

Proposal: The proposal is described as:

- 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.

Location: Lot: 1 DP: 204779, Lot: 7 DP: 231805, Lot: 8 DP: 231805, Lot: 9 DP: 231805, Lot: 10 DP: 231805, Lot: 11 DP: 231805, Lot: 2 DP: 204779, Lot: 3 DP: 524205, Lot: 4 DP: 524205, Lot: 12 DP: 521803, Lot: 21 DP: 536004, Lot: B DP: 379576, Lot: 31 DP: 201418, Lot: 1 DP: 231805, Lot: 2 DP: 231805, Lot: 3 DP: 231805, Lot: 22 DP: 231805, Lot: 4 DP: 231805, Lot: 5 DP: 231805, Lot: 6 DP: 231805, Lot: 12 DP: 231805, Lot: 101 DP: 1006165, Lot: 101 DP: 1085221, Lot: 2005 DP: 1090149, No. 101 Meadows Road MT PRITCHARD

Owner: Mt Pritchard District and Community Club

Proponent: Paynter Dixon Constructions

Capital Investment Value: \$23,934,135

File No: DA 403.1/2014

Author: Karl Berzins, Consultant Planner
Fairfield City Council

SUPPORTING DOCUMENTS

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EXECUTIVE SUMMARY

Pursuant to Schedule 4A of the Environmental Planning & Assessment Act 1979 the proposal has been referred to the JRPP because the proposed development has a capital investment value of more than \$20 million.

The proposed works are as follows:

- 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 demolition works include:

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

The car park will comprise three levels of parking with ramped access provided from the existing ground level car park near the western side of the club building. The underground car park will be located in the south-western corner of the site. There will be two points of access to the underground car park.

The proposed works will result in a net increase of 303 spaces across the site, resulting in a total of 1610 car parking spaces on the site. The escalators servicing the underground car park will provide access to and from the western foyer of the existing club building. The proposal will not change the existing number of driveways servicing the site.

As part of the proposed works, Mounties also intend to upgrade the landscaping throughout the site. The entry features at the main Mounties entries along Meadows and Humphries Roads will be upgraded. The proposed entry statement works on the Humphries Road frontage 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.

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).

In December 2014 a further DA was lodged for alterations and additions to the club. DA 714.1/2014 has been reported to the Joint Regional Planning Panel (JRPP) to be determined concurrently with this application.

The existing club and associated improvements (Mounties) is located on an irregular parcel of land having a total area of 5.5ha. The club building is two storeys in height and contains gaming rooms, function rooms, snooker room, administrative offices, gym and restaurants.

The site has vehicular frontages to Humphries Road to the west and Meadows Road to the east. The majority of the car parking for Mounties is provided on the western side of the building. The site currently provides for 1199 car parking spaces. There is some below ground multi-deck parking in the north eastern corner of the site.

The site and surrounding properties have been occupied by residential properties and market gardening activities until the early 1980's when the central and south-eastern part of the site was redeveloped to a community club surrounded by asphalt car parking. Additional parking has been provided around the club in the last twenty years by the club purchasing adjoining residential properties, demolishing the houses and providing car parking for its patrons.

The subject site is zoned RE2 Private Recreation pursuant to the Fairfield Local Environmental Plan 2013. The proposed development is ancillary to the approved use of the site as a 'Registered Club', which is a permissible use in the RE2 zone.

The proposal complies with the requirements of Fairfield Local Environmental Plan 2013 and Fairfield City Wide Development Control Plan 2013.

In accordance with the provisions of SEPP Infrastructure 2007, the proposal was referred to the RMS who have advised Council that they have no objection to the development and have provided no conditions of development consent.

The impacts of the development can be controlled by conditions of development consent. Special conditions have been formulated to assuage resident's concerns in regard to property damage during the construction of the underground car park.

The proposed development was notified to adjoining property owners, and placed on public exhibition from 26th August 2014 to 15th September 2014. A total of five submissions were received. The submissions do not raise any issues that warrant refusal of the application. Conditions of consent will address the majority of the adjoining residents' concerns.

