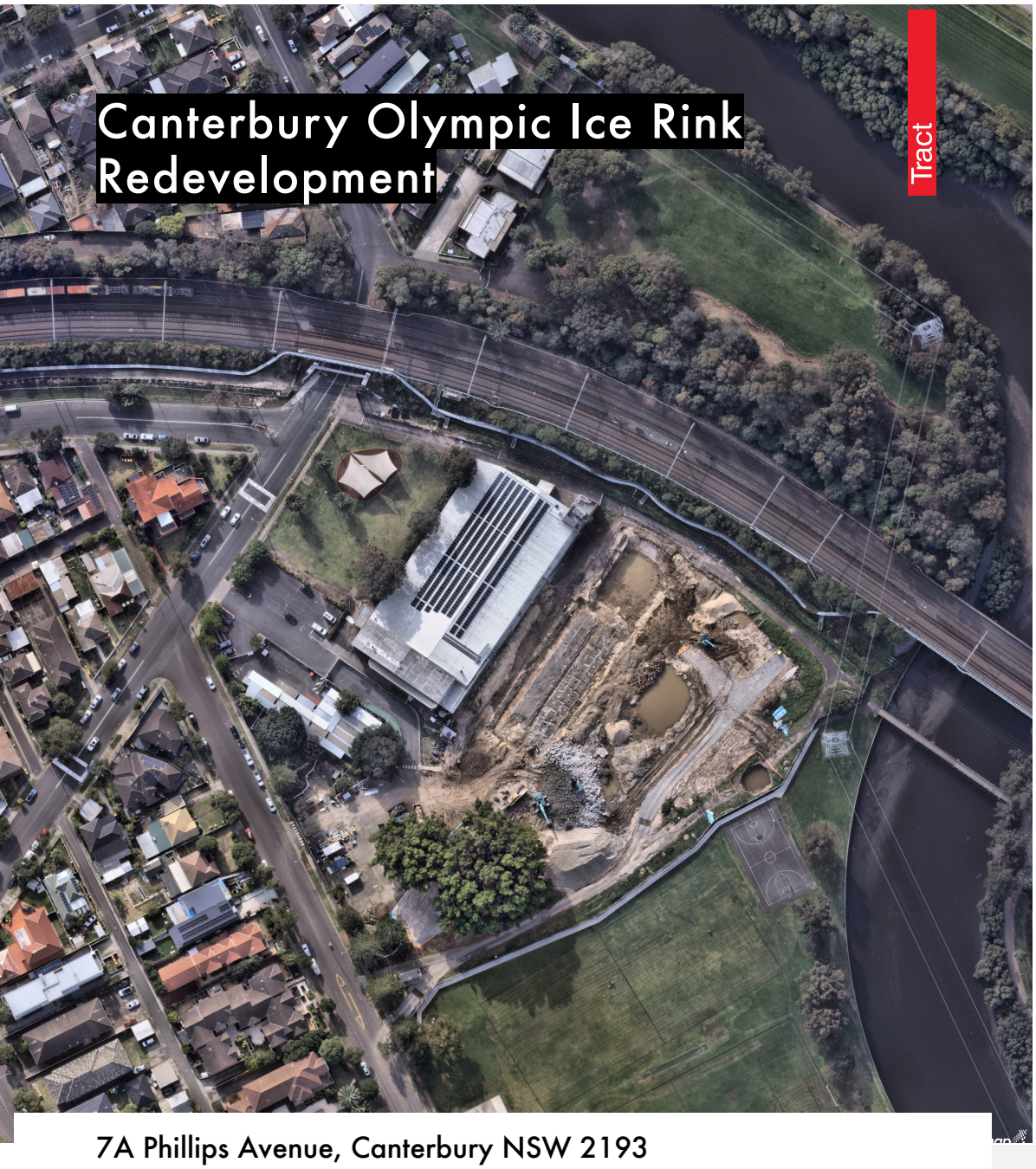


Canterbury Olympic Ice Rink Redevelopment

7A Phillips Avenue, Canterbury NSW 2193

Statement of Environmental Effects (Revised)

Prepared for The Ice Skating Club of NSW Co-operative Limited

Tract

Gamaragal Country
Level 8, 80 Mound Street, North Sydney
NSW 2060

(02) 9954 3733
www.tract.com.au

19 December 2024

Quality Assurance

Canterbury Olympic Ice Rink Redevelopment
7A Phillips Avenue, Canterbury NSW 2193
Statement of Environmental Effects (Revised)

Project Number
222-0103-00

1.1 Revisions

Issue	Date	Description	Prepared By	Reviewed By	Project Principal
00	23/07/2024	Draft for client review	K Picard	C Van Rooyen	L Slabbert
01	14/08/2024	Final for submission	K Picard	C Van Rooyen	L Slabbert
02	20/12/2024	Revised SEE	K Palafox Corné Van Rooyen	A Stanton (HunterScott)	L Slabbert

DRAFT

Contents

DRAFT

DRAFT

Figures

DRAFT

DRAFT

DRAFT

1 Executive Summary

This updated Statement of Environmental Effects (SEE) by Tract Consultants Pty Ltd (Tract) and HunterScott has been prepared on behalf of The Ice Skating Club of NSW Co-operative Limited. The report forms part of the Development Application (DA) to Canterbury Bankstown City Council and seeks approval for the proposed internal alterations and improvements to the Canterbury Olympic Ice Rink ('COIR' or 'Ice Rink').

The proposed redevelopment works are to be undertaken at the site of the COIR, located at 17A Phillips Avenue, Canterbury NSW 2193 (the Site). The existing site is currently on land which is legally described as Lot 1/-/DP 818459 and is located with the Canterbury-Bankstown Local Government Area. Works will also impact the adjacent site registered as Lot 2/-/DP 818459 and a portion of a State-owned easement (Z43673) to the northwest of the site.

The purpose of this revised SEE is to inform the assessment authority about the proposal and assist in its determination. This SEE provides:

- The context of the Site and a description of the works related to the proposed development;
- An assessment of the proposed development against the relevant planning and development controls; and
- An assessment of the proposed development for potential environmental impacts and identify the required mitigation measures.

Primarily the proposed works seek to repair the current COIR building to allow for the Ice Rink to reopen since its closure in August 2022 due to concerns regarding the structural integrity of the roof.

The site is zoned as RE1 Public Recreation which seeks to provide land that can be used for recreational purposes and provide a high standard of urban design and local amenity. We note that under the *Canterbury Bankstown Local Environmental Plan 2023 'recreational facility (indoor)'* is permitted with consent.

The preparation of this SEE and the subsequent application is pursuant to Section 4.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the *Environmental Planning and Assessments Regulations 2021* (EP&A Reg).

This revised SEE was prepared to capture additional information received since the submission of the original SEE in August 2024. In summary, this report:

- Includes an update to the site description to include the adjacent Lot 2/-/DP818459 and subsequently request an amendment to the recent approved DA-1012/2021/B (PAN-362353) relating to the Canterbury Leisure and Aquatic Centre (CLAC).
- Incorporates a portion of a State-owned easement, located directly northwest of the site, to capture and fully document an existing encroachment by the Ice Rink onto the easement.
- Responds to comments received during the public exhibition from the Council Urban Design team.
- Responds to comments received from Council regarding parking and overflow parking, particularly around the Tasker Park playground area and associated landscaping.

2 Introduction

Commented [LS1]: Please check on the final version as it looks like the heading numbering is not right and some of the bullets might have also gone out of wack.

This revised SEE by Tract has been prepared on behalf of The Ice Skating Club of NSW Co-operative Limited (the Client). The report forms part of the DA to Canterbury Bankstown City Council and seeks approval for the proposed internal alterations and improvements to COIR.

The proposed redevelopment works are proposed to be undertaken at the site of the COIR, located at 17A Phillips Avenue, Canterbury NSW 2193 (the Site). The Site is situated on Lot 1/DP818459 and is located with the Canterbury Bankstown Local Government Area. As mentioned earlier, works will also impact the adjacent site registered as Lot 2/-/DP 818459 and a portion of a State-owned easement to the northwest of the site.

2.1 Purpose of this Report

This revised SEE includes the following broad sections as per the requirements of Section 4.15 of the EP&A Act:

- Site analysis for locality and context;
- Development details including a description of the proposed works;
- Strategic and statutory planning considerations under the relevant environmental planning instruments; and
- An environmental planning assessment for potential environmental and land use impacts.

The purpose of this SEE is to inform the relevant assessment authority about the proposal and assist in its determination of the application.

This SEE provides:

- The context of the Site and a description of the works related to the proposed development.
- An assessment of the proposed development against the relevant planning and development controls; and
- An assessment of the proposed development for potential environmental impacts and identification of the required mitigation measures.

This SEE has considered the following:

- Canterbury Bankstown Local Environmental Plan 2023.
- Canterbury Bankstown Development Control Plan 2023.
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021.*
- *State Environmental Planning Policy (Resilience and Hazards) 2021.*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021.*
- *State Environmental Planning Policy (Planning Systems) 2021.*
- *State Environmental Planning Policy (Sustainable Buildings) 2022.*

This revised SEE was prepared to capture additional information received since the submission of the original SEE in August 2024.

2.2 Development Overview

The proposed works relate to the alterations and additions of the COIR ensuring that the site can be reopened to the public. The development is to be located across multiple lots, legally identified as Lot 1/DP818459 registered as 17A Phillips Street, and Lot 2/-/DP818459 located on the corner of Wairoa Street and Phillips Avenue on Council owned land. There is a minor encroachment onto State Land (Z43673 – an easement for Right of Way) to the northwest of the site.

Lot 1/DP818459 is approximately 4,734m^2 and is located directly adjacent to the recently approved Canterbury Leisure and Aquatic Centre, which is located on Lot 2/DP 818459.

As previously noted, the Ice Rink has been closed indefinitely based on the advice of structural engineers after an inspection raised concerns regarding the structural integrity of the roof. The works proposed for the site are considered necessary to get the Ice Rink reopened and operating again with improved site amenities.

Once the redevelopment works are complete, the Ice Rink will return to its previous operation. The main objective of the proposed works is to maintain, upgrade and improve the site's existing amenity.

This SEE seeks approval for the following works related to the proposed alterations and additions of the COIR:

- Replacement of the existing roof structure:
- The main roof over the ice rink is to be replaced due to structural safety issues with the existing structure. This is a like-for-like replacement of the existing roof and therefore seen as urgent maintenance works.
- The new roof structure will further improve insulation to this facility.
- Internal alterations and additions which include but are not limited to:
    - As a result of the demolition of the CLAC grandstand, the COIR skate hire zone and hockey change rooms have also previously been demolished.
    - Replacement of existing grandstand with a new grandstand which includes accessible seating.
    - An additional plant room to be connected to the existing plant room.
    - A new lift.
    - The incorporation of a multi-purpose room, to be used in association with the main rink use and activities.
    - New amenities, change rooms and storeroom.
    - Demolition of the northern wall of the COIR.

In addition to the above, and as per the recent request from the Canterbury Bankstown Council following our response to the Request for Further Information (RFI) dated 25 November 2024, this revised SEE now also seeks approval for the following:

- Request an amendment to the recently approved DA-1012/2021/B (PAN-362353) relating to the Canterbury Leisure and Aquatic Centre (CLAC), to allow for:
- An amendment to the CLAC overflow parking. The configuration of the overflow parking as per the CLAC application is to be amended as part of this COIR application. Parking spaces previously adjoining the eastern boundary of the COIR are to be relocated to be within Tasker Park playground and used when required.
- Removal of several existing trees at the Tasker Park playground directly west of the COIR, as requested by Council.

- Removal of the Tasker Park playground and associated equipment, as requested by Council.
- Incorporating an existing encroachment to a portion of a State-owned easement, located directly northwest of the site, to fully document the encroachment. It is important to note that this application will maintain what is already there and will not extend the encroachment.

A complete set of the updated and most recent architectural plans (Drawing 2221-DA000_RevC) are included as **Appendix A – Revision C**. Additionally, the complete list of works is discussed in more detail under Section 4.1.

2.3 Supporting Documentation

In support of this SEE and the proposed development, the following list of plans, documentation, and technical reports have been included as part of this development application package:

Table 1. Supporting Documentation

Appendix	Document	Relevant Author	Issue/Ver	Date
Appendix A – Revision C	Architectural Plans	Kennedy Associates Architects	Rev C	18/12/2024
Appendix B	Cost Summary report "Hunter Scott – COIR – DA Cost Estimate – 210824"	Hunter Scott Pty Ltd	-	09 August 2024
Appendix C - Updated	Landowners Consent	Matthew Stuart – COIR Matthew Stuart – CBC State Gov Department	- - -	22/07/2024 16/12/2024 underway
Appendix D - Updated	Traffic Impact Statement (Letter)	Traffix	-	18/12/2024
Appendix E	BCA Assessment Report "240817-VBS23-9111-Canterbury Ice Rink – BCA & Access Report – Rev 3_V1"	Ventura Building Surveyors	Rev 2	09/08/2024
Appendix F	Acoustic Report	ADP Consulting: Engineering	Rev 4	02/08/2024
Appendix G	Section J DtS and ESD Opportunities Report "ADP16072024_SYD2599Canterbury Ice Rink_ESD Report and DtS Compliance v2"	ADP Consulting: Engineering	Rev 2	16/07/2024
Appendix H	Flooding Assessment (Letter) "COIR-BULL-PAC-CV-LET-0003_Preliminary Drainage and Flooding Assessment (B)"	Turnbull Engineering Pty Ltd	-	09/08/2024
Appendix I	Waste Management Plan "COIR Waste management plan"	Canterbury Development Control Plan 2012 Template	-	12/08/2024
Appendix J	Arborist Report "17A Phillips Avenue, Canterbury tree report July 2024"	Advanced Arborist reporting	-	09/07/2024

Appendix K	Structural Design "20240722 ADP SYD2599 COIR DA Certificate"	ADP Consulting: Engineering	Rev 1	23/07/2024
Appendix L - Updated	Plan of Management	The Ice-Skating Club of NSW Co-operative Limited	Rev E	17/12/2024
Appendix M	Survey Plan "Survey – 17A Phillips Avenue Canterbury floor plans, elevations and Sections Rev C"	SDG Pty Ltd	Issue B	27/03/2024
Appendix N	Contamination Report	Alliance Geotechnical and Environmental Solutions	Issue A	04/12/2024
Appendix O	Landscape Plan	DA Landscape Plans	Issue B	02/12/2024
Appendix P	Preliminary Site Investigation Report	Alliance Geotechnical and Environmental Solutions	Rev 0	22/11/2024

Note:
Appendices A, C, D and L have been updated as part of this revised SEE.
Appendices N, O and P have been added as a part of this revised SEE.

2.4 Planning Pathway and Estimated Cost of Works

The proposed development is lodged on behalf of The Ice-Skating Club of NSW Co-operative Limited. Please refer to the attached **Appendix C** for a copy of the Landowners consent from. The DA is expected to undergo notification and assessment by the Canterbury Bankstown City Council (as the relevant determining authority). We note that the Application may also be referred to the Canterbury Bankstown Local Planning Panel for further consideration.

The application is considered to be 'Local Development' and requires development consent in accordance with the relevant Local Environmental Plan (LEP). The proposal is not considered to be either Regionally Significant or State Significant Development. The application is to be made in accordance with s4.12 of the EP&A Act to the consent authority to carry out the proposed development and will be assessed under s4.15 of the EP&A Act and considered under s4.16 of the EP&A Act.

Hunter Scott Pty Ltd has prepared an estimated development cost (EDC) for the proposed works at COIR. It is estimated that the total capital investment value (CIV) of the project will be $14,244,675 (exclusive of GST). A full breakdown of the cost summary is provided as **Appendix B**.

