

# cityscapeplanning+projects

## STATEMENT OF ENVIRONMENTAL EFFECTS

### **PROPOSED REDEVELOPMENT OF CABRA- VALE DIGGERS CLUB**

No. 1 BARTLEY ST, CANLEY VALE

Version 2

AUGUST 2017

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This report is provided to accompany a Development Application to be lodged on the subject land and is to be used for that purpose solely and for the client exclusively. No liability is extended for any other use or to any other party. Whilst the report is derived in part from our knowledge and expertise, it is based on the conditions prevailing at the time of the Report and upon the information provided by the client.

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## 1.0 INTRODUCTION

*Cityscape Planning + Projects* has been engaged to prepare a Statement of Environmental Effects (SEE) to accompany a Development Application (DA) to be submitted on the subject site. Detailed plans and a completed DA form have been provided separately.

The SEE describes the proposed development and subject site and undertakes an assessment of the proposal against the *Environmental Planning & Assessment Act 1979*, as well as the aims, objectives and development provisions of Fairfield LEP 2013 and its associated DCP.

It has been compiled, through on ground investigations, research, analysis and discussion with officers of Fairfield City Council and is to be read in conjunction with the following plans and reports:

Architectural Drawings	<i>Altis Architecture</i>
Accessibility	<i>Accessibility Solutions</i>
Acoustic	<i>JHA</i>
BCA	<i>Vic Lilli</i>
Community Engagement	<i>Engagement Hub</i>
Economic Impact	<i>Hill PDA</i>
Fire systems / Safety	<i>JHA &amp; Olsson Fire</i>
Flood Impact Assessment	<i>Molino Stewart</i>
Flood Emergency Response Plan	<i>Molino Stewart</i>
Geotechnical	<i>Aargus</i>
Heritage Impact	<i>Urbis</i>
Landscape Concept	<i>Greenland Design</i>
Sustainability & Section J	<i>JHA</i>

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Infrastructure and Services	<i>JHA</i>
Quantity Surveyor	<i>Construction Consultants</i>
Social Impact	<i>Milestone</i>
Stormwater	<i>Xavier Knight</i>
Traffic Impact & Management	<i>Traffix</i>
Urban Design Analysis	<i>GMU</i>
Waste Management	<i>Waste Audit</i>

The development also relies upon a proposed DCP variation which has previously been lodged with Council and this development application is also to be read in conjunction with that application.

## 2.0 THE SUBJECT SITE

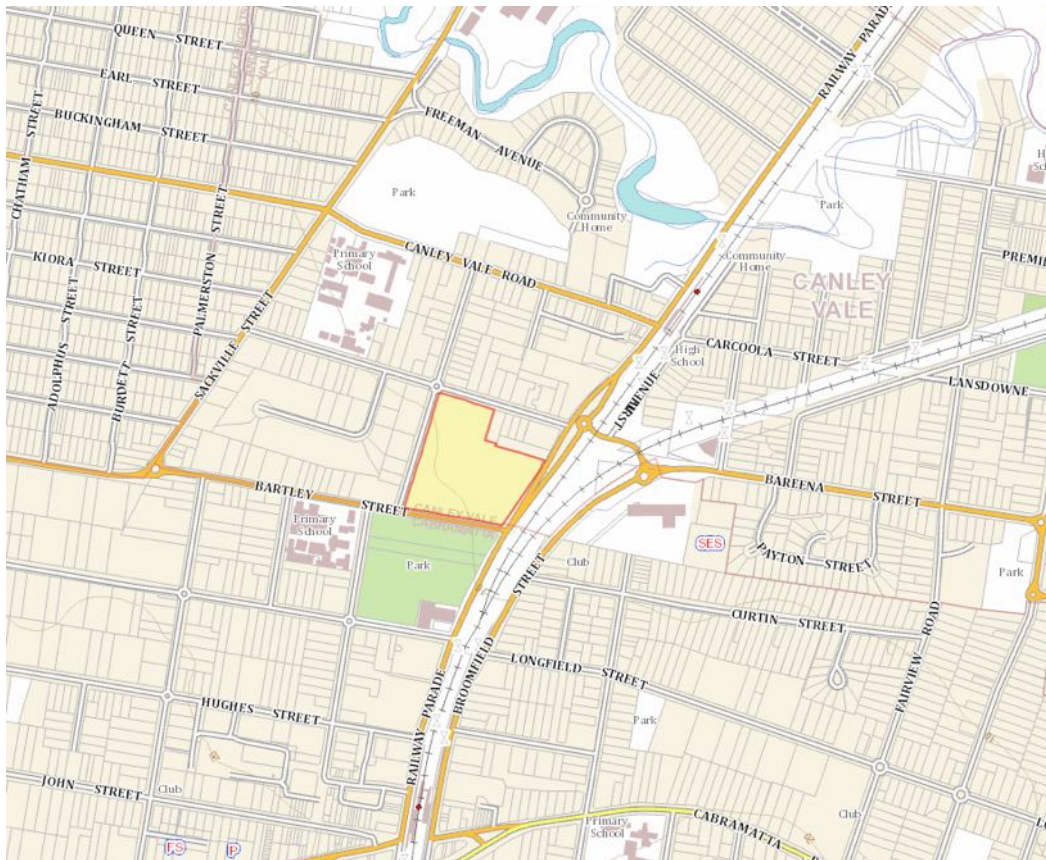
The subject site is a large irregular shaped parcel located at the north-western corner of Bartley St and Railway Ave, Canley Vale. It has a site area of approx. 32900m<sup>2</sup> with a frontage to Phelps St of approximately 206m and a frontage to Bartley St of approx. 172m. The site also a frontage to Pevensey St and Railway Parade.

The site is known as 1 Bartley St, Canley Vale but has the following real property description:

Lot: 51      DP: 1120245

Figures 1 demonstrates the location of the site and Figure 2 provides an image that demonstrates the site configuration.





## **2.1 NATURAL ENVIRONMENT**

The site and its immediate environs are located on the northern southern floodplain of Orphan School Creek Cabramatta Creek and as such experiences limited topographic relief. The proximity to the site to that Creek is evident in the topographic plan provided at Figure 1.

The site has also been cleared of much of its natural vegetation as part of previous development, however does provide some landscaping along its boundaries.

Images of the site that confirm its cleared status are provided at the aerial photo at Figure 3 and images at Figure 5-8.

## **2.2 FLOODING, BUSHFIRE + HAZARD**

The site proximity to Orphan School Creek results in the site being exposed to a flood hazard. Figure 5 provides an image of Council flood mapping and reveals that the site is located within a low and medium flood risk precinct.

The site is not identified as being bushfire on the relevant Council maps.

## **2.3 EXISTING DEVELOPMENT**

The site currently accommodates a large club building together with a bowling greens and a large deck and at-grade car park.

The location and images of these buildings and land uses are evident at Figure 3 and 5-8.

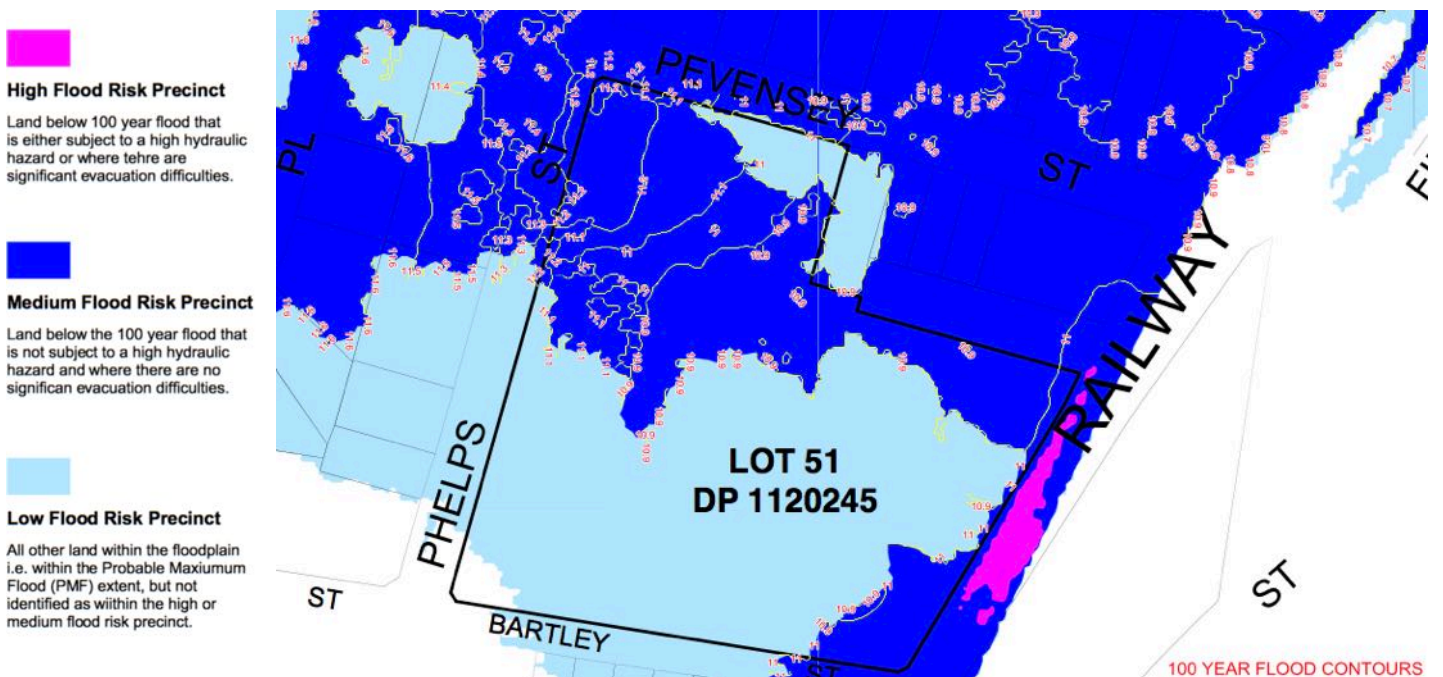
The site also accommodates a former police station at its south-west corner.



FIGURE 3: AERIAL PHOTO OF SITE



FIGURE 4: COUNCIL FLOOD MAP



**FIGURE 5: CLUB – VIEW FROM SOUTH EAST**



**FIGURE 6: VIEW OF BOWLING GREENS**





**FIGURE 6: WALL AND LANDSCAPING AT WESTERN BOUNDARY**



**FIGURE 7: OLD POLICE STATION AT CRN BARTLEY AND PHELPS ST**



## 2.4 ACCESS + TRANSPORT

The subject site is located on the northern fringe of the Cabramatta CBD and almost mid way between the Cabramatta and Canley vale business districts. The local transport context is evident at Figure 5.

