

# Development Application Statement of Environmental Effects



## Mount Prichard Community Club

### Basement Car Park

Submitted to Fairfield City Council

On Behalf of Paynter Dixon Constructions Pty Limited

June 2014 ■ 14187

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# Contents

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1	Background	1
<b>2.0</b>	<b>Site Analysis</b>	<b>3</b>
<b>3.0</b>	<b>Description of Proposed Development</b>	<b>5</b>
3.1	Demolition and Excavation	5
3.2	Basement Car Park	5
3.3	Landscaping and Entry Features	6
3.4	Construction Management	6
<b>4.0</b>	<b>Assessment of Environmental Impacts</b>	<b>7</b>
4.1	Compliance with Relevant Strategic and Statutory Plans and Policies	7
4.2	Impact on Adjoining Properties	8
4.3	Transport and Accessibility	9
4.4	Stormwater	10
<b>5.0</b>	<b>Conclusion</b>	<b>11</b>

## Figures

<b>1</b>	Site Plan (the site shown in red)	<b>3</b>
<b>2</b>	Birds eye view of the site	<b>4</b>
<b>3</b>	View of the existing western entrance	<b>4</b>

## Tables

<b>1</b>	Summary of car spaces	<b>5</b>
<b>2</b>	Summary of consistency with key strategic and statutory plans and policies	<b>7</b>

## Appendices

### A Architectural Drawings

*WMK Architecture*

### B Landscape Drawings

*Sturt Noble Associates*

### C Traffic Report

*Transport and Traffic Planning Associates*

# Contents

**D** Stage 1 Environmental Site Assessment

*Environmental Investigations*

**E** Stormwater Management Plan

*S4B Studio*

## 1.0 Introduction

This Statement of Environmental Effects (SEE) is submitted to Fairfield City Council in support of a Development Application (DA) for a Basement Car Park at Mount Pritchard and District Community Club (herein after known as 'Mounties') at 101 Meadows Road, Mount Pritchard.

The DA seeks approval for:

- demolition of 168 at-grade car spaces;
- excavation and construction of a three level basement car park comprising 433 spaces;
- construction of 38 at-grade car spaces; and
- associated landscaping and entry feature embellishment works.

The SEE has been prepared by JBA on behalf of Paynter Dixon Construction Pty Limited, and is based on the Architectural Drawings provided by WMK Architecture (see **Appendix A**) and other supporting technical information appended to the report (see Table of Contents).

This report describes the site, its environs, the proposed development, and provides an assessment of the environmental impacts and identifies the steps to be taken to protect or lessen the potential impacts on the environment.

## 1.1 Background

### 1.1.1 Mounties

Mounties has been operating since 1968 and has expanded into one of the largest clubs in Australia. The existing club has a wide range of community and entertainment facilities including, live entertainment, bars, restaurants and a health club.

### 1.1.2 2005 Club Extension

On 22 December 2009 Fairfield City Council approved DA 335/2005 for major alterations and additions to the Club, involving internal reconfiguration, the provision of a new auditorium, theatrette, demolition of three existing dwellings and provision of additional car spaces. Construction of the approved development is yet to commence. The consent will lapse on 22 December 2014.

### 1.1.3 2012 Lobby Refurbishment

In 29 January 2013 Council approved a DA to enhance the entry experience to the Club. The approved development provided for:

- internal and external refurbishment of the western lobby;
- upgraded entry landscaping; and
- reconfiguration of the internal vehicular access to the lobby including removal of 25 car spaces.

The lobby refurbishment was designed to integrate with the approved 2005 Club Extension.

Construction of the lobby refurbishment is anticipated to commence in 2014.

### 1.1.4 2014 Club Extension

A further Development Application is intended to be lodged during 2014 for an extension to the Club. The upgrades under the approved 2005 Club Extension no longer meet the Club's operational requirements and the Club intends to seek approval for an alternative scheme in the same location.

The future extension is expected to comprise the following:

- an expanded restaurant area on Level 1;
- a multi-purpose function space on the Level 2; and
- a new loading dock area and associated back of house facilities.

Based on pre-DA advice provided by Council for the Club Extension project, Mounties has resolved to increase the number of car parking spaces on the site. In order to facilitate the delivery of the Club Extension, the proposed car park, the subject of this application, is being provided in advance of the DA for the club extension but will provide the additional car parking to accommodate the expected future demand.

The proposed car park has been designed to integrate with the future Club Extension project.

## 2.0 Site Analysis

Mounties is located at 100 Meadows Road, Mount Pritchard within the Fairfield Local Government Area. The site is irregular in shape and has a total area of approximately 5.5Ha. The site is occupied by the clubhouse building and associated parking and landscaping, as shown in **Figures 1** and **2**.

