mid-block links. These open spaces will provide different urban experiences, including a Memorial Park and community park.

- **Stage 3:** Basement excavation and construction of the south basement structure;
- **Stage 4:** Construction of the north basement structure (and south podium, north podium and tower structure subject to detailed development approval);
- **Stage 5:** Façade and fit out of the Club podium and hotel tower, (subject to detailed development approval).

The critical factor in determining the staging strategy is the continuation of Club operations throughout the Phase 1 process.

Figure 9 – Staging Plan



Source: PTW

4.4. LAND USE ACTIVITIES

The concept proposal accommodates a hotel, new Club building and multi-deck car park. These land uses are described in detail below.

4.4.1. Hotel

A new hotel tower is proposed above the Club podium. The hotel will comprise approximately 260 hotel rooms. 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 corporate training programs and functions.

The hotel and Club will be intrinsically linked 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; and
- All guests of the hotel will have membership or user rights to the entertainment and recreation facilities in the Club.

4.4.2. Club

A new Club facility will be developed over the ground floor and a two 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; and
- Function deck and landscaped areas above the podium.

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 and the local community.

4.4.3. 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 ongoing operations of the existing Club through the redevelopment process.

4.5. NUMERIC OVERVIEW

Table 4 – Numeric Overview

Feature	Proposal
Height	60m (maximum)
GFA	33,211m ² total (24,619m ² proposed plus 8,592m ² existing)
FSR	1.23:1
Landscaping	3,195m ²
Vehicle car parking	859 spaces

4.6. PROPOSED ENVELOPES

4.6.1. Club Podium and Hotel Tower

The proposed podium has a height of 16.5m above ground level at RL30.00. While architectural features have been considered within the envelope, some design elements may extend beyond this RL in the future detailed design of the podium. There is a plant level above the podium to a height of RL31.80 to RL33.50.

The proposed hotel tower is twelve storeys (in section) and has a maximum building height to RL 70.40 and plant height to RL 70.40. Architectural features have been considered within the envelope, however some design elements may extend beyond this RL in the future detailed design of the podium. The built form and height is shown in the section below.

Figure 10 – Club Podium Hotel Tower Envelope – Western Elevation

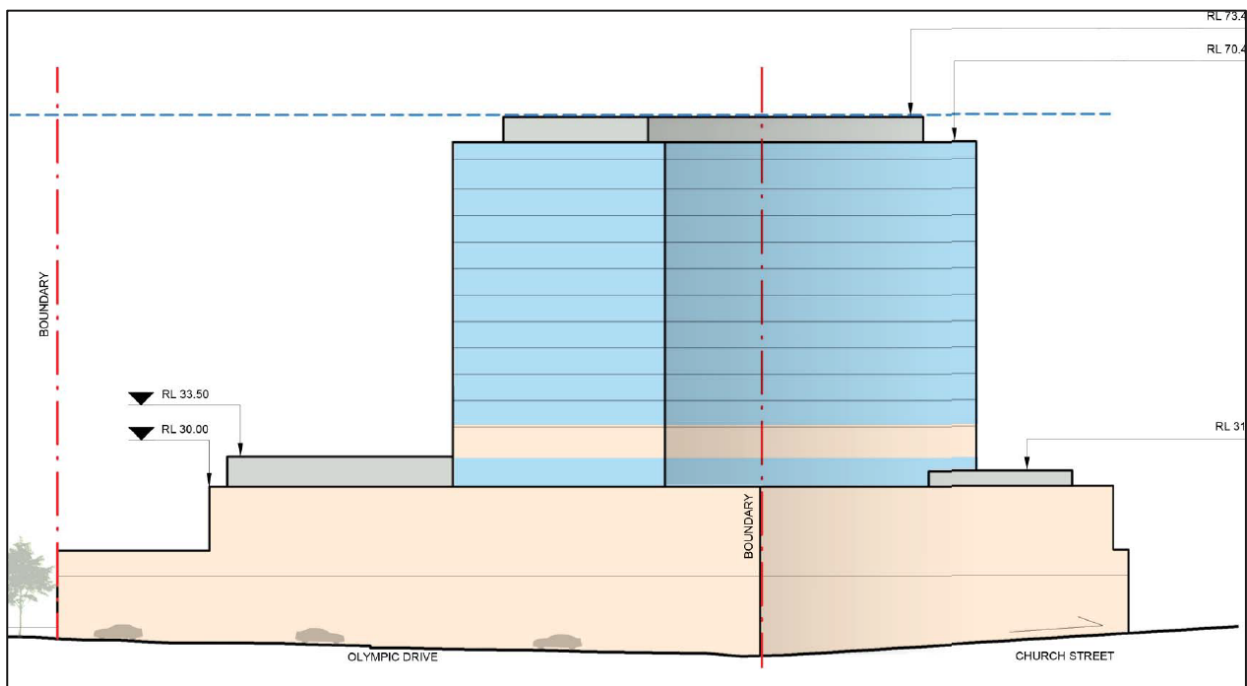
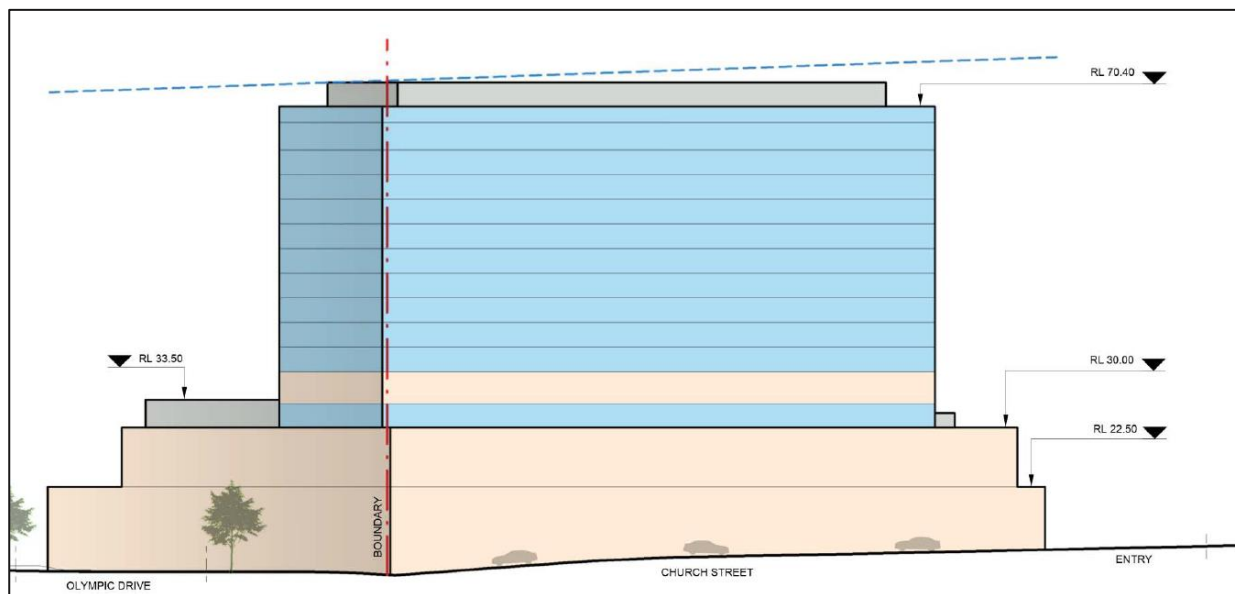


Figure 11 – Club Podium and Hotel Tower Envelope – Southern Elevation

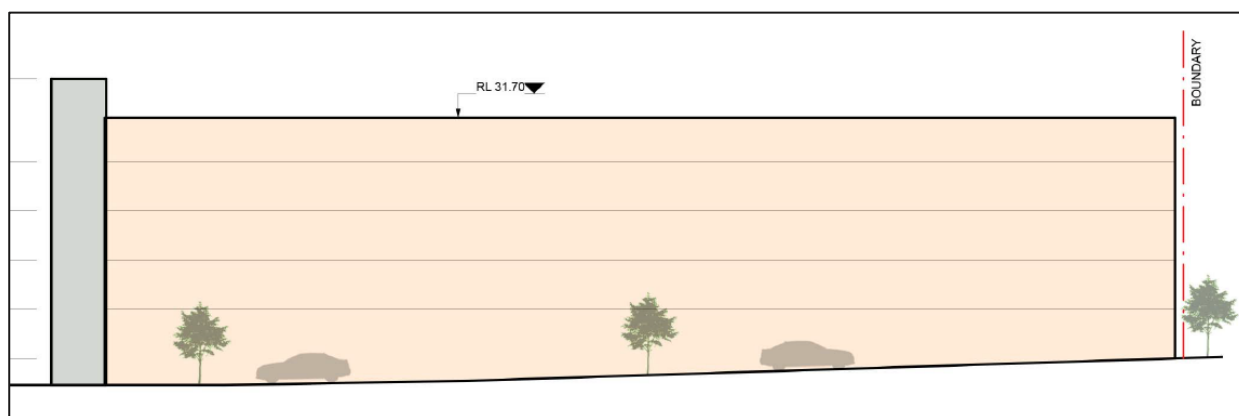


4.6.2. Multi-Deck Car Park Envelope

The new five storey above ground multi-deck parking building will be located between Board Street and Ann Street and will have a maximum height at RL33.90 to the top of the lift stair core. The predominant building height is at RL 30.70. 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 structure is generally setback 2.682m from Ann Street with no projections over the property boundary onto the footpath.

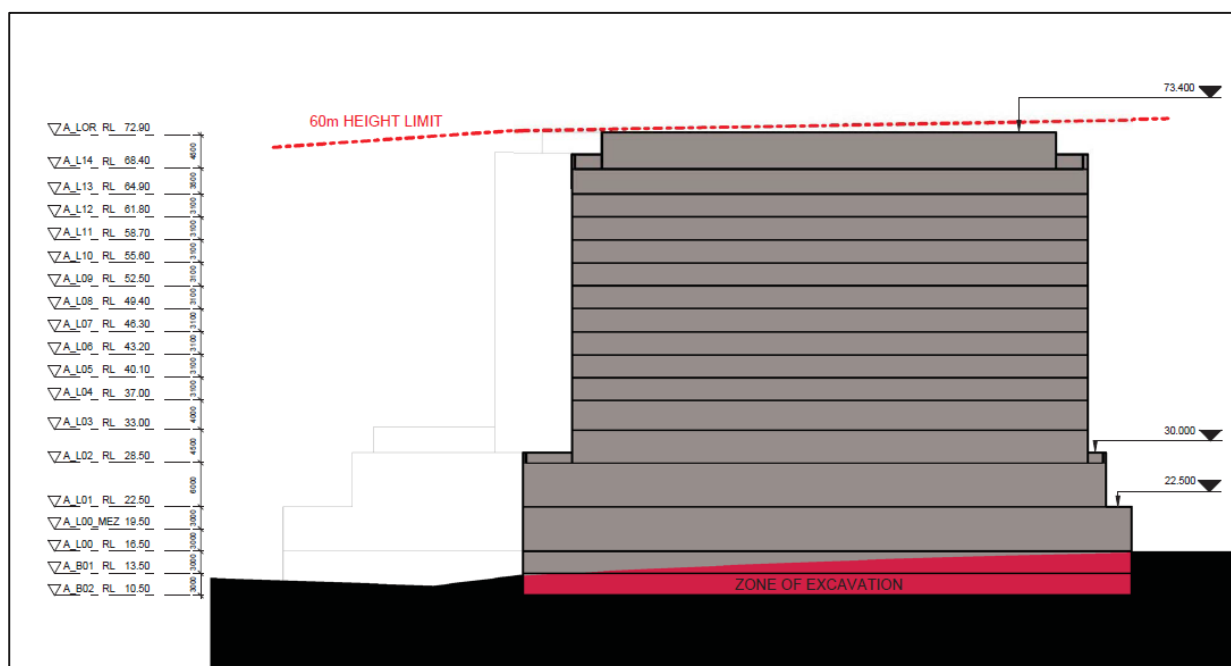
Figure 12 – Above Ground Car Park Envelope – Southern Elevation



4.6.3. 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 13.

Figure 13 – Basement Envelope



4.7. FLOOR SPACE

A floor space ratio (FSR) of approximately 1.23:1 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 5 – Indicative GFA

Use	GFA
Hotel	13,340m ²
Hotel Conference	1,644m ²
Club (existing)	8,592m ²
Club Gaming	2,075m ²
Club Food and Beverages	3,584m ²
Club	1,289m ²
Circulation and Back of House	2,687m ²
TOTAL	33,211m²

4.8. OPEN SPACE AND LANDSCAPING

A Concept Landscape has been prepared for Phase 1, which includes:

- Breakout garden, memorial garden, outdoor play area and outdoor dining area along the eastern side of the Club podium.
- Landscaping and garden areas to the north of the Club podium.

- Plantings along Church Street and Olympic Drive, as well as along the new street.

Landscaping will be detailed in future stages of development and will carefully select materials to reflect the environment, the area and development. Indicative materials include turf, evergreen trees, deciduous trees, palm trees and garden beds.

4.9. ACCESS AND PARKING

Preliminary discussions were held with RMS in late 2015 to determine a preferred access strategy for the proposal. RMS advised its preference for access to and from Olympic Drive to be limited to truck movements. In response to consultation with RMS, access is proposed as follows:

Basement car park

- Left in/left out only access to Olympic Drive to the west for trucks only; and
- Full turning movement access to Ann Street from the basement car park.

Above ground car park

- Full turning movement access to Ann Street from the basement car park;
- A connection to the internal road network to the south, which connects to Church Street to the south and John Street to the east.