It is located only 440m and 500m respectively to the Canley Vale and Cabramatta railway stations and also has access to bus stops and services that are located at the frontage to Railway Parade.

It also good access to the broader regional road network including the following arterial and major and collector roads:

- Railway Pde
- Cabramatta Rd
- Hume Highway

FIGURE 5: SITE CONTEXT





## 2.5 HERITAGE

The site is not identified as accommodating any heritage item. However, is located in relative close proximity to the bandstand which is located centrally the adjacent in CabraVale Memorial Park. This bandstand is identified as a heritage item within Councils heritage register.

## 2.6 ADJACENT DEVELOPMENT

The site sits within an established urban environment and therefore adjoins residential, retail and open space type land uses.

Figure 6 provides an aerial photo of the site that demonstrates the sites proximity to adjacent land uses.

FIGURE 6: ADJACENT LAND USES



## **3.0 DEVELOPMENT PROPOSAL**

### **3.1 OVERVIEW**

The development proposal seeks council consent to a major redevelopment and urban renewal of the club and associated facilities together with the establishment of a new hotel and basement parking.

The development would be undertaken across four stages with a total Capital Investment Value (CIV) of approximately \$116.6 million.

### **3.2 STAGES OF DEVELOPMENT**

A description of each of the stages is provided below:

#### **STAGE 1**

- Demolish unused Police building
- Relocate existing bowling greens to south west corner of site
- Construct new club facilities for bowlers at western edge of existing club building

#### **STAGE 2**

- New basement car park (2 levels) on site of current bowling greens
- New entry area (pedestrian and vehicle porte cochere) via Railway Parade



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- New gaming lounge for club facility
  - New auditorium and pre-function area
  - New Karaoke and Cinema area

### **STAGE 3**

- New 120 room hotel (Novatel 4.5 Star rating) provided within 8 storey building
- Roof top pool and terrace area

### **STAGE 4**

- New function area for club
- New and reconfigured administration area for club
- New façade treatment to club building
- New façade treatment to decked car park

## **3.3 GFA + TOTAL PARKING**

The development results in a total new GFA of 12048m<sup>2</sup>, which represents an 82% increase on the current GFA of 14629m<sup>2</sup>. This is represented in Table 1, which is provided over page.

The development will also provide a total of 1092 parking spaces across the entire site, which is an increase of 127% from the existing total of 861 parking spaces.

TABLE 1: GFA SCHEDULE

## **GFA SCHEDULE**

### PROPOSED GFA

GFA-EXISTING & PROPOSED (TOTAL)		
Level	Name	Area
Ground	EXISTING CLUB	8339 m <sup>2</sup>
Ground	PROPOSED CLUB	4793 m <sup>2</sup>
Ground	PROPOSED HOTEL	811 m <sup>2</sup>
Mezzanine	Mezzanine	260 m <sup>2</sup>
Level 1	EXISTING CLUB	5202 m <sup>2</sup>
Level 1	PROPOSED CLUB	5336 m <sup>2</sup>
Level 1	PROPOSED HOTEL	1936 m <sup>2</sup>
GRAND TOTAL		26677 m <sup>2</sup>

EXIST. TOTAL..... 14629 m<sup>2</sup>

INCREASED AREA (GF, MEZZ. & L1). 12048m<sup>2</sup>

## **INCREASED AREA BREAKDOWN**

INCREASED AREA (GF, MEZZ. & L1). 12048m<sup>2</sup>

### HOTEL

GROUND .....	811m <sup>2</sup>
MEZZANINE .....	260m <sup>2</sup>
LEVEL 1.....	1936m <sup>2</sup>
<b>TOTAL .....</b>	<b>3007m<sup>2</sup></b>

**CLUB INCREASED AREA ..... 9041m<sup>2</sup>**

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## 3.4 OPERATIONS

The existing hours of operation for Cabra-Vale Diggers (for the club facilities and function areas only) are as follows:

- 9:00am – 3:00am Monday to Thursday; and
- 9:00am – 6:00am Friday to Saturday
- 9:00am - 3:00am Sunday and Public Holidays.

No changes to the operating hours of the club component of the development are proposed as part of the development proposal.

The proposed hotel accommodation component of the redevelopment will operate over a 24 hour period, 7 days per week.

No increase in the number gaming machines is proposed as part of the development.

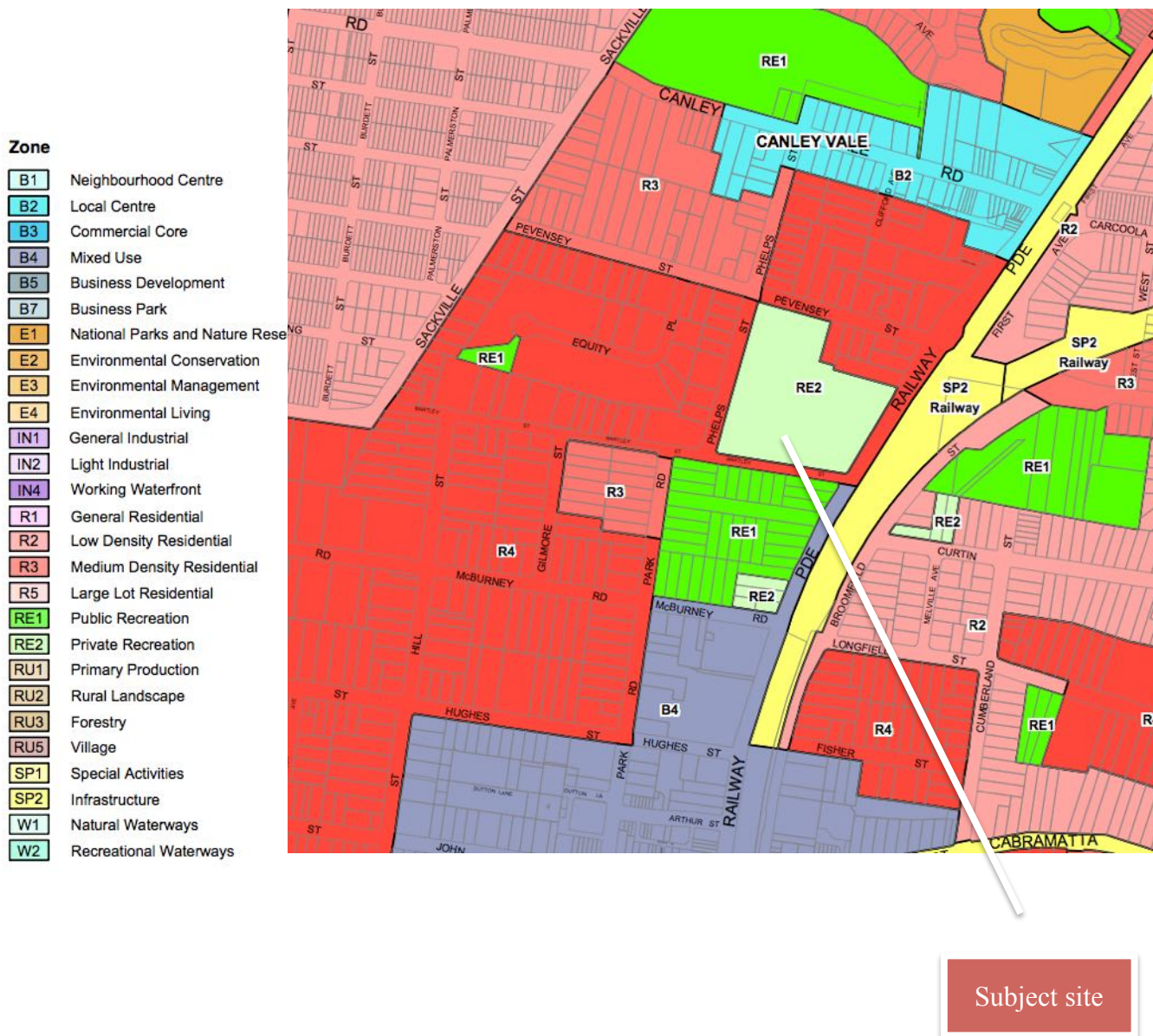
The development will generate 455-503 full time and part time jobs on site.

## 4.0 STATUTORY SITUATION

The subject site is zoned RE2 Private Recreation as follows pursuant to Fairfield Local Environmental Plan 2013.

An extract of the relevant zoning plan is provided at Figure 9.

FIG 9: ZONING MAP



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The land use table to the RE2 Zone identifies a registered club as a permissible development in that zone.

The definition of that land use, as provided by the LEP dictionary, is provided below.

***registered club*** means a club that holds a club licence under the Liquor Act 2007.

Further, Schedule 1 of the LEP also allows for the development of the site for a Hotel or motel accommodation. The definition of that land use, as provided by the LEP dictionary, is provided below.

***hotel or motel accommodation*** means a building or place (whether or not licensed premises under the Liquor Act 2007) that provides temporary or short-term accommodation on a commercial basis and that:

- (a) comprises rooms or self-contained suites, and
  - (b) may provide meals to guests or the general public and facilities for the parking of guests' vehicles,
- but does not include backpackers' accommodation, a boarding house, bed and breakfast accommodation or farm stay accommodation.

The proposed development as described at section 3 of this report is entirely consistent with these above definitions.

The description provided at Section 3 also includes a reference to function rooms and auditorium. These land uses are typically ancillary elements of both clubs and hotels and as such are able to be characterised as part of those land uses. Even if this land use interpretation is not accepted, then it is important to note that a

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'function centre' is also listed a permissible land use in the RE2 Private Recreation Zone.

The proposed cinema also forms part of the club re-development and is intended to provide an additional entertainment offering to club members. Cinemas have not necessarily been a traditional ancillary element of registered clubs. However, in more recent times, cinemas are commonly being provided as part of the broader suite of club facilities, suggesting an evolving role of ancillary activities to traditional club buildings. In this regard the following clubs are known provide cinemas as part of their members entertainment offering:

- Bankstown Sports Club
- Ryde Eastwood Leagues
- Revesby Workers Club
- Parkes Leagues
- Muswellbrook Workers Club
- Forbes Services Memorial

In conclusion, the proposed development, inclusive of all my ancillary elements is therefore permissible with consent under the relevant land-use zoning framework.

Council can therefore approve the proposed development.



## 5.0 STRATEGIC PLANNING CONTEXT

### 5.1 A PLAN FOR GROWING SYDNEY - 2014

The Government's vision for Sydney is: a strong global city, a great place to live. To achieve this vision, the metropolitan planning strategy establishes a series of goals, direction and actions.

Table 2 identifies those most relevant to the site and its development and also includes an assessment of the development consistency with the strategy.