The proposed development has been assessed against the relevant heads of consideration contained in Section 79C of the Environmental Planning and Assessment Act 1979 and has been found to be satisfactory. The site is suitable for the proposed development and the proposal is in the public interest. The proposal is therefore worthy of the Joint Regional Planning Panel's support.

SITE DESCRIPTION AND LOCALITY

The existing club and associated improvements (Mounties) is located on an irregular parcel of land having a total area of 5.5ha. The development site comprises of 24 lots. The club building is two storeys in height and contains gaming rooms, function rooms, snooker room, administrative offices, gym and restaurants.

The site has vehicular frontages to Humphries Road to the west and Meadows Road to the east. The majority of the car parking for Mounties is provided on the western side of the building. The site currently provides for 1199 car parking spaces. There is some below ground multi-deck parking in the north eastern corner of the site.



Figure 1 Site Location

The surrounding development comprises of single and two storey detached dwelling houses on suburban lots. 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.

The sites topography is consistent with adjoining lands and slopes gradually to the north west with an approximate gradient of 1m vertical to 40m horizontal (i.e.2.5%) across the site.

In summary, the site and surrounding properties have been occupied by residential properties and market gardening activities until the early 1980's when the central and south-eastern part of the site was redeveloped to a community club surrounded by asphalt car parking. Additional parking has been provided around the club in the last twenty years by the club purchasing adjoining residential properties, demolishing the houses and providing car parking for its patrons.

BACKGROUND

The site has been developed over a period of forty years and there are numerous development applications pertaining to the site. The two most recent are DA355/2005 which related to alterations and additions to Mt Pritchard District and Community Club, involving internal reconfiguration, the provision of a new auditorium, theatrette, demolition of three (3) existing dwellings and provision of additional car parking spaces. Construction of this development never commenced and the consent lapsed on the 22 December 2014.

DA607.1/2012 was approved in 2013 for the following development:

- Internal and external refurbishment of the western lobby
- Upgraded entry landscaping and,

- Reconfiguration of the car parking area and access aisles near the western lobby including the removal of 25 car parking spaces.

Construction of this development is yet to commence.

PROPOSAL

The proposed works are as follows:

- 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 demolition works include:

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

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 303 spaces across the site, resulting in a total of 1502 spaces. The escalators servicing the underground car park will provide access to and from the western foyer of the existing club building. The proposal will not change the existing number of driveways servicing the site.

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.
Total	471	30	

Table 1 – Summary of car spaces

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 (See Attachment X)

The proposed entry statement works on the Humphries Road frontage 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 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.

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,

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.

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).

PLANNING ASSESSMENT

The development has been assessed in accordance with the matters for consideration under Section 23G and 79C of the Environmental Planning and Assessment Act 1979 as follows:

1. Section 23G - Joint Regional Planning Panels

Under Section 23G of the Environmental Planning and Assessment Act 1979, the functions of Council are conferred to a regional panel if stipulated under an environmental planning instrument. 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 development application (DA). Under Part 4 of the SEPP the Council's consent function is exercised by the Joint Regional Planning Panel (JRPP)

2. Section 79C(1)(a)(i) – Any Environmental Planning Instrument

2.1 State Environmental Planning Policy (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 has been referred to the

RMS for comment. The RMS have advised Council that they have no objection to the development and have provided no conditions of development consent (Refer to Attachment F).

2.2 State Environmental Planning Policy No 55—Remediation of Land

A Stage 1 Environmental Site Assessment (ESA) has been prepared by Environmental Investigations and is included as Attachment E. The Stage 1 ESA concludes that the site is suitable for the proposed use. Council's environmental officers agree with the report's findings that land contamination is not an issue on the site.

2.3 State Environmental Planning Policy No 64—Advertising and Signage

This SEPP applies because of the proposed signage which is considered to be "business identification signage". There is proposed signage on both the Humphries and Meadows Road frontages. The proposal complies with the requirements of SEPP No. 64 - Schedule 1 as shown in Attachment G.

2.4 Fairfield Local Environmental Plan (LEP) 2013

The subject site is zoned RE2 Private Recreation pursuant to the Fairfield Local Environmental Plan 2013. The proposed development is ancillary to the approved use of the site as a 'Registered Club', which is a permissible use in the RE2 zone.