The proposal facilitates the provision of 859 car parking spaces, including 249 basement spaces and 610 above ground parking spaces.

4.10. PLAN OF MANAGEMENT

DOOLEYS SSDA General Operations Plan of Management (June 2016) outlines the framework for the management of DOOLEYS general operational risks, processes and procedures during the proposed construction period and beyond.

The Plan of Management identifies objectives and controls to comply with statutory regulations in relation to the following operations:

- Trading Hours;
- Gaming Operations;
- Liquor Operations;
- Food Service Operations;
- Environmental Management;
- Risk Management;
- Venue Security & Patron Management;
- Work Health and Safety;
- Community Liaison;
- Employee Training;
- Complaints Handling;
- Car Park Management.

The Hotel Plan of Management will be developed by the future hotel operator.

4.11. SUSTAINABILITY

DOOLEYS is committed to ecologically sustainable development (ESD). A number of initiatives have been incorporated and/or will be explored to ensure the efficiency of the development is maximised.

Phase 1 has been designed to achieve a five Star Green Star Design & As-Built rating. At present; this will be the first club in Australia to achieve Green Star certification of any rating; first hotel to achieve a five Star rating; and second hotel anywhere in Australia to achieve Green Star certification. The project will be registered with the Green Building Council of Australia (GBCA) once detailed design starts. It is envisaged that Cundall will be acting as the Green Star Accredited Professional during the construction phase. Cundall will collate the necessary documents, manage the application and certification process, and act as a liaison between DOOLEYS and GBCA. This represents a significant market transformation opportunity and demonstrates sustainability leadership in the Club sector.

DOOLEYS has incorporated a number of ESD measures into the concept design for the Club and hotel and detailed design of the car park. The Club is committed to exploring other measures that could be incorporated during the detailed design development stages. These passive and active ESD measures are summarised below.

Club & Hotel Passive Measures

- High performance façade glazing system will be implemented;
- Maximising daylighting through a large skylight at the lift lobby will be implemented; and
- Green roof installation will be explored.

Club & Hotel Active Measures

- Rainwater collection and re-use will be implemented;
- High efficiency central air conditioning plant will be implemented;
- A “Building Services Network” integrating major building services controls to improve performance and collaboration will be implemented;
- LED lighting will be implemented, subject to detailed design;
- Solar hot water preheating will be explored;
- Extensive sub-metering system to continually monitor performance will be implemented;
- High WELS-rated water fixtures and tap-ware will be implemented
- Greywater recycling will be explored;
- Cogeneration or trigeneration will be explored;
- Pulp master food waste recycling system which is used to generate accredited GreenPower – will be implemented; and
- Energy efficient central refrigeration plant – will be implemented; possibly with natural refrigerants as opposed to high GWP-potential synthetic refrigerants.

Car Park Passive Measures

- A green wall will be implemented;
- Orientation and perforated façade to maximise natural ventilation; and,
- Natural lighting.

Car Park Active Measures

- Solar PV canopy covering the top level, acting as a shading device and generating renewable energy will be explored; and
- Electric car charge points will be explored.

An ESD Report has been submitted with the EIS in the appendices.

4.12. WASTE MANAGEMENT

A Construction and Operation Waste Management Plan has been prepared by SLR for the construction and on-going operation of the proposal.

Construction Waste

- An estimated 10,740m³ waste will be generated from demolition, noting that the Ann and Board Street dwellings are to be demolished under separate approval. Seventy percent of demolished waste can be re-used.
- Approximately 100,000 tonnes of excavated material will be generated. Excavated soils and/or rock may be re-used as fill material, provided no contamination is present.
- It is estimated that more than 70% of the predicted construction waste arising from the project site could be re-used (on-site or at another development) or recycled off-site.

Bouygues will be responsible for the management and disposal of construction waste and implementation of the Waste Management Plan.

Operation Waste

- 240 L, 660 L and 1100 L mobile garbage bins (MGBs) will be used to transfer waste and recycling from activity areas to waste storage areas.
- MGBs will be stored in the Club and Hotel bin storage rooms or (for general waste and cardboard) emptied into compactors located in the basement nearby the loading dock.
- The Club will utilise up to 27 x 660 L MGBs per day for transfer and storage of waste and recycling, therefore a space allocation of approximately 36 m² per day will be required.
- General waste bins and cardboard recycling bins will be emptied on a daily basis into waste compactors located in the basement.
- Where co-mingled recycling is collected on a weekly basis, approximately 60 x 660 L co-mingled recycling MGBs and a space allocation of approximately 80 m² will be required.
- Additional space will need to be provided for approximately 8 x 1100 L crushed glass bins which will also be stored with Club bins.
- The Hotel Tower will utilise up to 3 x 660 L MGBs per day for storage of waste and recycling, therefore a space allocation of approximately 4 m² per day or 24.1 m² per week will be required depending on the waste collection frequency.
- Where recycling is not carried out in hotel rooms, the estimated recycling amount will be disposed of within general waste bins.
- It is estimated the hotel (all facilities) will utilise up to 11 x 660 L MGBs per day for the storage of waste and recycling, therefore a space allocation of approximately 14.7m² per day or 71.0 m² per week will be required depending on the waste collection frequency.
- Waste compactors will be utilised by the development for the compaction and storage of general waste and cardboard.

The Concept Proposal has made allowance for waste storage. Future detailed development applications for the Club and hotel component will detail waste storage and management, taking into consideration the recommendations of the Waste Management Plan.

5. DETAILS OF THE PHASE 1 PROPOSAL

5.1. OVERVIEW

This is a Phase 1 proposal for early works, site preparation, excavation of the basement and construction of the above ground multi deck car park, including:

- Bulk earthworks for two levels of basement;
- Hoarding;
- Site establishment;
- Infrastructure preparation works;
- Construction Management including proposed site access and construction traffic management; and
- Construction of an above ground multi-deck car park located between Board Street and Ann Street.

5.2. BULK EARTHWORKS

Bulk excavation and piling works are proposed for the above ground car park and two levels of basement below the future Club and hotel structure. These works are expected to take approximately two to three years.

Bulk excavation will be to RL 10.200 (underside of B2 slab plus drainage cell/fabric allowance). Detailed excavation will be required below this level at lift pits, drainage lines, pile caps and core footings. These areas will be locally excavated deeper to a nominal 2.5m at RL 7.700. Approximately 1.1 million tonnes of material will be excavated across the site. It is anticipated the following estimated quantities will be excavated over the coming years:

- 2016 – 4,600t car park
- 2017 – 37,000t Club/hotel
- 2018 – 68,000t Club/hotel

Geotechnical investigations by Coffey have found three distinct soil units are present on site, including fill, residual soil and extremely weathered rock material of soil strength. The existing gravelly sand fill can be reused as engineering fill. The residual soils are typically highly plastic, and highly reactive when used as engineering fill. If used for engineering fill, they should be done so in accordance with the Geotechnical Report prepared by Coffey.

Excavation will be undertaken in accordance with the Construction Management Plan and Council's conditions of consent. Shoring is proposed around the excavation areas in accordance with the Shoring Plans.

5.3. HOARDING

Class B construction hoarding is proposed to be erected around the site boundaries adjacent to public roads. Openings will be provided for vehicular accesses at Olympic Drive (for Stages 1 and 2 construction) and Olympic Drive, Church Street and inside the DOOLEYS car park (for Stage 3).

5.4. SITE ESTABLISHMENT

Site establishment activities in preparation to commence works will include:

- Obtaining approval for hoarding applications and local council traffic management committee applications;
- Installing project and directional signage;
- Establishing the site office and site facilities; and

- Implementing approved controls in the Project Management Plan, Safety Management Plan, Emergency Management Plan, Risk Management Plan, Environmental Management Plan, Quality Management Plan, Site Management Plan, Traffic Management Plan and Fire Management Plan that will be prepared/finalised for construction certificate stage.

Site Establishment will also include discovery of services related to facilities in the site compound and any other ancillary infrastructure at risk from construction activities.

5.5. MULTI-DECK CAR PARK

The proposal is 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 accommodate 610 parking spaces, including 14 accessible spaces and 596 standard spaces.

5.5.1. Building Form

The car park will be five storeys and will have a maximum height of 18.93m to RL 34.7. The car park will accommodate approximately 610 parking spaces. The structure is setback 2.5m from Ann Street.

5.5.2. Access and Parking

Access to the above ground car park is via:

- A full turning movement access to Ann Street from the basement car park;
- A connection to the internal road network to the south, which connects to Church Street to the south and John Street to the east.

The proposal provides 610 above ground parking spaces.

5.6. OPEN SPACE AND LANDSCAPING

Landscaping is proposed within the street setback of the above ground car park. The landscaped setback will include evergreen street trees, border planting and garden beds. The types of plants that may be used this location will be hardy natives, including Grevilleas, Kangaroo Paw, Bottle Brushes, daises and Gymeas Lilies.

Green walls are embedded in the design of the multi-deck car park. The northern and southern elevations will be planted between the metal screens. The northern elevation will be planted with species such as Wrinkled Kerrawang, Storksbill and Palmer's Sedum. The southern elevation will be planted with species that do not need full sun, such as Maidenhair, Silver Vine and Prickly Rasp Fern.

5.7. DRAINAGE AND STORMWATER

The site is located downstream of the Main Western Railway which is a confluence point of Joseph Street and Haslams Creek. The site is approximately 1.5ha in area and drains to the stormwater system located within Olympic Drive (existing scenario). The stormwater from the subject site eventually drains to Haslams Creek through trunk drainage systems located within Olympic Drive which connect to drainage infrastructure in Wyatt Park.

A Stormwater Concept has been prepared by Bonacci Group Pty Ltd. There is an existing on-site detention (OSD) tank at the low point of the at-grade car park. This connects to the trunk stormwater system on Olympic Drive. New OSD tanks will be provided in accordance with Council's requirements for the multi-storey car park and for the building. The concept proposes:

- Minimum 230m³ of stormwater detention towards Olympic Drive to drain into OSD Tank 1;
- Minimum 107.5m³ of stormwater detention towards Church Street to drain into OSD Tank 2;

- Minimum 133m³ of stormwater detention towards Ann Street to drain into OSD Tank 3;
- Remove the existing east-west stormwater line discharging at the pit on Olympic Drive; and
- Maintain existing stormwater line along Church Street and Olympic Drive.

5.8. WATER SENSITIVE URBAN DESIGN

Cumberland City Council (formerly Auburn City Council) does not have any specific water quality targets requirements. The water quality targets which have been adopted for the proposed site are from the *State Environmental Planning Policy (Sydney Drinking water Catchment) 2011*. This requires that the development has no identifiable potential impact on water quality.

Bonacci Group Pty Ltd has developed a WSUD strategy for Phase 1 that incorporates a rainwater tank for the roof of the Club/hotel building, OSD tanks which are allocated to limit peak flows from the Club/hotel building roof area, the roofed car park and the internal road connection from Church Street to Board Street.

Bonnaci has also undertaken MUSIC modelling, which shows “*the mean annual pollutant loads for Phase 1 of DOOLEY’S redevelopment scenario are lower than existing case scenario. It also demonstrates that it improves the existing water quality leaving from the site to downstream Haslams Creek*”.

The water quality measures provided for the proposal will reduce the annual pollutant loads by more than 10 percent and reduce the pollutant concentrations when compared to the predevelopment scenario.

Details of the WSUD strategy and MUSIC Modelling results are in the appendices.

5.9. UTILITY AND SERVICES

Existing site services will be augmented as required to service the proposed development. The contractors will prepare the site to connect to key infrastructure services including potable water, sewerage and stormwater networks. While these works do not require development consent, the associated demolition and site establishment works will enable their completion prior to commencing excavation and construction work during the main DA.

Utilities diversions will be required for those residential properties that are not owned by DOOLEYS but border the works.

S4B Studios has consulted with Sydney Water and Ausgrid during the design of services and utilities for the project. S4B have prepared an Infrastructure Report detailing services for the site. This is attached in the appendices.

5.10. CONSTRUCTION MANAGEMENT

A Construction Management Plan (CMP) has been prepared by Bouygues as a part of its Integrated Management System to ensure all necessary precautions are taken to eliminate and/or minimise disruption to the normal operations during construction. The works will be staged as follows:

- Stage 1 – Demolition of existing residential houses (under separate approval);
- Stage 2 – Construction of the multi-storey car park;
- Stage 3 – Handover of new car park and commence main excavation for club/hotel structure.

The demolition and construction includes:

- Stage 1 works will include erection of the hoardings and signage for all stages. Fencing and hoardings (minimum 2400mm in height) around the site will maintain perimeter security and restrict unauthorised entry to the site. Demolition of the dwellings will be subject to separate approvals and conditions.
- Stage 2 works will include sealed surfacing using road base and concrete pads poured for pumping and craneage areas. Pedestrian and vehicle entry Gate 2 is to be established. Construction of multi-deck car park will be undertaken in accordance with the conditions of consent. There will also be alterations to the existing multi-deck car park for pedestrian access to DOOLEYS and establishment of B Class hoarding over Board Street.

- Stage 3 works will establish hoardings along Olympic Drive, Church Street and inside DOOLEYS' car park and new entry gates. Stage 3 will also include shoring and pile caps and excavation of main hole for Club/hotel beginning from southern side of the site and progressively working towards the north.