Additionally, the proposed development complies with the provisions of Chapter 3.2 of the Sustainable Buildings SEPP and the embodied emissions materials form has been included as part of the Cost Summary Report in **Appendix B**.

3 Site Context

3.1 Background

The Ice Rink was opened in 1971 as a not-for-profit entity returning the income from their skaters back in the operation and maintenance of the facility. In August 2022, the facility was closed based on the advice of structural engineers after an inspection raised concerns regarding the structural integrity of the roof. The Board of the Ice-Skating Club of NSW Co-operative applied for the NSW Government's West Invest Program, to assist in funding the new roof and replacement changerooms required.

An announcement was made December 2023 stating that the funding under the NSW Government's Western Sydney Infrastructure Grants Program was approved.

3.2 Regional and Local Context

Located within the Local Aboriginal Land Council of the Metropolitan, the COIR is located approximately 14.3km southwest of the Sydney CBD and is situated directly adjacent to the Canterbury Leisure & Aquatic Centre (CLAC). As noted above, the Site is currently occupied by the existing COIR which is currently shut due to structural concerns.

A review of the Site and its surrounds shows that the COIR is located at 17A Phillips Street in Canterbury NSW. The Site has an area of approximately 4,734m^2 and is within the Canterbury Bankstown Local Government Area. It is located directly adjacent to the CLAC to the east, established low density residential to the south and west, and a Sydney Trains T2 and T3 rail corridor directly to the north.

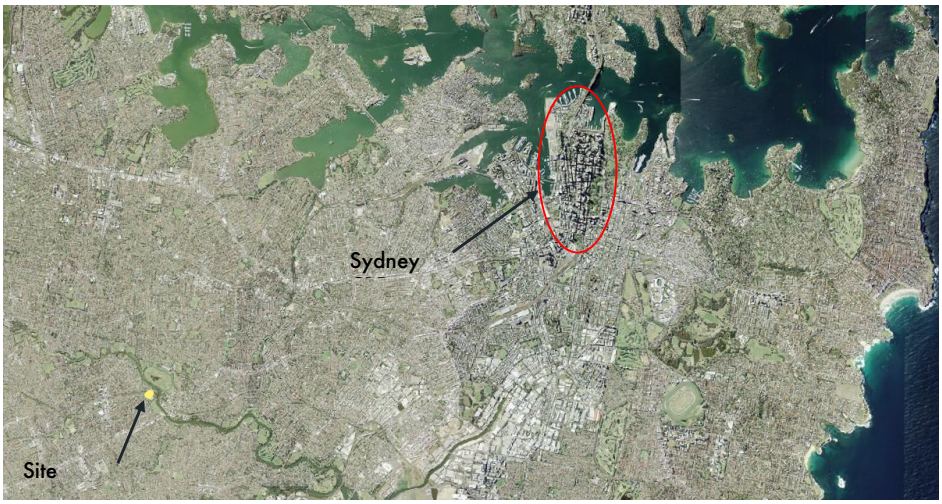


Figure 1. Regional Context (Source: ePlanning Spatial Viewer 2024)

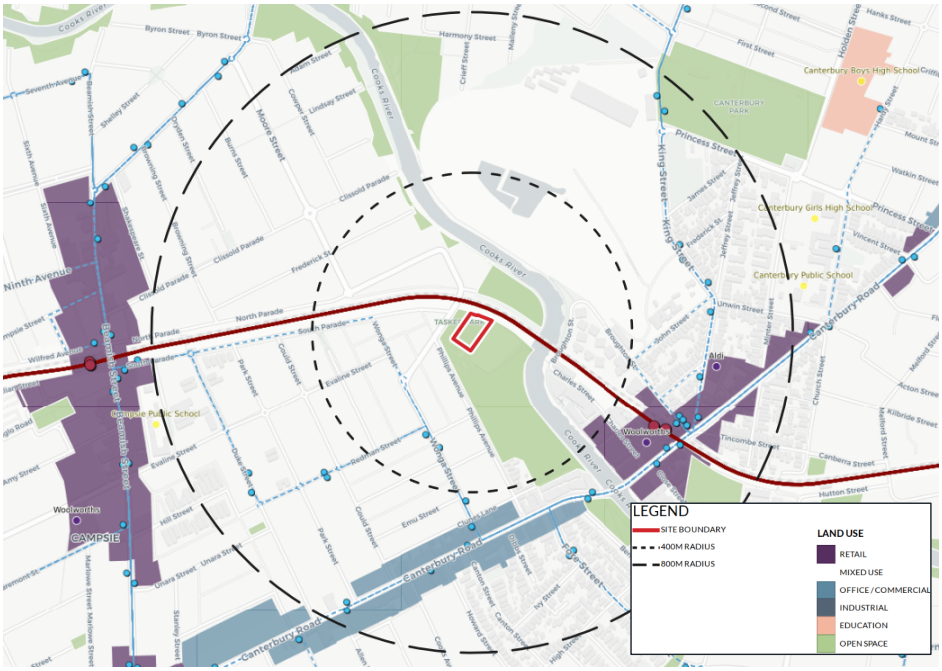


Figure 2. Local Context (Source: OneMap 2024)

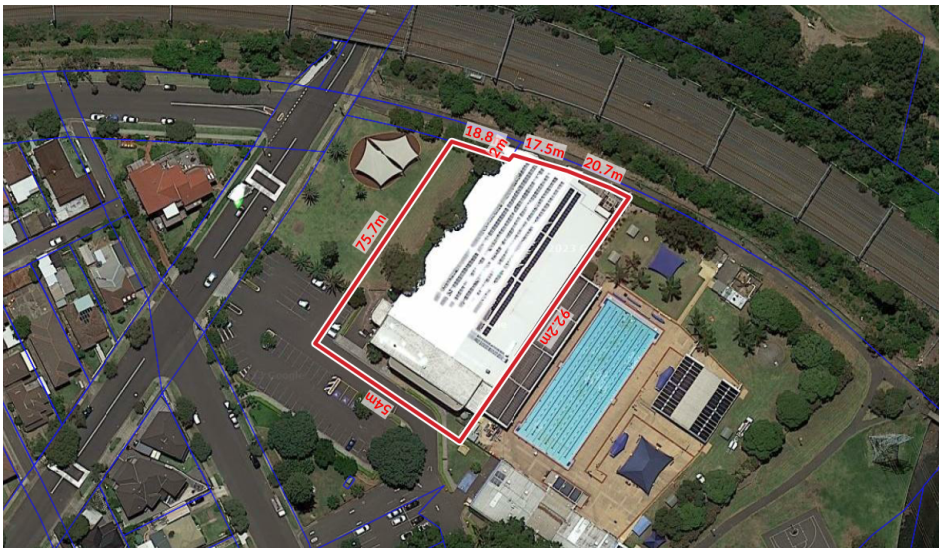


Figure 3. Site Area (Source: OneMap 2024)

3.3 Site Interfaces

North: Directly northwest of the site is Tasker Park Playground, which provides an open grassed area. To the north is the Sydney T2 and T3 train corridor.

Figure 4. Northern Interface of the site (Source: Google 2023)

East: Opposite the Cooks River to the east is the Canterbury Train Station. As mentioned previously, the CLAC is also located directly east of the Site.

Figure 5. Eastern Interface (Source: Google 2023)

South: The south of the site is the public parking for the COIR and the CLAC. The area further south of the car park is characterised as low density residential.

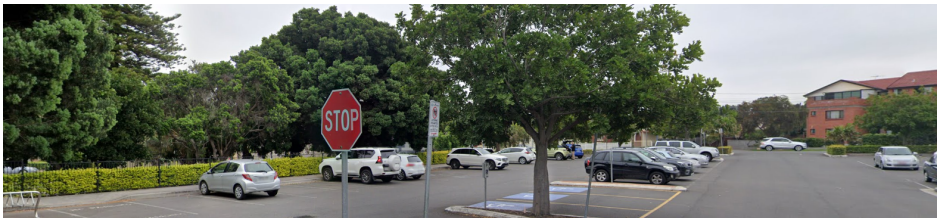


Figure 6. Southern Interface (Source: Google 2023)

West: The west of the site opposite Wairoa Street is predominantly low density residential.

Figure 7. Western Interface (Source: Google 2023)

4 The Proposed Project

4.1 Development Overview

The COIR is subject to several amenity upgrades which will improve site safety and amenity.

Works which are proposed for the COIR seek to ensure that the site is structurally sound and that facility amenities are upgraded. As noted previously, the COIR was closed due to the structural integrity of the COIR roof. This redevelopment seeks to replace and repair the building's roof as well as upgrading site amenities to ensure the site can be reopened and reinstated as a state-of-the-art training and events facility.

The designs prepared by Kennedy Associates Architects show that proposed works will include:

- Replacement of existing grandstand with a new grandstand including accessible seating.
- An additional plant room to be connected to the existing plant room.
- A new lift.
- The incorporation of a multi-purpose room, for use in association with the main rink activities.
- New amenities, change rooms and storeroom.

Works proposed for the COIR include minor amendments to the carparking arrangement and landscaping as proposed within the Canterbury Leisure and Aquatic Centre re-development (DA-1012/2021/B).

- DA-1012/2021 relates to the determined Development Application for 17A Phillips Avenue, Canterbury which sought the demolition and redevelopment of the Canterbury Leisure and Aquatic Centre (CLAC).
    - As part of this SEE, a minor amendment to the proposed carparking layout and configuration is required to best service both the CLAC and COIR once both are operational. Amendments to the configuration of the car park are reflected within the Site and Context Analysis Plan which forms part of the updated Architectural Plans attached as Appendix A. Parking spaces will be made available to the west of the COIR. Overflow parking will be located within a small portion of Tasker Park.
    - Minor changes to the landscaping for Tasker Park Playground is proposed as a result of the above changed parking arrangement for the overflow parking. A new landscape plan has been prepared for the Tasker Park playground and overflow parking area (Appendix O).
- A review of the CLAC Development Application and Conditions of Consent was undertaken which confirmed that the following conditions imposed as part of the above DA-1012/2021/B are relevant to the works sought as a result of this revised SEE.
    - *2.15 Large sandstone blocks (or a similar device) are to be placed at the northern end of the overflow carpark to provide a suitable barrier between the carpark and the adjacent children's playground.*

      Comment: This condition is no longer required.
    - *2.29 An amended landscape plan must be submitted to the satisfaction of the Principle Certifier, Prior to the issue of any Construction Certificate.*

      Comment: Sub-conditions contained under2.29 needs to be aligned with the attached revised landscape plan (Appendix O) and updated Architectural Plan (Appendix A). It is noted that the following trees will be impacted by the additional works:

Table 2. Tasker Park Trees to be Removed

Tree Number as per Previous Approved CLAC Tree Protection Plan	Status as per previous Tree Protection Plan	New Status as per update proposed Site Plan (2221-DA090 Rev C).
T12	Retain	Remove (shown as T1)
T16	Retain	Remove (shown as T15)
T17	Retain	Remove (shown as T16)
T18	Retain	Remove (shown as T11)
T19	Retain	Remove (shown as T10)
T20	Retain	Remove (shown as T8)
T21	Retain	Remove (shown T9)
T26	Retain	Remove
T42	Retain	Remove (Shown as T17)

- As part of this revised SEE, the report provides details as to the extent of intrusions to surrounding sites. As previously mentioned, the works see a minor encroachment onto Lot 2//DP818459 to the north and east of the site as well as a minor encroachment onto State Land (Z43673 – an easement for Right of Way) to the northwest of the site. Landowner consent is being sought for both these sites.
- Finally, this revised SEE details a number of amendments to the proposed redevelopment which have been made to reflect comments made by the planning panel and community feedback. Amendments to the plans are outlined red within the proposed Architectural Plans and described as follows:
  - B1 - Site Boundaries
  - B2 - Vertical Panelling
  - B3 - Adjusted NW corner to remain within tenancy boundary
  - B4 - Tasker Park landscape simplified at Council's request
  - B5 - Car park façade simplified with upper volume intended
  - B6 - Plant screening extended
  - B7 - New works and maintenance works indicated on sections
  - B8 - New brick selection changed to better match the existing selection
  - C1 – Northern wall demolition added to scope
  - C2 – Lot 2 overlap notes added
  - C3 – Corridor ramps removed
  - C4 – Minor changes to east façade cladding and stormwater drainage
  - C5 – Wording of Tasker Park works corrected
  - C6 – Zone of CLAC DA landscape to be modified by this DA
- A more detailed explanation of each of the above is explained within the relevant section below.

4.2 Site Specifications and Drawings

The DA package contains a full set of the architectural plans (**Appendix A – Updated Revision C**), which include:

Table 3. Site Specific Drawings Schedule

Drawing No.	Drawing Name	Rev	Date
2221-DA000	Cover Sheet	C	16/12/2024
2221-DA001	Introduction	C	16/12/2024
2221-DA002	Exterior Artist's Impressions	C	16/12/2024
2221-DA003	Site & Context Analysis	C	16/12/2024
2221-DA004	Design Analysis	C	16/12/2024
2221-DA010	Ground Floor – Demolition Plan	C	16/12/2024
2221-DA011	First Floor – Demolition Plan	C	16/12/2024
2221-DA012	Roof – Demolition Plan	C	16/12/2024
2221-DA090	Proposed Site Plan	C	16/12/2024
2221-DA100	Ground Floor – Proposed Plan	C	16/12/2024
2221-DA101	First Floor – Proposed Plan	C	16/12/2024
2221-DA102	Roof Proposed Plan	C	16/12/2024
2221-DA200	Streetscape Elevations	C	16/12/2024
2221-DA201	Proposed Elevations (South and West)	C	16/12/2024
2221-DA202	Proposed Elevations (North and East)	C	16/12/2024
2221-DA300	Proposed Sections	C	16/12/2024
2221-DA400	External Finishes	C	16/12/2024
2221-DA500	Interior Artist's Impressions	C	16/12/2024
2221-DA600	Shadow Diagrams - Existing	C	16/12/2024
2221-DA601	Shadow Diagrams - Proposed	C	16/12/2024

4.2.1 Proposed Site Plan

The proposed site plan provides an overview of the site and insight into the proposed car parking layout changes as mentioned within Section 4.1.

The following outlines the proposed site plan and highlights the proposed car parking arrangements.

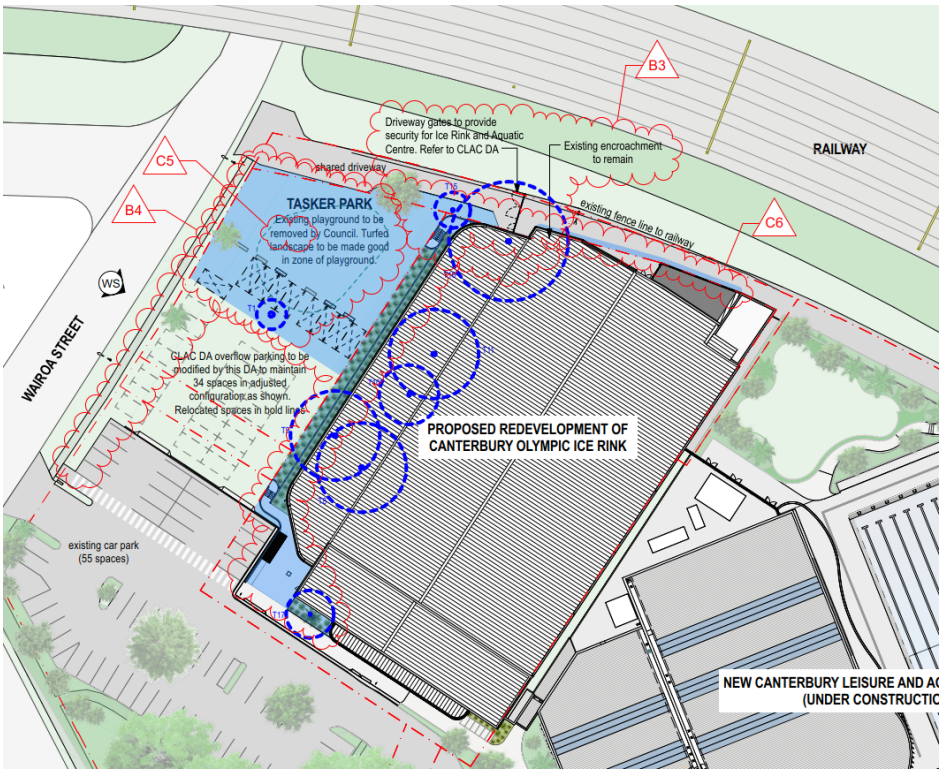


Figure 8. Proposed site plan overflow car parking arrangement (Source: Kennedy Associate Architects 2024 2221-DA090 Rev C)

4.2.2 Proposed Plan Ground Floor

The ground floor plan highlights the extent of the proposed works. Works mainly seek to reconfigure the internal layout and provide improved amenities for the COIR.