**TABLE 2: METROPOLITAN STRATEGY CONSISTENCY**

GOAL	DIRECTIONS	COMMENT
<b>GOAL 1:</b>  A competitive economy with world-class services and transport	<b>Direction 1.4:</b> <b>Transform the productivity of Western Sydney through growth and investment</b>	The proposed development will provide a substantial capital investment into western Sydney that will promote further growth and economic activity within the region
	<b>Direction 1.9:</b> <b>Support priority economic sectors</b>	The proposed development seeks to support and promote growth in the local tourism sector, which is a key driver of economic

		growth in Western Sydney.
<b>Goal 3:</b>  A great place to live with communities that are strong, healthy and well connected	<b>Direction 3.1: Revitalise existing suburbs</b>	The proposed development will provide a significant redevelopment and renewal of an important community asset that will ensure that the recreational and sporting needs of the community are able to be provided and maintained over the long term.
	<b>Direction 3.2: Create a network of interlinked, multipurpose open and green spaces across Sydney</b>	The development will maintain and enhances the existing open spaces values and attributes of the site.

## 5.2 SOUTH WEST DISTRICT PLAN (DRAFT) - 2016

This Draft District Plan has been prepared by the Greater Sydney Commission and sets out aspirations and proposals pertaining to a 20-year vision for Greater Sydney's South West District.

Table 3 identifies those most relevant to the site and its development and also includes an assessment of the development consistency with the strategy.

**TABLE 3: DISTRICT PLAN CONSISTENCY**

PRIORITIES	ACTIONS	COMMENT
<b>PRIORITY 1:</b> <b>A Productive City</b>	<b>Action P21:</b> <b>Leverage the South West District's potential as a visitor destination</b>	<p>The South West District has distinctive natural and cultural assets that differentiate it from other areas in Greater Sydney. This includes multicultural attractions such as the:</p> <ul style="list-style-type: none"><li>• Vietnamese food trails in Cabramatta</li><li>• Cabramatta's Tet Festival and Moon Festival</li></ul> <p>The proposed development provides major tourist accommodation which will supports and enhances the districts tourism potential and is therefore entirely consistent with the Priority and Action.</p>

### **5.3 FAIRFIELD CITY CENTRES POLICY - 2015**

The purpose of this policy is to describe the retail/commercial role of each of the types of centres in Fairfield City and provide consistent criteria against which planning proposals or development applications for retail/commercial proposals would be assessed by Council.

An important theme emerging out of Council's vision for Fairfield City is the evolution of the City into a number of distinct and well-established centres and places offering unique experiences and qualities.

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This feature is reflected in the Fairfield City Centres Study 2015, which identifies four main commercial centres across the City being:

- Fairfield City Centre;
- Cabramatta Town Centre;
- Prairiewood Town Centre; and
- Bonnyrigg Town Centre.

Of these four main centres there are three distinct centre functions identified being:

- Major Town Centre (Fairfield City Centre);
- Specialist Centre (Cabramatta Town Centre).
- Subregional Centres (Prairiewood and Bonnyrigg Town Centres)

The Cabramatta Town Centre provides the second largest concentration of commercial office and retail floor space in the City and is designated as a Specialist Centre due to its unique ethnic theme and character. The centre is a thriving and vibrant hub of activity and attracts customers from a wide catchment and variety of ethnic backgrounds.

The development proposal seeks to promote and capitalise on the role of Cabramatta as a Specialist Centre and does not provide any retail or commercial development that would compete with the role of Cabramatta in the local or regional centres hierarchy.

## **6.0 STATUTORY PLANNING ASSESSMENT**

### **6.1 THE PROVISIONS OF ANY ENVIRONMENTAL PLANNING INSTRUMENT**

#### **6.1.1 REP No2 – GEORGES RIVER CATCHMENT**

This regional plan aims to protect the water quality of the Georges River and its tributaries and the environmental quality of the whole catchment. The objectives of the plan are to be achieved through coordinated land use planning and development control. The plan establishes the framework within which local, State and Federal agencies will consult so that there is a consistent approach to planning and development within the catchment.

The proposed development is accompanied by detailed stormwater and flood management plans, which demonstrate that it is not in conflict with this objective. Further, it is considered that any risks relating to the protection of the Georges River Catchment arising from the construction phase would be considered and addressed through the recommendation of any conditions of consent relating to erosion and sediment control, and stormwater runoff mitigation.

#### **6.1.2 SEPP No 55 – REMEDIATION OF LAND**

The object of this Policy is to provide for a State wide planning approach to the remediation of contaminated land. In particular, this Policy aims to promote the remediation of contaminated land for the

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purpose of reducing the risk of harm to human health or any other aspect of the environment:

- (a) by specifying when consent is required, and when it is not required, for a remediation work, and
- (b) by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and
- (c) by requiring that a remediation work meet certain standards and notification requirements

Planning Guidelines that operate in conjunction with SEPP 55 provide Table 1 that identifies various land uses and activities that may cause contamination.

The subject site does not currently accommodate such activities and is not known to have accommodated those land uses identified at Table 1 of the Guidelines. Accordingly, there is not considered to be any likelihood of previous contamination.

Further, the development proposal does not seek to change the land use, which therefore reduces the risk or hazard arising from any potential contamination.

Accordingly, the development is not considered to cause any inconsistency with the provisions of this planning instrument.

### **6.1.3 SEPP 2007 – INFRASTRUCTURE**

#### **Division 15 Railways**

##### **Subdivision 2 Development in rail corridors**



This subdivision of the SEPP seeks to manage impacts of and from development that is in close proximity to rail corridors.

The development is within 25m of a rail corridor but is separated by Railway Parade. Accordingly, excavation and construction works associated with the development are sufficiently well removed to ensure there is no adverse impact upon that rail corridor.

Clause 87 of the SEPP also seeks to ensure that development of sensitive land uses is not adversely impacted by noise or vibration from that rail corridor. However, the development of both a club and hotel is not identified as a sensitive land uses and therefore no further consideration of this issue is considered warranted.

## **Division 17 Roads and Traffic**

### **Subdivision 2 Development in or adjacent to road corridors and road reservations**

Clause 104 of the SEPP and its schedule identifies certain traffic generating development to be referred to the RMS prior to determination.

The development provides new car parking in excess of 200 spaces and as such will require referral.

All traffic and parking issues associated with the development are addressed in detail as part of the accompanying impact assessment.

#### 6.1.4 SEPP 2011 – STATE AND REGIONAL DEVELOPMENT

The aim of this policy is to identify development that is State Significant and to establish a development assessment process for that development.

Schedule 1 of the SEPP provides the relevant categories of development that are identified as State Significant Development and clause 13 of that Schedule is considered to be the most relevant. This is provided below:

##### ***13 Cultural, recreation and tourist facilities***

*(1) Development that has a capital investment value of more than \$30 million for any of the following purposes:*

*(a) film production, the television industry or digital or recorded media,*

*(b) convention centres and exhibition centres, (c) entertainment facilities,*

*(d) information and education facilities, including museums and art galleries,*

*(e) recreation facilities (major),*

*(f) zoos, including animal enclosures, administration and maintenance buildings, and associated facilities.*

*(2) 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:*

*(a) has a capital investment value of more than \$100 million, or*

*(b) has a capital investment value of more than \$10 million and is located in an environmentally sensitive area of State significance or a sensitive coastal location.*

An initial assumption that the development proposal would trigger the above provision prompted a request for further advice from the Department of Planning. However, the department subsequently

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provided written advice that stated given the tourist related component of the development (i.e. the hotel) did not by itself exceed the Capital Investment Value of \$100 Million then it could not be considered to be State Significant Development. A copy of that advice is provided at Annexure A.

### 6.1.5 FAIRFIELD LEP 2013

The relevant provisions of Fairfield LEP 2015 are provided below together with an assessment of the development against those provisions.

## PART 2 –PERMITTED OR PROHIBITED DEVELOPMENT

### 2.3 Zone objectives and land use table

#### Zone RE2 Private Recreation

##### 1 Objectives of zone

- *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.*

#### COMMENT:

The development seeks to undertake alteration and additions to an existing club facility that will operate in tandem with the relocated adjacent bowling greens.

The site does not accommodate any important natural or ecological features.

Accordingly, the development is considered to cause no inconsistency with the zone objectives.

## **PART 4 – PRINCIPAL DEVELOPMENT STANDARDS**

### **4.3 Height of buildings**

***(1) The objectives of this clause are as follows:***

***(a) to permit a height of buildings that is appropriate for the site constraints, development potential and infrastructure capacity of the locality.***

***(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.***

The relevant LEP map provides no maximum building height for the subject site. An extract of that map is provided at Figure 10. Nevertheless, the development does seek to provide a significant increase in building height, primarily associated with the new hotel element. In this regard, the hotel element of the development provides a maximum building height of 36.7m.

A detailed urban design study has been undertaken as part of the design and planning process. This urban design assessment concludes that development is able to provide an appropriate contextual fit with the established urban character, whilst providing a prominent 'marker' that will create a sense of place for the local area that maintains an appropriate transition to its surrounding area.

Accordingly, it is considered that the development provides a built height that is appropriate for the site and its locality.

FIGURE 10: LEP HEIGHT MAP



FIGURE 11: LEP FSR MAP



#### **4.4 Floor Space Ratio**

***(1) The objectives of this clause are as follows:***

***(a) to permit development of a bulk and scale that is appropriate for the site constraints, development potential and infrastructure capacity of the locality.***

***(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.***

The relevant LEP map provides no maximum gross floor area or ratio for the subject site. An extract of that map is provided at Figure 11.

Nevertheless, the development does seek to provide a significant increase in building gross floor area (GFA), which will create an FSR of 0.81:1. Importantly, this is consistent with the maximum FSR of 0.8:1 as allowed on adjacent lands within the vicinity of the site.

A detailed urban design analysis has been undertaken as part of the design and planning process. This urban design assessment concludes that development is able to provide an appropriate contextual fit with the established urban character, whilst providing a prominent 'marker' that will create a sense of place for the local area that maintains an appropriate transition to its surrounding area.

Accordingly, it is considered that the development provides a built form bulk and scale that is appropriate for the site and its locality.



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## **PART 5 – MISCELLANEOUS PROVISIONS**

### **5.10 Heritage conservation**

#### **(1) Objectives**

*The objectives of this clause are as follows:*

- (a) to conserve the environmental heritage of Fairfield,*
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
- (c) to conserve archaeological sites,*
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.*

#### **(5) Heritage assessment**

*The consent authority may, before granting consent to any development:*

- (a) on land on which a heritage item is located, or*
- (b) on land that is within a heritage conservation area, or*
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b),*

*require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.*

The site is not identified as accommodating any heritage item. However, is located in relative close proximity to the bandstand which is located centrally the adjacent in CabraVale Memorial Park. This bandstand is identified as a heritage item within Councils LEP – Schedule 5 and the relevant heritage map. An extract of that map is

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provided at Figure 12 and an image of that bandstand is provided at Figure 13.