Bouygues has also prepared a Construction Traffic Management and will implement the following management measures to ensure construction activities can be progressed in a safe manner:

- Traffic controller and signage to warn the public and entry only gate.
- Establish a construction parking zone, with no stopping for any other vehicles if not in construction zone.
- Materials handling to be done from within the site at appropriate time.
- All drivers to be instructed during delivery to turn off engines.
- Designated vehicle paths within the site will be provided that are physically separated from pedestrian paths.
- Traffic controller in place at Gate 4, main entry gate, Gate 2 main exit gate and Gate 1B (during concrete pours).

The Traffic Management Plan is attached in the appendices.

6. STATUTORY PLANNING FRAMEWORK

To following State and local statutory 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*
- *State Environmental Planning Policy (Affordable Rental Housing) 2009*
- *State Environmental Planning Policy No. 55 – Remediation of Land*
- *Auburn Local Environmental Plan 2010*
- *Auburn Development Control Plan 2010*

6.1. 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.

6.2. 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 \$128,200,000 as identified in the Opinion of Cost provided by WT Partnership. 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 SSD.

6.3. 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 2 m below ground level (existing) on land within 25 m (measured horizontally) of a rail corridor. Council will refer the application to the Rail Corp for concurrence that 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.

Noise and vibration from the rail corridor has been addressed in Section 8.8 of this EIS.

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 2.”

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.

6.4. STATE ENVIRONMENTAL PLANNING POLICY (AFFORDABLE RENTAL HOUSING) 2009

State Environmental Planning Policy (Affordable Rental Housing) 2009 (SEPP ARH) aims to retain or mitigate the loss of existing affordable rental housing. Clause 49, 50 and 51 of Part 3 of SEPP ARH relate to the retention of low cost housing.

Clause 49 of the SEPP applies only to those buildings that were low-rental residential buildings as at 28 January 2000, and does not apply to any building that becomes a low-rental residential building after that date. DOOLEYS has been purchasing dwellings on Ann and Board Street for three years. There is no rental information prior to DOOLEYS purchasing the properties available to us in preparation of this EIS. It is therefore not known if the dwellings were low-rental at 28 January 2000 and if the SEPP applies.

DOOLEYS been purchasing properties along Ann and Board Streets as part of its long term vision for a large, consolidated master planned site. Given this, DOOLEYS has not invested capital into the dwellings on the basis they would eventually be demolished. The condition of the dwellings has deteriorated over the years. Further, on the basis that the dwellings would eventually be demolished, DOOLEYS entered into short term lease agreements with tenants and offered below market rent to compensate the length of tenancies. On this basis DOOLEYS position is that Part 3 of the SEPP does not apply to the subject site. Notwithstanding this, in good faith this EIS includes a without prejudice assessment against clause 50 the SEPP.

The relevant concepts contained in clause 47 of SEPP ARH are:

- **Low-rental dwelling** means a dwelling that (at any time in the 24 month period prior to the lodgement of a development application to which this Part applies) was let at a rental not exceeding the median rental level for that time (as specified in the Rent and Sales Report) in relation to a dwelling of the same type, having the same number of bedrooms and located in the same local government area.
- **Rent and Sales Report** means the *Rent and Sales Report* published by the Department of Human Services or a publication issued in place of that publication by or on behalf of the Government.

The Sales and Rent Report indicates that the median rent for dwellings in the Auburn LGA between March 2014 and March 2016 (the 24 month period prior to the lodgement of the DA) is:

- \$410 to \$450 for one bedroom dwellings
- \$465 to \$480 for two bedroom dwellings
- \$520 to \$540 for three bedroom dwellings
- \$600 to \$650 for four or more dwellings

Rental information from DOOLEYS indicates the dwellings are below the median rent for Auburn in the 24 month period prior to the lodgement of the DA.

Clause 50(1) of the SEPP states a person must not change the use of existing affordable rental housing without consent. In determining a development application to remove affordable rental housing, the consent authority is to take into account:

- Whether there is likely to be a reduction in affordable housing on the land to which the application relates;
- Whether there is available sufficient comparable accommodation to satisfy the demand for such accommodation;
- Whether the development is likely to cause adverse social and economic effects on the general community;
- Whether adequate arrangements have been made to assist the residents (if any) of the building likely to be displaced to find alternative comparable accommodation;
- The extent to which the development contributes to any cumulative loss of affordable housing in the local government area;
- The structural soundness of the building, the extent to which the building complies with any relevant fire safety requirements and the estimated cost of carrying out work necessary to ensure the structural soundness of the building and the compliance of the building with the fire safety requirements;
- Whether the imposition of a condition requiring the payment of a monetary contribution for the purposes of affordable housing would adequately mitigate the reduction of affordable housing resulting from the development; and
- In the case of a boarding house, the financial viability of the continued use of the boarding house.

The above matters are considered in the following sections.

Whether there is likely to be a reduction in affordable housing on the land to which the application relates

DOOLEYS has provided the following rents for the dwellings:

Table 6 – Rents Charged

House Number	Rent March 2014 to June 2016	Bedrooms	Low Cost
4 Board	\$420	Two	Yes
6 Board	\$500	Three	Yes
8 Board	\$450	Three	Yes
10 Board	\$480	Three	Yes
12 Board	\$525	Three	Yes
14 Board	\$500	Three	Yes
16 Board	\$400	Three	Yes
18 Board	\$500	Three	Yes
20 Board	\$580	Four	Yes
22 Board	\$470	Three	Yes
24 Board	\$450	Three	Yes
26 Board	\$400	Four	Yes

28 Board	\$450	Three	Yes
3 Ann	\$450	Three	Yes
5 Ann	\$500	Five	Yes
7 Ann	\$500	Three	Yes
9 Ann	\$580	Four	Yes
11 Ann	\$600	Three	No
17 Ann	\$500	Three	Yes

Table 6 indicates the dwellings are below the median rent for Auburn in the 24-month period prior to the lodgement of the DA. On this basis the dwellings are considered low cost pursuant to clause 47 of SEPP ARH (assuming Part 3 applies). These dwellings are to be demolished (as part of a separate approval) to facilitate the proposal.

Whether there is available sufficient comparable accommodation to satisfy the demand for such accommodation

SEPP ARH considers comparable accommodation to be accommodation that has the same number of bedrooms, is in the same or adjacent suburbs and is rented at not more than five percent above the rent of the existing building.

Real estate websites have been used as a source of information on comparable accommodation for residential units in Lidcombe and surrounding suburbs. There are:

- 25 one bedroom properties available for rent below \$450 in Lidcombe, Auburn, Regents Park, Berala, Homebush West and Wentworth Point;
- Over 50 two bedroom properties available for rent below \$480 in Lidcombe, Auburn, Regents Park, Berala, Homebush West and Wentworth Point;
- 33 three bedroom properties available for rent below \$540 in Lidcombe, Auburn, Regents Park, Berala, Homebush West and Wentworth Point;
- 7 four bedroom properties available for rent below \$650 in Lidcombe, Auburn, Regents Park, Berala, Homebush West and Wentworth Point.

Based on this, there is considerable comparable rental accommodation in Lidcombe and the surrounding suburbs available below the median rent for the Auburn LGA.

Whether the development is likely to cause adverse social and economic effects on the general community

The proposal will have social and economic benefits for the community:

- The proposal is a key component of DOOLEYS' long-term strategic aspirations for the site, its Members and the broader community. The primary objective of the project is to diversify the income stream of DOOLEYS to be able to provide new high quality Club and tourism facilities for the area.
- The staged redevelopment of the site will provide significant economic benefits such as sustaining direct and indirect jobs during the construction period and additional permanent jobs at the Club and hotel. There will be flow-on economic generation linked to construction and additional staff on site.
- The dwellings are currently low rental because DOOLEYS offered lower than market and median rent to compensate the short-term leases offered in anticipation of implementing the Master Plan.

- Had DOOLEYS not required the dwellings for the Master Plan, residential upgrades would have been made and higher rents (commensurate with the median) would have been charged.
- Notices have been issued to the residents offering extended vacation periods. Therefore there is no immediate displacement of residents.
- There is comparable housing available in the surrounding area and a large number of dwellings still below the median rental for the Cumberland LGA.

Whether adequate arrangements have been made to assist the residents (if any) of the building likely to be displaced to find alternative comparable accommodation

Notices were hand delivered to each tenant advising them of the Club's intention and all tenants have been given a vacating notice period of three months. The extension of notice to vacate is beyond the 60 days generally required under the Residential Tenancies Act 1987.

DOOLEYS will provide continued efforts to assist with relocation and some of the strategies employed to date are:

- Provided tenants with copies of rental lists;
- Made other agents in the immediate vicinity aware of the situation and requested assistance in securing tenants suitable properties;
- Showing tenants alternative premises;
- Providing tenancy references and payment ledgers to tenants to assist with the application process; and
- Keeping in regular contact with tenants and providing general assistance.

Twelve (out of nineteen as at mid-July) tenants have already been successful in securing alternative accommodation and a further two have made tentative plans to vacate shortly.

The extent to which the development contributes to any cumulative loss of affordable housing in the local government area

DOOLEYS is not aware of any other proposals to remove affordable housing from the LGA that would contribute to an unacceptable cumulative impact.

The structural soundness of the building and the estimated cost of carrying out work necessary to ensure the structural soundness

The buildings are structurally sound.

Would payment of a monetary contribution for the purposes of affordable housing adequately mitigate the reduction of affordable housing

For the reasons outlined above we would request that DPE use its discretion and not impose a monetary contribution:

- The low cost of the dwellings is a result of DOOLEYS charging below market rent to compensate the short terms leases being offered. Tenants signed the lease on the understanding they would eventually need to vacate for the Master Plan to be implemented.
- There is considerable available low cost housing in the surrounding area and sufficient housing below the median rent for the Auburn LGA.
- DOOLEYS is a large employer in the area and the contribution would substantially affect the viability of the project.

Accordingly, the loss of any affordable rental housing is appropriate in the circumstances. A condition requiring a contribution under Clause 50 should not be imposed because there is no unreasonable impact that needs to be offset.

6.5. STATE ENVIRONMENTAL PLANNING POLICY NO. 55 – REMEDIATION OF LAND

SEPP55 requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, Council must be satisfied that the land can and will be remediated before the land is used for that purpose.

Excavation works are proposed to create suitable building platforms and to create a basement car park. A detailed Site Investigation has been undertaken for the Club/hotel and car park components. This investigation has identified potential contaminants within the site's soils including fragments of cement bonded sheeting suspected to contain asbestos within No. 26 Board Street, lead-impacted soils recorded and dissolved concentrations of nickel and zinc detected in groundwater samples. The extent of the proposed basement will remove fill materials containing lead based paint residues and bonded ACM, thereby effectively mitigating potential health risks to future users of the site. Based on the findings of the investigation, the site can be made suitable for the proposed development, subject to the implementation of a Remedial Action Plan (RAP) to mitigate the health risks associated with the pollutant linkages outlined above.

6.6. 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.

6.6.1. Zoning and Objectives

The main Club site fronting John and Church Streets is zoned B4 Mixed Use. The remainder of the site is zoned R4 High Density. The zoning is demonstrated in Figure 14.

B4 Mixed Use Zone

The objectives of the B4 zone and a response to each are:

- *To provide a mixture of compatible land uses.*

Response: The proposal will facilitate the delivery of a mixture of compatible land uses including hotel accommodation, Club, gym and food and beverage.

- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*

Response: The proposed land uses are integrated within one building and are highly accessible via the Lidcombe Train Station and bus stops in the vicinity. The site is also well connected to walking and cycling paths.

- *To encourage high density residential development.*

Response: Phase 1 of the development does not include residential as there is a strong demand for tourist accommodation. Residential land uses will form part of Phase 2.

- *To encourage appropriate businesses that contribute to economic growth.*

Response: The proposal will contribute to the local economy with construction and operation jobs. Importantly, the hotel will provide accommodation and contribute to the tourism economy of the area, particularly given the proximity by public transport to Sydney Olympic Park and the CBD.

- *To achieve an accessible, attractive and safe public domain.*

Response: The proposal will facilitate the delivery of through site connections that connect to the Town Centre and public transport.

The proposal is therefore considered to satisfy the objectives for the B4 zone.

R4 High Density Zone

The objectives of the R4 zone and a response to each are:

- *To provide for the housing needs of the community within a high density residential environment.*

Response: The proposal will provide for the tourist accommodation needs of the LGA in a high density environment. There is sufficient available accommodation in the surrounding area to compensate the loss of residential on this site.

- *To provide a variety of housing types within a high density residential environment.*

Response: The proposal will facilitate the delivery of business and holiday accommodation in a high density environment.

- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

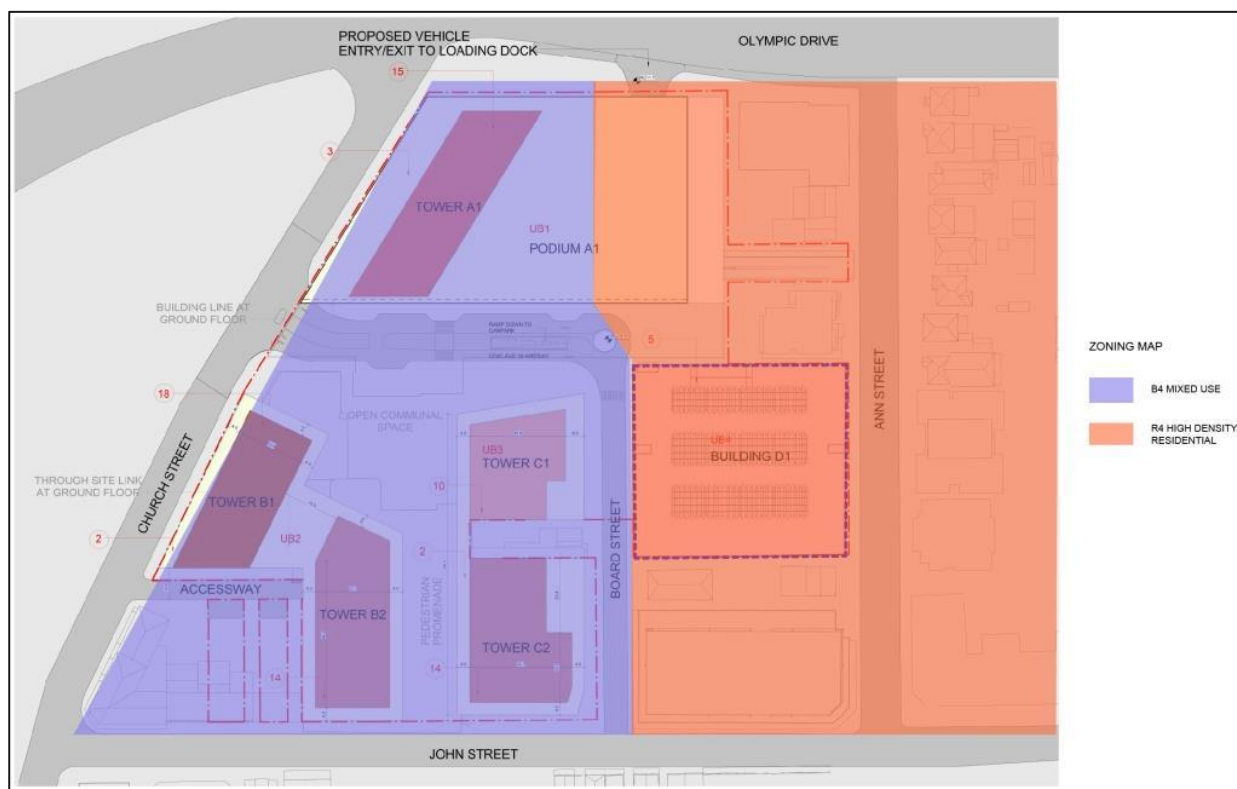
Response: The proposal will provide Club, food and beverage, entertainment, tourism and gym facilities to meet the needs of residents, members and the broader community.

- *To encourage high density residential development in close proximity to bus service nodes and railway stations.*

Response: The site is highly accessible as it is within close proximity of Lidcombe Train Station and bus stops.

The proposal is therefore considered to satisfy the objectives for the R4 zone.

Figure 14 – Land Zoning Overlay



6.6.2. Permissibility

B4 Mixed Use Zone

The uses permissible with consent in the B4 zone are listed as:

*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) and registered club **are all listed as permissible** uses under the LEP 2010. The proposal is therefore permissible with consent in the B4 zone.

R4 High Density Residential Zone

The uses permissible with consent in the R4 zone are listed as:

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.

The prohibited uses in the zone are listed as:

*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. 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.

6.6.3. Clause 4.3 Height of Buildings

B4 Mixed Use Zone

The site has two height limits within the B4 zone: 36m on the John Street side and 60m on the Olympic Drive side. The proposed Club and Hotel component is contained within the portion with a 60m height limit. The proposal has a maximum height of 60m and complies.

R4 High Density Residential Zone

The site has a height limit of 18m within the R4 zone. The proposed car park is located within this portion of the site. The maximum height of the car park is 17.3m to the top of the lift core and complies.

6.6.4. Clause 4.4 Floor Space Ratio

B4 Mixed Use Zone

The site has a maximum allowable Floor Space Ratio (FSR) of 5:1 within the B4 zone. The proposal has an FSR of 1.23:1 (including existing Club areas) and complies.

R4 High Density Residential Zone

The proposed multi-deck car park does not constitute GFA and does not contribute to FSR.

6.6.5. Clause 5.10 Heritage Conservation

The site is not identified as a heritage item and is not within a heritage conservation area. The site is in the vicinity of a number of heritage items including Wyatt Park, Haslams Creek, Lidcombe Pool, Lidcombe Oval, stormwater drain, stand of *Eucalyptus microcorys*, Hotel Lidcombe, Lidcombe Police Station, Lidcombe Public School and Infants Department, and St Joachim's Catholic Church, Parish Hall and School.

- *A Heritage Impact Statement and Archaeological Assessment have been prepared by Urbis. Based on an assessment of the proposal, the following conclusions have been drawn:*
- *The proposed works are to occur wholly within the footprint identified at Section 1.3. As such, they will in no way physically encroach on any of the heritage items in the vicinity. There will therefore be no physical impacts to any heritage items associated with the proposal;*
- *Overall, the potential visual impacts of the proposal on the Lidcombe Hotel are assessed as negligible, particularly when considered in the context of existing multi-storey development in the vicinity. The Hotel is best viewed from the corner of Church and John Streets, and its prominence when viewed from this aspect will be wholly preserved, as will existing views to the southern and eastern façades of the Hotel from both the Church and John Street streetscapes. Given the distance that will be maintained between the proposed tower and the Hotel, as well as the sloping topography of the site, the proposed tower will have a negligible degree of visibility within existing sightlines to the Hotel;*
- *Further, the current height and FSR controls that apply to the land surrounding the hotel allow for multi-storey development similar to that currently being proposed. The works are therefore proposed to occur in an area that has already been, and will continue to be, subject to multistorey development. It is expected that comparable multi-storey buildings will be developed in the immediate vicinity of identified heritage items in the future, as well as within the Lidcombe Town Centre generally;*
- *The potential visual impacts on all other heritage items in the vicinity are assessed as nil;*
- *Overall, the historical archaeological potential of the Study Area is assessed as very low to nil. The potential impacts of the proposal on historical archaeology are therefore assessed as very low to nil ;and*
- *The Aboriginal archaeological potential of the Study Area is assessed as very low to nil. The potential impacts of the proposal on Aboriginal cultural heritage are therefore assessed as very low to nil.*

Based on the above, the Heritage Impact Statement and Archaeological Assessment concludes there are no identified heritage or archaeological constraints associated with the current proposal. The proposed redevelopment is therefore recommended for approval.

6.6.6. Clause 6.1 Acid Sulfate Soils

The site is identified as being Class 5 Acid Sulfate Soils, as such consent is required for works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the watertable is likely to be lowered below one metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land. The site is not within proximity to Class 1, 2, 3 and 4 land. A detailed Site Investigation has been prepared by Coffey, which addresses acid sulphate soils. Coffey states “*with reference to the Acid Sulfate Soil Risk Map available in the Australian Soil Resource Information System (Prospect – Parramatta Map No 9130N3), the site is identified as having low risk of acid sulphate soil materials being present*”. Further investigation is not considered necessary.

6.6.7. Clause 6.10 Earthworks

Clause 6.10 requires the consent authority to take into consideration the following matters:

(a) The likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality

A Stormwater Management Plan has been prepared for the site to manage potential soil and water impacts associated with the construction and operation of the development. The key features of the Stormwater Management Plan are:

- On-site detention;
- Principles of water sensitive urban design are adhered to; and
- Erosion and sediment control measures.

(b) The effect of the proposed development on the likely future use or redevelopment of the land

The current site is already developed and comprises an existing Club, car park and residential houses and surrounding land. Consideration has been given to the environmental flow on effects of the proposed development with particular regard to effects on surrounding buildings. The proposed development will not result in adverse impacts on the surrounding area.

(c) The quality of the fill or the soil to be excavated, or both

As indicated, the extent of the proposed basement will remove fill materials containing lead based paint residues and bonded ACM, thereby effectively mitigating potential health risks to future users of the site. Based on the findings of the Site Investigation, the site can be made suitable for the proposed development, subject to the implementation of the RAP.

(d) The effect of the development on the existing and likely amenity of adjoining properties.

Construction will be managed to ensure that potential impacts on residents and local business by virtue of noise and dust are minimised. Construction traffic will be managed to ensure potential impacts on residential and business properties in the vicinity of the site are not adversely impacted by noise or vibration from these vehicles. Similarly, construction will be managed to ensure that potential impacts on existing employees, members and visitors by virtue of noise and dust are minimised.

(e) The source of any fill material and the destination of any excavated material

Excavated fill materials within the basement footprint will be taken off-site to a licensed landfill. It is anticipated that fill materials proposed for disposal shall be assessed further to confirm the relevant waste classification.

(f) The likelihood of disturbing Aboriginal objects or relics

The Aboriginal archaeological potential of the site is assessed as very low to nil. No surface expressions of Aboriginal objects or places have been identified. The proposal will take place in a portion of the site that is highly disturbed. As a result there is considered to be little potential for archaeological findings as detailed in the Heritage Impact and Archaeology Assessment.

(g) The proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area

A Stormwater Management Plan has been prepared for the site and sets out the measures to be employed to manage water quantity and quality.

The impact of the development on groundwater resources is assessed by Coffey as “minimal”, in accordance with the NSW Aquifer Interference Policy (September 2012 issue). Groundwater seepage to the proposed basement is calculated to be up to 1.7 ML/year but maybe significantly less than this. The proposed basement is expected to act as a groundwater sink and is not expected to significantly impact groundwater quality. Coffey has found groundwater collected by the basement may require treatment for arsenic and nickel (and possibly hydrocarbons) prior to release to stormwater. It is anticipated

groundwater seepage to the basement will be collected and released to stormwater, with ultimate release to Haslams Creek, a freshwater channel.

Coffey has made the following recommendations to address ground water impacts:

- Design measures to ensure surface water and groundwater within fill and residual soil is prevented from entering the basement drainage system;
- Groundwater seepage to the construction excavation be analysed to confirm the presence- of arsenic and nickel; and
- Groundwater monitoring is recommended during construction to confirm conditions are consistent with those considered in this assessment.

The proposed earthworks have had regard for the matters for consideration under Clause 6.10 and are appropriate in the circumstances. The proposal is supported by Geotechnical Investigations and a Groundwater Assessment.

6.6.8. Clause 6.3 Flood Planning

The site is identified as being flood affected under the LEP. A Flood Assessment has been prepared that demonstrates the subject site does not encroach into the existing 100 year ARI flood extent. There is no filling within the floodplain storage area, which ensures there is no impact on flood regimes or floodplain storage. Further any redevelopment of the site will not have any adverse impact to the existing floodplain or neighbouring properties (this is applicable for both Phase 1 and future stages of redevelopment). The Flood Assessment states:

“Overall, the proposed site maintains all the requirements of the Council’s floodplain risk management studies and plans and is compatible with the flood hazards. Since the proposed site is outside the 100 year ARI flood extent and falls partially within low flood risk precinct, there is no flood affectation to the adjacent properties. There are no flooding associated social or economic impacts to the community.”

The proposal therefore is not a flood risk to life and property and will not have significant adverse impacts on flood behaviour and the environment.

6.7. AUBURN LEP REVIEW - REQUEST FOR REZONING OF LAND

A Planning Submission was lodged on behalf of DOOLEYS Lidcombe Catholic Club in relation to the former Auburn Council’s review of its local environmental plan. The Planning Submission reflected the Club’s Master Plan scheme and recommended 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; and
- 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 decrease 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 the Council’s Planning Proposal has yet to be submitted to the Department for Gateway Determination.

7. STRATEGIC AND POLICY CONTEXT

The SEARS require the planning provisions, goals and strategic planning objectives of the following policies to be addressed:

- NSW State Priorities;
- A Plan for Growing Sydney;
- NSW Long Term Transport Master Plan 2012;
- Planning Guidelines for Walking and Cycling;
- Crime Prevention Through Environmental Design;
- Development Near Rail Corridors and Busy Roads;
- Auburn Development Control Plan 2010;
- Auburn Development Contributions Plan 2007; and
- Auburn Employment Lands Strategy.

7.1. NSW 2021

NSW Making it Happen is the NSW Government's strategic business plan and includes 30 reforms to grow the economy, deliver infrastructure, and improve health, education and other services across NSW. 12 of these are the Premier's personal priorities, and the remaining are State priorities for action.

The majority of the priorities are not relevant to the project. However, the proposal will provide public benefits to the wider community through the generation of new jobs (operational and construction). The proposal will ultimately encourage business investment in the Lidcombe Town Centre with increased tourism and retail expected in the area.

7.2. A PLAN FOR A GROWING SYDNEY

A Plan for a Growing Sydney is the current Strategic Plan for Metropolitan Sydney. The site is not specifically referenced within the Plan.

The proposal will contribute to achieving the goals of the Plan as follows:

- Goal 1: A competitive economy with world class services and transport: The proposal will provide tourism related accommodation and facilities in an important location mid-way between Sydney and Parramatta's CBD and close to Sydney Olympic Park.
- Goal 3: A great place to live with communities that are strong, healthy and well: The proposal will contribute to the vitality and viability of the Lidcombe Town Centre and provide wider benefits to the community. The new Club and hotel facilities will be available for use by members and the public and will provide a positive benefit to the local community.
- Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources: The proposal will have minimal impact on the natural and built environment and maintains the Club use, which is a valuable cultural and community resource.

The proposal therefore contributes to the goals of *A Plan for Growing Sydney*.

7.3. NSW LONG TERM TRANSPORT MASTER PLAN 2012

The NSW Government's *Long Term Transport Master Plan 2012* (LTTMP 2012) sets out the framework for the delivery of an integrated, modern transport system. The LTTMP 2012 is underpinned by a range of short to long term actions to guide the transformation of the NSW transport system.