Key alterations to the ground floor include:

- Installation of five change/ party rooms.
  - Each room is approximately 56m^2 with one of the five rooms having an area of 49.19 m^2.
  - Each rooms layout includes store space, and shared bathroom facilities.
- Skate hire and skate workshop.
- Stairs and elevator.

- First aid room.
- Additional Storage Rooms.
- Upgrade of Ice Machine storage area and workshop.

Additional amendments

- The Plan identifies the existing encroachment within the northwest corner and northern rear wall to remain (identified as B3 on the plan). The proposed cladding for the COIR to the southeast is to encroach on the neighbouring Lot 2 (C2).
- Owners consent for the encroachment is being sought by the client and has been noted on the Architectural plans.
- Three corridor ramps on the eastern side of the building are to be removed (C3).

Proposed ground floor plan is shown below in Figure 10. The additional amendments have been identified with a red outline on the plans.

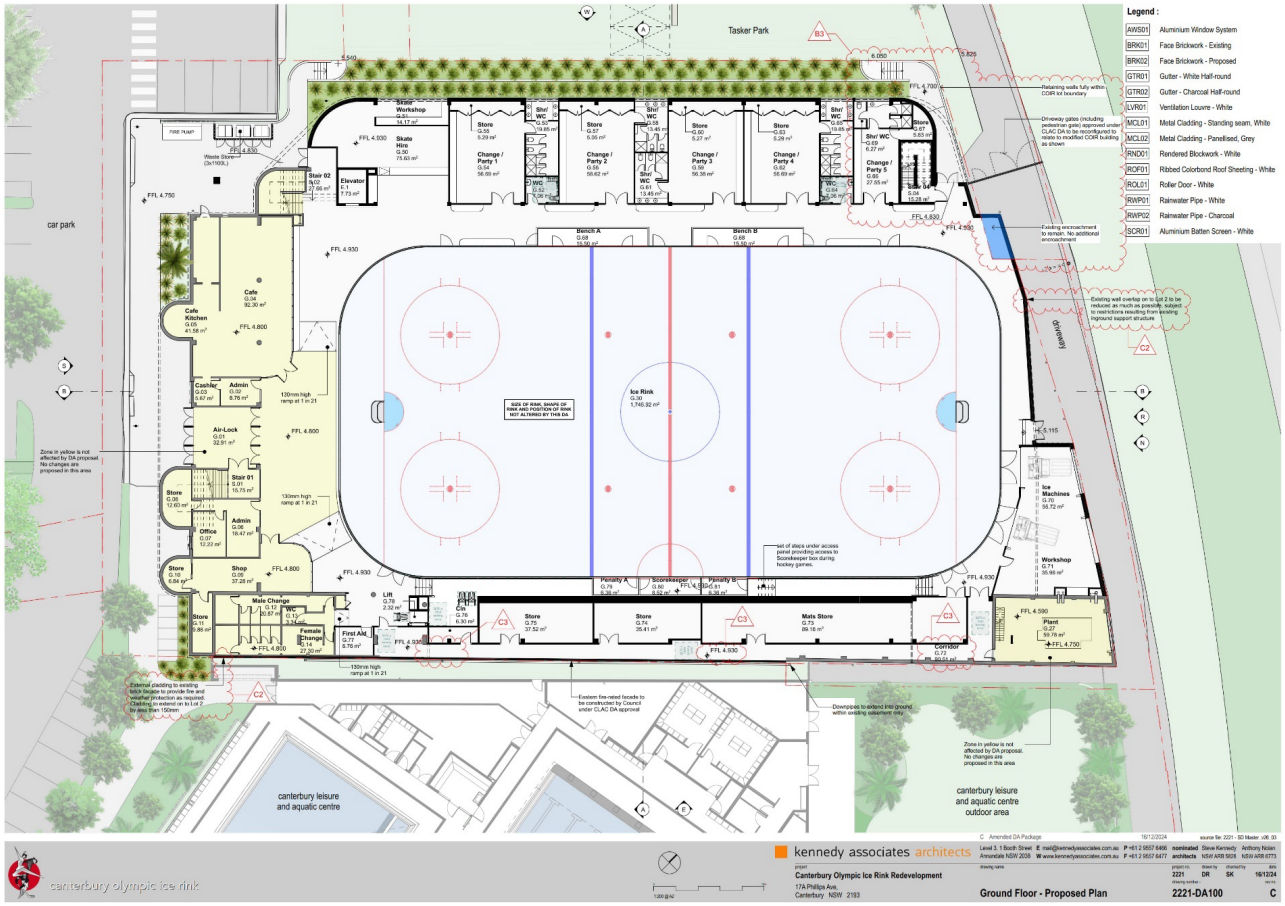


Figure 9. Ground Floor - Proposed Plan (Source: Kennedy Associates Architects 2024 2221-DA100 Rev C)

Note:
The zone hatched in yellow is not affected by the DA Proposal.

No changes are proposed in this area.

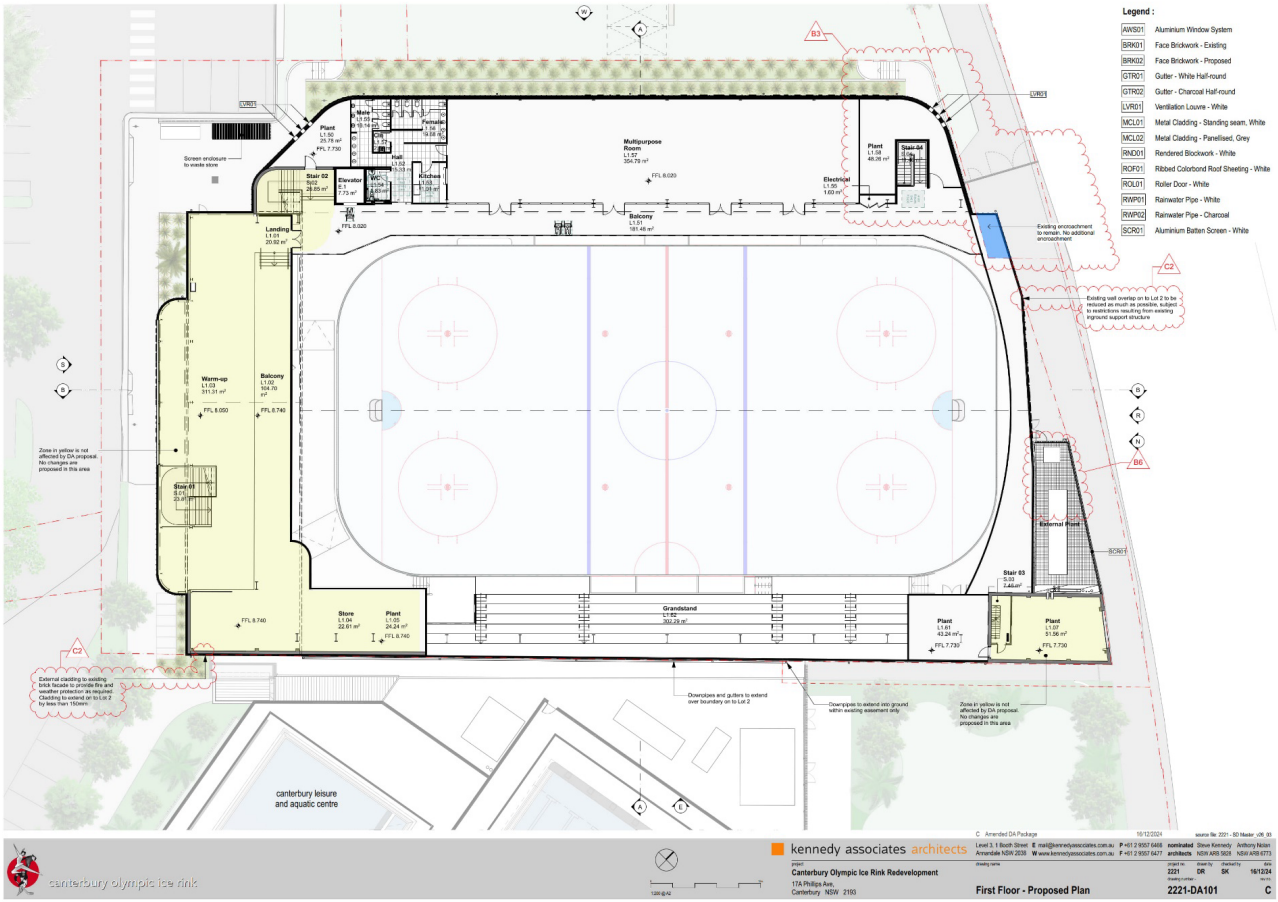
4.2.3 Proposed First Floor Plan

The first floor plan highlights the addition of a new level to the COIR providing the following improved facilities:

- A multipurpose room (approx. 354.79 m^2).
- Female and male W/C.
- Accessible W/C.
- Balcony (North-West).
- New staircase (04) and Lift Access.
- Kitchenette (no cooking facilities).
- Additional Plant Rooms for equipment.

<u>Additional amendments</u>

- The Plan identifies the existing encroachment within the northwest corner and northern rear wall to remain (B3). Proposed cladding proposed for the COIR to the southeast is proposed to encroach on the neighbouring Lot 2 (C2).
- Owners consent for the encroachment is being sought by the client and has been noted on the Architectural plans.
- Further, additional plant screening will be provided at the rear of the site (B6).



Note:
The zone hatched in yellow is not affected by the DA Proposal.

No changes are proposed in

Figure 10. Proposed First Floor Plan (Source: Kennedy Associates Architects 2024 2221-DA101 Rev C)

4.2.4 Roof Plan

- The main roof over the ice rink and over the warmup space is to be replaced as maintenance works due to structural safety issues with the existing structure.
- New roofing is proposed to be placed over the multipurpose room, amenities and plant rooms with clerestory windows to be installed, providing natural sunlight into the building.
- A like for like swap for the existing solar panels are to be undertaken.
- A minor adjustment to the roof profile is proposed to simplify the roof geometry.
- Existing mechanical exhausts are to be retained.

<u>Additional amendments</u>

- The Plan identifies the existing encroachment within the northwest corner and northern rear wall to remain (B3).
- Existing gutter to the north of the site and two proposed down pipes and gutters extend over boundary onto Lot 2 (C2). Owners consent for the encroachment has been received.
- To the southeastern corner of the site car park façade to be simplified (B5).

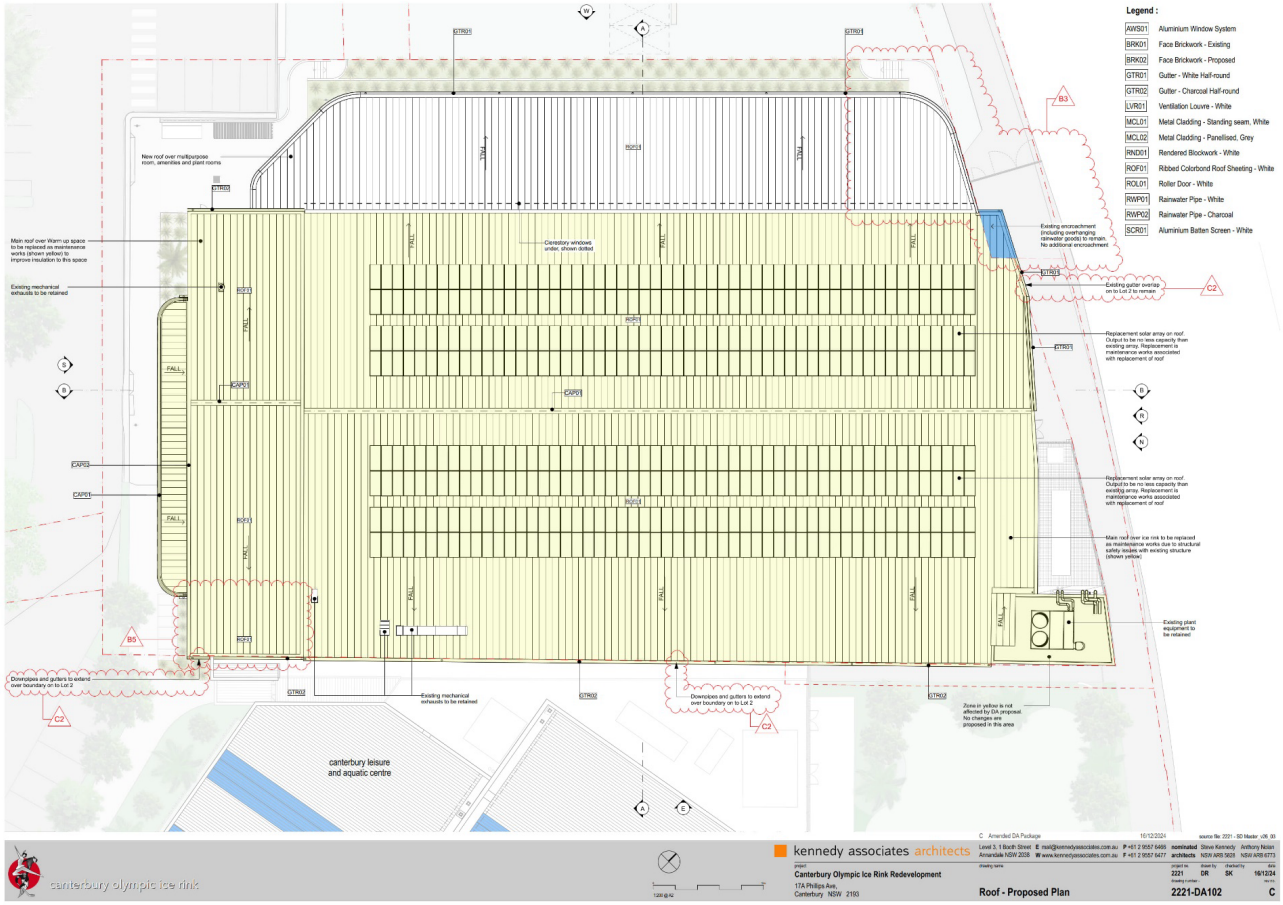


Figure 11. Proposed Roof Plan (Source: Kennedy Associates Architects 2024 2221-DA102 Rev C)

Note:
The zone hatched yellow is not affected by the DA Proposal.

No changes are proposed in

4.2.5 Proposed Elevations

The below figures provide some context on the proposed elevations as prepared by Kennedy Associates Architects.