Mounties can be accessed from both Meadows Road and Humphries Road, however the Club's main entry is located on the western side of the building (see **Figures 2** and **3**). The majority of the car parking is also provided on the western side of the club. In total the site has 1199 existing car spaces.

The registered owner of the property is Mount Pritchard & District Community Club Limited. The Mounties site consists of a number of different title lots due to the clubs growth over the years. The proposed development is contained within the following lots:

- Lot 101 in DP 1085221;
- Lot 101 in DP 1006165;
- Lot 8-11 in DP 231805;
- Lot 1 in DP 231805;
- Lot 1 in DP 204583; and
- Lot B in DP 379576.

The site's locational context is shown at **Figure 1**.

The site is surrounded by a mix of low density residential uses to the south, east and west, and open space to the north. Mounties own a number of the residential properties along the south western boundary, including the properties closest to the proposed basement works on Leo Street.



**Figure 1** – Site Plan (the site shown in red)





Figure 2 – Birds eye view of the site



Figure 3 – View of the existing western entrance



## 3.0 Description of Proposed Development

This application seeks approval for the following development:

- demolition of 168 at-grade car spaces;
- excavation and construction of a three level basement car park comprising 433 spaces;
- construction of 38 at-grade car spaces; and
- associated landscaping and entry feature embellishment works.

Architectural drawings illustrating the proposed development are included at **Appendix A**.

### 3.1 Demolition and Excavation

The proposed works include demolition / removal of:

- part of the existing at-grade car park (168 spaces)
- selected brick utility / storage buildings; and
- the Humphries Road entry statement; and
- twelve (12) trees.

Following demolition the site will be excavated to RL 24.4 (three levels).

### 3.2 Basement Car Park

The car park will comprise three levels of parking with ramped access provided from the existing ground level car park. A summary of the car parking spaces and the proposed facilities across each of the basement levels is outlined below in **Table 1**. The proposed works will result in a net increase of 265 spaces across the site, resulting in a total of 1464 spaces.

**Table 1** – Summary of car spaces

Level	Total Parking Spaces	Accessible Spaces	Facilities
Ground Level	38	0	Glazed lobby, car park entrance/exit ramps, plant rooms, fire stairs.
Basement level 1	139	10	Plant rooms, escalator lobby, and fire stairs.
Basement level 2	148	10	Plant rooms, escalator lobby, and fire stairs.
Basement level 3	146	10	Plant rooms, escalator lobby, store room, and fire stairs.
<b>Total</b>	<b>471</b>	<b>30</b>	

In order to provide access from the car park to the Club, each level will have escalators leading up to a glazed lobby that connects into the approved but yet to be constructed Club lobby.

In anticipation of the future club extension, the slab above the basement car park will be left as a closed concrete slab and secured by a temporary hoarding.

Internal access within the car park will be facilitated by one-way corridors providing circulation to the ramp structure. The ramp will provide two-way access to all basement levels as well as ingress/egress from the ground level to the car park.

### 3.3 Landscaping and Entry Features

As part of the proposed works, Mounties also intend to upgrade the landscaping throughout the site. The proposed basement car park development includes ancillary landscaping and embellishment works to upgrade the entry features at the main Mounties entry along Meadows and Humphries Roads as detailed in the Landscape Plans prepared by Stuart Noble and Associates (**Appendix B**). The proposed upgrades are outlined below:

#### Humphries Road Entry

The proposed entry statement works include the demolition of the existing structure and gas jets. The proposed new works include a black granite/basalt feature wall aligned to the vehicular entry. In front of the feature wall will be a fountain and shallow pool with small water jets that will be programmed to coincide with the peak visitation times for the club.

The Mounties logo and identification sign will be displayed on the feature wall at the Humphries Road entrance. The sign will be gold metal set of the feature wall to give a floating perception. The feature wall will also be clad in gold mosaic bands, as detailed in **Appendix B**.

#### Meadows Road Entrances

The various site entrances along Meadows Road will also be upgraded with additional screening planting as well as larger trees to provide shading and a canopy protection. An entry statement will be provided at the southernmost entrance from Meadows Road. The entry will feature transplanted *Washingtonia robusta* palm trees and includes a black granite/basalt feature wall with gold Mounties signage, commensurate to the Humphries Road entrance.

#### Car parking areas

The landscaping works throughout the car parking areas consist of general tree planting and the transplanting of a number of *Washingtonia Robusta* Palm trees. The proposed planting throughout the car park will consist of both deciduous trees as well as evergreen native planting to provide a contrast.

The scheme proposes accent planting on the main access road to the Club entrance that will reinforce the hierarchy of the internal roads and improve way finding throughout the site. A number of shelters and seating areas are also to be provided along the primary pedestrian pathway through the car park to provide shelter and to reinforce way finding along the pedestrian spine. The pedestrian spine will comprise Black granite paving commensurate to the feature walls at the entrances.