The objectives of the RE2 zone are as follows:

- To enable land to be used for private open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.

The proposed development complies with the first two zone objectives. The third objective is not relevant to the proposal.

Fairfield LEP 2013 contains a number of clauses that are relevant to the assessment of the proposal:

2.4.1 Clause 4.3 – Height of Building

No height standard applies to the site.

2.4.2 Clause 4.5 – Floor space ratio

No FSR standard applies to the site.

2.4.3 Clause 5.9 - Preservation of trees or vegetation

This clause provides that the removal of certain trees requires the consent of Council. The removal of 12 trees is sought through this application 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. The removal of existing trees is supported in the circumstances of this case as the

proposed landscaping, especially the planting of approximately 50 palm trees will be satisfactory compensation for their removal.

2.4.4 Clause 6.2 – Earthworks

Before granting development consent for earthworks (or for development involving ancillary earthworks), the consent authority must consider the following matters:

- (a) the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality of the development,
- (b) the effect of the development on the likely future use or redevelopment of the land,
- (c) the quality of the fill or the soil to be excavated, or both,
- (d) the effect of the development on the existing and likely amenity of adjoining properties,
- (e) the source of any fill material and the destination of any excavated material,
- (f) the likelihood of disturbing relics,
- (g) the proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area,
- (h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.

The proposed excavations will be undertaken on land that is already sealed. The impact of the excavations on the drainage pattern and soil stability in the locality will be negligible. Conditions can be applied so that in the event of heavy rains any dewatering of the excavation does not result in receiving waters being subject to high levels of suspended sediment from the dewatering process. The excavation will be appropriately stabilised during the construction period and when complete the underground car park will be an asset on the land rather than a liability.

The soil to be excavated is a clay rich soil common to Wianamatta Shales found in the locality. The lower layers of excavation will be shale.

The excavation of the underground car park will trigger special conditions of consent relating to the preparation of a Dilapidation Report for residential properties adjoining the site in the vicinity of the proposed excavations. The preparation of a geotechnical report will also be required that covers the following;

- a. an indication of the nature and depth of any uncontrolled fill at the site;
- b. an indication of the nature and condition of the material to be excavated;
- c. indications of groundwater or seepages;
- d. required temporary measures for support of any excavations deeper than 1m adjacent to property boundaries;
- e. statement of required excavation methods in rock and measures required to restrict ground vibrations;
- f. other geo-technical information or issues considered relevant to design and construction monitoring.

A condition will be required to address the issue of support and protection for neighbouring buildings.

All excavated material will be removed from the site to a yet to be determined EPA licensed and approved location. This can be covered by a condition of development consent.

Given the history of land use on the site and the excavation being undertaken on an existing car park there it is extremely unlikely that any relics will be disturbed.

3. Section 79C(1)(a)(ii) – Any Draft Environmental Planning Instruments

There are no draft Environmental Planning Instruments applying to the subject land

4. Section 79C(1)(a)(iii) – Any Development Control Plan

4.1 Fairfield City Wide Development Control Plan (DCP) 2013

Chapter 12 of the DCP which deals with parking and access is relevant to the proposal.

There are currently 1,332 car parking spaces provided on the site. There are 1031 “at grade” car parking spaces and 301 spaces in an existing basement car park adjoining the northern side of the club. In 2013 approval of DA 607.1/2012 resulted in a loss of 25 car parking spaces leaving a total of 1307 car spaces when the porte cochere works approved in DA 607.1/2013 are completed. These works are yet to commence.

The proposed basement car park and reconfigured ground level car park will result in a net increase of 303 spaces across the site, providing a total of 1502 car parking spaces. No additional floor space or alterations to the clubs facilities are proposed as part of this development application.