Additional amendments

- Vertical Panelling will be amended to reflect a similar colour and material scheme as seen within the adjoining CLAC (B2).
- Adjusted NW corner to remain within tenancy boundary (B3).
- Car park façade simplified and to reflect similar colour and material scheme (B5).
- Additional plant screening extended (B6).

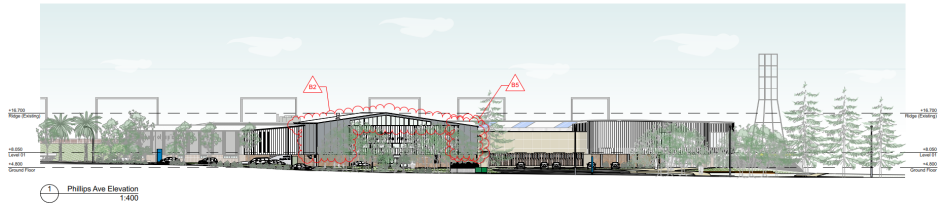


Figure 12. Proposed Phillips Ave Elevation (Source: Kennedy Associates Architects 2024 2221-DA200 Rev C)

Figure 13. Proposed Wairoa Elevation (Source: Kennedy Associates Architects 2024 2221-DA200 Rev C)

Figure 14. Proposed Railway Elevation (Source: Kennedy Associates Architects 2024 2221-DA200 Rev C)

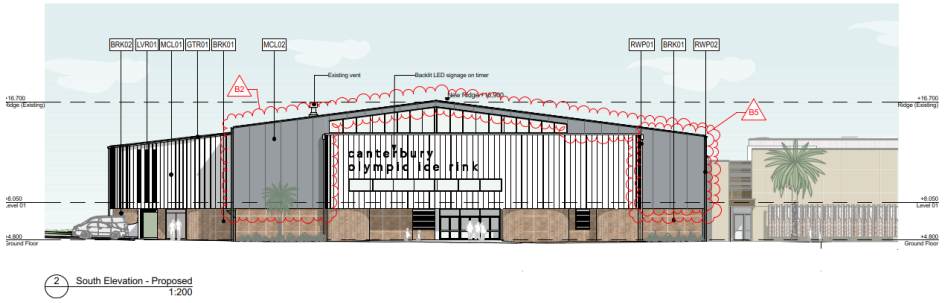


Figure 15. Proposed Southern Elevation (Source: Kennedy Associates Architects 2024 2221-DA201 Rev C)

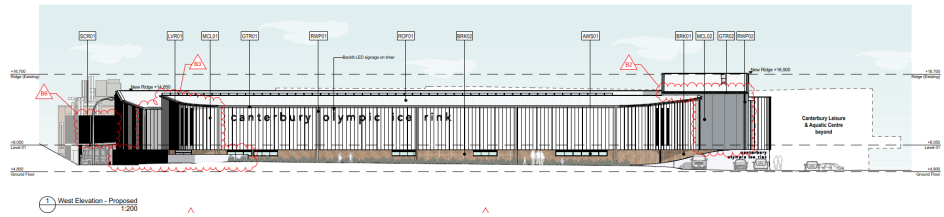


Figure 16. Proposed West Elevation (Source: Kennedy Associates Architects 2024 2221-DA201 Rev C)

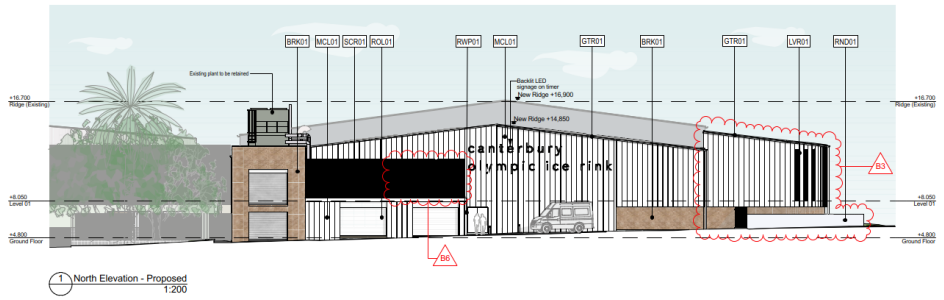


Figure 17. Proposed Northern Elevation (Source: Kennedy Associates Architects 2024 2221-DA202 Rev C)

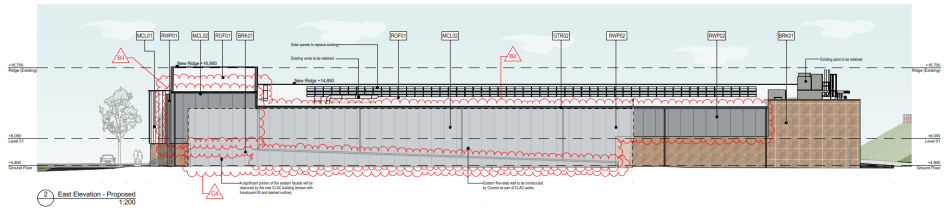


Figure 18. Proposed Eastern Elevation (Source: Kennedy Associates Architects 2024 2221-DA202 Rev C)

4.2.6 Sections

The following provides a review of the sections of the proposed works.
Section AA provides a horizontal cross section of the building.
Section BB provides a vertical cross section of the building.
Note:

- Maintenance Works are coloured yellow.
- New works are coloured red.
- Additional Amendments
- Additional plant screening extended (B6).
- New works and maintenance works are indicated on sections (B7).

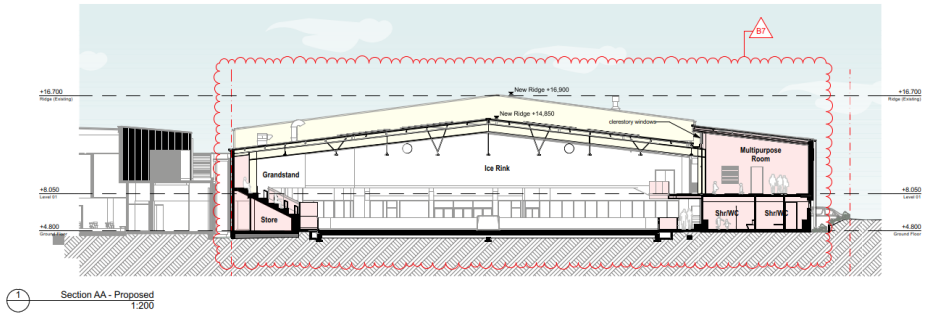


Figure 19. Section AA Proposed Horizontal cross section (Source: Kennedy Associates Architects 2024 2221-DA300 Rev C)

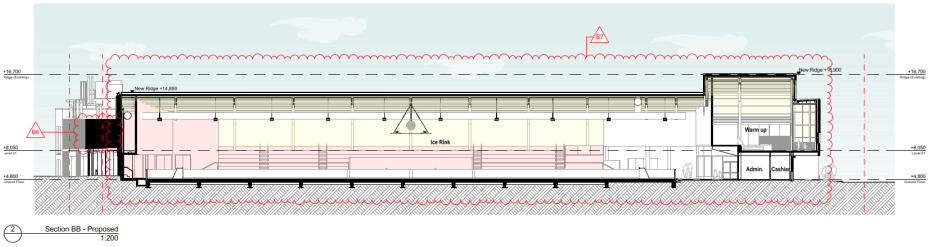


Figure 20. Section BB Proposed Vertical Cross Section (Source: Kennedy Associates Architects 2024 2221-DA300 Rev C)

4.2.7 Exterior 3D Views

The below renders provide some perspective on what is proposed as part of the COIR redevelopment. Note that the key changes made to the drawings following exhibition and our response to the Council RFI is coloured in red.

Additional Amendments

- Changes to the proposed façade of the COIR. The colours are to reflect the colour scheme of CLAC (B2).
- Identification of encroachments onto adjoining Lots (B3, B6).

Figure 21. Southwestern Perspective (Source: Kennedy Associates Architects 2024)

Figure 22. Southern Elevation Perspective (Source: Kennedy Associates Architects 2024)

Figure 23. Northwest Elevation Perspective (Source: Kennedy Associates Architects 2024)

Figure 24. Western Elevation Perspective (Source: Kennedy Associates Architects 2024)

4.2.8 Interior 3D Views

The below renders illustrate the interior of the redeveloped and improved COIR.
Note that the below is unchanged from the original drawings.

Figure 25. Level 1 balcony looking Northeast (Source: Kennedy Associates Architects 2024 2221 – DA500 Rev C)

Figure 26. Internal Perspective from South-East Corner (Source: Kennedy Associates Architects 2024 2221 – DA500 Rev C)

Figure 27. Internal Perspective from the Grandstand (Source: Kennedy Associates Architects 2024 2221 – DA500 Rev C)

Figure 28. Multi-purpose view to Southeast (Source: Kennedy Associates Architects 2024 2221 – DA500 Rev C)

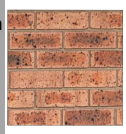
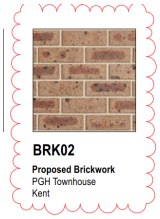
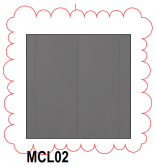
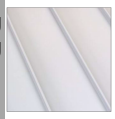
4.2.9 Materials Schedule

The following provides an overview of the proposed material schedule to be used for the COIR.

Additional amendments

- Two proposed exterior finishes have been changed to reflect the colour and material schedule of the adjoining CLAC.
- New brick selection changed to better match (B8).

Table 4. Materials Schedule (Source: Kennedy Associates Architects 2024 2221-DA201 Rev C)

	Materials					
Exterior Finish	 **BRK01** Existing Brickwork Extruded Bricks	 **BRK02** Proposed Brickwork PGH Townhouse Kent	 **MCL01** Cladding Standing Seam White	 **MCL02** Cladding Insulated Panellised Cladding System Fire Rated (where required) Charcoal	 **RND01** Rendered Blockwork Cement Render White	
	 **ROL01** Roller Door Garage Roller Door Colorbond White	 **SCR01** Screen Rectangular Battens Powdercoated Aluminium White	 **LVR01** Louvre Weather-proof Louvre Powdercoated Aluminium White			
Roof Sheeting and Guttering	 **ROF01** Roof Sheeting Insulated Roofing Panels White	 **GTR01** Gutter Half-round Gutter White	 **GTR02** Gutter Half-round Gutter Charcoal	 **RWP01** Rainwater Downpipe Round Metal Downpipe White	 **RWP02** Rainwater Downpipe Round Metal Downpipe Charcoal	
Window	 **AWS01** Window Frames Commercial Windows Powdercoated Aluminium White					

Cladding

MCL02

Cladding
Insulated Panellised
Cladding System
Fire Rated (where required)
Charcoal

4.2.10 Shadow Diagrams

Shadow diagrams have been updated to reflect the minor changes to the COIR. The building itself will remain as is. There is a minor increase in overshadowing shown on 21 June 9am time stamp. This overshadowing will impact the car parking area and is believed to have little to no impact on site amenities.

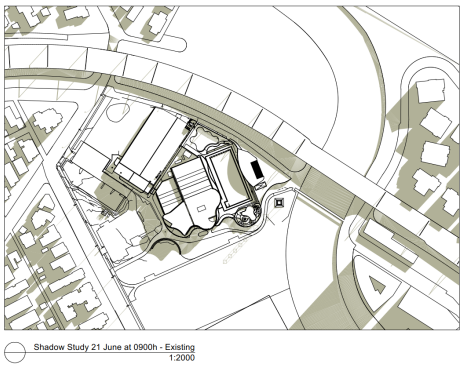


Figure 29. Current Shadow Diagram 21 June 9am (Source: Kennedy Associates Architects 2024 2221-DA600 Rev C)

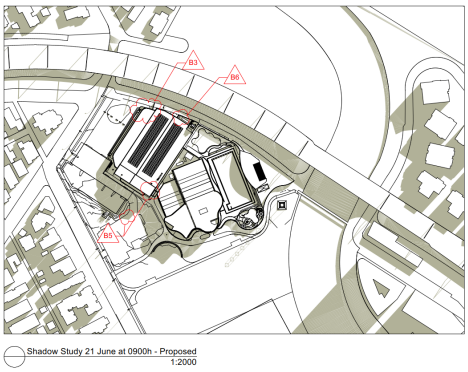


Figure 30. Proposed Shadow Diagram 21 June 9am (Source: Kennedy Associates Architects 2024 2221-DA601 Rev C)

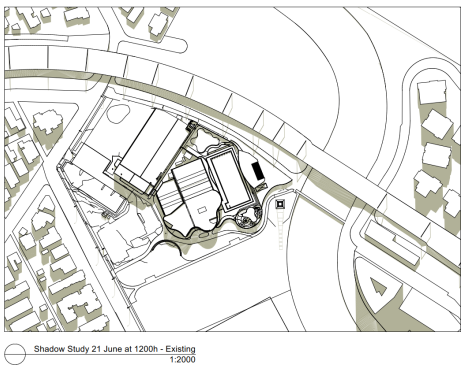


Figure 31. Current Shadow Diagram 21 June 12 noon (Source: Kennedy Associates Architects 2024 2221-DA600 Rev C)

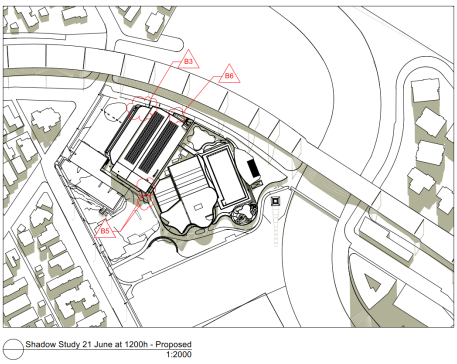


Figure 32. Proposed Shadow Diagram 21 June 12 noon (Source: Kennedy Associates Architects 2024 2221-DA601 Rev C)

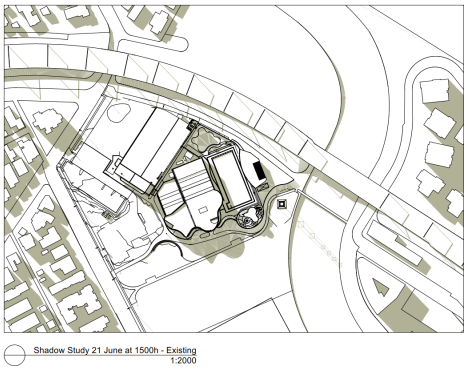


Figure 33. Current Shadow Diagram 21 June 3pm (Source: Kennedy Associates Architects 2024 2221-DA600 Rev C)

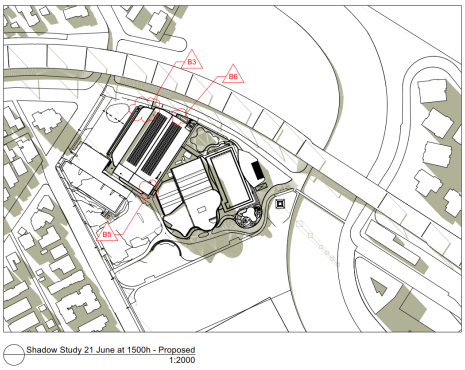


Figure 34. Proposed Shadow Diagram 21 June 3pm (Source: Kennedy Associates Architects 2024 2221-DA601 Rev C)

4.3 Landscape Plan

A Landscape Plan has been prepared by DA Landscape Plans.

Plantings proposed for the site are minor and are proposed for the south and western interfaces. The design and details are shown as three separate 'Insets' within the Landscaping Plan.

The planting schedule denotes the proposed plants to be utilised which include a mix of native and non-native plant species. The plantings selected will achieve a greater height and thus more screening potential.

The Landscape Plan also denotes turfed areas to be reinforced for vehicle carriage to the south of Tasker Park. This area forms part of the overflow parking area.