The proposal will contribute towards achieving the delivery of the objectives and actions outlined in the LTTMP 2012 as the Club encourages active travel modes and an integrated transport approach. The concept proposal will facilitate planning to:

- Create movement networks for people and their various forms of transport; and
- Ensure the site includes a clear and interconnected set of movement networks that accentuate key site access points and fit with the public transport network and pedestrian infrastructure.

Importantly, the proposal is well connected to public transport, including rail and buses.

7.4. PLANNING GUIDELINES FOR WALKING AND CYCLING

NSW Government document *Planning Guidelines for Walking and Cycling* (PGWC) was prepared to provide guidelines for the consideration of walking and cycling in strategic planning and development assessment. Preparation of the concept proposal has been undertaken in consultation with GTA and PTW to ensure the future enhancement of pedestrian facilities including internal connectivity, access to public transport and access to surrounding areas and pedestrian networks. Bicycle parking is provided in the above ground car park and will be provided for the in the basement to encourage active transport.

7.5. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The Crime Prevention Through Environmental Design (CPTED) guidelines were prepared by the NSW Police in conjunction with the Department of Planning. CPTED provides a clear approach to crime prevention and focuses on the *'planning, design and structure of cities and neighbourhoods'*. The main aim of the policy is to:

- Limit opportunities for crime.
- Manage space to create a safe environment through common ownership and encouraging the general public to become active guardians.
- Increase the perceived risk involved in committing crime.

The guidelines provide four key principles to limit crime. These are:

- Surveillance.
- Access control.
- Territorial re-enforcement.
- Space/activity management.

A CPTED Assessment has been prepared by Urbis to identify and analyse potential improvements to design which may help to reduce crime and anti-social behaviour as per NSW Government best practice guidelines. In preparing the CPTED Assessment, Urbis:

- Reviewed NSW Government and Auburn Council CPTED Guidelines.
- Reviewed concept plans and technical studies.
- Developed the demographic profiles of the current and future population of the 1km Study Area and Cumberland LGA.
- Reviewed crime statistics to identify potential local crime issues.
- Profiled Club Members and surrounding community.
- Interviewed the NSW Police Local Area Command, Cumberland Council Manager Strategy, and Club representative.
- Reviewed DOOLEYS' community consultation outcomes.

- Identified potential crime risks associated with the proposed development.
- Identified potential mitigation measures.

The CPTED Assessment found DOOLEYS manages safety and security well. To maintain this standard, a series of specific recommendations have been made. Potential risk areas associated with the proposed expansion of the Club, which should be the focus of design mitigations, are stated as:

- **Car park areas** – Maintain current levels of active surveillance, including CCTV and security patrolling, especially around the lifts, stairwells and potential areas of concealment. Ensure appropriate levels of lighting and landscaping are provided to increase the sense of ownership and territorial enforcement, especially along potential blank walls. Consider ways to maximise active sightlines from the upper levels of the above ground car park towards Board Street and Ann Street. It is considered the proposed boom gates with card-readers at the entrance of the multi-deck car park will positively contribute to crime prevention in the car park areas.
- **Access Points** – Use landscaping to maximise the sense of ownership and promote the activation of communal spaces around all pedestrian and vehicle entry and exit points. Ensure adequate levels of CCTV, lighting, signage and access control at all access points, especially to the loading dock and car parks. Maintain sign-in procedure at public entry points to the Club and Hotel areas. Ensure all private access points are lockable and made of appropriate materials.
- **External Layout** – There is an opportunity for the new development to reduce the risk that blank walls present for vandalism by installing appropriate lighting, creating a public art strategy and through landscaping. There is an opportunity to increase sight lines from the street by introducing see-through fences and avoiding hard walls, where appropriate. New communal open space and pedestrian promenade shall include adequate levels of landscaping, lighting and public amenities to increase passive surveillance.
- **Internal Layout** – Ensure the design of new internal spaces does not create 'areas of entrapment or concealment' (especially in and around passageways, stairwells, alcoves, toilet facilities, balconies and terraces). Provide adequate wayfinding signage and maps. Ensure ATM locations are not entrapped. Use appropriate materials to secure internal areas and ensure walkability.
- **Construction Areas** - Follow procedures indicated by the Construction Management Plan. All construction materials must be stored, appropriate fences installed and adequate lighting installed at all times of the day and night.

Recommendations also included active surveillance measures (CCTV, security), the use of way finding and security signage, and use of appropriate materials and locks. The proposal will provide a high level of security and design elements will deter criminal behaviour. By implementing the above recommendations, the proposal will be consistent with CPTED principles.

7.6. DEVELOPMENT NEAR RAIL CORRIDORS AND BUSY ROADS

The *RMS Development near Rail Corridors and Busy Roads – Interim Guideline* assists in the planning, design and assessment of development in, or adjacent to, rail corridors and busy roads. It supports specific rail and road provisions of SEPP Infrastructure.

An Acoustic report prepared by Marshall Day advises that for constant external noises (e.g. road noise) compliance with AS/NZS 2107:2000 'satisfactory' levels and a "3-star" acoustic rating under the AAAC star rating system is considered appropriate for the quality objectives outlined in the design basis. The following acoustic targets are recommended for road and rail traffic:

- Hotel room, day (0700-2200hrs) 40dB LAeq, 15hr
- Hotel room, night (2200-0700hrs) 35dB LAeq, 9hr

These design targets are consistent with SEPP Infrastructure requirements for a residential development. Where the design achieves the above targets, typical night-time events are unlikely to cause sleep awakenings.

7.7. AUBURN DEVELOPMENT CONTRIBUTIONS PLAN 2007

The land is subject to the provisions of *Auburn Development Contributions Plan 2007* (Amendment No.2) (ACP). The ACP contains provisions that enable development contributions to be levied under s.94, and contributions to be levied under s.94A in relation to "employment generating development". Contributions levied under s.94 and s.94A in accordance with the ACP are used to fund identified items in the Works Schedule of the ACP. Based on our review of the ACP, the following comments are made:

Employment Generating Development – Part F

- Upon the completion of the development and the commencement of the approved use, the proposal will be "employment generating development" as defined under the ACP. Accordingly, the proposal will be liable for contributions under s.94A, i.e. Part F of the ACP.
- Clause 18.4 of the ACP imposes a 1% levy on employment generating development with a construction cost of more than \$200,001.
- The proposed development is therefore potentially liable to a s.94A contribution of \$2,064,000.00, based on the stated CIV \$206,400,00.00.

Stormwater works – Part E

- Section 94 contributions may alternatively be payable in respect of certain stormwater works for the Lidcombe town centre as identified at Part E2 of the ACP. Part E2 applies to development on certain land identified in the plan and to development including "new commercial development". Part 17.2 of the ACP provides that the "redevelopment of the affected properties generates a demand for the proposed trunk drainage works. The relevant contribution area/listed properties are shown at Table 20.1."
- Table 20.1 is not provided in the ACP and we assume this reference is an error. However, table 21.1 is expressed as the "Lidcombe Town Centre flood affected properties" and includes the following lots (which are part of the land subject to SSD 16_7603):
 - Lot 15 DP 976927: 28 Board St
 - Lot 14 DP 976927: 28 Board St
 - Lot 13 DP 64696: 24 Board St
- However, section 94A(2) of the Environmental Planning and Assessment Act 1979 provides that "a consent authority cannot impose as a condition of the same development consent a condition under section 94A and a condition under section 94." As the employment generating development provisions at Part F apply specifically to the proposal and the stormwater works provisions are more general in nature, it appears that any contributions imposed in respect of the proposed development should be imposed under Part F rather than Part E, unless an appropriate VPA is entered into.

Timing for payment of contributions

- In general, clause 3.1 of the ACP requires payment of development contributions prior to the issue of a construction certificate.
- However, Part 3.1b of the ACP provides that "in the case of staged construction certificates following a development consent that was not staged, payment is required before the release of the first approved construction certificate that relates to the development consent..." This implies that some flexibility is permitted in relation to the payment of contributions for staged DAs.
- As the principal employment generation associated with the proposal will not occur until the completion of the development and the commencement of the approved use, the Stage 2 DA stage is the most appropriate stage upon which to impose any s.94A contribution by way of condition of consent.
- In this case however, under Part 3.4 of the ACP, the Council may permit the payment of contributions to be deferred or paid by instalments in circumstances where the applicant has reached agreement with Council in the form of a formal planning agreement.

Notwithstanding the provisions of the ACP, which may be potentially relevant to the development, DOOLEYS has commenced preliminary discussions with Cumberland Council concerning a VPA offer in lieu of contributions payable under the ACP. The proposed VPA will broadly entail the construction of a pedestrian footbridge across Olympic Drive that can provide enhanced pedestrian connectivity between the Lidcombe Town Centre and Wyatt Park. Wyatt Park contains a number of sporting facilities including the Auburn Aquatic Centre, which is currently under redevelopment. Any proposed VPA will be prepared in accordance with the provisions of s.93 of the Act. It is intended that a condition be imposed on any consent granted for this SSDA that requires execution of the VPA occur prior to the issue of the first CC associated with the future Stage 2 development application that involves the construction of the new Hotel/Club building.

7.8. AUBURN DEVELOPMENT CONTROL PLAN

Auburn Development Control 2010 (DCP 2010) provides the design guidelines for future developments. However, the SEPP SRD 2011 excludes the application of development control plans to SSD projects under Clause 11. Notwithstanding this, an overall commentary of the project relative to key DCP guidelines is included below.

Table 7 – DCP Compliance

PROVISION	REQUIREMENT	PROPOSAL	COMMENT
Solar access	Not reduce sunlight to less than 3 hours between 9.00 am and 3.00 pm on 21 June for, public places or open space, 50% of private open space areas, 40% of school playground areas or windows of adjoining residences.	The proposal does not reduce solar access to adjoining properties to less than 3 hours.	Complies Refer to Section 8.4.1
Residential interface	Buildings adjoining residential zones and/or open space shall be setback a minimum of 3 metres from that property boundary.	The proposed car park is built almost to the property boundary, noting that existing adjoining structures are also built close the boundary. The interface is treated with more solid forms to maintain privacy. Service vehicles will not use the car park ensuring the residential amenity of Ann Street. DOOLEYS has made offers to buy these properties and is still in negotiations for purchase.	Does not comply but the interface is treated to maintain an appropriate interface. Efforts continue to acquire adjoining residential properties.

Laneways	A laneway is identified between Church and Board Streets.	A new internal road is proposed between Church and Board Streets, better connecting the site to the surrounding streets and transport options.	Complies
Street Address	Address Olympic Drive	The proposed Club and hotel form address Olympic Drive. The future detailed design will provide an iconic building addressing the street and marking the entry to the Town Centre.	Complies
Pedestrian links	Provide a new pedestrian through-site link, shared way or street between Church Street to Board Street, with a minimum width of 12m.	The proposal provides a new pedestrian through-site link and street between Church Street to Board Street, with a minimum width of 12m.	Complies
Access	Preferred access to the site shall be via Church Street with secondary access via Board Street.	Primary access is via Church Street with secondary access via Board Street and Ann Street.	Complies
Setback above podium	Levels above the podium are to be setback for a minimum of 4-6m from the boundary of adjoining commercial or residential uses.	The Club podium is over 6m from the eastern boundary. The hotel is over 70m from the boundary.	Complies
Bicycle parking	Bicycle racks in safe and convenient locations are provided throughout all developments with a total gross floor area exceeding 1000m ²	Bicycle parking is provided in the above ground car park in accordance with the DCP.	Complies
Car parking	Hotel 1 space for each unit + 1 space per 2 employees if a restaurant is included, then add the greater of 15	The Car Parking and Traffic Report estimates a demand of 837 spaces for Phase 1 (based on a combination DCP rates for	Car parking requirements are discussed within the Car Parking and Traffic Report.

	spaces per 100m2 GFA of the restaurant/function room, or 1 space per 3 seats	restaurants and more conservative rates for hotel and club).	
	Restaurant 1 space per 40m2 GFA	The proposal provides 859 spaces and satisfies the demand.	
	Registered Club: 1 space per 5.0m2 of public or licensed floor area (includes bar, lounges, dining and gaming areas)		

7.9. AUBURN EMPLOYMENT LANDS STRATEGY

The Auburn Employment Lands Strategy 2015 (the Strategy) relates to lands zoned for employment within the Auburn LGA (those lands within the industrial and business zones) and focuses on land for retail, commercial or industrial activities to 2031 so as to align with other longer term State and local strategies and policies.

The Strategy notes that the northern portion of the Lidcombe Town Centre precinct is busier and incorporates the large DOOLEYS Club on Church Street and the Lidcombe Hotel. John Street is the main focus of retail strip activity and is well occupied with a variety of restaurants and cafés, speciality food and non-food retailers. Ongoing residential development is observed to occur between Board and Ann Streets on John Street. Mixed use buildings on Mary Street provide for ground floor retail/commercial tenancies, one of which is a medical centre. The Strategy further notes that the future growth of the Lidcombe Town Centre will be underpinned by its continued densification. Increased residents in the Town Centre have implications for future demand for retail and commercial uses.

The Strategy recommends the B4 Mixed Use zone and 5:1 FSR be maintained so Lidcombe has opportunities to expand and benefit from more dense retail and commercial development through redevelopment.

The proposal will bring population to the area, albeit transient in Phase 1, that will contribute to the vitality of the Lidcombe Town Centre and encourage new retail and commercial development.

8. KEY ISSUES ASSESSMENT

8.1. OVERVIEW

PTW Architects has designed the Staged Development Project to meet the expansion needs of facilities and specific operational requirements of the Club. The height and scale of the development specifically responds to the planning controls and forecasted needs of DOOLEYS, its Members, visitors and the broader community.