The bandstand provides an octagonal plan, corrugated roof, supported on eighth brick columns and is accompanied by marble plaques with inscriptions that provide a memorial of soldiers killed on active service in World War 1.

Its heritage significance is derived from its role as a record of a major historical event having a profound influence on the development and social life of the area. It is also one of the only architecturally interesting building of its type in the city.

The heritage item is currently in good condition and is identified as having local significance.

The development has been designed with cognisance for the significance of the park and bandstand. Specifically, the proposed hotel has been sited to the northern boundary of the subject site and the form steps down to the south (towards the heritage item). The siting of the hotel as proposed would achieve the following:

- There would be no overshadowing of the bandstand or proximate war memorial. Public enjoyment of those items (particularly on ANZAC Day etc.) would therefore not be diminished. Further, there would be no physical impact on the bandstand which can result from overshadowing (i.e. damp to masonry); and
- Although the development surrounding the adjacent park has no identified significance, it does retain a consistent low scale which maintains an appreciation of the open setting of the park and composite heritage item. The proposed development has

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been sympathetic modulated into forms of varying height which step down towards the park. This would ensure that the new mass is dispersed around the subject site and maximises the open space around the park and heritage item.

The Bandstand does not enjoy any significant vistas as at present despite the sympathetic setting of the park. Views from the item comprise residential development, late twentieth century structures associated with the park and the train line. The construction of the proposed development would therefore not obscure any significant views.

Further, the bandstand is located over 90m to the south of any of the proposed works being undertaken on the Cabra-Vale Diggers site. This is demonstrated at Figure 14, which depicts both the bandstand and subject site and demonstrates that the club is at the very edge or periphery of the bandstands viewshed.

Accordingly, it can be safely concluded that the development does cause any adverse impact to the heritage significance of the item and similarly does not cause any inconsistency with the objectives of this clause.

A detailed street map of Canley Vale, NSW, showing residential streets and property boundaries. A red line is drawn across the map, and a purple line points to a specific property labeled 117. A purple box at the bottom right contains the text "Bandstand".

FIG 14: BANDSTAND VISUAL CURTILAGE



Bandstand

Subject site

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## PART 6 – ADDITIONAL LOCAL PROVISIONS – GENERALLY

### 6.1 Acid Sulfate Soils

***(1) The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.***

A geotechnical study was undertaken and accompanies the development application. This report concludes that the site is not affected by actual or potential Acid Sulphate Soils.

### 6.2 Earthworks

***(1) The objective of this clause is to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.***

The development application seeks council consent for significant earthworks including relocation of the bowling greens and construction of 2 x basement parking levels.

A detailed geotechnical study accompanies the development application and assess a range of issue including:

- excavation conditions
- vibration control
- geotechnical stability
- ground water management

The report does not raise any geotechnical concerns that cannot be addressed during the construction phase and therefore ensures that



the proposed earthworks will not have any detrimental impact upon the environment of the site or broader area.

### **6.3 Flood planning**

***(1) The objectives of this clause are as follows:***

***(a) to minimise the flood risk to life and property associated with the use of land,***

***(b) to allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change,***

***(c) to avoid significant adverse impacts on flood behaviour and the environment.***

***(2) This clause applies to land at or below the flood planning level.***

***(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development:***

***(a) is compatible with the flood hazard of the land, and***

***(b) will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and***

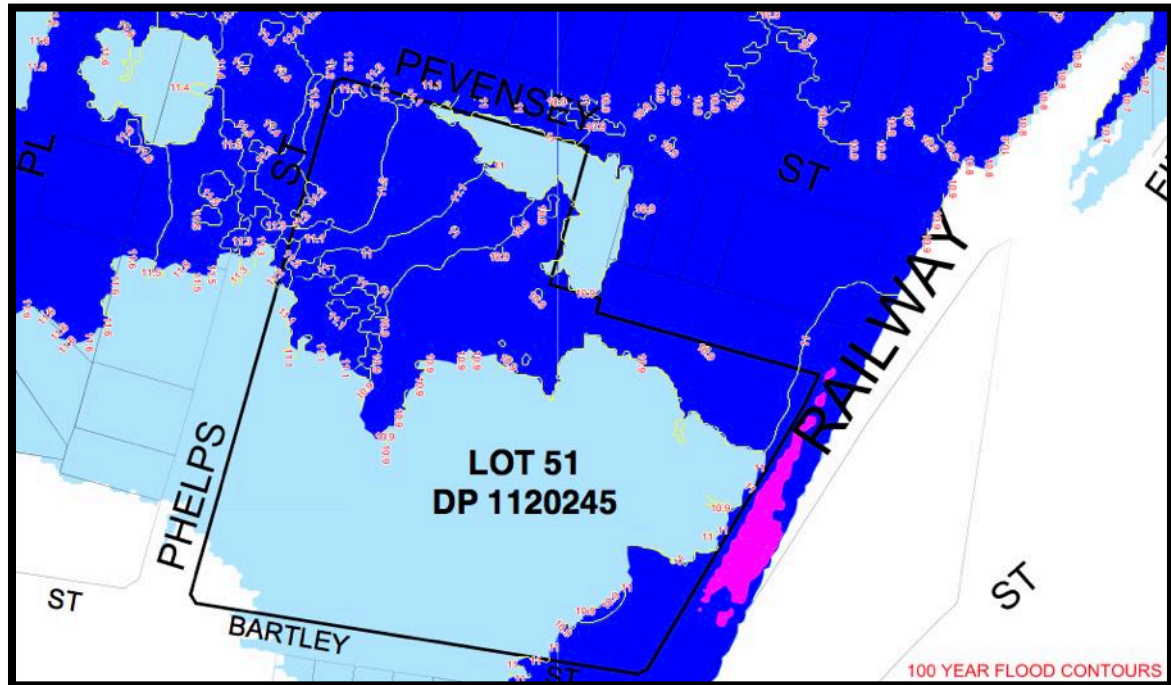
***(c) incorporates appropriate measures to manage risk to life from flood, and***

***(d) will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and***

***(e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.***

The subject site is identified as being flood prone on the relevant Council map. An extract of that map is provided at Figure 15.

FIG 15: 1 IN 100 YEAR FLOOD MAP



The relevant 1:100 year flood level varies across the site from 10.9m to 11.3m AHD and the Probable Maximum Flood (PMF) level is 11.9m AHD.

Modelling has been undertaken to determine the impacts of the proposed development flood levels on and off site and to determine 100 Year ARI flood levels across the site with the development in place.

The results of the modelling shows that the replacement of the existing bowling greens with a building will reduce flooding in the north eastern corner of the site during a 1% AEP storm. This will result in slightly higher flood levels on the residential premises immediately to the north of the site (20-50mm increment).



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It should be noted however, that the computer modelling did not include a solid fence along this property boundary and may be overestimating the changes in flood levels. It would be possible to design the boundary fencing between the club premises and these properties such that there is no increment in flood levels on adjoining properties. This is something, which can be achieved in the detailed design phase of the project.

The only other location where the development will increase flood levels (up to 100mm) is within the Club's existing multi-level carpark.

It is a requirement of the Fairfield LEP and DCP that all finished floor levels and all entry ramps into basement car parks be at least 0.5m AHD above the 1 in 100 average exceedance probability (AEP) flood level. The development achieves this outcome.

As such the development is considered to be compatible with the flood hazard of the land and shall not cause any significantly adverse impacts on flooding on the site or the catchment, which it sits within.

#### **6.4 Floodplain risk management**

***(1) The objectives of this clause are as follows:***

***(a) in relation to developments with particular evacuation or emergency response issues—to enable the evacuation of land subject to flooding above the flood planning level,***

***(b) to protect the operational capacity of emergency response facilities and critical infrastructure during extreme flood events.***

An emergency response plan for the site has been prepared and accompanies the development application. This plan assesses the

flood risk of the development and outlines a range of management actions.

Central to this plan is the implementation of a flood alarm with a water sensitive switch and a 'shelter in place' strategy.

Accordingly, the development is considered to be consistency with the relevant LEP clause objectives and requirements.

### **6.9 Essential services**

***Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required:***

- (a) the supply of water,***
- (b) the supply of electricity,***
- (c) the disposal and management of sewage,***
- (d) stormwater drainage or on-site conservation,***
- (e) suitable vehicular access.***

A series of technical studies have been undertaken into the sites services and utilities. Key issues arising from these studies are:

#### **Supply of Water**

- The existing CabraVale Diggers building is supplied with several water connections to the water mains that surround the site. These existing connections will remain to supply the club and hotel development.

- 
- The existing 200mm water main located in Railway parade will adequately supply the hotel with suitable supply of water for all guest room and kitchens and bars.
  - New booster pumps will be used to ensure all floors have adequate pressure expected any the hotel.
  - The booster pumps will be housed in a “back of house area” (BOH) or basement and require around 9-12m<sup>2</sup> of plant space to facilitate three pumps which cycle duty & standby to provide better life cycle performance.