Figure 26 below provides an overview of the Landscape Plan planting schedule. A full copy is provided as **Appendix O** to this report.

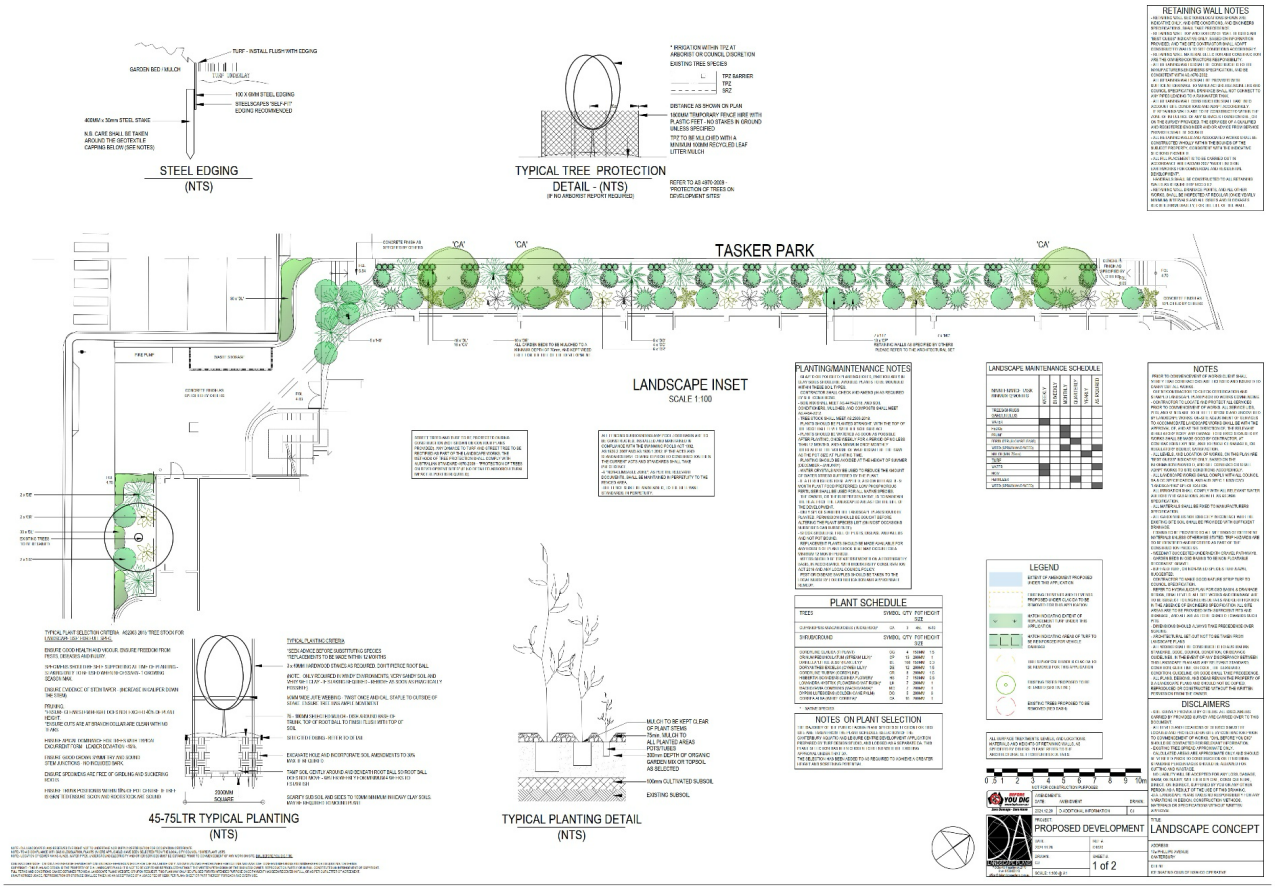


Figure 35. Proposed Landscape Plan (Source: DA Landscape Plans 2024)

5 Strategic and Statutory Considerations

The following section outlines the requirements in relation to the *Environmental Planning and Assessment Act 1979*, and other relevant State Environmental Planning Policies and Guides.

5.1 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) together with the *Environmental Planning Assessment Regulation 2021* (EP&A Reg) and other regulations and instruments, provides the statutory framework for environmental planning and assessment in NSW. The EP&A Act serves as the planning framework when assessing the environmental and planning merits of any development proposal.

Part 4 – Determination assessment and consent outlines legislation and policy regarding the type of application required for the development.

5.2 State Environmental Planning Policies

5.2.1 State Environmental Planning Policy (Biodiversity and Conservation) 2021

The *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (Biodiversity and Conservation SEPP) provides a planning framework for protecting and managing the natural environment helping to support the community's health, wellbeing, economic security and cultural identity.

Chapter 2 Vegetation in non-rural areas aims to –

- *Protect the biodiversity values of trees and other vegetation in non-rural areas of the State, and*
- *Preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation.*

The COIR is already developed, with the proposed works being proposed within the site's existing building footprint. The site's surrounds are not characterised as being heavily vegetated other than the existing park directly west of the site and eventual abutment to the Cooks River to the site's north.

The proposed works will have no negative impact on its surrounds.

5.2.2 State Environmental Planning Policy (Resilience and Hazards) 2021

The *State Environmental Planning Policy (Resilience and Hazards) 2021* provides a statewide planning framework to assist in the management of hazardous and offensive development which may impact the surrounding environment.

Chapter 2 Coastal Management has been considered as part of this assessment, in particular provisions outlined within Division1 Section 2.8 Development on land in proximity to coastal wetlands or littoral rainforest. It states:

> *(1) Development consent must not be granted to development on land identified as "proximity area for coastal wetlands" or "proximity area for littoral rainforest" on the Coastal Wetlands and Littoral Rainforests Area Map unless the consent authority is satisfied that the proposed development will not significantly impact on—*

(a) the biophysical, hydrological or ecological integrity of the adjacent coastal wetland or littoral rainforest, or

(b) the quantity and quality of surface and ground water flows to and from the adjacent coastal wetland or littoral rainforest.

(2) This section does not apply to land that is identified as "coastal wetlands" or "littoral rainforest" on the Coastal Wetlands and Littoral Rainforests Area Map.

The COIR is located within proximity to an identified coastal management area, as shown in **Figure 10**. The works proposed are understood to not impact any items raised within subsection 1(a) or (b) as the works are proposed for the alteration and additions to the site's existing building, not resulting in changes to the topography which may influence the quantity or quality of surface and ground water flows to and from the site.

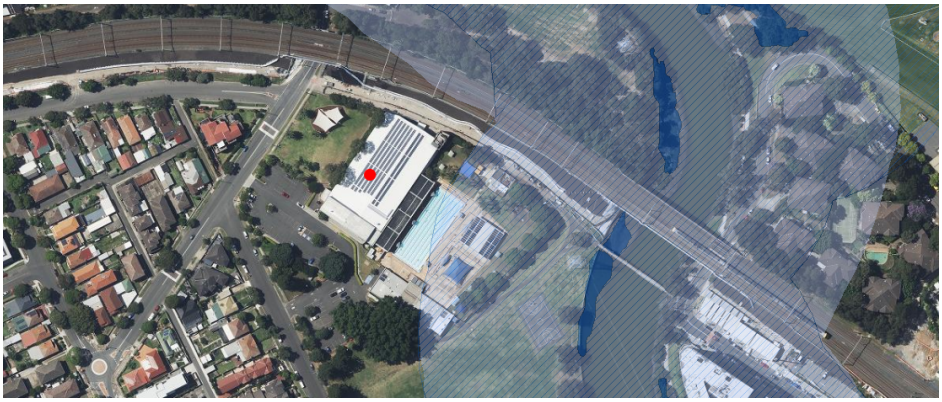


Figure 36. Site in relation to identified coastal management area (Source: SEED Map 2024)

Further, *Chapter 4 Remediation of Land* has been considered in accordance with the proposed development works. The site is identified as having class 4 Acid Sulfate soils.

Section 4.11 Category 2 remediation work: work not needing consent notes that required remediation works may be undertaken in accordance with *Section 4.11*, as Category 2 remediation which does not require consent.

It is understood that the site will not result in any excavation of two metres or more below the natural ground surface. As such, the provisions of Chapter 4 are not applicable to the site. However, if it is required after the commencement of work, it is understood that the remediation works would not require development consent and can be undertaken in accordance with *Section 4.11* of the Resilience and Hazards SEPP 2021.

5.2.3 State Environmental Planning Policy (Transport and Infrastructure) 2021

The *State Environmental Planning Policy (Transport and Infrastructure) 2021* benefits communities by providing a more efficient planning framework for infrastructure across NSW. Specifically, we note that the Policy aims to facilitate the effective delivery of infrastructure and educational establishments across the state by –

- improving regulatory certainty and efficiency through a consistent planning regime, and
- simplifying and standardizing planning approval pathways (including identifying certain development of minimal environmental impact as exempt development), and
- establishing consistent State-wide assessment requirements and design to improve the quality of infrastructure delivered and to minimise impacts on surrounding areas.

Chapter 2 Infrastructure of the Transport and infrastructure SEPP aims to achieve the following:

(a) improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services, and

(b) providing greater flexibility in the location of infrastructure and service facilities, and

(c) allowing for the efficient development, redevelopment or disposal of surplus government owned land, and

(d) identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt

development), and

(e) identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and

(f) providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing, and

(g) providing opportunities for infrastructure to demonstrate good design outcomes.

The site's northern boundary is located directly south of the Sydney Trains T2 and T3 railway corridor which services Sydney's Southwest.

Division 15 Railways, *Section 2.98 Development adjacent to rail corridors* has been considered which states the following:

(1) This section applies to development on land that is in or adjacent to a rail corridor, if the development—

(a) is likely to have an adverse effect on rail safety, or

(b) involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains, or

(c) involves the use of a crane in air space above any rail corridor, or

(d) is located within 5 metres of an exposed overhead electricity power line that is used for the purpose of railways or rail infrastructure facilities.

Note—

Section 2.48 also contains provisions relating to development that is within 5 metres of an exposed overhead electricity power line.

(2) Before determining a development application for development to which this section applies, the consent authority must—

(a) within 7 days after the application is made, give written notice of the application to the rail authority for the rail corridor, and

(b) take into consideration—

(i) any response to the notice that is received within 21 days after the notice is given, and

(ii) any guidelines that are issued by the Planning Secretary for the purposes of this section and published in the Gazette.

(3) Despite subsection (2), the consent authority is not required to comply with subsection (2)(a) and (b)(i) if the development application is for development on land that is in or adjacent to a rail corridor vested in or owned by ARTC or the subject of an ARTC arrangement.

(4) Land is adjacent to a rail corridor for the purpose of this section even if it is separated from the rail corridor by a road or road related area within the meaning of the Road Transport Act 2013.

Given the location of the proposed site and its proximity to the T2/T3 railway line, the development application will be referred to the relevant authority which we understand to be Sydney Trains for comment and consideration in accordance with subsection 2.

5.2.4 State Environmental Planning Policy (Planning Systems) 2021

The *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) seeks to assist in identifying if a development is of State or Regional Significance, is on Aboriginal Land or requires any concurrences and consents.

We note that the proposed works seek to provide additional amenities to the development, these works are not identified within any Schedules outlined within the Planning Systems SEPP nor does the Capital Investment Value increase to a point where the works proposed are considered to be of State or Regional Significance.

As such, we believe that the provisions of the Planning Systems SEPP are understood to not be applicable to the proposed works.

5.2.5 State Environmental Planning Policy (Sustainable Buildings) 2022

The *State Environmental Planning Policy (Sustainable Buildings) 2022* (Sustainable Buildings SEPP) aims to promote the design and construction of sustainable buildings by ensuring a consistent assessment of their sustainability, recording accurate data to monitor improvements, and overseeing the embodied emissions of construction materials. It seeks to minimize energy consumption, reduce greenhouse gas emissions, conserve mains-supplied potable water, and ensure good thermal performance in buildings.

Chapter 3 Standards for non-residential development, applies to the development as the proposed alterations meets the estimated development cost threshold of $10 million or more.

Chapter 3.2 Development consent for non-residential development, states the following:

(1) In deciding whether to grant development consent to non-residential development, the consent authority must consider whether the development is designed to enable the following–

(a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,

(b) a reduction in peak demand for electricity, including through the use of energy efficient technology,

(c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,

(d) the generation and storage of renewable energy,

(e) the metering and monitoring of energy consumption,

(f) the minimisation of the consumption of potable water.

(2) Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.

The proposed development complies with the provisions of Chapter 3.2 and the embodied emissions materials form has been included as part of the Cost Summary Report in **Appendix B**.

5.3 Canterbury Bankstown Local Environment Plan 2023

A review of the Canterbury Bankstown Local Environment Plan 2023 has been undertaken and can be reviewed within **Table 5** below.

Table 5. Review of Canterbury Bankstown Local Environment Plan 2023

Key Planning Overlay		Comment
Land Zoning	RE1 Public Recreation	The proposed works include alterations and additions to the existing facility and COIR building. Currently zoned as *RE1 Public Recreation,* we note that works permitted with consent include: *Recreation facilities (indoor)* It is understood that the proposed works included under this DA will require development consent. As per the definition of the LEP, *recreation facility (indoor)* means: *"a building or place used predominantly for indoor recreation, whether or not operated for the purposes of gain, including a squash court, indoor swimming pool, gymnasium, table tennis centre, health studio, bowling alley, **ice rink** or any other building or place of a like character used for indoor recreation, but does not include an entertainment facility, a recreation facility (major) or a registered club."*
Permissibility	**Permitted without consent** Environmental protection works **Permitted with consent** Aquaculture; Boat launching ramps; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Emergency services facilities; Environmental facilities; Flood mitigation works; Information and education facilities; Jetties; Kiosks; Markets; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Research stations; Respite day care centres; Restaurants or cafes; Roads; Sewerage systems; Water recreation structures; Water supply systems	
Height of Building	N/A	The site does not have any building height restrictions. The works are not expected to result in an increased building height.
Floor Space Ratio	N/A	As per the LEP, the site does not have a prescribed FSR.
Acid Sulfate Soils	Class 4	The site is located on land classified as having Acid Sulfate Soils Class 4. Land identified as being Acid Sulfate Soil Class 4 are subject to specifications and require development consent if: · Works are more than 2m below the natural ground surface. · Works by which the water table is likely to be lowered more than 2m below the natural ground surface.

Flood Planning	Flood Planning Area (From the 14 July 2021 flood maps on the ePlanning spatial viewer may not be the latest versions, please contact the relevant local council to access the latest flood maps for this property.)	The site is potentially subject to flooding from the Cooks River. A flooding assessment has been undertaken and can be found as Appendix H or within section 6.5 of this report.

5.4 Canterbury Bankstown Development Control Plan 2023

A review of the Canterbury Bankstown Development Control Plan (DCP) 2023 has been undertaken and can be reviewed within **Table 6** below.