The project has been designed to respond to the site's local context and has been specifically designed having regard to the following:

- Existing site conditions including flooding, residential interfaces and heritage features.
- DOOLEYS' long-term vision to provide a tourism precinct.
- Minimising impacts on the surrounding sites with particular regard to the residential properties on Board and Ann Street's.

These key considerations have been incorporated into the built form and urban design response, which has been assessed in accordance with the SEARs.

8.2. VISUAL IMPACT

A Visual Impact Assessment has been prepared by PTW. This impact was taken to mean an assessment of the street view within the immediate area with key views assessed in terms of the proposal's visibility. Eight views were identified for assessment:

- View 1: the intersection of Olympic Drive with Church Street, looking east at the Proposed Development.
- View 2: in Wyatt Park, looking south at the Proposed Development within a zone of public recreation.
- View 3: off Ann Street, and looks at the proposed car park from the northwest.
- View 4: the intersection of John St and Ann St, looking west at the Proposed Development.
- View 5: on Board Street looking west to the Club.
- View 6: off Mary St and looks west at the Proposed Development.
- View 7: the intersection of Church St and John St, looking northwest at the Proposed Development.
- View 8: at Samuel Street and looks east towards the Proposed Development.

In summary:

- A closer unobstructed view (such as views 1 and 3) and a view where there is a greater change in scale and character (such as view 3) offer greater impact.
- Views with significant framing, expansive views or where the Proposed Development is less visible offer a lesser impact (such as views 2, 5, 8).
- The quality and refinement of the architectural design and use of vegetation, some of which are in the public domain assist in mitigating visual impacts.
- The concept for the hotel tower has a double facade of full height glazing with a diagonal mesh grid that gives it a light, reflective and airy presence.
- The podium features a series of closely spaced vertical mullions that give depth and pattern. This visually grounds the building.

- The car park facade consists of open sections and vertical mullions with vertical strips of green wall.

The Visual Impact Assessment concludes that over time, the development of the area will reduce the impact of the proposal as the scale and character of the built form becomes more balanced and integrated.

8.3. CAR PARK DESIGN OPTIONS

The original master plan design from 2014 located club, hotel and commercial on the corner of John and Church Streets. Residential uses were to be in place of the existing car park. This scheme was presented to Council who advised that the design should focus on integrating with the town centre. The master plan was revised in order to reinforce John Street as a proper high street. The Club and hotel premises were relocated to the south west corner with residential and retail along Ann Street. Further refinement took place to position retail uses to integrate with the town centre, along John Street. Ann Street was not considered suitable for retail having regard to the town centre. With the relocation of uses on the site, the car park was logically placed on Ann Street. This design development has been addressed in a Timeline prepared by the Club and is attached in the appendices.

8.4. AMENITY

8.4.1. Overshadowing

Shadow diagrams have been prepared between 9am and 4pm on June 21 for the concept proposal and the multi-deck car park. These are included in the Architectural drawings. In summary:

Concept Proposal

- At 9am the development will cast shadow over Church Street, the railway and residential and commercial properties to the west. These properties will not be impacted past midday and the proposal will not reduce their solar access to less than three hours in mid-winter.
- At midday the development will cast shadow over Church Street and the railway and will not impact on the solar access of residential properties.
- At 3pm the development will cast shadow to the south east over the Lidcombe Hotel and residential and commercial properties along Church Street. These properties will not be impacted by the proposal for the remainder of the day and will receive more than three hours of solar access.

Refer to Figure 15.

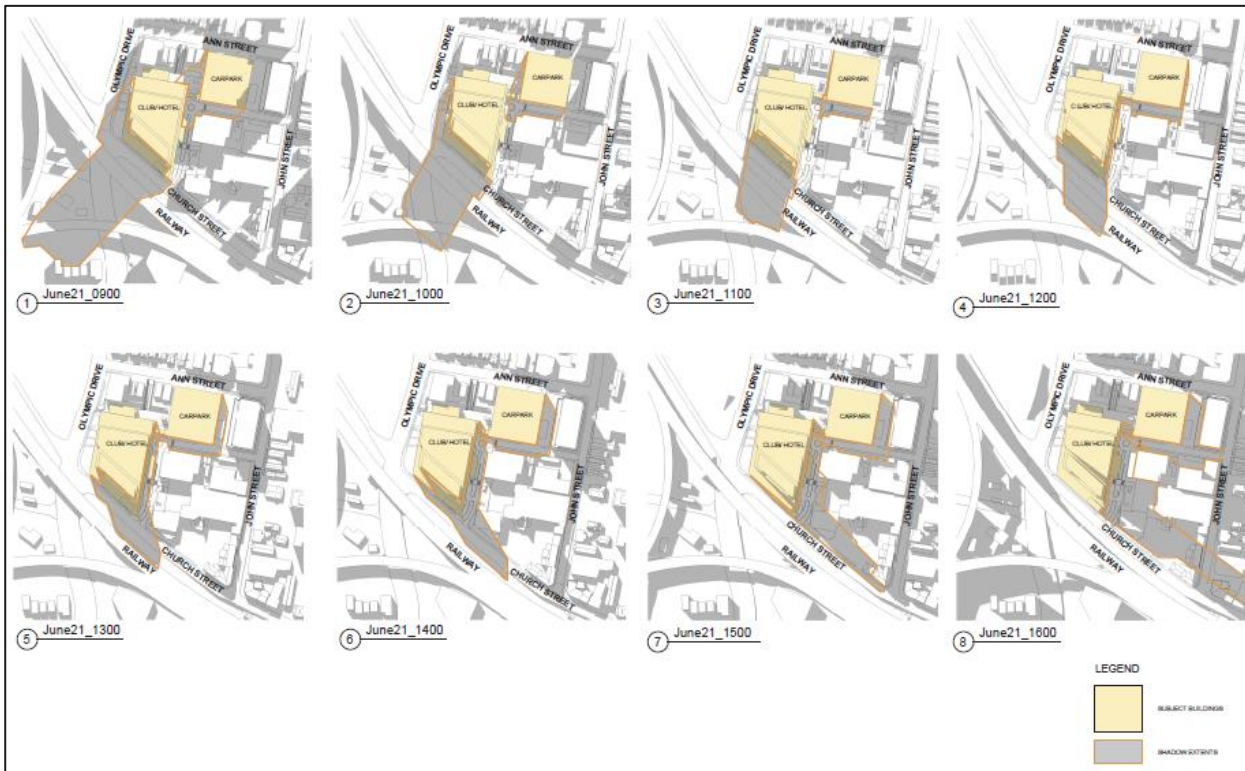
Car Park Proposal

- Throughout the day the car park will cast shadow internally within the site primarily over the new internal road. Residential properties to the east, south and west will not be impacted.

Refer to Figure 16.

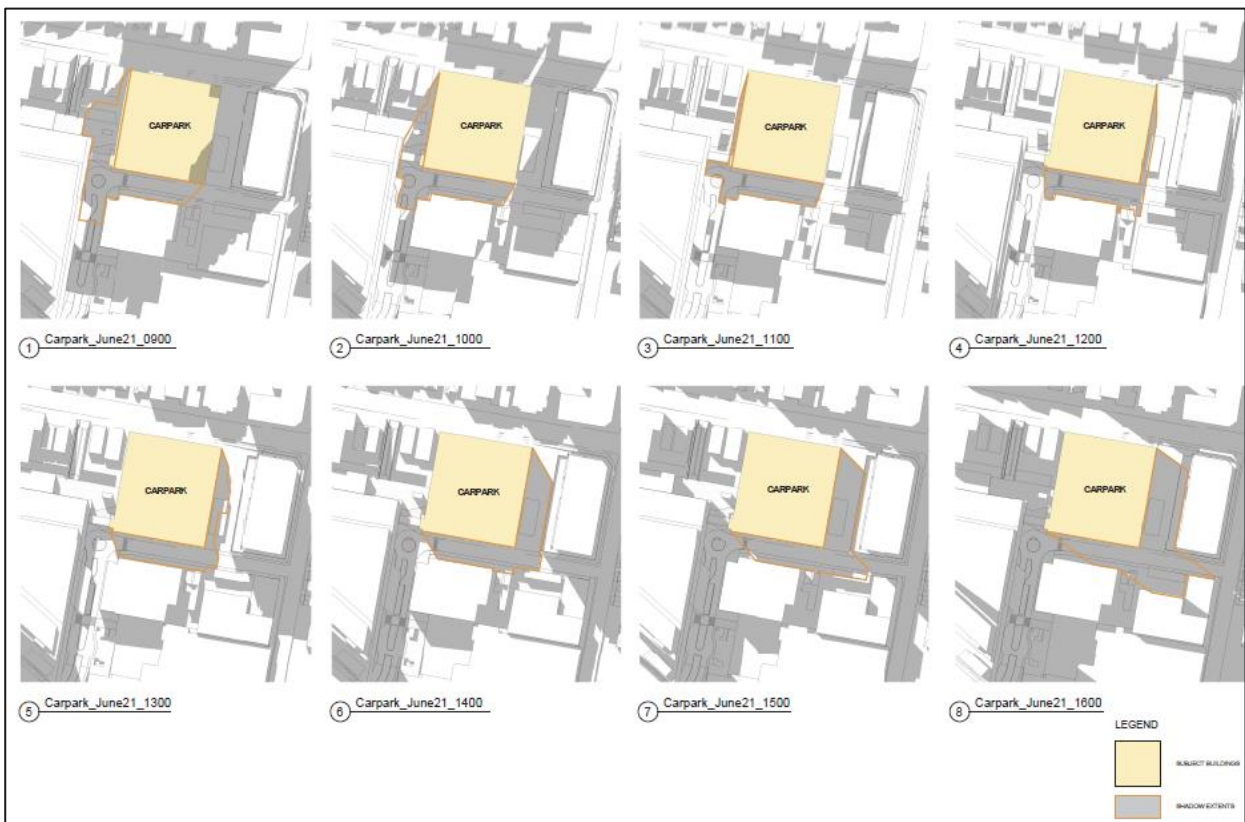
Accordingly, the proposed built form and layout is appropriate in terms of solar access.

Figure 15 – Envelope Shadows Diagrams



Source: PTW

Figure 16 – Car Park Shadows Diagrams



Source: PTW

8.4.2. Wind

Cundall has prepared a Preliminary Wind Results Report - an assessment of the wind effects of the proposal in pedestrian environments and in adjacent areas. The key points raised in the Wind Report are:

- Moderate to high wind speeds are expected on the access ramp to the Club on the south-eastern corner. Shrubbery and taller trees in the driveway median strip and entrance could help mitigate this air movement.
- Moderate-high wind speeds could be expected in the entrance to the car park and along the northern façade of the car park.
- The Master Plan design could increase air flow rates at the entrance and access pathway when winds come from the north by channelling the wind along the driveway between the buildings and trapped below the awning.
- The Master Plan design is unlikely to change air flow rates at the entrance significantly when winds come from the northeast, east and west.
- The results show the Master Plan design may mitigate some air flow rates due to down draughts when winds come from the southeast.
- The Master Plan design could increase air flow rates at the entrance when winds come from the south by channelling the wind along the driveway between the buildings.
- The Master Plan design is not likely to impact the club significantly when winds are from the southwest.

The Preliminary Wind Results Report makes the following recommendations:

"The access ramp on the south-east of the building is exposed to high wind speeds where the air accelerates around the corner. The ground level entrance to the proposed new Club is relatively exposed to prevailing cold and wet winds from the south-east through to the south. Trees and shrubbery in the driveway median strip and around the ramp, particularly to the south, could help to mitigate the high wind speeds in these areas. It has been noted that some landscaping has already been included in the design but they appear to be palm trees that won't offer much protection from the wind at low or high level. The shrubbery should be up to 2 m tall and have fairly dense foliage (at least 30% resistance to the wind) and taller trees should have a canopy with fairly dense foliage (at least 30% resistance to the wind) that will break wind speeds above the awning height from 4-8m above the ground.

It is also recommended the use of the open space next to the driveway be considered when the Master Plan is completed and depending on the use to allow adequate screening and landscaping to protect people from the colder southerly to westerly winds."

The wind conditions around the site are generally suitable for pedestrians. Following the construction of the proposed development, including the above recommendations, a suitable pedestrian environment will be maintained.

8.4.3. Light Spill

There is a potential light spill impact from the multi-deck car park on residential properties on Ann Street. SLR has prepared a Light Spill Assessment that identified the impact would be to 1 and 2 Board Street, 36-44 John Street, 13 and 15 Ann Street and 2-14 Ann Street. In summary:

- Given the suburban Sydney location, there will already be a reasonable amount of night time lighting so it is unlikely that lighting used for the car park will affect transport signalling systems or astronomical observations.
- Light spill from the proposed site on the façades of the surrounding residential dwellings should be kept below 10 lux during pre-curfew hours and two lux during the curfew hours.
- Light spill from the proposed site at the boundaries of the surrounding commercial properties should be kept below 25 lux during pre-curfew hours and four lux during the curfew hours.
- No lighting plan has been provided so SLR will assume some typical lighting on and around the multi-deck car park, including fluorescent lighting for the interior levels of the car park, pole mounted

lighting for the roof level of the car park, some security lighting on the exterior of the structure and vehicle headlights at the car park exits.