The applicant has lodged a separate development application (DA 714.1/2014) wherein it is proposed to demolish three dwelling houses, partial demolition of the existing club, construction of a new southern extension to the club comprising restaurants, an auditorium and function spaces, provision of seven bus parking and thirty car parking spaces, signage, landscaping of the new car park and provision of a children’s playground. An assessment of the parking demand arising from the abovementioned development has been undertaken in the report to the JRPP on this matter. This assessment has found that the total proposed parking provision on the site including the spaces in the underground car park is in excess of the car parking spaces required on site for the floor space expansion proposed in DA 714.1/2014.

The design of the underground car parking area has been assessed and found satisfactory. Conditions have been imposed that internal driveways and car parking spaces comply with the applicable Australian Standard.

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.

The proposal complies with the development controls in Chapter 12 of the DCP.

5. Section 79C(1)(a)(iv) – The Regulations

Subject to the imposition of conditions of consent, Council's Building Surveyor has raised no objection to the proposed development regarding fire safety considerations as prescribed under the Environmental Planning and Assessment Regulation 2000.

6. Section 79C(1)(b) – The Likely Impacts of the Development

6.1 Environmental Impacts

6.1.1 Noise

There is a mix of low density residential use to the south, east and west and open space to the north of the site. The most affected residential premises is located on the south western boundary, being No.27 Young Street, Mt Pritchard.

In view of Council's complaint register, no complaints have been received in relation to the operation of the existing car park.

An acoustic report was submitted to assess the noise level from the use and operation of the proposed car park supply and exhaust fans situated within the two plant rooms. The report assessed noise emissions in accordance to the EPA Industrial Noise policy (INP).

The following measurements were obtained:

Location	Time of Day	Intrusive LAeq(15minutes) Sound Criterion [dB]	Amenity LAeq(period) Noise Level [dB]	Applicable Noise Criterion [dB]
Boundary of nearest residential receivers	Day (7am to 6pm)	44	51	44
	Evening (6pm to 10pm)	47	45	45
	Night (10pm to 7am)	44	42	42

The supply fans are situated on the northern corner of the car park on each of the three levels of the proposed car park and the exhaust fan is situated on the western corner on each level. The fans are anticipated to run 24 hours a day, 7 days a week.

In view of the INP, the predicted noise level to nearby residents complies within the night time criteria. The report states that compliance with the more stringent night time criteria will ensure compliance with the less stringent daytime and evening criteria. Council officers are satisfied with this justification. The below table demonstrates compliance with the predicted mechanical noise emissions at residences:

Plant room	Location	EPA Night-time LAeq Noise Criterion (dB)	Calculated Noise Emission (dB)	Achieves EPA Criterion
Northern Plant	Boundary of	42	<35	Yes

Room – supply fans	nearest residential receivers			
Western Plant Rooms – exhaust fans			<35	Yes

The submitted acoustic report provides numerous recommendations to ensure further compliance with the INP, including:

- Duct and elbow line consisting of thick polyester acoustic insulation.
- Installation of louvres in both plant rooms
- Walls constructed of masonry or concrete block with no gaps

Conditions can be placed on the consent to ensure the recommendations contained within the submitted acoustic report are implemented.

As there will be a decrease in the number of at grade spaces and the fact that car movements in the new car park will be largely underground, noise impacts from patron's vehicles will not be significantly greater than currently exist on the site.

In terms of patron behaviour when arriving or leaving the club, this aspect is covered in the Plan of Management for the operation of the site and will be enforced as a condition of development consent.

Construction noise will be regulated through a standard condition of development consent.

In accordance with the Fairfield City-Wide Development Control Plan 2013, the proposed development was required to be notified for a period of 21 days from the 26 August 2014 until 16 September 2014. In response five (5) submissions have been received and these are attached as Attachment H. The following table provides a summary of the grounds of objection together with comments.

6.1.2 Water Pollution

The stormwater plan submitted with the development application documentation has been amended by the applicant to limit the amount of storm water flowing into the basement car park. Council previously requested the applicant to modify the stormwater plan so that areas draining to a basement pump out system, such as ramps, shall be limited to a maximum of 50m². This has been achieved by roofing the entry to the underground car park thereby redirecting stormwater to the surface drainage system. Further to the roof, a bund shall also be incorporated into the ramp design to prevent surface flows from entering the ramp and basement drainage systems.