Table 6. Review of Canterbury Bankstown Development Control Plan 2023

Relevant Development Controls	Comment
Chapter 2 – Site Considerations	
2.1 Site analysis Objectives O1 To ensure site analysis plans identify the site features (opportunities and constraints). O2 To ensure site layouts: (a) provide a pleasant, attractive, and resource-efficient living environment, (b) provide buildings, front fences, and landscaped areas that contribute positively to the streetscape, (c) retain any item of identified conservation or heritage value, and (d) take into account site features such as topography, views, landmarks, trees, vegetation, structures, drainage, services, access, orientation and microclimate.	The building's existing footprint is to be modified slightly to include the new stand area, amenities and the multi-purpose room to the west. It is noted that the exterior of the building will also be developed to reflect the architecture and colour scheme of the adjacent CLAC.
2.2 Flood Risk Management Section 3 – Development Controls Objectives O1 To require development with high sensitivity to flood risk to be designed so that they are subject to minimal risk. O2 To allow development with a lower sensitivity to the flood hazard to be located within the floodplain, provided the risk of harm and damage to property is minimised. O3 To minimise the intensification of the high flood risk precinct or floodway, and if possible, allow for their conversion to natural waterway corridors. O4 To ensure design and siting controls required to address the flood hazard do not result in unreasonable social, economic or environmental impacts upon the amenity or ecology of an area. O5 To minimise the risk to life by ensuring the provision of reliable access from areas affected by flooding.	An assessment of the relevant development controls for Flood Risk Management has been undertaken. The extent of works proposed are minor given that the works are predominantly seeking the internal alteration of the site. It is understood that the works would not negatively impact the external environment of the site and would not impact or be detrimental

O6 To minimise the damage to property (including motor vehicles) arising from flooding. O7 To ensure the proposed development does not expose existing development to increased risks associated with flooding. Development controls Performance criteria 3.1 The proposed development should not result in any significant increase in risk to human life, or in a significant increase in economic or social costs as a result of flooding. 3.2 The proposal should only be permitted where effective warning time and reliable access is available to an area free of risk from flooding, consistent with any relevant flood plan or flood evacuation strategy. 3.3 Development should not significantly increase the potential for damage or risk other properties either individually or in combination with the cumulative impact of development that is likely to occur in the same floodplain. 3.4 Motor vehicles are able to be relocated, undamaged, to an area with substantially less risk from flooding, within effective warning time. 3.5 Procedures would be in place, if necessary, (such as warning systems, signage or evacuation drills) so that people are aware of the need to evacuate and relocate motor vehicles during a flood and are capable of identifying the appropriate evacuation route. 3.6 To minimise the damage to property, including motor vehicles arising from flooding. 3.7 Development should not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (e.g. by unsympathetic house-raising) or by being incompatible with the streetscape or character of the locality.	to the safety of people, negatively impact the economy or social cost because of a flood event.
Chapter 3 – General Requirements	
3.1 Development Engineering Standards Section 3 – Stormwater Drainage systems Stormwater runoff is to be collected in a system of gutters, downpipes, pits and pipelines located within sites and drained to a Council receiving stormwater system. Objectives O1 To establish a high standard of stormwater drainage infrastructure within the site. O2 To ensure that the proposed and constructed stormwater drainage system do not adversely impact on Council's stormwater drainage system, the development itself and adjoining sites. O3 To ensure that buildings are not affected by inundation from stormwater runoff resulting from the 100-year ARI storm event. O4 To ensure that any proposed stormwater drainage works are designed to minimise any nuisance caused by stormwater drainage flows from local catchment flooding or mainstream flooding from rivers.	A Preliminary Drainage and Flooding Assessment has been prepared by Turnbull Engineering, dated July 2024. The report notes some amendments to the site's drainage is required to utilise existing flow distributions with similar catchment areas. Turnbull proposes the alignment of a new drainage pipe connection adjacent to the western side of the proposed building, with a 300mm diameter pipe which will

O5 To manage stormwater runoff and prevent damage to buildings and property and reduce hazardous flows. O6 To avoid the location of stormwater drainage infrastructure within tree driplines and deep soil zones. O7 To give special consideration to development requiring the submission of BASIX Certificate where the use of rainwater storage tanks fitted into stormwater drainage systems may supplement the domestic water supply.	be required for the 5% AEP design storm event (in accordance with the DCP requirements). Further consideration of design items in the future stages is also required which include: · Design of inlet pits (in accordance with proposed downpipe locations). · Detailed hydraulic analysis. · Design of connection details with the existing stormwater drainage network. The proposed change to the ridge location of the roof (and hence the configuration of catchment areas) will need to be investigated during future design stages to assess the impacts to the drainage system on the eastern side of the building.
3.2 Parking Objectives O1 To ensure development achieves the parking requirements. O2 To achieve a balance between parking requirements, visual aesthetics and pedestrian safety, which includes access for people with disabilities and convenience for drivers. O3 To reduce car dependency by encouraging alternative means of transport such as cycling, walking and public transport. O4 To ensure the layout and design of car parks function efficiently and safely. O5 To ensure the design of open-air car parks incorporate landscape to manage urban heat and water, and to minimise the visual impact. O6 To minimise overflow parking and other traffic impacts in residential streets and neighbourhoods. Section 2 – Off street parking rates Development Controls Off-street parking rates 2.1 Development must use the Off-Street Parking Schedule to calculate the amount of car, bicycle and service vehicle parking spaces that are required on the site.	The proposed works are seeking to retain the existing parking arrangements, being staff and visitors of the COIR utilising the Council at-grade carpark that is shared with the adjacent CLAC. It is noted that the Council at-grade carpark is currently being upgraded to provide a total of 138 car parking (net increase of 44 car parking spaces) with 34 overflow car parking spaces at Tasker Park playground area. The facility will remain at current capacity and no increase of intensity is proposed as a result of

2.2 In calculating the total number of car parking spaces required for development, these must be: (a) rounded down if the fraction of the total calculation is less than half (0.5) a space; or (b) rounded up if the fraction of the total calculation is equal or more than half (0.5) a space; and (c) must include a room that is capable of being converted to a bedroom. 2.3 Development comprising more than one land use must provide the combined parking requirement based on the individual rates of parking for each land use identified in the Off-Street Parking Schedule. 2.4 Car parking (and associated space such as access aisles) in excess of the Off-Street Parking Schedule will be counted as gross floor area. 2.5 Development not included in the Off-Street Parking Schedule must submit a parking study for Council's consideration. A qualified traffic consultant must prepare the parking study. 2.6 The Off-Street Parking Schedule does not apply to changes of uses to business premises, food and drink premises, medical centres, office premises, recreation facilities (indoor), shops and veterinary hospitals within Zones B1, B2 and B4 provided: (a) The new use does not result in an increase in the gross floor area of any building within which it is carried out. (b) The new use does not cause the contravention of any existing condition of the most recent development consent (other than a complying development certificate) that applies to the premises relating to car parking and vehicular movement.	this application. No updated traffic report is required as a result of the proposed amendment to the overflow parking. For further information regarding the traffic and parking please refer to **Appendix D.**
SECTION 3–DESIGN AND LAYOUT Development controls Parking location 3.1 Development must not locate entries to car parking or delivery areas: (a) close to intersections and signalised junctions; (b) on crests or curves; (c) where adequate sight distance is not available; (d) opposite parking entries of other buildings that generate a large amount of traffic (unless separated by a raised median island); (e) where right turning traffic entering may obstruct through traffic; (f) where vehicles entering might interfere with operations of bus stops, taxi ranks, loading zones or pedestrian crossings; or (g) where there are obstructions which may prevent drivers from having a clear view of pedestrians and vehicles. 3.2 Parking areas for people with disabilities should be close to an entrance to development. Access from the parking area to the development should be by ramps or lifts where there are separate levels. 3.3 Where above ground parking is the only solution possible, locate to the rear of buildings. Alternate parking arrangements 3.4 Council may consider tandem parking in the following situations:	The proposed works are seeking to retain the existing parking arrangements, being staff and visitors of the COIR utilising the Council at-grade carpark that is shared with the adjacent CLAC. It is noted that the Council at-grade carpark is currently being upgraded to provide a total of 138 car parking (net increase of 44 car parking spaces) with 34 overflow car parking spaces at Tasker Park playground area. The facility will remain at current capacity and no increase of intensity is proposed. No updated traffic report is required as a result of the

(a) Industrial development where the users of the car parking will almost all be employees

(b) High density residential flat buildings, shop top housing and mixed-use development if the parking users reside in the same dwelling or the employees work in the same premises.

(c) Tandem parking for a maximum of two vehicles is permissible in dwelling houses, dual occupancies, attached dwellings, secondary dwellings, semi-detached dwellings, multi dwelling housing and multi dwelling housing (terraces) if the parking users reside in the same dwelling.

3.5 Tandem parking is not permitted where a high proportion of the users of the car park are visitors or customers.

3.6 Council may consider turn tables for non-residential development in Zones B2 and B4, subject to further assessment.

3.7 Mechanical parking devices, including car lifts, will not be supported.

Access driveway width and design

3.8 The location of driveways to properties should allow the shortest, most direct access over the nature strip from the road.

3.9 The appropriate driveway width is dependent on the type of parking facility, whether entry and exit points are combined or separate, the frontage road type and the number of parking spaces served by the access facility.

3.10 Driveway widths for existing dwellings and extensions to the existing properties are assessed on their merits.

3.11 For new residential development, necessary clear driveway widths are provided in the following table:

Driveway width	Minimum clear width
One-way	3m
Two-way	5.5m

Minimum headroom dimensions

3.12 Clear headroom dimension is necessary to make sure that vehicles are clear of mechanical or service obstructions such as fire sprinklers, lighting fixtures and signs. Following minimum headroom dimension has to be maintained in all development.

Minimum headroom	Dimension
Cars and light vans	2.4m
People with disabilities	2.3m
Small rigid vehicles	3.6m

Loading and unloading facilities

3.13 Mixed use development must provide appropriate loading/unloading or furniture pickup spaces. If no provision is made for the facilities,

proposed amendment to the overflow parking.

For further information regarding the traffic and parking please refer to **Appendix D.**

It is noted that there are no proposed changes to

development applications must provide justification why they are not necessary. 3.14 Where rear lane access is not available and the commercial/retail gross floor area of a building is greater than 500m^2, Council requires: (a) at least one off-street parking space for delivery/service vehicles; and (b) additional off-street parking spaces or a loading dock depending on the size, number, and frequency of delivery/service vehicles likely to visit the premises. 3.15 The design of loading docks must: (a) be separate from parking circulation or exit lanes to ensure safe pedestrian movement and uninterrupted flow of other vehicles in the circulation roadways. (b) allow vehicles to enter and leave the site in a safe manner; and (c) have minimum dimensions of 4m by 7m per space. 3.16 Access to and from the service area is to be convenient with a lift or ramp provided. 3.17 Service vehicles are to enter and leave the site in a forward direction.	the site's existing loading and unloading facilities. It is considered that the site's current loading and unloading bays are compliant as per the relevant DCP requirements.
Safety and security 3.18 Sloping ramps from car parks, garages and other communal areas are to have at least one full car length of level driveway before they intersect pavements and carriageways. Sight distance requirement 3.19 For all development, adequate sight distance must be provided for vehicles exiting driveways. Clear sight lines are to be provided at the street boundary to ensure adequate visibility between vehicles on the driveway and pedestrians on the footway and vehicles on the roadway.	The car park is existing and considered compliant with all relevant controls outlined within this portion of the DCP.
Pedestrian access 3.20 Parking areas should be designed so that through-traffic is excluded, and pedestrian entrances and exits are separate from vehicular entrances and exits. 3.21 Lifts and stair lobbies should be prominently marked to help users find them and to increase personal security. 3.22 In split-level/multi-level car parks, a stairway should be located at the split-level, to provide pedestrian access between these levels and eliminate pedestrians having to use vehicular ramps.	The site's parking is at-level, and there is a single entrance to the COIR.
Car wash bay 3.23 The minimum dimensions for a car wash bay are 3.5m by 5.4m. 3.24 Where residential development are required to provide a car wash bay as a condition of development consent, the following requirements apply: (a) the car wash bay pavement must be bunded and isolated from the stormwater drainage system so that car wash runoff does not discharge into the Sydney Water sewer system;	N/A

(b) the car wash bay must be covered or located in the basement and protected so that stormwater does not collect in the wash bay and discharge into the sewer system; and (c) the car wash bay space may also be used as a visitor space.	
Bicycle parking 3.25 For non-residential development that requires over ten staff bicycle parking spaces, provide one shower and change room per ten staff bicycle parking spaces. 3.26 Provide a mix of bicycle storage facilities to cater for short and long stay parking. 3.27 Bicycle racks or stands placed in open public areas that provide only means to lock one wheel of a bicycle to a fixture is not an acceptable secure arrangement. Devices requiring a wheel to be removed are also not acceptable. 3.28 Development must incorporate the following elements into the design and location of bicycle parking: (a) all facilities are clearly visible and as close as possible to the main entrances/exits to the street and within the building; (b) short-stay and visitor parking is at-grade and floor and wall-mounted rails are acceptable; (c) long-stay and resident parking is on the uppermost level of a basement car park; (d) a safe path of travel between bicycle parking and the main entrances/exits is clearly marked; (e) bicycle facilities are not to hinder vehicle and pedestrian movements, or contribute to the likelihood of injury to passing pedestrians; (f) access paths to bicycle parking are a minimum of 1.5m wide for one way access path to allow the passage of a pedestrian pushing a bicycle; and (g) standardised information signs are to be used to give directions to bicycle parking areas. 3.29 Bicycle parking facilities are to be well lit to minimise theft, vandalism, reduce pedestrian hazard and to improve safety of the cyclists.	The development proposes no additional bicycle parking spaces. This arrangement is considered acceptable, given that the proposal involves no changes to the existing operations and number of staff and visitors of the development.
Visitor parking 3.30 Visitor spaces must not be located behind security grills and must be easily accessible. 3.31 Clearly mark and signpost visitor parking, and locate on the ground floor where possible, so that it is easy to find and access. 3.32 Visitor parking should be located near the main pedestrian entrance to the building and can be located in front of the building alignment, but not encroach upon the front setback areas.	The Council at grade carpark is currently being upgraded to provide a total of 138 car parking spaces, offering a net increase of 44 car parking spaces from the original car park. This number includes 34 spaces within an overflow carpark which formed part of the CLAC works. The upgraded at grade car parking would

	accommodate the existing operations of the COIR and CLAC. There are no proposed changes to the existing operations and number of staff and visitors of the development. For further information regarding the traffic and parking please refer to Appendix D.
Basement parking 3.33 Provide ventilation to basement parking. Location and details of mechanical ventilation design must be outlined in applications to Council. 3.34 Design and integrate basement parking so as not to accentuate the scale or bulk of a building or detract from the streetscape or front setback character. 3.35 New vehicle access to shop top housing is not permitted from Canterbury Road, Beamish Street (Campsie) or Homer Street (Undercliffe Precinct). 3.36 Vehicular access should be via secondary streets, rear lanes or internal driveways where possible. 3.37 Provide secure bicycle parking at basement level which is easily accessible from ground level, from apartments and other uses within the development. 3.38 Keep all loading docks, parking areas and driveways clear of goods and do not use for storage, including garbage storage, so that free movement is available at all times. 3.39 Locate and design so that impacts such as noise, exhaust fumes and headlight glare, are minimised on adjoining residential uses or residential zoned land. 3.40 Optimise opportunities for deep soil, active street frontages, and good streetscape design, and minimise loss of street parking. 3.41 In shop top housing development, separate long-term (resident and employee) and short-term (shopper and visitor) car parking, separate parking for residential and non-residential users, and provide secure access to long-term parking.	N/A
At-grade parking 3.42 Screen or enclose at-grade parking with landscaping, structures or by wrapping the car park with retail or other active uses. 3.43 Avoid car parking areas and access driveways characterised by large expanse of bare concrete. 3.44 Use a combination of different surface materials to delineate pedestrian thoroughfares, vehicular access and parking areas. 3.45 Use perforated paving materials (for example, paving units with wide bands of gravel aggregates) that allow infiltration of stormwater.	The Council at grade carpark is currently being upgraded as part of the recent approved CLAC application. This proposal involves no changes to the existing operations and number of staff and visitors to the facility.