#### Tree Removal

The proposed car park will require the removal of 12 trees from the site due to the required excavation works and impacts on the Tree Protection Zones (TPZ). The trees are all located internally within the site and are not considered to provide a significant contribution to the amenity of the surrounding streetscape or neighbouring properties. Further to this new tree planting across the site is considered to improve the amenity of the area and more than makes up for the trees lost on the site. As such, consent is sought in this application for the removal of these trees.

### 3.4 Construction Management

A Construction Waste Management Plan and Construction Sediment and Erosion Plan will be prepared prior to the issue of a Construction Certificate in order to ensure the construction impacts of the development are appropriately managed.

## 4.0 Assessment of Environmental Impacts

This section considers the planning issues relevant to the proposed development. It contains our assessment of the environmental impacts of the proposal and identifies the steps to be taken to prevent or mitigate the potential impacts on the environment.

### 4.1 Compliance with Relevant Strategic and Statutory Plans and Policies

The DA's consistency and compliance with the relevant statutory plans and policies is located in **Table 2** below. Variations to, and non-compliance with, the key standards and guidelines highlighted in the table are discussed in the following sections of this environmental assessment.

**Table 2** – Summary of consistency with key strategic and statutory plans and policies

Instrument	Comments	
SEPP 55	A Stage 1 Environmental Site Assessment has been prepared by Environmental Investigations and is included at <b>Appendix D</b> . The Stage 1 ESA concludes that the site is suitable for the proposed use.	
SEPP 64	The proposed signage included in the landscaping works is classified as Business identification signage as defined in the SEPP. The proposed signage is of a low scale and does not involve any intense lighting or moving parts. As such the signage will not cause a visual distraction to vehicular traffic and is generally consistent with the criteria outlined in Schedule 1 of the SEPP. Refer to DCP assessment below.	
SEPP (State and Regional Development) 2011	As the proposal is a class of development described in Schedule 4A of the EP&A Act, being a development that has a capital investment value of more than \$20 million, Part 4 of the State and Regional Development SEPP applies to the DA. Under Part 4 of the SEPP the Council's consent function is exercised by the Joint Regional Planning Panel (JRPP)	
SEPP (Infrastructure) 2007	Pursuant to Schedule 3 of the SEPP the proposed development will be traffic generating development as it comprises an area used exclusively for parking with space for 200 or more motor vehicles. Accordingly the DA will be referred to the RMS for comment.	
Fairfield Local Environmental Plan 2013	Part 2 - RE2 - Private Recreation	The proposed development is ancillary to the approved use of the site as a 'Registered Club', which is permissible in the RE2 zone.
	Clause 4.3 Height	No height standard applies to the site.
	Clause 4.4 Floor Space Ratio	No FSR standard applies to the site.
	Clause 5.9 Preservation of Trees or vegetation removal	The proposed trees to be removed are not specified in the DCP and as such consent is sought for their removal. Refer to Section 3.3 for detail.
	Clause 6.2 Earthworks	The proposed basement car park will require excavation. The earthworks will be undertaken in accordance with a Construction Management Plan prepared prior to issue of a Construction Certificate. The move to relocate car parking on the site from at-grade to basements will have a significant positive visual impact over time.
Fairfield City Wide Development Control Plan 2013	Chapter 10.1 Non-Residential Development in Residential Zones	
	10.1.1 Parking Provisions	Complies. See Section 4.3
	10.1.2 Vehicular Access	Complies. See Section 4.3
	10.1.3 Servicing	No change is proposed to the approved servicing

Instrument	Comments
Provisions	provisions.
10.1.4 Management of Waste	No change is proposed to the approved waste management.
10.1.5 Advertising and signage	As outlined in Section 5.1.5 clause i), the proposed signage is to be assessed based on merit. An assessment of the proposed signs against the relevant provisions in Appendix C is provided below.
Appendix C Advice for designing Advertising Signage	<p>The proposed entry signage is classified as flush wall signs. The proposed signs are consistent with the DCP controls as they will</p> <ul style="list-style-type: none"> <li>– not project more than 300mm from the feature wall;</li> <li>– not cover more than 20% of the area of the wall. It is noted that the signs are not located on the building facades however the proposal is consistent with the intent of the control as only one sign is proposed on each feature wall; and</li> <li>– not project above or beyond the feature walls.</li> </ul> <p>The proposed signs will be lit with low intensity ground lights and are consistent with the DCP controls for Flood lit signs as:</p> <ul style="list-style-type: none"> <li>– They will not occupy an area larger than 12m<sup>2</sup></li> <li>– they will only provide one per wall</li> <li>– they will not project above or beyond the feature walls.; and</li> <li>– they will not cover any windows or architectural features</li> </ul>
10.1.6 Building Design	N/A
10.1.7 Fencing and Screening	No external fencing is proposed.
10.1.8 Landscaping	The proposed development will increase the area of landscaping on the site and reduce the visual impact of the Mounties building.
10.1.9 Extended Operating Hours	No change to the hours of operations is proposed.
Chapter 12 Car Parking, Vehicle and Access Management	See Section 4.3