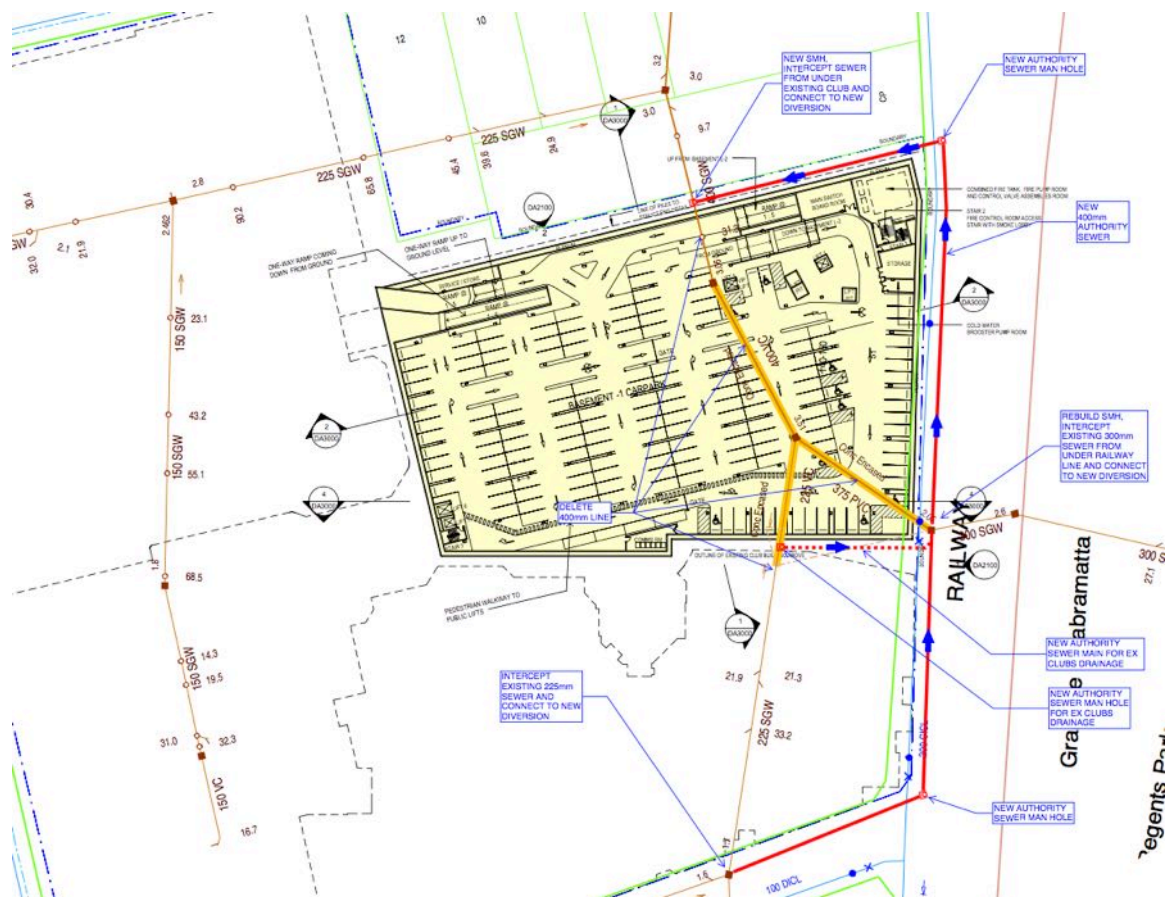
#### **Supply of electricity**

- The development will require the relocation of new substation to the northern side of the development adjacent to the services driveway and basement entry and the creation of new easements over these substations.

#### **Disposal and Management of sewage**

- The existing Cabra-Vale Diggers site is burdened by several underground assets owned by Sydney Water. This includes:
  - 150mm Sewer that is located under the new proposed bowling greens.
  - 225mm Sewer that enters the site from the upstream Phelps Street and connects with the 150mm Sewer noted above, this Sewer is located under the existing multi-deck carpark.
  - 225mm Sewer which interconnects with the 150mm Sewer that traverses along Bartley street, runs under the existing gaming area, which intercepts with a 300mm Sewer crossing Railway Parade (augments to 375mm) then augments further to 400mm in size where portions of this line are concrete cased and exits the site at the northern

- The Stage 1 works for the proposed bowling greens will require the existing 150mm sewer, which traverses this area to be made redundant.
- Once the authority approves this decommissioning of this sewer line special cement grout will be injected into the redundant pipe during the building works to seal off the entire length of the asset
- The club have engaged a Water Services Coordinator to undertake a Service Protection Report which is the first stage to making this line redundant. The approval process will take approximately 10 weeks & once an approval is granted.
- The Stage 2 works for the proposed underground carpark will require the diversion of the interconnection Authority Sewer mains as indicated below:



Detailed stormwater and traffic impact reports also accompany the development application and demonstrate suitable outcomes.

Accordingly, the development application and demonstrate that the development can make suitable arrangements for all services and infrastructure.

## **6.2 THE PROVISIONS OF ANY DRAFT PLANNING INSTRUMENT**

There are no known Draft planning instruments that are applicable to this land.

## **6.3 THE PROVISION OF ANY DEVELOPMENT CONTROL PLAN**

### **FAIRFIELD CITYWIDE DCP 2013**

Relevant sections of this DCP, together with an assessment of the development against them are provided in the following section of this report.

### **CHAPTER 10 – MISCELLANEOUS DEVELOPMENT**

#### **10.11 Controls for the Cabravale Diggers site (Hotel or Motel accommodation)**

##### **Objectives**

**The objectives of these controls are:**

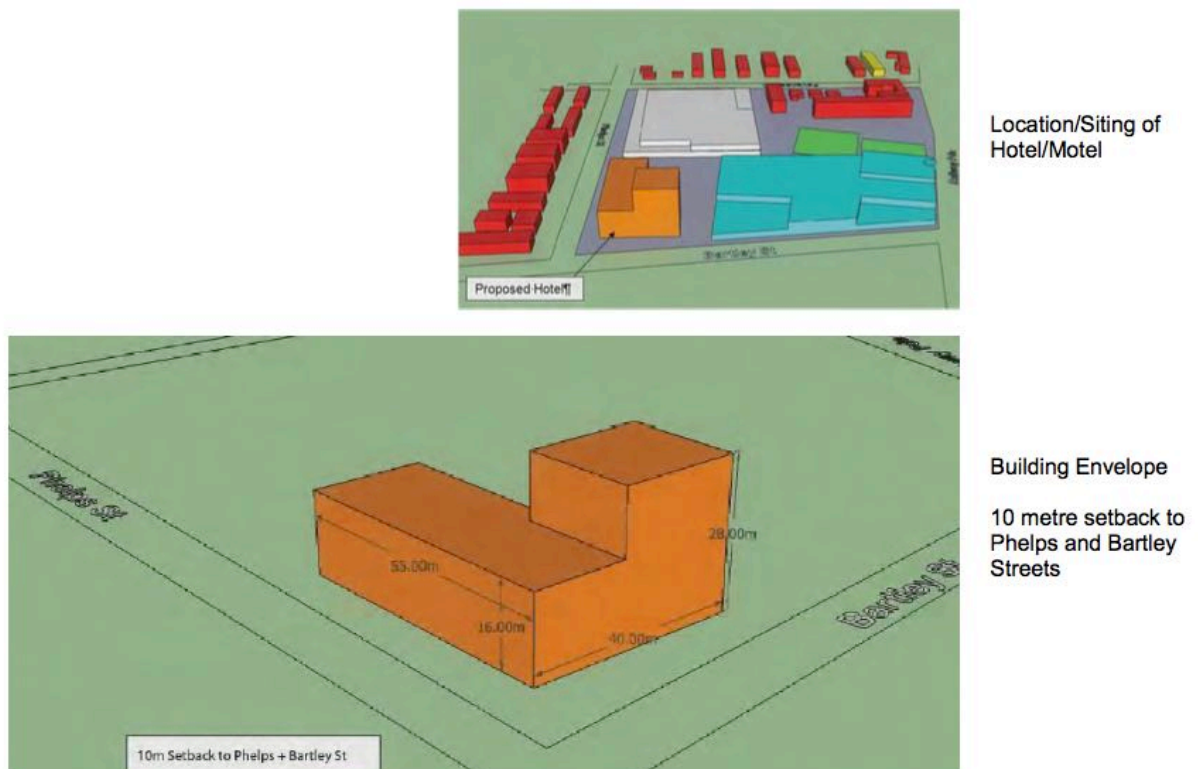
- a) To ensure that the location and siting of the proposed hotel/motel at the subject site has regard for compatibility with neighbourhood character, and
- b) To minimise adverse impact on neighbourhood amenity

**Controls**

- a) **Building Envelopes a.** Any hotel/motel development at the subject site must comply with the building envelopes (ie. location/siting, building heights, setbacks) detailed in the below diagrams:

A copy of the relevant DCP envelope is provided overpage at Figure 16.

**FIG 16: DCP SITE SPECIFIC ENVELOPE**



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The proposed development is inconsistent with this DCP control as it seeks to provide the proposed hotel in a different location to the identified envelope.

However, a proposed variation to the DCP has been prepared and has been submitted to Council. This DCP variation is accompanied by a detailed Urban Design Study.

This Study considers the above control and suggests that the current location for the hotel proposed by the DCP offers a sub-optimal planning outcome as its proximity to Phelps St residential properties may lead to concern over potential impacts on the neighbour's amenity and may also result in poor built form transition.

Rather, the study suggests, the opportunity exists, to develop a more holistic, logical and appropriate master plan layout for the site.

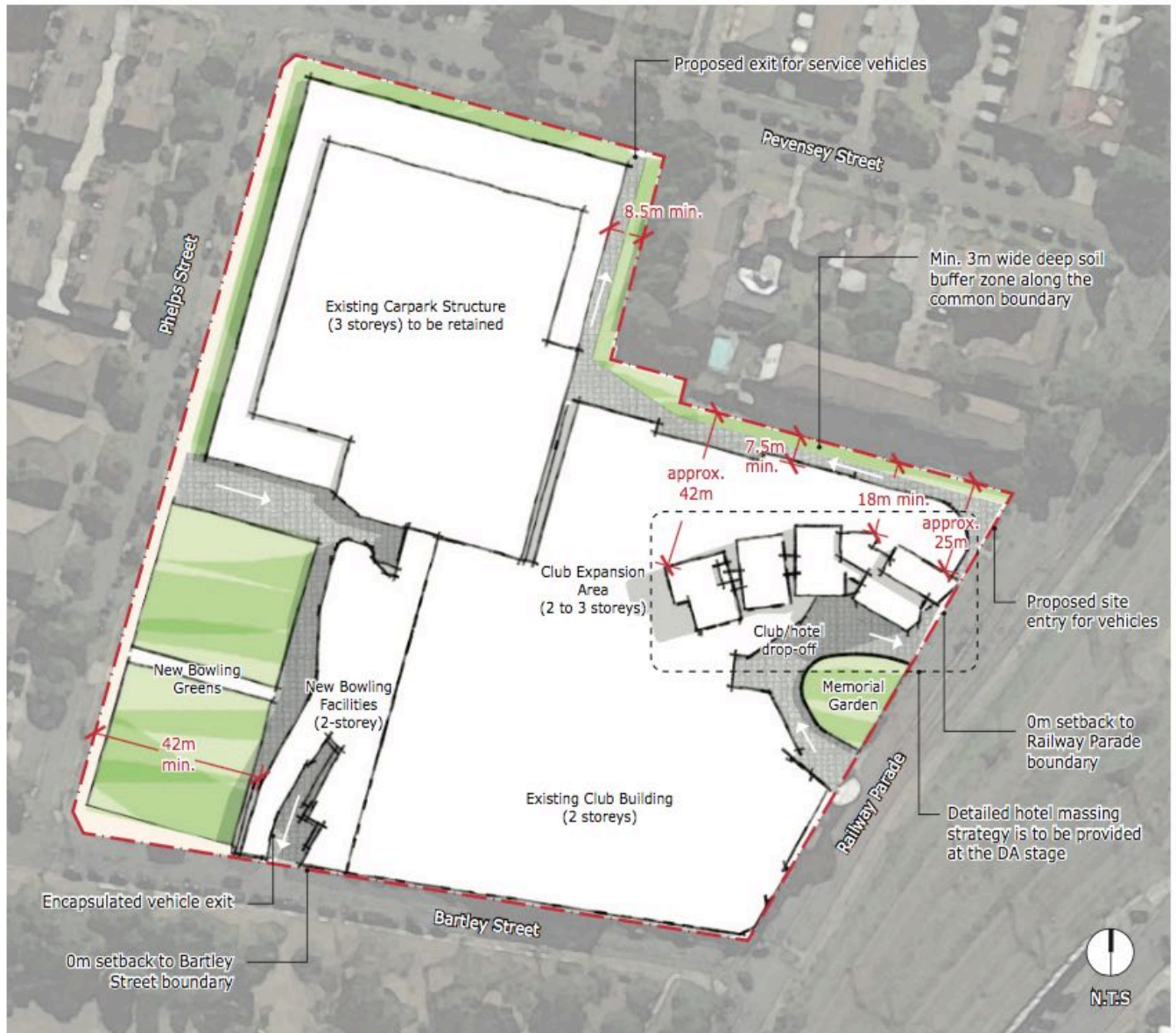
As a consequence of that detailed urban design study a new masterplan layout has been developed that is considered to provide the following improved design outcomes:

- Ensuring a sensitive response to the existing neighbouring properties on the western side of Phelps Street and Cabra-Vale Memorial Park
- Minimising any potential overshadowing impacts on Cabra-Vale Memorial Park
- Creating a more appropriate built form transition from Railway Parade in the east to Phelps Street in the west
- Creating a legible built form visible from Canley Vale railway station Providing opportunities to improve the public domain interface along Railway Parade and Bartley Street

An extract of that newly developed master plan, inclusive of design principles is provided at Figure 17.



FIG 17: PROPOSED DCP VARIATION MASTERPLAN



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## **CHAPTER 11 – FLOOD RISK MANAGEMENT**

### **11.2 Objectives in relation to Flood Risk Management**

- a) To minimise the potential impact of development and other activity upon the aesthetic, recreational and ecological value of the waterway corridors.
- b) Increase public awareness of the hazard and extent of land affected by all potential floods, including floods greater than the 100 year average recurrence interval (ARI) flood and to ensure essential services and land uses are planned in recognition of all potential floods.
- c) Inform the community of Council's controls and policy for the use and development of flood prone land.
- d) Reduce the risk to human life and damage to property caused by flooding through controlling development on land affected by potential floods.
- e) Provide detailed controls for the assessment of applications lodged in accordance with the Environmental Planning and Assessment Act 1979 on land affected by potential floods.
- f) Provide different guidelines, for the use and development of land subject to all potential floods in the floodplain, which reflect the probability of the flood occurring and the potential hazard within different areas.
- g) Apply a “merit-based approach” to all development decisions which takes account of social, economic and ecological considerations.
- h) To control development and other activity within each of the individual floodplains within the LGA having regard to the characteristics and level of information available for each of the floodplains, in particular the availability of FRMS's and FRMP's prepared in accordance with the FDM and its predecessor.

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**i) Deal equitably and consistently with applications for development on land affected by potential floods, in accordance with the principles contained in the FDM, issued by the NSW Government.**

**COMMENT:**

Pursuant to Schedule 2 in Chapter 11 of the DCP the site fits into the Commercial or Industrial Land use Category.

Schedule 6 “Other Floodplains” (including areas affected by Local Overland Flooding)” applies in relation to development controls on the site and, since the proposed development is partly within a medium flood risk precinct.

A detailed assessment of the developments compliance with the DCP controls accompanies the DA as part of the flood impact assessment. This includes an assessment of:

- Achievement of required floor levels above flood level and freeboard
- Suitable flood compatible building components
- Structural soundness
- Car parking protection from inundation
- Flood evacuation

In summary, the proposed development is able to be constructed to be compatible with all of the requirements of the Fairfield City Wide Development Control Plan 2013 as they relate to flooding.

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## CHAPTER 12: CAR PARKING, VEHICLE AND ACCESS MANAGEMENT

A detail assessment of car parking, vehicle access and manoeuvring has been undertaken and accompanies this report. This assessment makes the following conclusions:

### CAR PARKING

The club currently provides 881 parking spaces within the multi-storey car park. The development proposes an additional 211 parking spaces to be created across two (2) levels of basement car parking in place of the existing bowling greens.

Based on the proposed expansion of 12048m<sup>2</sup> GFA of the club, it would nominally be required to provide an additional 431 parking spaces, plus an additional 40 spaces for the hotel. However, the existing club car park is underutilised, with a minimum of 321 spaces free during the Friday PM Peak hour.

It is therefore proposed that these underutilised spaces are applied as a parking credit when assessing the parking demand for the full development. Therefore, the parking demand for the development is expected to be 932 vehicles.

In response, a total parking capacity of 1092 is being proposed, which exceeds the expected peak demand. This level of provision is considered supportable for the following reasons:

- It will ensure that normal peak demands are wholly contained within the site including council's hotel

parking requirement, protecting the amenity of residential precincts,

- It will enable any 'non-design' peaks such as concerts / functions, NRL Grand Final, Anzac Day etc., to be accommodated. That is, the proposed parking provides more flexibility, and
- The additional parking will facilitate further (incremental) changes to the club to be made over time, as will occur as the club responds to changing circumstances over time.

#### **DISABLED PARKING**

The Disability (Access to Premises – Buildings) Standards 2010 requires disabled parking for Class 9b Buildings to be provided at a rate of 1 space / 50 spaces. Application of this rate to the total parking capacity of 1092 parking spaces that are proposed results in a requirement for a total of 22 disabled spaces.

In response, the development provides a minimum of 22 disabled spaces within the basement car park and therefore fully complies with Disability (Access to Premises – Buildings) Standards 2010. The disabled spaces are designed in accordance with AS 2890.6 (2009), having a minimum width of 2.4 metres, length of 5.4 metres and are situated adjacent to a 2.4 metre wide shared area.

#### **BICYCLE PARKING**

Council's DCP does not provide a rate for the provision of bicycle parking. The site currently provides 10 bicycle parking

spaces in the form of Class C bicycle racks. The proposal will increase this bicycle parking provision to 20 bicycle parking spaces, which is in line with the increase of GFA being nearly doubled. The bicycle parking provision is therefore considered acceptable.

#### **ACCESS AND MANOEUVRING**

The development will retain the existing separated access driveway on Phelps Street, which serves the existing multi storey parking facility. The development does however propose changes to the main car park entry / exit driveway on Bartley Street and the service access on Railway Parade as well as provision of an additional entry / exit driveway to serve the existing car park, basement car park and hotel loading dock on Pevensey Street, a separated entry / exit driveway to service the proposed porte cochere on Railway Parade and an entry driveway to the existing loading dock and proposed coach drop off area for the bowling greens on Phelps St.

All vehicular accesses have been tested using swept path analysis for the largest vehicle, being a B99 vehicle for access to the car parks, and a 14.5m coach for access to the service areas and the port cochere. The swept path analyses are provided accompanying study and demonstrate suitable access and manoeuvring is provide for all vehicles and servicing of the site.

## 6.4 LIKELY IMPACTS OF THE DEVELOPMENT

### 6.4.1 IMPACT ON NATURAL ENVIRONMENT

The subject site has undergone significant site works as part of previous development over many decades. Accordingly, it accommodates no natural or ecological features of any significance. There is an intention to remove 6 trees on the eastern boundary that adjoins 12 Pevensy St, however these trees are not considered to any significant ecological values either as individually or collectively.

The site is flood prone however these are limited to low or medium flood risks and this risk and hazards can be suitably managed as part of the development.

Sustainability will represent a fundamental objective of the entire design process and as such a raft of sustainability measures will be integrated into the development proposal. An overview others are provided below:

#### **Energy Efficiency & CO2 Emissions**

- The design and construction of the new development will comply with the energy efficiency requirements of the NCC BCA Section J, including for building fabric, glazing and building services generally. Smart, low-energy mechanical air-conditioning & ventilation systems and automatic lighting control systems will be implemented
- The potential use of on-site low-carbon intensity energy sources will be explored including co- generation or tri-generation systems The potential use of on-site renewable energy including solar photovoltaic panels for electricity and solar domestic hot water will be investigated



- The lighting will be control by a sophisticated electronic lighting control system with integration to the access control system that will support the reduction of energy usage by motion/occupant sensors in hotel rooms

### **Water Efficiency and Recycling**

- Low-flow water efficient hydraulic fittings (taps, toilets, showers, urinals etc.) will be utilised for amenities
- The potential use of recycled rainwater will be investigated for non-potable water usage such as landscape or bowling green irrigation, wash-down and the like
- Water sub-meters will be included to monitor major water uses as appropriate

### **Indoor Environment Quality**

- Good levels of mechanical ventilation (fresh air quantities) will be maintained
- Low emission Volatile Organic Compound and formaldehyde products will be utilised where appropriate to improve indoor air quality
- Internal space temperatures will be maintained at comfortable levels while maintaining energy efficiency

### **Construction & Materials**

- The head contractor will implement a construction environmental management plan in accordance with NSW government requirements
- The project will target to achieve high levels of construction waste recycling
- The project will target to increase the use of building materials with a lower environmental impact (e.g. utilise where

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practicable products with higher levels of recycled content, products with high durability, eco-certification etc.)

- Modular design and construction techniques will be investigated
- Offsite pre-fabrication will be considered where appropriate to reduce on-site wastage

### **Trigeneration**

- The possible incorporation of Trigeneration is being considered as part of the Sustainable proposals for the Clubs services infrastructure.

### **Transport**

- The existing site has excellent public transport links close to major bus & train routes
- Provision of shuttle bus services will be investigated to help reduce private vehicle congestion
- Staff/visitor bicycle parking spaces will be provided where appropriate

In this regard *Novotel* also implements its own sustainability programs as part of the development and operation of its hotels and this will ensure the development achieves an even broader range of sustainability outcomes.

Accordingly, the development can be considered to have no adverse impact upon the natural environment.

## 6.4.2 IMPACT ON BUILT ENVIRONMENT

### 6.4.2.1 BUILT FORM MASSING + HEIGHT

The subject site already provides a large built form that contrasts strongly with the form and scale of adjacent residential development. Nevertheless, the sites proximity to the Cabramatta CBD, adjacent park and location on Railway Parade ensures that its built form character provides no adverse impact to the urban form of the broader area.

The development provides site planning, massing and building modulation that responds to both the key features of the site and broader precinct inclusive of main road frontage and location adjacent to Memorial Park to the south. In this regard the development will co-locate the bowling greens with the adjacent park and provide the hotel building in areas most removed from visually sensitive adjacent residential areas in Phelps St.