3.46 Trees are to be planted at the ratio of one tree per five car park places allocated. Species are to be selected for their ability to thrive where compaction and deoxygenation are characteristic of the soils. 3.47 For proposed car parks of capacity 40 cars or more, raised landscape island beds of minimum dimensions 2m by 4m shall be provided to break up row of cars, spaced at every ten car places for placement of a canopy tree.	
3.3 Waste Management Section 4 – Commercial Development Development controls All commercial development types 4.1 Development must provide bin storage and separation facilities within each tenancy and within the communal bin room. 4.2 Development must provide an appropriate and efficient waste storage system that considers: (a) the type of business. (b) the volume of waste generated on-site. (c) the number of bins required for the development and their size. (d) additional recycling needs e.g. cardboard, pallets and milk crates. (e) waste and recycling collection frequencies. 4.3 Where development involves multiple tenancies, the design of development is to ensure each tenancy will be able to obtain a Trade Waste Licence. 4.4 Bin storage areas are to integrate with the overall design and functionality of development and are to locate within the building envelope to enable these areas to be screened from view from the public domain. 4.5 The design of the bin storage area must comply with the requirements of the applicable Waste Design for New Developments Guide. 4.6 An on-site collection point is to be nominated for development. The location of the collection point must allow collection vehicles to enter and exit the site in a forward direction and allow all vehicle movements to comply with the Australian Standard AS 2890.2. The location of the collection point must ensure waste servicing does not impact on any access points, internal roads and car parking areas. 4.7 Waste collection frequency is to be a minimum of once per week. Higher collection frequency may be required for development with larger waste generation rates or development that produce food waste. Bin storage areas are to be kept clean, hygienic and free from odours. Higher collection frequencies must not impact on neighbouring residents in relation to noise, odour and traffic 4.8 Collection frequency for commercial tenancies producing more than 50 litres of meat, seafood or poultry waste must have daily waste collection or be designed to be provided with a dedicated refrigerated room for waste storage between collections.	A Waste Management Plan has been prepared for the site to reflect the waste disposal expected for the site. Refer to **Appendix I**.
3.4 Sustainable Development	The following areas of sustainability are to be explored during the

Chapter 3.4 of this DCP (this chapter) applies to buildings with a classification of Class 5 to Class 9 under the Building Code of Australia in the following situations: · new proposals requiring a development application; · extensions to existing development that is greater than or equal to 5,000m^2 of gross floor area; or · extensions to existing development below 5,000m^2 of gross floor area where the development seeks to expand by an amount of 50% or more of the existing floor area.	design, construction, and operation of the proposed development, among others: · **Energy Efficiency**: Using a combination of efficient HVAC systems and suitable insulation to maintain thermal comfort within the facility. · **Water Efficiency and Conservation**: Utilising efficient water fixtures and Incorporating Water Sensitive Urban Design (WSUD) practices to conserve water. · **Renewable Energy**: Reusing existing PV panels to reduce dependence on the grid and support HVAC systems / increasing climate resilience. · **Materials**: Incorporating climate resilient and toxicity-free materials to improve indoor air quality. Furthermore, reducing embodied carbon emissions of the project.

6 Assessment of Environmental Impacts

6.1 Traffic Impact Statement

A Traffic Impact Statement has been prepared by Traffix. Issued on 18 December 2024, the statement notes the findings of investigations undertaken to assess the possible traffic generation of traffic and therefore impacts for the site.

The proposed development is noted as being minor and therefore would not require referral to Transport for NSW (TfNSW) under the provisions of the Transport and Infrastructure SEPP 2021.

The development comprises of alterations and upgraded amenities to the existing COIR. No changes are proposed to the existing operations and number of staff/visitors.

Using data obtained from the recently approved DA package for the CLAC, the statement notes that the proposed works will not impact upon the current traffic demand for the site.

The development proposes to retain the existing car parking arrangements, being staff and visitors of the COIR utilising the Council at-grade carpark that is shared with the adjacent CLAC currently undergoing redevelopment. This is considered supportable, given the following:

- The proposal involves no changes to the existing operations and no increase to the number of staff and visitors. Additional rooms (such as the multipurpose room and change rooms) are considered ancillary and are primarily intended to improve the amenity of existing visitors.
- With the above in mind, the proposal would not generate any increase in parking demand than that of the existing development.
- The Traffic Impact Assessment (TIA) prepared by TTPP for the redevelopment of the CLAC includes parking accumulation surveys of the shared carpark on Thursday 11 and Saturday 13 February 2021. As the Aquatic Centre is currently being redeveloped and the ice rink has been closed since September 2023 no additional surveys can be conducted to provide additional data. As such, the surveys included in the TTPP TIA for the Aquatic Centre is considered sufficient to assess the impact of the proposed changes to the ice rink.
- The Council at-grade carpark is currently being upgraded as per the adjoining CLAC development application DA-1012/2021 to provide a total of 138 car parking spaces, including 34 spaces within an overflow carpark. The only amendment proposed within the CLAC overflow car parking is the relocation of car spaces. Figures 37 and 38 below are extracts from the respective Site Plans, showing the changed parking layout. The previous TIA for the leisure centre includes the parking demand of the existing ice rink, which could not be separated due to the shared parking arrangement.
- Accordingly, the increased capacity of the shared carpark has been assessed as accommodating the existing operations of the Ice Rink plus the demands of the Aquatic Centre. It should be noted that the Ice Rink will also liaise with Council on any annual events that may require utilisation of the overflow carpark.

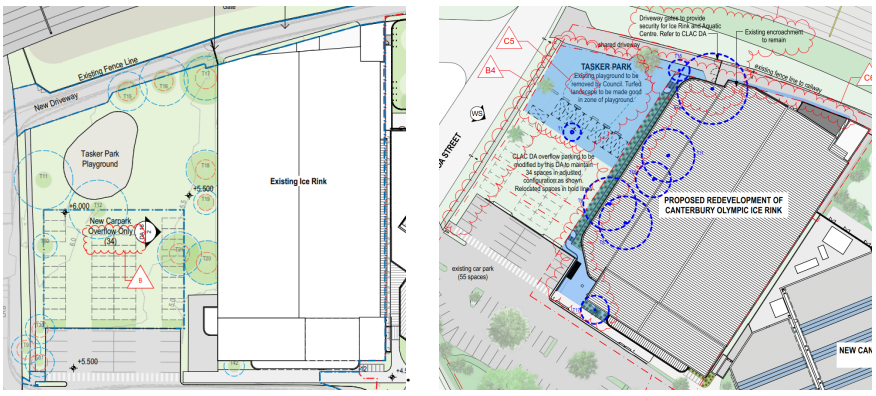


Figure 38. Proposed overflow parking (Source: Kennedy Associates Architects 2024 2221-DA090 Rev C)

Figure 37. CLAC DA-1012/2021Overflow parking arrangements (Source: William Ross Architects 2021 DA09 Rev B)

- The peak parking demands of the COIR and CLAC do not coincide on weekdays, being:
  - COIR peak parking demand between 8:00pm-10:30pm on Fridays.
  - CLAC peak parking demand between 4:00pm-5:00pm on weekdays (Traffic Impact Assessment prepared by TTPP – Reference: 20296v05, dated 03/11/2021).
- Public transport will be encouraged, with the Ice Rink to provide public transport information (routes, frequencies, etc.) to staff and visitors.

In light of the above, retention of the existing car parking arrangement is considered appropriate for the existing operations of the ice rink and will ensure all standard parking demands are contained on-site.

6.2 BCA Assessment Report

Ventura Building Surveyors Pty Ltd was engaged to prepare a BCA Assessment Report for the redevelopment of the COIR. The purpose of this report is for the submission with the DA to Council and identifies any non-compliances with the deemed-to-satisfied provision on the BCA relevant to the DA only.

Subject to compliance with the recommendations of this report, the development can readily comply with the relevant requirements of the BCA. Recommendations have been identified within the Executive Summary.

The following information was specifically relied upon for this assessment:

- Desktop assessment of DA design documentation and supporting design plans and information prepared by Kennedy Associates Architects (refer Attachment A – Assessed Plans)
- The Building Code of Australia (National Construction Code) 2022 – Amendment 1
- The Guide to the Building Code of Australia (National Construction Code) 2022 – Amendment 1

Where a development is being undertaken to an existing building, the following methodology is used to determine if the building works comply with the BCA:

- All new works must comply with the BCA,
- The new works must not cause a contravention of the BCA within the existing building. If a contravention is caused, it must be addressed,
- The new works must not cause a reduction in the fire protection afforded to the existing building when compared to existing, and
- The existing building (beyond the scope of the above three dot points) need not upgraded to comply with the BCA – unless required otherwise by the Consent or Certifying Authority.

The executive summary of the report provides four items where a performance solution is required:

- Exit travel distances D2D5 (D1.4) – The following areas have extended travel distances:
  - Ground Floor Storerooms G.73 to G.76 – 59m
  - Ground Floor Change Room 2 & 3 – 45m
  - Level 1 has compliant travel distances.
  - Exits are discharging across other allotment to get to the road.

- Distances between alternative exits D2D6 (D1.5) – Ground floor has an extended distance of 90m from the grandstand & storage areas.
- Facilities in Class 3-9 buildings F4D4 (F2.3) – The number of facilities and the number of "gender neutral" facilities provided does not comply however it is proposed to provide a Performance Solution.
- Accessible sanitary facilities F4D5 (F2.4) – The current "Gender Neutral" facilities do not provide ambulant facilities.

6.3 Acoustic Report

An Acoustic Report was prepared by ADP Consulting: Engineering in August 2024. Within the report the following were addressed:

- Noise impacts to the proposed development and treatment recommendation to meet acoustic requirements.
- Potential noise impacts from the operation of the proposed redevelopment and treatment recommendations to meet acoustic requirements for the amenity of the surrounding noise sensitive receivers.

The proposed development will be subject to the following alterations and additions to the site which have been considered when preparing the Acoustic Report:

- Current operational hours of the ice rink are between 5:30am and 11:30pm seven days a week with activities including figure skating, ice hockey and public skating.
  There is no proposed change to the operational hours or activities in the building including no change to deliveries or waste removal in front of the building.
- Additional spaces proposed include change rooms, skate workshop and hire area, storage space, multi-purpose room, change rooms and plant room.
- The existing and proposed building includes thermally insulated panels which limit noise emission from internal activities. Noise emission from internal activities is not expected to increase based on no change to the activities or number of patrons, only an improvement in amenities previously provided.
- Additional services associated with the new spaces may introduce noise and are assessed.

A site investigation was undertaken to identify noise sources that will potentially impact the project redevelopment, as well as the nearest noise sensitive receivers that will potentially be impacted by the proposed redevelopment.

The subject site is bounded by the following traffic and rail noise sources:

- Wairoa Street directly to the west which carries low to medium volumes of traffic flow.
- Phillips Avenue directly to the south which carries low to medium volumes of traffic flow.
- T2 and T3 Rail Line directly to the north.

The following nearest most affected noise sensitive receivers were identified:

- Residential receivers:
  - Receiver 1 (R1) – One to two-storey residential buildings located at 34 to 40 Phillips Avenue and 3-5 Wairoa Street, opposite of the project site to the south.
  - Receiver 2 (R2) – One to two-storey residential buildings located at 8-12 Wairoa Street and 2 S Parade, opposite of the project site to the west.
  - Receiver 3 (R3) – Two-storey residential building located at 4 Nowra Street to the north of the proposed redevelopment, behind the railway line.

- Receiver 4 (R4) – Two-storey residential buildings located at 1 Nowra Street and 4 E Parade to the north of the project site, behind the railway line.
- Receiver 5 (R5) – Ten-storey residential apartment building located at 15 Charles Street, east of the proposed redevelopment site.

· Public Recreation receivers:
- Receiver 6 (R6) – Canterbury Leisure and Aquatic Centre directly to the east of the project site.
- Receiver 7 (R7) – Tasker Park Playground directly to the west of the project site.

· The development itself that includes:
- Plant and equipment requiring noise attenuation and vibration isolation to meet indoor noise level criteria in occupied areas and compliance with noise emission regulations.
- An expected standard of amenity compliant with all applicable codes, regulatory requirements, client brief and/or other standards.

6.3.1 Existing Acoustic Environment

Long-term noise monitoring was conducted between Monday 17th June and Monday 24th June 2024 at three locations detailed in the Noise Impact Assessment.

Attended noise measurements were conducted around the project site at 17A Phillips Ave, on Monday 17th June and Monday 24th June 2024 at three locations detailed in the Noise Impact Assessment.

6.3.2 Noise Emission Criteria

Noise emissions from the operation of the proposed development were assessed against the NSW Environmental Protection Authority (EPA) Noise Policy for Industry (NPfI) 2017. The NPfI requires compliance with specific project noise trigger levels, which are determined from the lower (that is, the more stringent) value of the project intrusiveness noise level and project amenity noise level. The NPfI also includes the application of modifying factors for undesirable noise characteristics such as tonality or impulsiveness, up to a maximum of 10dB.

6.3.3 Internal Noise Requirements

External noise sources that can potentially affect the proposed development include road traffic passing the site. The internal noise criteria for the proposed expansion of the facility will be based on AS/NZS 2107:2016 Acoustics – Recommended Design Sound Levels for Building Interiors (AS/NZS 2107) internal design levels.

6.3.4 Environmental Noise Emission Assessment

The noise emissions of the proposed development were assessed to ensure compliance with the relevant noise criteria. An overview of the assessment is provided below:

· Noise assessment of proposed plant – Based on typical AHU noise data, the noise criteria provided in Section 3 of the Acoustic Report is predicted to be met based on:
- The proposed plant and equipment by ADP mechanical services with consideration to noise output.
- Selection of low noise fans, allowance for smooth airflow conditions in ductwork, and lined duct work while minimising regenerated noise at bends, take-offs and transitions.

· Vehicle noise assessment on carpark – The proposed development is not expected to significantly increase patron numbers or existing car park operation; therefore, a new assessment is not required.

- Patron noise assessment – The proposed development is not expected to significantly increase patron numbers or existing café operation; therefore, a new assessment is not required.

6.3.5 Noise Intrusion Assessment

The main source of external noise that will affect the proposed expansion of the existing building is road traffic along Wairoa Street as well as rail noise of T2 and T3 rail lines. The recommended building envelope acoustic treatments to control external noise are presented below, based on achieving the internal noise criteria presented in Section 4 of the Acoustic Report:

- Glazing – The measured ambient sound pressure levels and the internal noise level criteria will be satisfied with a minimum glazing thickness of 6mm float glass. Thicker glazing, or double-glazed units may be required for thermal, structural or safety purposes. Where thicker glazing is required, this will also be acoustically acceptable. Any openable windows and external doors are required to be fitted with polyurethane foam seals (Q-Lon or similar). Mohair seals are not acceptable.
- External Walls – External masonry walls will not require any additional acoustic treatments. If penetrations are required to the external skin of the external walls, they shall be sealed with an acoustic-grade sealant.
- External Doors / Entry Doors – External solid core doors will be sufficient for acoustic purposes. External glass doors should comply with the minimum glazing performance requirements presented in Section 6.1 of the Acoustic Report. Door seals are recommended (Q-lon seals by Schlegel or similar – mohair seals should be avoided).
- Roof Construction – Roofs that feature a concrete slab construction will not require any additional acoustic treatment. If penetrations are required, they shall be sealed with an acoustic-grade sealant.

6.3.6 Conclusion

Provided that the recommended treatments in the acoustic report are adopted, the proposal will comply with the presented internal noise criteria in Section 3: NSW Environmental Protection Authority (EPA) Noise Policy for Industry (NPfI) 2017.

A noise emission assessment has been undertaken and concludes that the mechanical plans and plant selections comply with the external noise criteria.