These aspects will be conditioned so that the applicant will be required to submit amended plans complying with the above initiatives at Construction Certificate stage.

The surface where the underground car park is to be built is currently sealed. There will be no net increase in hard surface areas and therefore no increase in runoff.

Conditions can be applied so that in the event of heavy rains during the construction period, any dewatering of the excavation does not result in receiving waters being subject to high levels of suspended sediment from the dewatering process.

Council's engineers have provided conditions to minimise water pollution from the site when the use is operational.

6.1.3 Air Pollution

The proposed development is not likely to cause air pollution once operational. Appropriate dust suppression methods during the construction phase are not outlined within the Statement of Environmental Effects (SEE). This aspect is recommended to be covered by a condition of development consent.

6.1.4 Context and Setting

The proposed development is for the upgrading of an existing facility which has served the local and regional community for over thirty years. The underground car park will have no visual impacts apart from enhanced landscaping on the site and the land use conforms with Council's long term planning intent for the locality.

6.1.5 Building and Site Design

The underground car park has been sited and designed so that entry and exit from the car park is well away from adjoining residential properties (approximately 40 metres and behind an acoustic screen wall)

6.1.6 Landscaping

The DA includes a range of landscape upgrades, including the entry statements, which will improve the appearance of the site. Apart from landscaping associated with the entry statement, approximately 30 mature palm trees will be planted throughout the above ground car park to improve the amenity and appearance of the site. The landscaping component of the development is supported.

6.1.7 Traffic and Parking

Council's Traffic Engineers have examined the proposal and have no objection to the proposal on traffic or parking grounds. Recommended conditions have been provided by Council's Traffic Engineers regarding the safe use of the underground car park.

The application was referred to the RMS who have raised no objection to the proposal. The RMS have provided no conditions to be applied on the consent.

The issue of parking on the site was previously covered in Section 4.1 of this report.

6.1.8 Accessibility

The existing vehicle access points 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.

The proposal provides for forty eight car parking spaces for people with disabilities in the underground car park. These spaces have easy access to a lift that provides direct entry into the club foyer.

6.1.9 Social and Economic Impacts.

The proposal will have no significant social or economic impacts on the wider community.

7. Section 79C(1)(c) – The Suitability of the Site for the Development

The proposal involves the provision of an underground car park on a site that currently has a large amount of at grade car parking spaces. The underground car park is to be located on a site that is suited to such a use. The proposal does not result in any significant impacts that cannot be ameliorated by conditions of development consent.

8. Section 79C(1)(d) – Any Submissions made in relation to the Development

In accordance with Council's City Wide DCP, the proposed development was notified to adjoining property owners, and placed on public exhibition from 26th August 2014 to 15th September 2014. A total of five submissions were received.

The issues raised within the received submissions are summarised below and comments provided in tabular form.

Issue	No. of times raised	Comment
No noise analysis has been provided for the underground car park and the plant room located at ground level.	3	An acoustic report was lodged with the DA documentation that assessed the noise level from the use and operation of the proposed car park and exhaust fans situated within the two plant rooms. The report assessed noise emissions in accordance to the EPA Industrial Noise policy (INP). The proposal has been assessed to comply with INP criteria. A condition will be imposed on the consent requiring the applicant to comply with the operational recommendations contained in the acoustic report.
No details have been provided with respect to lighting and glare experienced by adjoining residential properties.	3	A condition will be imposed requiring the applicant to install all lighting on the site to comply with the relevant Australian Standards.
More cars will result in increased noise levels to adjoining neighbours.	3	As there will be a decrease in the number of at grade spaces and the fact that car movements in the new car park will be largely underground, noise