- It is possible that light from vehicles, security lighting or light from the roof level could fall on the façades of 1 Board Street.
- No. 2 Board Street should not be affected by vehicle headlights and it is unlikely there would be security lighting facing this direction. Lighting on the top level could fall on the façades of the dwelling.
- Apartments at 34 John Street lower than the level of the lights could receive light on their facades. Vehicle headlights could also be pointed toward the apartments as cars move around the top level.
- 13 and 15 Ann Street should not be affected by vehicle headlights and it is unlikely there would be security lighting facing this direction.
- 19, 21 and 25-29 Ann Street should not be affected by vehicle headlights or security lighting.
- Apartments at 46 John Street lower than the level of the lights could receive light on their facades. Vehicle headlights could also be pointed toward the apartments as they move around the top level.
- 2-26 Ann Street are residential dwellings made up of four storey apartment blocks located 25 – 100 metres from the car park. 2-10, 12 and 14 Ann Street have the highest risk of being affected by vehicle headlights at the Ann Street exit. Light from security lighting and the top level could fall on the façades of these dwellings. The risk of light spill will reduce as the distance increases from the car park but the road also slopes down as it goes west which could increase the risk. There will also be some shielding provided by existing vegetation.

SLR has made a number of recommendations that should reduce the amount of light spill coming from the site. If implemented correctly the proposed development should achieve the desired outcome, with no more than two lux falling on the nearby residential façades during curfew hours and no more than four lux at the boundaries of nearby commercial façades during curfew hours.

8.4.4. Visual Privacy

The Club Podium is 12 m from the eastern residential boundary, separated by outdoor areas. A fence will provide visual privacy screening between the Club and the residential properties on Ann Street. Above ground level, the Club wall would be screened to ensure privacy is maintained. The hotel tower is well setback, over 70m, from the eastern boundary. There is generous separation to ensure there is no privacy impact.

The eastern and western façades of the above ground car park are solid walls to maintain privacy to adjoining residential properties. The northern elevation facing Ann Street is treated with screening and a green wall to ensure no unreasonable visual privacy impacts to properties to the north (while allowing ventilation of the car park).

It is considered the site planning and proposed façade design will provide appropriate mitigation to maintain privacy of adjacent residents.

8.5. SITE ISOLATION

Since 2013 DOOLEYS has been progressively acquiring sites north of Board Street. However, there are some sites that are in the process of being acquired and others that have not been acquired. These are 2 Board Street and 1, 13, 15, 19 and 21 Ann Street. Since 2013, DOOLEYS has invited owners to be involved in the process and offered to discuss potential purchase.

Below is a summary of the evidence of offers made to 2 Board Street and 1, 13, 15, 19 and 21 Ann Street. The results show that Nos. 13 and 15 Ann Street have been purchased and will form part of the DOOLEYS land holding. The intention is to include these properties into the State Significant Development application following design development to incorporate the land in with the proposal. The remaining properties have not been acquired.

Evidence of valuation reports and correspondence of offers is also provided in the appendices.

Table 8 – Summary of Evidence of Offers

	ADDRESS	LEGAL	EXISTING IMPROVEMENTS [^]	INDICATIVE MARKET VALUE*	VENDOR OFFER PRICE	DOOLEYS OFFER PRICE	RESULT
A	13 Ann Street, Lidcombe NSW 2141	Lot 3 DP 79131	Freestanding residential building Brick & Tile	\$1,250,000 - \$1,350,000	\$3,300,000	\$2,500,000	Sale reached. Contract Exchange expected Nov 2016 Settlement expected Dec 2016
B	15 Ann Street	Lot 2 DP 79131	Freestanding residential dwelling Clad & Iron	\$1,250,000 - \$1,350,000	\$2,500,000	\$2,500,000	Sale reached. Contract Exchanged Oct 2016 Settlement expected Jan 2017
C	19 Ann Street, Lidcombe NSW 2141	Lot 1 DP 196024	Freestanding residential building Clad & Iron	\$1,150,000 - \$1,250,000	None	None	Vendor not interested. Will consider if 21 Ann Street sells.
D	21 Ann Street, Lidcombe NSW 2141	Lot 1 DP 798953	Freestanding residential dwelling Clad & Iron	\$1,200,000 - \$1,300,000	None	None	No purchase
E	1 Ann Street, Lidcombe NSW 2141	Lot 7 DP 979289 Section A	Vacant	\$1,100,000 - \$1,200,000	\$6,300,000	None	No purchase
F	2 Board Street, Lidcombe NSW 2141	Lot 6 DP 979289	Single storey, double brick and tile	\$1,450,000 ('as is' value)	\$2,900,000 then \$3,000,000	None	No purchase

[^] Assessed by JLL Mortgage Services Pty Ltd.

* In response to SEARs June 2016. Representation through purchase agents Elders Real Estate Lidcombe.

Figure 17 – Map Reference



DOOLEY's owned land

Source: DOOLEYS

The concept proposal has taken into consideration these isolated lots and sited building envelopes so as not to have a significant adverse impact and not limit the development potential of these sites.

PTW undertook a study of the development potential of 2 Board Street, 1 Ann Street and 13-15 Ann Street. In summary:

No. 2 Board Street and No. 1 Ann Street

2 Board Street and 1 Ann Street adjoin each other in a gun barrel site configuration between Ann and Board Street, with a frontage of only 12m. These sites are approximately 415m² in area. The LEP permits a height limit of 18m and FSR of 1.7:1. Each property can achieve a two storey detached dwelling under the DCP. Accordingly, each property would achieve a GFA of 386m² and FSR of 0.93:1 with a development that complies with the DCP 2010 setback provisions. The proposal does not preclude these sites from achieving a DCP compliant development. The development potential of these properties are demonstrated in the appendices (Appendix N).

Nos. 13 and 15 Ann Street

13 and 15 Ann Street adjoin each other with a combined 26m frontage to Ann Street. These sites are approximately 530m² and 469m² in area, respectively. The LEP permits a height limit of 18m and FSR of 1.7:1. An amalgamated site can achieve a four storey residential development with 19 dwellings under the LEP and DCP. The development could achieve a GFA of 1,657m² and FSR of 1.66:1 with a development that complies with the DCP 2010 setback provisions. Given the large north facing frontage, the dwellings are capable of achieving compliance with the Apartment Design Guideline (ADG) solar access provisions. The apartment layout can be designed to achieve compliance with the cross ventilation provisions also. The proposal therefore does not preclude these sites from achieving their development potential.

Since test of Adequacy, DOOLEYS has acquired both Nos. 13 and 15 Street and these now form part of the development site. While not designed for at the time of lodgement of this SSDA, these properties will be incorporated into the design in the future, via modification applications. These sites will no longer be isolated by the development.

8.6. TRAFFIC

The Car Parking and Traffic Report has assessed the traffic impacts of Phase 1 and Phase 2 of DOOLEYS Master Plan so as not preclude any necessary transport works. GTA has undertaken its assessment on the basis of the car parking provided, rather than the derived demand, because the car park will generally fill up in the peak periods and this is considered the traffic generator in the long term. The traffic generation is therefore estimated at:

- Phase 1 - 128 morning peak vehicle trips
- Phase 2 – 131 morning peak vehicle trips
- Phase 1 - 482 evening peak vehicle trips
- Phase 2 – 362 evening peak vehicle trips
- Total – 259 morning peak vehicle trips
- Total – 844 evening vehicle trips

The traffic generation in the morning is not considered significant. The evening peak traffic is more critical. The performance of the road network is impacted in the evening peak with queuing at John Street. Existing and post development modelling indicates longer than average queuing. This suggests the John Street/Church Street intersection is already operating near capacity. Modelling indicates the network will operate marginally better post Phase 2 development resulting from mitigating works at the Church Street Club access. GTA concludes *“Phase 1 works are not expected to impose incremental loading on the local network in a manner that would render the operation unacceptable with respect to traffic and parking.”*

8.7. PARKING

The Car Parking and Traffic Report estimates a demand of 837 spaces for Phase 1 (based on a combination of DCP rates for restaurants and more conservative rates for hotel and Club). The proposal provides 859 spaces and satisfies the demand. Notwithstanding this, GTA Consultants advises the overall peak car parking demand could be lower than the estimates because:

- The adopted rate for the Club (10 spaces per 100m²) is higher than the existing rate (8.7 spaces per 100m²);
- The various land uses would not generate peak parking demand every day or at the same time every day;
- The sharing of car parking between uses (hotel and hotel restaurant for example) would provide an efficiency that reduces the overall demand; and
- The Club could restrict the function areas to be occupied at any one time to reduce parking demand.

GTA's Car Parking and Traffic Report concludes *“the provision of 859 car spaces for the proposed development (Phase 1) is considered to be sufficient and likely to be able to accommodate the peak car parking demands generated by the Club and Hotel”*.

GTA has also confirmed the proposed car parking layout complies with the Australian Standards AS/NZS2890.6:2009.

Importantly, DOOLEYS is committed to managing the operation of its car parks and documented initiatives for car park management in the Operation Plan of Management attached to this EIS.

8.8. NOISE AND VIBRATION

An Acoustic Report and a Construction Noise Assessment have been prepared by Marshall Day that identifies the following noise and vibration impacts:

- Construction noise and vibration impacts from construction works;
- Site noise emission in operation of the DOOLEYS Club and hotel site; and

- Rail vibration impacts from nearby rail operations to the DOOLEYS Club and hotel site.

These are discussed below.

8.8.1. Construction Noise and Vibration Impacts

Construction noise and vibration impacts to surrounding receivers are addressed in the Construction/Site Management Plan prepared by Bouygues. Bouygues will prepare a Noise and Vibration Management Plan as part of the construction phase. This will ensure any interruption or interference with the normal activities of the site is avoided by preventing the ingress of airborne noise and/or structure vibration from the works into the surrounding buildings. Bouygues will measure noise and vibration generated during the progress of the works so mitigation measures may be adopted if required.

Measures can be incorporated in the final Construction/Site Management Plan at working towards achieving the noise management levels established at surrounding receivers.

8.8.2. Operation Noise Impacts

The operational noise sources are identified as:

- Loading dock activity and car park vehicle noise via internal driveway to car park exits;
- Delivery vehicle entry / exit on surrounding roads;
- Patron vehicle activity on surrounding roads;
- Patron vehicle and car park activity;
- Building services plant and equipment; and
- Patron noise via outdoor terraces and breakout spaces from the building envelope.

The Acoustic Report has identified the nearest possible affected residences as 1-11 Ann Street, 13-15 Ann Street, 14-22 Ann Street, 19-21 Ann Street, 25-29 Ann Street and 1 Board Street. A number of these properties are within the development site but have been included as they are existing residences.

A range of acoustic issues have been identified and detailed in the Acoustic Report that will need to be considered throughout the design process to ensure compliance with the relevant criteria and legislation is achieved. As the design progresses, the key areas of impact for further consideration is:

- Hotel gym health facility activities;
- Traffic impact on nearby residences; and
- Patron noise from entry and exit from the car park.

Preliminary recommendations have been made that will require integration and co-ordination to the design as it progresses:

- Structural isolation and sound isolation of the cocktail lounge and hotel gym;
- Screening of the rooftop deck from podium level plant and nearby noise sensitive residences;
- D&C design of the building envelope; and
- Design of internal air-conditioning systems to achieve nominated noise level criteria.

8.8.3. Rail Vibration Impacts

Marshall Day's assessment of the rail vibration impacts on the proposal is in relation to structural vibration and structure-borne noise. The rail related structural vibration and structure-borne noise in the most exposed habitable spaces of the development is predicted to comply with the respective criteria by at least 9dB, which is a significant margin of compliance. The structural vibration and structure-borne noise from the railway across Church Street to the habitable spaces of DOOLEYS is expected to comply with the nominated criteria.

The following recommendations have been made and can be included as conditions of consent:

- At the detailed design stage of the project, it is recommended to review the design of the development with respect to the assumptions made in this assessment. Should either the final architectural or structural details vary significantly from those utilised for this assessment, then this rail assessment may be affected and require a review.
- Consideration should be made for a follow-up ground vibration survey during excavation for the car park to assess ground vibration levels at the basement building structure, not able to be tested at the concept design stage.

8.9. AIR QUALITY AND ODOUR

The Air Quality Impact Assessment prepared by SLR has considered the potential emissions to air during the construction phase and operational phase of the project. A qualitative risk based assessment was undertaken and found that during the construction phase implementation of dust management measures will ensure impacts will be low. The recommendations relate to communication, site management, monitoring, site preparation, sustainable travel for truck movements, waste management and track out.

A quantitative assessment was undertaken for the operation Phase. The assessment has found that predicted impacts resulting from the operation (exhaust emissions in particular) are not predicted to cause any exceedance of any air quality criteria, with the exception of the annual average particulate matter concentrations, which is due to the exceedance in the background concentrations recorded at Chullora in 2014.

There is potential for odour to be emitted during the operational phase from the sewer systems. However, the sewer systems will be underground and odour impacts are not likely. As such, further assessment of odour impacts was not considered necessary.

SLR conclude:

“A qualitative risk based assessment of the potential impacts upon surrounding sensitive receptors during the construction phase has indicated that following implementation of dust management measures, impacts are anticipated to be low.

“A quantitative assessment of the potential impacts during project operation has been performed. Exhaust emissions have been assessed using a dispersion modelling study based on a theoretical worst-case scenario for the site (ie maximum expected number of vehicles accessing the site per hour for every hour of the day) and an average scenario (ie average hourly traffic for all hours except the AM and PM peak). Even given the level of conservatism applied within the assessment, the predicted impacts resulting from the project operation are not predicted to cause any additional exceedance of any air quality criteria at any surrounding sensitive receptor locations.”

The proposal is not considered to have any air quality and odour impacts. Impacts from emissions can be managed by implementing measures recommended by SLR in its report.