In terms of built density and massing it is important to note that the development provides a FSR of 0.81:1. Whilst the site does not have a maximum FSR under the LEP, this floor space provision is consistent with the maximum FSR of 0.8:1 as allowed on adjacent lands within the vicinity of the site

The hotel tower will provide a 36.7 m high landmark or signature building for the Cabramatta environs but is far enough removed from the town centre and adjacent park to ensure that it does not visually dominate those spaces. However, whilst being a large tower, the mass of the hotel is broken into several small components that sit on a podium base, and cascade down to the centre of the site. This design

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response serves to visually present the hotel development as a group of smaller buildings rather than a single large building.

All new parking is provided in basement areas, which mitigates adverse visual impact, whilst the ground levels will provide a new and active public domain space within the precinct that will be complemented by an integrated landscaped response.

#### **6.4.2.2 URBAN FORM, STREETSCAPE + ELEVATIONS**

The existing club building currently provides an its primary pedestrian entry area in the centre of the site. As such it internalises this important feature within the site, turns it back on the streetscape and fails to provide any public domain or street scape address to the surrounding built environment.

The proposed development seeks redress this poor urban form outcome by providing a new and visually prominent entry area and street address to Railway Parade.

The central elements of this new entry area include the port cochere inclusive of its large sheltered awning and the clubs memorial garden that provides a visually dominant landscaped feature and large public gathering space.

The development also provides substantial open glazed areas to Railway parade as part of both the club and both podium levels of the hotel that will overlook that street environment and provides passive surveillance of those areas.

The redevelopment also relocates the bowling-green element to Phelps St, which also activates that streetscape and provides and

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allows for the removal of the existing streetscape wall that screens the car park that is currently collocated at Phelps St.

These master plan and design response therefore serves to make the site more permeable both physically and visually and this is considered to represent a significantly improved urban form outcome for the site and its environs.

The development proposes a comprehensive façade treatment for the new sections of the club building that will in turn be integrated across a total refurbishment of the entire club building.

This proposed façade utilises an intricate and complex combination of colours, materials and finishes but generally comprises use of painted masonry finishes with extensive use of vertical blades, louvers and glazing together with street level landscaping. The Phelps St elevation has a higher proportion of glazing given the bowling green viewing area function of that elevation.

In addition the development also proposes a new façade system, represented as a landscaped climbing screen, to the street elevations of the existing decked car park. This will enhance the appearance of that highly visual built element within the streetscape.

Indeed, the implementation of these new façade treatments to both the club building and the decked car park will significantly enhance the visual impact of the existing development and the quality of the streetscape and built environment from that currently presented by existing development on site.

The hotels offers a different but complementary façade treatment light represented predominantly as light weight cladding and glazing but



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also includes extensive detailing including pre-finished screening, extrusions frames, and coloured glazing.

Lighting of the entire development will express different architectural elements viewed more commonly in day time periods and will serve to animate the hotel element during evening periods.

All roof plant will be screened behind roof features and have no visual presence in the built environment.

#### **6.4.2.3 LANDSCAPING**

The development incorporates an extensive and integrated design response across the site, with a particular emphasis and focus on the following key areas:

- Memorial garden entry area via Railway Parade
- Ground floor to the hotel street address at Railway Parade
- Bowling green interface with Bartley St and Phelps St
- Ground floor club interface with Bartley St and Railway Parade
- Roof top pool and deck area
- landscaped climbing screen to the existing multi-deck car park.

These planting and hard landscaped features will provide a significantly enhanced streetscape interface between the site and its streetscape.

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The development also proposes new dense, screen tree planting along the northern and eastern boundaries of the site where it adjoins residential development located on Pevensey St and Railway Parade respectively. This planting will screen views of the lower levels of the development and therefore maintain their visual amenity.

#### **6.4.2.4 VISUAL AMENITY**

The development has a direct interface with residential development at the north western corner of the site where it adjoins residential development located on Railway Parade and Pevensey St respectively.

The hotel podium is setback 17m from the nearest residential development at that location. The upper levels of the hotel provide even greater setbacks of a range between 26m and 48m. This is considered to provide suitable building separation to maintain a sense of space and visual relief for that adjacent development.

The residential development on Pevensey St will be provided with a building separation of over 22m and this too is considered to represent a suitable building separation.

Importantly, new dense screen planting are provided at both residential boundary interfaces to further mitigate visual impacts of the development on those residents.

The hotel pool area is located on the podium roof and this provides a height greater than the upper floor window level of adjacent development to the north. This height, together with the provision of screening to the pool area ensures that there will be no potential

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opportunity for cross-site viewing and adverse visual privacy between internal and external living areas of the respective sites.

Residential development on Pevensey St is located over 150m from the hotel tower elements and will therefore be provided with only distance or background views to that element, ensuring limited potential for adverse visual impacts at this location.

#### **6.4.2.5 SOLAR ACCESS**

The location of the hotel tower to the south of adjacent residential development ensures that the development will not cause any overshadowing or loss of solar access to that adjoining development.

Further, the shadow diagrams also demonstrate that shadows from the development will not extend into the adjacent Memorial Park.

#### **6.4.2.6 TRANSPORT, TRAFFIC AND PARKING**

The site is conveniently located with respect to the arterial and local road systems serving the region. It is therefore able to effectively distribute traffic onto the wider road network, minimising traffic impacts.

Further, the site currently enjoys excellent proximity to public transport services (both rail and bus) and the club currently provides additional courtesy bus services for its members. This assists manage the demand for car based travel.

The existing club generates 342 veh/hr (211 in, 131 out) between 7.15pm and 8.15pm during the Friday evening. Traffic generation rates are not specified in the RMS Guide for this type of development and in any event, such a rate would not be as reliable as a survey

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based assessment, which is the preferred methodology in the RMS Guideline. Therefore an estimate of the traffic generation rate is produced using the relationship between existing traffic generation and GFA, which equates to 2.34 trips per 100m<sup>2</sup> GFA based on traffic surveys undertaken at the clubs access locations on Bartley Street and Phelps St.

The expected net increase in traffic generation of the proposed development will be 304 veh/hr (191 in, 113 out) above existing conditions. The total trip generation from the full development will therefore be in the region of 646 veh/hr (402 in, 244 out) during the site PM peak hour. These trips will be distributed over the three (3) car park accesses.

A SIDRA model was developed to analyse the performance of key road intersections in the vicinity of the site having regard to the proposed traffic increases. The performance of those intersections is represented in the Table 4 over page.

It can be seen that all intersection operate satisfactorily under the existing 'base case' scenario and the future scenario, with a level of service A to C during both peak periods, with minimal increases in the average delay and no changes in the level of service at any of the intersections.

Therefore it can be stated that the proposed development will have minimal impacts on key intersections, which will continue to operate as presently occurs and with similar delays and queues.

**TABLE 4: INTERSECTION PERFORMANCE**

Intersection Description	Control Type	Model	Degree of Saturation	Intersection Delay	Level of Service
Bartley Street and Railway Parade	Signals	Without Development	0.892	31.9	C
	Signals	With Development	0.886	32.2	C
Bartley Street and Phelps Street	Priority	Without Development	0.242	8.7	A
	Priority	With Development	0.373	11.0	A
Phelps Street and Pevensey Street	Roundabout	Without Development	0.150	7.9	A
	Roundabout	With Development	0.168	8.4	A
Pevensey and Railway Parade	Priority	Without Development	0.278	13.6	A
	Priority	With Development	0.307	14.1	A
Railway Parade and Canley Vale Road	Signals	Without Development	0.951	38.3	C
	Signals	With Development	0.962	38.4	C

#### **6.4.2.7 NOISE IMPACTS**

The site and its development is exposed to potential noise impacts and vibration from the nearby rail line and also provides several activities that have the potential to generate noise impacts upon adjacent residential premises to the north and west of the site.

A detailed acoustic assessment accompanies the development report and makes the following analysis:

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- **IMPACT FROM THE RAIL LINE AND OTHER NOISE SOURCES**

The nearest residence (apartment block at 141 Railway Parade) to the proposed development is 5 metres away. The façade of Apartment Block at 141 Railway Parade is exposed to similar noise levels as the proposed hotel rooms. Any new air conditioning and mechanical plant will need to be acoustically treated to achieve the criteria of the NSW INP noise criteria outlined below. This can occur as part of subsequent design stages and recommendations for materials and construction techniques to be implemented at those subsequent stages are provided with this as provided as part of the acoustic assessment.

- **IMPACT OF NOISE FROM THE AUDITORIUM**

The noise levels within an auditorium can be as high as 95dB(A) from during a loud performance and enthusiastic audience participation. It is recommended that the effective composite sound insulation value of the building elements enclosing the auditorium shall be  $R_{w55}$  or higher to achieve the INP night criteria of 45dB  $L_{Aeq,15min}$ .

- **IMPACT OF NOISE FROM THE SWIMMING POOL**

Based on the proposed building design, and the location of the pool, it is estimated that the noise level at the boundary of the nearest residence at 141 Railway Parade is 47dB  $L_{Aeq,15min}$  which is below the INP Evening Criteria of 50dB  $L_{Aeq,15min}$  for the nearest residential boundary. During the late evening and night periods, the noise levels are predicted to be as follows and accordingly that the noise level at the boundary of the nearest residence at 141



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Railway Parade is 43dB  $L_{Aeq,15min}$  which is below the INP Night Criteria of 45dB  $L_{Aeq,15min}$  for the nearest residential boundary.

Signs should be displayed at the pool area to remind patrons about the need to minimise noise when they are in the pool area and to be considerate of the neighbours.

- **IMPACT OF NOISE FROM THE BOWLING GREENS**

The new bowling greens will be located at the corner of Phelps and Bartley Street. The sport of lawn bowling is a relatively low noise sporting activity where most of the vicinity would be the traffic noise from Bartley Road.

- **IMPACT OF NOISE FROM THE OUTDOOR GAMING AREA**

The outdoor gaming area located at the northern boundary interface with the neighbouring residents at 141 Railway Parade.

A sign should be displayed to remind patrons about the need to minimise noise when they are in the Outdoor Gaming Areas and to be considerate of the neighbours.

Based on the proposed building design, and the location of the outdoor gaming area and the anticipated noise of the gaming machines, it is estimated that the noise level at the boundary of the nearest residence at 141 Railway St is 45dB  $L_{Aeq,15min}$  which is below the INP Evening Criteria of 50dB  $L_{Aeq,15min}$  for the nearest residential boundary.

- **IMPACT OF NOISE FROM THE NEW SERVICE ROAD**

The introduction of the one way New Service Road from Railway Parade to Pevensy Street has been estimated to cause a traffic

movement of 66 vehicles during the peak hour period of 7.15 to 8.15pm on a Friday night.