## 4.2 Impact on Adjoining Properties

### 4.2.1 Built Form and Visual Impact

The proposed development will provide new car parking for Mounties underground, reduce the number of at-grade spaces, and provide additional landscape areas, improving the visual impact of the large areas of car parking currently present on the site. The move to relocate car parking on the site from at-grade to basements will have a significant positive visual impact over time.

In addition the DA includes a range of landscape upgrades, including the entry statements, which will also improve the appearance of the site.

The proposed above ground structures will not result in any adverse built form impacts, including any overshadowing.

### 4.2.2 Residential Amenity

The proposed car park will not result in any adverse impacts on the amenity of the surrounding residential properties. As noted in Section 4.2.1 the proposed works will generally improve the visual appearance of the site.

It is noted that the adjoining properties near the southern boundary on Leo Street are owned by Mounties. The only dwelling on the boundary located near the proposed works is 27 Young Street. The development will result in removal of the car spaces nearest to this property and replacement with landscaping, therefore having a positive impact.

The relocation of car spaces into a basement and additional landscaping along the boundaries will reduce the impact of car movements through the car park on the adjoining area.

## 4.3 Transport and Accessibility

An Assessment of Traffic and Parking Implications has been prepared by Transport and Traffic Planning Associates and is provided at **Appendix C**. The assessment documents the existing road network and traffic conditions, provides an assessment of the traffic impacts of the proposed development and the access and internal design arrangements. The conclusions of the Traffic Impact Assessment are summarised below.

### 4.3.1 Traffic Generation

The provision of the additional parking spaces will not in itself generate additional traffic movements as there will not be any increase in the Club's floor area as part of the development. Any additional floor area and its associated traffic generation will be assessed as part of the future application for that area.

### 4.3.2 Car Parking

There are currently 1,119 car parking spaces provided on the site across an existing basement car park and at grade car parks. The proposed basement car park and reconfigured ground level car park will result in a net increase of 265 spaces across the site, providing a total of 1464 spaces.

It is noted that no additional floor space or alterations to the clubs facilities are proposed. As such, the car park is to cater for the existing parking demand created by the site and will provide future capacity for the Club's future expansion project.

As detailed in the Traffic Report, parking accumulation surveys have been undertaken at the club which find that the existing car parking spaces on the site are 86.5% occupied at 9pm on Friday evenings, the busiest time for the club.

The Traffic Report concludes that the increased provision will:

- provide for special event occasions at the Club;
- encourage patrons who presently park on-street to park in the onsite Carpark; and
- provide for the envisaged masterplan upgrade of the Club.

### 4.3.3 Access

The existing vehicle accesses for the Club will remain unchanged with the exception of the existing egress driveway on Meadows Road located towards the southern boundary. The existing egress driveway at this location will be widened to provide a combined ingress/egress driveway. This access point is located on a

straight and level section of Meadows Road where there is good sight distance available and gaps provided in the traffic flows created by the operation of the traffic signals at the Cabramatta Road and Elizabeth Drive intersections facilitate the Club access movements.

Within the site, the Traffic Impact Assessment finds the access arrangements for the development to be acceptable as:

- Swept path analysis undertaken has confirmed that vehicles will be able to adequately manoeuvre within the basement.
- Proposed parking areas, access ramps and circulation within the car park has been designed to generally satisfy AS2890.01:2004 ('off-street car parking');
- Proposed disabled car parking spaces have been designed in accordance with AS2890.6:2009 (off-street parking for people with disabilities); and
- waste rooms and storage areas are appropriately located adjacent to the pickup zone to allow for easy collection.

## 4.4 Stormwater

A Stormwater Management Plan (SMP) has been prepared by S4B Studio and is included at Appendix E. The SMP concludes that as there is increase in hard stand area as a result of the proposed new car park, no additional stormwater runoff is expected from the site and therefore no impact is expected to be created on the existing council stormwater network. The existing stormwater services will be augmented within the site to suit the proposed development.



## 5.0 Conclusion

The proposed development seeks approval for the construction of a three level basement car park and improved landscaping at Mounties, Mount Pritchard. The proposed development will provide the additional car parking necessary to support the on-going and future development of the Club. The development complies with all the relevant plans and policies and will not result in any adverse environmental impacts.

In light of the merits of the proposal and in the absence of any significant adverse environmental, social or economic impacts, we have no hesitation in recommending that the application be approved subject to standard conditions of consent.