8.10. BCA ACCESSIBILITY

A BCA and DDA Assessment Report has been prepared by Blackett, Maguire + Goldsmith. It assesses the proposal against the Deemed-to-Satisfy (DtS) Provisions of the BCA 2016. The Assessment concludes the proposal can readily achieve compliance with the relevant provisions of the BCA. Where compliance matters are proposed to comply with the performance requirements (rather than DtS Provisions), the development of an Alternative Solution will be required prior to the issue of the Construction Certificate.

8.11. SOCIAL IMPACTS

A Social Impact Assessment (SIA) has been prepared by Urbis to determine the range of social impacts, both positive and negative, and propose mitigation measures. The SIA provides an assessment of the level and significance of the social benefits and impacts which are likely to result from the proposal. In summary, the SIA identifies the benefits and impacts as:

Benefits

- Activation of the retail corridor along John Street and Church Street;
- Increased accessibility through the site;
- Increased levels of investment in the Lidcombe Town Centre;
- Additional car parking spaces for Club members and reduction of on-street parking;
- Reduction of heavy vehicle movement along Board and Church Streets due to loading dock access through Olympic Drive;
- Significant direct and indirect job creation during both construction and operational phases.
- Additional open communal space and a pedestrian promenade through the site;
- Introduction of additional retail areas;
- Retention of the fitness centre;
- Inclusion of aged care residential land uses (ILUs) in the overall master plan;
- Contribution to additional housing supply within the Lidcombe Town Centre; and
- Contribution to the town centre character of Lidcombe.

Impacts

- Relocation of current Club tenants;
- Local crime issues (to be mitigated through CPTED measures);
- Potential negative effects on the competitiveness of existing local businesses;
- Encouragement of private vehicle use by increasing the number of car parking spaces;
- Potential to negatively affect traffic congestion and traffic noise in the local area;
- Potential for rail noise to affect Club and hotel users;
- Disruption of Club services during construction; and
- Potential overshadowing, noise, loss of views and loss of value for neighbouring detached houses.

Table 9 below summarises that assessment and includes the social outcomes, management measures and residual impact should these measures be implemented.

Table 9 – Impact Level and Significance

	SOCIAL OUTCOMES	IMPACT	MITIGATION MEASURES/BENEFIT ENHANCEMENTS	RESIDUAL IMPACT
Benefits				
Increased level of investment in and visitation to the Lidcombe Town Centre	Development of new mixed use communities	Major	Engagement with local community, businesses and members	Major, long term
Activation of the retail corridor along John Street and Church Street	Additional social amenities	Major		Major, long term
Increasing accessibility	Enhanced town	Major	Application of CPTED	Major, long

through site	centre character		Principles	term
Additional car parking spaces for Club Members and reduction of on-street parking	Additional services to meet the needs of members	Moderate	Traffic Management Strategy	Moderate, long term
Reduction of heavy vehicle movement along Board and Church Streets due to loading dock access through Olympic Drive	Traffic safety	Moderate	Traffic Management Strategy	Moderate, long term
Creation of an estimated 410 direct jobs and a further 646 indirect jobs	Employment and earning ability	Major	Youth employment strategy, disability employment strategy and strategy for employment of vulnerable groups	Major, long term
Creation of 470 direct jobs during construction		Moderate		Moderate, long term
Additional open communal spaces and a pedestrian promenade through the site	Additional social infrastructure and public health	Major	Application of CPTED Principles; Consideration of site for community events	Major, long term
Introduction of additional retail areas	Potential for increased number of culturally appropriate shopping options	Moderate	Engagement with local community, businesses and members	Moderate, long term
Retention of the fitness centre	Public health	Minimal	Strategy to encourage member healthy lifestyle (food options, sustainable transport options, community sport and activities etc.)	Minor, long term
Inclusion of aged care residential land uses (ILUs)	Housing	Major	Affordable housing	Major, long term
Additional housing supply within the Lidcombe Town Centre	Housing	Major	Affordable housing	Major, long term
Impacts				
Relocation of current Club tenants	Housing	Major	Relocation assistance and strategy.	Minor, short term
Local crime issues	Crime	Moderate	Application of CPTED principles to operation and design	Minimal, long term

Potential loss of competitiveness of local businesses	Employment and earning ability	Moderate	Engagement with local businesses and tenants. Multiplying effect on local businesses.	Minor, long term
Additional car parking spaces	Sustainable transport	Moderate	Sustainable transport strategy	Minor, long term
Potential to negatively affect traffic and congestion and traffic noise in the local area	Sustainable transport	Moderate		Minor, long term
Potential for rail noise to affect the Club and hotel users	Social amenity	Moderate	Noise minimisation through building design and materials	Minor, long term
Disruption of Club services during construction	Social amenity	Moderate	Phased development. Communication with members and provision of alternative services	Minor, long term
Cumulative impact of DOOLEYS and Lidcombe Hotel on liquor and gaming in the local area	Liquor and Gaming	Minimal	Provide a responsible service of alcohol management plan and policy, Provide a customer friendly and easily assessable liquor self-exclusion program for customers, and Contribute to liquor awareness campaigns for the community.	Minor, long term
Overshadowing, noise, loss of views and potential loss of value on detached houses with boundaries with the site.	Social amenity	Major	Engagement and communication with neighbours. Club dwelling acquisitions through open and transparent process	Minor, short/medium term

The SIA concludes:

“The proposed development will have an overall beneficial impact on the local community in terms of social outcomes. The negative impacts identified can be successfully managed and, where possible, negated, if recommended measures are incorporated or implemented as part of the development proposal.”

A full copy of the conclusion and recommendations of the SIA is attached in the appendices.

8.12. ECONOMIC IMPACTS

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 Auburn. 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 closest facility being the Lidcombe Motor Inn. Note that the Liberty Plains Motor Inn referred to in the Economic Impact Assessment (EIA) has since closed. This remaining Lidcombe Motor Inn provides dated three-star motel type offer comprising approximately 31 rooms.
- There are strong occupancy levels currently being achieved within the surrounding areas suggesting that there is market scope to support a high quality four to five-star hotel on the subject site.
- Conferencing, meeting and function facilities would be necessary to drive occupancy.

The EIA has been prepared by Urbis to assess the potential trading impact of the hotel, conferencing and food and beverage (f&b) components of the proposed development on existing operators. The EIA also identifies the broader economic benefits associated with the proposed development for the economy, community and Council.

In summary, the EIA identifies the benefits and impacts as:

Benefits

- Creation of an estimated 410 direct jobs and a further 646 indirect jobs annually from the ongoing operations of the hotel, f&b and conference facilities.
- Additionally, 470 direct jobs are forecast during construction and a further 730 indirect jobs created through multiplier effects.
- Increase wage generation in the order of \$36 million (\$2016) during the construction period and \$12 million per annum during ongoing operations or a net present value of \$135 million over 20 years.
- Enhanced employment containment within the Cumberland LGA from the current low rate of 19 per cent.
- Alignment with government projected growth. The forecast job growth at DOOLEYS, in retail trade, accommodation and food services, is in line with the top categories of growth outlined in the NSW Department of Transport employment forecast for Metropolitan Sydney.
- The proposed development at DOOLEYS will increase the level of visitation to the Lidcombe Town Centre and likely have flow on benefits to surrounding local businesses. Annually, some 72,000 hotel visitor nights, 217,000 f&b visits and 90,000 conference visits are forecast to be generated by the development.
- The additional hotel guests are likely to add an extra \$7 million (\$2016) to the local retail economy.
- The improved provision of f&b in Lidcombe is likely to result in a higher proportion of retail expenditure being retained in the former Auburn LGA and not leaking to larger centres (e.g. Parramatta).
- Increased convenience and enhanced choice for Lidcombe and broader former Auburn LGA residents for f&b and function facilities.
- Investment catalyst for the Lidcombe, including attracting further commercial development and aiding in revitalising and regenerating the Lidcombe Town Centre.

Competitive Impacts

- **Hotel Development:** In 2019 the opening of the DOOLEYS hotel is estimated to have an average impact of -7.2 per cent on occupied room nights at existing and proposed competitive locations within the catchment (i.e. the market share forecast for DOOLEYS) relative to the 2019 forecast turnover at these locations if DOOLEYS did not to open.

- **F&B:** Given the forecast 2.3percent increase in market shares that can be generated by the expanded f&b offer at DOOLEYS, across the f&b catchment, the expanded f&b offer is estimated to have an average impact of -2.3 per cent on other f&b locations within the catchment area relative to their forecast turnover if DOOLEYS was to not open in 2019.
- **Conference facilities:** The expanded conference facilities at DOOLEYS will account for an estimate 1.9 per cent of total conference floor space within the catchment area. Therefore, the implied upper limit of impacts on competing conference facilities is forecast to be approximately -1.9 per cent.

However, as indicated in the SIA, these impacts can be mitigated by continued engagement of DOOLEYS with local business and business tenants could reduce uncertainty in regards to local retail competition. This is a minor impact over the long term. Further, growth in the market has the potential to enable existing f&b operators to continue to draw from the trade area even after accounting for the development at DOOLEYS. Allowing for growth in the market, the expanded conference facilities at DOOLEYS would leave adequate room in the market such that existing function centres could potentially still grow over the next four years.

9. CONSULTATION

9.1. OVERVIEW

Consultation has commenced on the project and will continue as the assessment of the application progresses and throughout the entire development project.

Stakeholder consultation commenced in 2008 and has in summary involved:

- Discussions with Council from 2008 onwards on ideas and preliminary concepts for the Club redevelopment.
- Informal engagement from 2012 with the staff and members of the Club.
- Informal engagement from 2013 with DOOLEYS business and residential tenants about purchasing properties, leases and disruption to business.
- From 2014, Annual General meetings and Annual Reports included updates on DOOLEYS plans for the site.
- Formal consultation with agency stakeholders regarding infrastructure provision, input into design and impacts of the development.
- Formal engagement with the community, including Members, local residents, business owners and other stakeholders.

The purpose of the consultation process to date has been to inform and seek feedback from key stakeholders. DOOLEYS has worked to ensure relevant issues have been considered during the development of the proposal, and there has been scope for the preparation of technical assessments included in the EIS.

Early consultation has also been designed to gauge the level of community support and acceptance of the proposal. The objectives of the preliminary consultation were as follows:

- Identify key community stakeholders with an interest in the project.
- Provide relevant information about the proposal to local residents and community stakeholders to create awareness about the proposal and forthcoming SSDA.
- Provide a means by which stakeholders could provide comment on the development of the proposal.
- Provide the project team with the opportunity to incorporate stakeholder feedback into the planning and development process.

The preliminary consultation undertaken in respect of the proposed development to date is documented in the Community Consultation Report (attached in the appendices). The key stakeholders identified in the Community Consultation Report are summarised below.

9.2. ROADS AND MARITIME SERVICES (RMS)

In December 2015 DOOLEYS and GTA met with and consulted with RMS to determine the access strategy for the redevelopment of the Club's site. During that consultation, RMS commented:

- In principle support is provided for new entry from Olympic Drive subject to Council approval for use of the land and RMS approval for the access;
- The existing arrangement at Ann Street and Olympic Drive is to be maintained so as not to impact on John and Ann Street intersection; and
- In principle support is provided for the basement access from Ann Street.

The comments from RMS have been incorporated in to the proposed access strategy. Further details of consultation with RMS are provided in the Car Parking and Traffic Report.

9.3. SERVICE PROVIDERS

Consultation has been undertaken with the relevant services and infrastructure providers to identify existing capacity and scope for augmentation of existing networks and infrastructure to support the proposal. This has included Sydney Water and Ausgrid. The requirements of these agencies has been incorporated into the design.

9.4. OTHER STAKEHOLDERS AND GOVERNMENT AGENCIES

DOOLEYS sent a letter with information on the proposal to or called and invited feedback from:

- Office of Environment and Heritage;
- NSW Police - Flemington Local Area Command;
- Destination NSW;
- The Independent Liquor & Gaming Authority;
- Flemington Liquor Accord;
- NSW Health;
- NSW Ambulance Service;
- NSW Fire and Rescue (and Lidcombe Fire Station);
- Transport for NSW;
- Sydney Trains;
- Sydney Buses (Western Region Traffic and Services Manager); and
- Department of Education.

9.5. LOCAL COMMUNITY

Between April and July 2016, Wells Haslem undertook a community consultation process for the proposed redevelopment of the Club. Engagement activities supporting this stage of consultation included:

- Letter box drop of a community information letter to local business owners and residents within 400m of the site.
- Information sessions with Members and the broader community on 4, 5, 18 and 19 May and 20 and 22 June 2016.
- Dedicated email address for feedback.
- Letters and face to face door knocking to tenants required to vacate.

Wells Haslem provided answers to issues and questions raised, which are summarised in the Community Consultation Report. The Master Plan and Phase 1 design have considered the issues raised in this consultation process. The Master Plan and Phase 1 application will be put on public exhibition for comment and formal submission. Importantly, the feedback from the community has been positive with much of the queries relating to new, expanded and upgraded facilities of the Club and ability to purchase future residential accommodation.

DOOLEYS is committed to working closely with its Members and neighbours throughout the construction and operation process.

10. CONCLUSION

This EIS has assessed a Staged State Significant Development Application comprising both Concept and Detailed proposals for the redevelopment of the DOOLEYS site. The proposal is considered appropriate for the location and should be supported by the Minister for the following reasons:

- 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 Olympic Park.
- The proposal will provide high quality hotel accommodation to satisfy current market demands. There is a strong market demand for hotel accommodation in Lidcombe and the Auburn LGA.
- 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.

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