It is recommended that a 2.4metre high solid noise barrier (9mm CFC or similar) be erected at the boundary of the proposed development and the neighbouring residential properties. This would allow unrestricted use of the service road and meet the INP criteria for the development.

#### **6.4.2.8 INFRASTRUCTURE AND SERVICES**

The site enjoys access to a full range of urban services and infrastructure. Detailed studies of the capacity of that infrastructure, including stormwater drainage, accompany the development and demonstrate that suitable arrangement can be provided and as such will mitigate against any adverse impacts upon the environment.

#### **6.4.2.9 LIGHTING**

The façade lighting will be sympathetic to the building design and sufficiently subdued to avoid conflict with any neighbouring property. All external points of lighting will comply with AS 4282-1997 Control of the obtrusive effects of outdoor lighting.

The lighting of the bowling green will be designed to competition level. As the greens are located in a residential area the design will take into consideration:

- Compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting.
- Consideration of the view angle from residential premises to the source point.

- Luminaire distribution
- All light sources will be LED

The lighting design also incorporates features to control the distribution of light through the use of glare shields designed to remove direct upward light, spill light and the ability for direct line of sight glare. Further detail about lighting and measures to control light spill is outlined in the accompanying electrical services report.

#### **6.4.2.10 ACCESSIBILITY**

A detailed accessibility assessment has been undertaken and accompanies the development. In summary, the assessment confirms the following outcomes:

- The ground floor entry lobbies will provide appropriate level and graded entry paths for people with disabilities in accordance with Part D3 of the BCA 2016 and the DDA Access Code; and
- The accessible parking will comply with AS 2890.6 to satisfy Part D3.5 of the BCA and DDA Access Code; and
- The internal accessways within the club premises and hotel development will provide appropriate access for people with disabilities to all common unique amenities in accordance with Part D3 of the BCA 2016 and the DDA Access Code; and
- The lifts provide access between all building levels in a manner that will satisfy Part D3.3 of the BCA 2016 and the DDA Access Code; and
- The hotel accommodation will provide appropriate access for people with disabilities to an appropriate quantity of accessible accommodation suites (7 of 124) with suitable spatial areas in

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accordance with AS1428.1 to satisfy Part D3 of the BCA 2016 and the DDA Access Code which will be reconfirmed and detailed at the construction documentation stage.

Accordingly, given the degree of accessibility within the club premises, hotel accommodation and overall parking accessibility, it is concluded that the development will satisfy the accessibility provisions of the BCA 2016 and DDA Access Code.

#### **6.4.3 ECONOMIC IMPACT**

Cabramatta is an important tourist destination in Sydney's rapidly increasing food and cultural tourism economy. There is currently a distinct lack of short-term stay accommodation opportunities within the Cabramatta town centre, area which is having a detrimental impact upon the possible future growth of that part of the economy.

The provision of new tourist accommodation opportunities would therefore promote the growth of that economy segment and could provide a significantly positive impact upon the local economy.

A detailed economic impact assessment has been undertaken and accompanies the development application. This assessment concludes: that the development will have the following economic impacts:

**TABLE 5: SUMMARY OF ECONOMIC IMPACT**

FACTOR	IMPACT
<b>Economic Investment</b>	<ul style="list-style-type: none"> <li>Estimated construction cost of \$121m- 138m.</li> <li>Construction would generate a further \$154m-\$174m of activity in production induced effects;</li> <li>A further \$115m-\$130m in consumption induced effects; and</li> <li>Total economic activity of \$401m- \$456m.</li> </ul>
<b>Construction Jobs</b>	<ul style="list-style-type: none"> <li>285-324 job years generated directly in construction; and</li> <li>Due to multiplier impacts the proposal is estimated to generate a total of 1,126-1,278 job years directly and indirectly.</li> </ul>
<b>Tourism expenditure multipliers</b>	<ul style="list-style-type: none"> <li>With 120 hotel rooms we expect 57,450 visitor nights per annum; and</li> <li>Each overnight tourist will spend on average around \$140 per day on goods and services other than on accommodation. This equates to expenditure of around \$8.0m every year from overnight tourists.</li> </ul>
<b>Job creation</b>	<ul style="list-style-type: none"> <li>The proposal will provide 455 -503 full time and part time jobs on site;</li> </ul>

<b>Salary contribution</b>	<ul style="list-style-type: none"> <li>The combined salaries of all the workers on site will be approximately \$25.m- \$26.8m every year; and</li> <li>These salaries will stimulate further demand for goods and services in the locality.</li> </ul>
<b>Retail expenditure</b>	<ul style="list-style-type: none"> <li>Workers and tourists on site will generate \$9m - \$9.2m of additional retail spend every year in the locality.</li> </ul>
<b>Industry value added</b>	<ul style="list-style-type: none"> <li>The proposed mixed uses in the building will contribute \$35.7m - \$38.1m every year to the Canley Vale and the surrounding regional economy.</li> </ul>
<b>Investment stimulus</b>	<ul style="list-style-type: none"> <li>Significant property investment decisions are generally viewed as a strong positive commitment for the local area;</li> <li>The direct investment proposed by the development would, through a wide range of economic multipliers as outlined above, support investment in associated industries; and</li> <li>The proposed development would create additional business opportunities in this locality.</li> </ul>

The development proposal is therefore entirely consistent with broader economic strategies currently being pursued for the region and LGA and therefore can be considered to provide positive economic impacts to the local and regional economy.



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#### **6.4.4 SOCIAL IMPACT**

The development proposal is accompanied by a detailed social impact assessment, which concludes that the development is likely to generate a number of positive benefits for the local community. These include:

- Increased local economic activity and employment opportunities in adjoining centres;
- Enhanced choice and new services provided;
- Revitalisation of the site; and
- Providing flow-on benefits to other nearby businesses and services.

The proposal is expected to result in short term impacts on the community associated with construction, which can be managed by preparation of a Construction Management Plan.

Appropriate management and operational procedures will be implemented to manage environmental and social impacts associated with the continued sale of liquor on the site and use of existing poker machines currently provided. As such it is considered that the proposal will:

- Accord with the broad State, Metropolitan and local policies regarding minimising potential harm and impacts on local communities;
- Upgrade and modernise an existing site;
- Appropriately manage noise impacts during construction and on-going operation;

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- Continue to implement procedures which minimise adverse impacts associated with alcohol consumption in accordance with the Responsible Service of Alcohol;
  - Continue to implement procedures which minimise adverse impacts associated with gambling and wagering;
  - Provide information for members and guests on referral services in the area that can help to address alcohol and gambling addictions;
  - Cooperate with NSW Police strategies and continue to be an active participant in the Cabramatta Liquor Accord and Cabramatta Community Safety Precinct Committee to minimise alcohol related crime for this area;
  - Ensure all aspects of its operation are continually monitored by Cabra-Vale Diggers management and Board of Directors; and
  - Continue to provide financial and in-kind support to local community not for profit organisations throughout the Fairfield LGA and South Western Sydney.

Therefore in light of the benefits of the proposed development and in the absence of any significant social impacts, the Development Application is considered suitable to proceed.

## **6.5 THE SUITABILITY OF THE SITE FOR THE DEVELOPMENT**

The subject site is located within an existing urban area that is well serviced by infrastructure necessary to support the use.

The site already accommodates a club building and bowling greens.

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The development presents demands that are well within the servicing capacities of that infrastructure.

It is therefore considered that the subject site is ideally suited to the proposed development.

## **6.6 THE PUBLIC INTEREST**

The development provides several positive outcomes that clearly indicate that it serves the Public interest. These outcomes include:

- New tourism accommodation and conference facility to promote and facilitate local tourism associated with community festivals
- Improved built environment outcome through landmark built form and new integrated elevation treatments to existing club building and decked car park
- Significant new and ongoing employment and economic opportunities for local area
- No adverse environmental impact
- Efficient utilisation of existing urban infrastructure
- Compatibility with adjacent uses
- Flood risks are appropriately mitigated

## 7.0 CONCLUSION

The development seeks approval to major alterations and additions to the existing club facility plus the development of a new 120 room hotel and associated facilities.

The subject site is an appropriately zoned parcel of land and the proposed development is permissible.

The subject development proposal represents a significant economic investment into the Western Sydney region and Fairfield LGA and development has been advanced in response to unrealised demand for new short stay accommodation that would enhance, complement and synergise existing and planned club services.

The development takes advantage of the site's excellent proximity to regional transport linkages and the cultural tourism destination of Cabramatta and as such presents a unique opportunity to capture and grow economic activity that occurs as part of the local tourism and festivals.

It will also create significant local employment growth both on site and within the local community and district.

The development, will cause no adverse environmental impact, provides a positive social impact and makes an efficient and economic use of existing land and infrastructure.

There is considered to be good reason for Council should to approve the development application.

## **ANNEXURE A: SSD ADVICE**



Mr Vince Hardy  
Cityscape Planning and Projects  
PO Box 127  
GLENBROOK NSW 2773

Contact Name: Alexandra O'Rorke  
Number: 9274 6367  
Email: [alexandra.ororke@planning.nsw.gov.au](mailto:alexandra.ororke@planning.nsw.gov.au)

Our Ref: SSD 8335

Email: [cityscape@cityscape.net.au](mailto:cityscape@cityscape.net.au)

Dear Mr Hardy

**Cabra-Vale Diggers Club and Hotel Redevelopment – Bartley Street, Cabramatta  
Notification regarding Request for SEARs**

I am writing to inform you that the Department has reviewed the SEARs request and supporting documentation, including the Quantity Surveyor's report, and notes that the tourist-related component of the application (hotel) does not reach the required Capital Investment Value (CIV) of \$100 million. The tourist-related component must independently reach the required CIV of \$100 million for the development to be State significant development (SSD).

Further, the club component of the proposed development is not within the scope of an 'entertainment facility' under the *State Environmental Planning Policy (State and Regional Development) 2011* because the definition of 'entertainment facilities' in the *Fairfield Local Environmental Plan 2013* specifically excludes pubs and registered clubs.

For the above two reasons, the proposed development outlined in your SEARs request is not SSD under section 89C of the *Environmental Planning and Assessment Act 1979*.

Given the above, I suggest you contact Fairfield City Council to further discuss your proposed development and the assessment process.

If you have any questions, please contact Alexandra O'Rorke on (02) 9274 6367 or via email at [alexandra.ororke@planning.nsw.gov.au](mailto:alexandra.ororke@planning.nsw.gov.au)

Yours sincerely

A handwritten signature in blue ink, followed by the date '6/4/17'.

Ben Lusher  
**Director**  
**Key Sites Assessments**