		impacts from patron's vehicles are considered to be not significant.
Increased potential for anti-social behaviour when club patrons are leaving the premises late at night.	3	This matter will be addressed through conditions of consent requiring the applicant to comply with a Plan of Management in regard to patrons leaving the site.
The underground car park is too close to residential properties and the setback should be larger.	3	The proposal is set back 5 metres from the nearest residential property. This setback and conditions regarding dilapidation & geo-technical reports will ensure that adjoining residential properties are protected.
Increased traffic on adjoining local roads leading to a disruption of residential amenity.	4	Humphries and Meadows Roads are local collector roads and have the capacity to absorb the additional car traffic generated by the proposal. The RMS raised no objection to the proposal.
No indication of the size of the exhaust emission outlets.	4	The acoustic report indicates that the exhaust fans have a night time emission of <35 decibels. Such sound levels comply with the Industrial Noise policy (INP) criteria.
The development will be detrimental to adjoining residents' health.	3	There is no evidence that the proposal will be detrimental to adjoining residents' health.
The large excavation and construction of the underground car park will affect the structural integrity of adjoining dwelling houses. No indication that adjoining properties will be monitored during the construction phase of the proposal.	3	Conditions will be imposed requiring the applicant to provide dilapidation & geo-technical reports as well as meeting requirements for support and protection for neighbouring buildings.
Trees and shrubs to be provided as landscaping will affect adjoining residents' stormwater and sewerage lines.	3	The nature of trees (palms) to be provided and their location will result in no detrimental impacts on adjoining residents' stormwater and sewerage lines.
No restrictions on parking on weekends and public holidays.	3	There are currently no restrictions in this regard. The proposal does not warrant any additional restrictions.
The proposal favours private transport over public transport and will increase air and noise pollution.	3	The proposal does favour private transport. The increase in pollution attributable to the proposal is not significant enough to warrant any special conditions in this regard.
The proposal does not reduce greenhouse emissions	3	Agreed

generated in the City of Fairfield.		
The proposal will make pedestrian access across Humphries Road more difficult.	2	The nearest pedestrian crossing to the entrance of the subject land is located 200m to the north where Humphries Road intersects Cabramatta Road. The additional traffic generated by the proposal does not warrant the imposition of a condition requiring a pedestrian crossing nor is it warranted to refuse the application on safety grounds
Council should not adhere to its parking provisions in the DCP and thus encourage sustainable transport options.	1	The non provision of parking on site will more than likely result in patrons still driving to the site and parking on public roads adjoining the site rather than coming to the site via public transport.
The proposal does not encourage pedestrian friendly districts.	2	The increased traffic generation will not significantly affect pedestrian movements on Humphries or Meadows Roads.
The proposal will result adjoining residential properties being devalued.	2	There is no evidence to support this assertion.
The fire stair access will result in noise and anti-social behaviour to adjoining residents.	1	This matter can be covered by a Plan of management relating to the operation of the site. Such a Plan will be required as a condition of development consent.
The applicant should not be able to use adjoining residential streets to the south of the site to export spoil and import construction materials and machinery. An option is to use a drainage reserve off Green Valley Creek where it crosses Cabramatta Road.	1	Agreed. This matter will be covered by a condition of development consent requiring the applicant to use Humphries road and Cabramatta Road West as the designated trucking route.

The submissions do not raise any issues that warrant refusal of the application. Conditions of consent will address the majority of the adjoining residents concerns.

9. Section 79C(1)(e) – The Public Interest

The proposal will improve the visual appearance of the site as well as providing more accessible parking closer to the entrance of the existing club.

10. Section 94 Contributions

The proposed development has an estimated construction cost of \$23,934,135. In accordance with Fairfield City Councils adopted s94A contribution plan this requires payment of a development contribution of \$239,341.00. A condition of development consent has been imposed which specifies this amount is payable.

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.

Conditions of development consent have been proposed which will ensure the effective operation of the underground car park with a minimal impact on the adjoining residential development. The proposed development has been assessed against the relevant heads of consideration contained in Section 79C of the Environmental Planning and Assessment Act 1979 and has been found to be satisfactory. The site is suitable for the proposed development and the proposal is in the public interest. The proposal is therefore worthy of the Joint Regional Planning Panel's support.

Accordingly, it is recommended that the application be approved subject to conditions outlined in Attachment I of this report.

RECOMMENDATION

1. That development application No. 403.1/2014 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.at No. 101 Meadows Road MT PRITCHARD be approved subject to conditions as outlined in Attachment H of this report.
2. Those that made submissions are advised of the determination.