6.4 Section J Deemed-to-Satisfy and ESD Opportunities Report

A Section J Deemed-to-Satisfy (DtS) and ESD Opportunities Report was prepared by ADP Consulting: Engineering in July 2024. The Report provides a comprehensive overview of the DtS requirements met for the proposed Development and outlines Environmentally Sustainable design (ESD) strategies proposed to be utilised for the site to ensure the development is sustainable and comfortable for both staff and visitors of the site.

The ESD opportunities that have been identified and have been set to reflect the development requirements of Section J of the National Construction Code (NCC) 2022. We note that *Section J4 Building Fabric* and *Section J5 Building Sealing* were interrogated as part of the assessment.

The report has been prepared in line with NCC 2022 and the Canterbury Bankstown DCP requirements.

The following table provides a summary of ESD opportunities identified and the suggested recommendations for each to ensure its compliance with Section J of the NCC 2022.

Table 7. Summary of ESD Solutions

ESD	Comment

Energy Efficiency	Building Fabric Design
	· Provision of high-performing glazed window systems to help reduce heat loss in winter and heat gain in summer, whilst maintaining adequate indoor thermal comfort.
	· Glazing selections that allow for high levels of Visual Light Transmission (VLT), for useful daylight levels throughout the day.
	· Selection of roof and façade materials with a low solar absorptance (SA0.45), via a light-coloured roof to help keep the building cooler on hot sunny days.
	· Use of Timber structure or framing due reduce the effects of thermal bridging. Additionally, procuring timber from FSC-certified or PEFC-certified sources is encouraged.
	· To improve the thermal comfort of the existing warm-up space, the project may explore the addition of ceiling insulation, which will help maintain the internal operative temperatures for thermal comfort.
	· Although there are no performance requirements for the internal glazing between the multipurpose room and the ice rink, the project may explore a double-glazed solution to reduce heat transfer and ensure thermal comfort.
	· Owing to the bespoke purpose of the building, adding extra insulation, over the minimum requirement, will achieve the following benefits:
	  ◦ Increased thermal comfort for staff and visitors.
	  ◦ Improves condensation control and prevents mould growth.
	  ◦ Acts as an additional acoustic barrier.
	  ◦ Improved energy efficiency.
	  ◦ Reduced electricity bills.

	Heating, Ventilation, and & Air conditioning (HVAC) Design · The current refrigeration plant within COIR has ample spare capacity. As such, the proposed strategy is for the new mechanical plant to utilize this excess capacity. As the existing refrigeration plant operates in an on/off cycle, it is suggested that two new buffer tanks be installed. · These tanks, one for hot glycol and one for cold glycol, will ensure stable heating and cooling operations even when the refrigeration plant cycles on and off throughout the day. · The cold glycol buffer tank will supply new Air Handling Units (AHUs) and Fan Coil Units (FCUs) with conditioned air, whilst the hot glycol tank will ensure a continuous supply for the ice melt pit, under-rink heating, and ice resurfacing water. · Where appropriate, allow for operable windows for offices and other spaces that are occupied by people to reduce the need for mechanical ventilation and air conditioning. · Select high-efficiency HVAC systems for conditioned spaces and configure for optimum performance including the following features:

	◦ Demand-controlled ventilation. ◦ Heat Recovery Ventilation. ◦ Economy Mode Ventilation. · Select HVAC equipment that is suitable for low-Global Warming Potential refrigerants (GWP < 10) to minimise the risk of emissions through refrigerant leakage.
	Lighting Design · Reduce the need for artificial lighting by maximising daylight entering the building. · Select high-efficiency LED lights to provide adequate lighting levels and colour rendering with minimal energy expenditure. · Consider careful design of daylighting controls to adjust electric lighting in response to daylight levels without causing undesirable noticeable switching effects or interactions. · Use motion sensors and light sensors to ensure lighting is automatically dimmed or switched off when not required.
	Energy and Emissions management · Consider energy monitoring to identify main energy consumption factors and reduce energy consumption on building components that are associated with energy leakage/wastage. · Consider ongoing monitoring and reporting of building energy use to inform energy efficiency ratings and inform ongoing energy management.
	Renewable Energy · Reuse existing PV panels to reduce dependence on the electricity grid and support the HVAC Systems · Increasing climate resilience of the building · Disposing of solar panels responsibly is crucial to avoid environmental damage. The project team can utilise one of the following methods for responsible management and disposal of existing panels: ◦ Recycling PV Panels through organisations such as Reclaims PV Recycling ◦ Selling PV Panels to organizations that use it for poorer countries ◦ Contact local council for solar panel disposal programs to ensure proper dismantling of panels to avoid leaching of harmful materials in the ground.
Water Efficiency and Conservation	The project will explore the opportunities to reduce water consumption and optimise reuse. · To reduce office potable water use, the project considers installing highly efficient WELS rated fittings and fixtures, and appliances. · Selection of low-water and drought resistant native planting for all green spaces on the precinct to minimise or completely omit landscape irrigation. · Implementation of Water Sensitive Urban Design Techniques to help manage stormwater run-off and pollution. These techniques may include:

	◦ permeable paving for motorised vehicles and footpaths, where applicable. ◦ garden beds designed for infiltration in deep soil zones surrounding the development and within the site boundary. ◦ swales and soak wells that can retain stormwater and allow for slow infiltration into the soil.
Biodiversity in Design	The project explores the following initiatives to minimise its impacts to nature and enhance biodiversity: · Selection of external lighting for the precinct, utilising lighting that which reduces light spill to the surrounding environment and minimise the impact on the day-night rhythm of animals. · Protection of local waterways, reduce impact of flooding and droughts by reducing average annual stormwater discharge rates and meeting stormwater pollution reduction targets. · Allowing for native plants and landscaping on unused or dedicated green areas on the precinct to provide habitat opportunities for wildlife.
Materials	The project considers reducing its environmental impacts through the following responsible materials initiatives: · Design the building and consider construction methodologies for optimum reuse and recyclability of building components. · Selection of materials for low-maintenance and long life to minimise compounding material impacts through repairs and refurbishments over the building's lifetime. · The building structure, envelope, systems, and finishes are comprised of responsibly selected products.
Climate Resilient Development	· Review of the acute shocks and chronic stresses likely to influence future building operations and address them in design and future operational plans. · Design to maintain the building's a level of survivability and design purpose in a blackout. · Future climate files to be used for mechanical sizing to account for higher temperatures, higher humidity, and frequent hot days are not extreme. · Maximize passive heating and cooling in the building to reduce energy usage when weather conditions. · Utilise water sensitive design strategies to address increased rainfall. · At least 75% of the whole site area comprises of one or a combination of strategies that reduce the heat island effect to improve local environment and outdoor thermal comfort in the surroundings such as: ◦ Increased green cover ◦ Light colour roof and shading material or finishes with low Solar Reflectance Index (SRI) ◦ Shading pavement areas ◦ Include water features

- Create grid resilience by designing infrastructure to deliver an appropriate demand response strategy or utilizing active generation and storage systems on site if found suitable for the project.

The report notes that the development is in accordance with the Deemed-To-Satisfy (DTS) requirements of Section J of the Building Code of Australia, Energy Efficiency. With the required wall and roof insulation, the new areas of the building are compliant with the Performance Requirements J1P1 of the National Construction Code 2022 Volume One as related to Part J4 to J5.

The Section J DtS and ESD Opportunities Report is attached as **Appendix G**.

6.5 Drainage and Flooding Assessment

A Preliminary Drainage and Flooding Assessment has been prepared by Turnbull Engineering for the site, dated 9 August 2024.

The flooding assessment is based on the findings presented in the flood assessment report (ref: TEJ0265-REP-0001_Flood Report_D) that was previously developed by Turnbull Engineering for the neighbouring CLAC Redevelopment.

The previous flood assessment report identified that the overall site (including both the COIR and the CLAC) is affected by mainstream flooding from the Cooks River. Since the site has been identified as flood affected, the proposed extension works included in the Ice Rink redevelopment require a flooding assessment to be undertaken in accordance with the Canterbury-Bankstown DCP 2023.

6.5.1 Flooding Assessment

The peak flood depth mapping from the CLAC (provided as an attachment to the Flood Assessment Report in **Appendix H**) presents the pre and post aquatic centre development peak flood depths in the 1% AEP design event for the site. This highlights that the proposed extension works are located outside the peak flood extent in both scenarios and therefore, are not impacted by or produce impacts to the peak flood conditions in this area.

The Canterbury-Bankstown DCP 2023 Chapter 2.2 specifies that *the habitable floor levels of development are to be a minimum 500mm above the 100-year flood level*. The TUFLOW model developed for the CLAC Redevelopment flood assessment shows that peak flood levels of up to 4.2mAHD are present at the site (containing both the COIR and CLAC) in the 1% AEP flood event. The proposed building floor level for the COIR redevelopment is 4.7mAHD, which is 500m above the peak flood level in the 1% AEP event, ensuring compliance with the Canterbury-Bankstown 2023 DCP requirements.

6.5.2 Drainage Assessment

6.5.2.1 Preliminary Drainage Concept

The hydraulic services design (ref: SYD2599 - 20240708 Hydraulic Services_ (004) developed for the proposed redevelopment has been reviewed and several minor comments/adjustments have been added to ensure that surface drainage requirements are appropriately considered in the design.

This preliminary drainage concept identifies the proposed alignment of a new stormwater drainage pipe connecting to the existing stormwater drainage system at the north-western corner of the extension. It also includes a grated inlet pit at the proposed siphonic downpipe connection to drain the depressed concrete entrance in this location. The concept also identifies that the existing grated

inlet pit located at the south-western corner of the building is to be retained to drain the surrounding area.

6.6 Waste Management

A Waste Management Plan (WMP) has been developed in accordance with the provided WMP Schedule Part One (Demolition Phase), Part Two (Construction Phase) and Part Three (Ongoing Use) as per Appendix 2 of the Canterbury DCP 2012. Importantly it is noted that the site does not have any asbestos.

The following provides an overview of Waste Management Practices to be utilised at each stage of the development:

Demolition Phase -

Table 8. Demolition Phase Waste Management

DEMOLITION PHASE		How the waste will be managed.		
Type of Material	Estimated Amount (m^3)	Re-Use On-site	Recycle Offsets	Landfill
Bricks	100		X	
Concrete	50		X	
Tiles	1		X	
Timber (Clean)	5			X
Timber (Treated)	-			
Plasterboard	5			X
Metals	250		X	
Green Waste	15		X	
Other	10			X
Excavation Materials	1100			X

Construction Phase –

Items noted in the construction phase provide details on the proposed amount of waste to be generated. Table 8 below highlights the proposed waste and associated management technique.

Table 9. Construction Phase Waste Management

CONSTRUCTION PHASE		How the waste will be managed.		
Type of Material	Estimated Amount (m^3)	Re-Use On-site	Recycle Offsets	Landfill

Excavation Materials	1100		X
Bricks	5	X	
Concrete	5	X	
Tiles	1	X	
Timber (Clean)	5		X
Timber (Treated)	2		
Plasterboard	2		X
Green Waste	1	X	
Other	20		X

Ongoing Use-

The ongoing use of the site is for the sole use as an ice rink and associated uses, and is thus classified as a non-residential development.

The below table provides an overview of the proposed ongoing waste management for the site once it is operational.

Table 10. Ongoing Use - Waste Management

ONGOING USE		How the waste will be managed.				
Commercial	Rubbish generation/week	Size and number of rubbish bins	Collection frequency per week	Recycling generation/week	Size and number of recycling bins	Collection frequency per week
Ice Rink	2000L	2 x 1100L	1x	1000L	1 x 1100L	1 per week

Further, the site is equipped with a bin storage area which meets the standards that ensures sufficient space for rubbish and recycling bins as well as handling. The facility will also provide efficient access to and from the site for collection.

For further information please refer to Appendix I.

6.7 Arborist Report

An arborist report has been prepared by Advanced Arborist Reporting for the six trees located at 17A Phillips Avenue, Canterbury.

All six trees were inspected from ground level and included a review of tree height, canopy spread, diameter, structure, health, age class, significance as well as other information such as borer and or termite infestation using most of the features of a Visual Tree Assessment (VTA)

methodology, an internationally recognised practised in the visual assessment of trees. A Useful Life Expectancy (ULE) analysis was also undertaken for the trees at the site. The ULE provides the length of time that the arborist believes that a particular tree can be retained with an acceptable level of risk based on information available at the time of inspection.

After being assessed all six trees are recommended for removal. The report notes that all the trees are native and have been planted on the site as saplings. The report further notes that all trees can be replaced as part of the proposed new landscaping. The results are outlined in **Table 10** below.

Table 11. Arboriculture information on the 6 trees assessed. (Source: Advanced Arborist Reporting 2024)

T no.	Species	Height (m)	Crown (m)	Health	Struct	Age class	Sig	ULE	DBH (cm)	Proposal	Notes
8	Eucalyptus punctata (Grey Gum)	14	6	G	G	M	L	M	19	Removal	Many dead. branches, borers
9	Corymbia maculata (Spotted Gum)	12	10	G	G	M	M	M	50	Removal	Many dead. branches, borers?, t
10	Corymbia maculata (Spotted Gum)	12	5	G	G	M	M	M	22	Removal	
11	Corymbia maculata (Spotted Gum)	12	9	G	G	M	M	M	44	Removal	Many dead. branches, borers?,
16	Corymbia maculata (Spotted Gum)	12	8	G	G	M	M	M	52	Removal	Many dead. branches, borers?, trunk bark split for several metres
17	Archontophoenix alexandrae (Alexander Palm)	8	3	G	G	M	L	M	19	Removal	

6.8 Structural Design

ADP Consulting Pty Ltd has been engaged to provide structural design services for the COIR redevelopment.

The structural concept for the project has been coordinated with architect Kennedy Associates Architects for incorporation into the Architectural Documentation for DA submission. The Structural design prepared by this office will achieve compliance with relevant Australian Standards listed below, the building BCA and accepted engineering practice and principles.

- AS/NZS 1170.0: General Principles.
- AS/NZS 1170.1: Permanent, imposed and other actions.
- AS/NZS 1170.2: Wind action.
- AS 1170.4: Earthquake actions in Australia.
- AS 1657: fixed platforms, walkways, stairways and ladders.
- AS 2159: Piling – Design and installation.
- AS 3600: Concrete Structures.
- AS 3700: Masonry Structures.

6.9 Plan of Management

The Ice Skating Club of NSW Co-operative Limited has developed a Plan of Management (POM) for the COIR, which provides detail of the building operations to assist in understanding how the design meets the intent and scope of the facility.

6.9.1 Operations

COIR is open from 5:30am – 11:30pm, 7 days a week.

Identified key stakeholders / user groups are:

- Canterbury Ice Hockey Club
- Sydney Figure Skating Club
- The Sydney Arrows Ice Racing Club

Existing activities will not change. Existing activities include: public/recreational skating, major events (such as figure skating, hockey games, and short track speed skating), school sport sessions, Friday night disco session, learn to skate programs, inclusive skating program, birthday parties, Coffee Club and equipment storage.

Typically, the Friday night disco has the highest rates ranging between 100 to 300 attendees per session.

6.9.2 Staffing

There are no changes proposed to the existing staffing levels as follows:

- 2-4 admin / support staff are in attendance during normal working hours including manager.
- 2–6 casual staff which include 1 skate hire, 1 ice official and 4 coaches depending on the session being held. e.g. coffee club/playgroup.

6.9.3 Amenities

6.9.3.1 Toilets

The existing facilities in the southwestern corner of the building will be retained. These include 7 toilets (3 male, 4 female), 4 urinals, 6 showers (3 female/3 male), and one accessible toilet.

During a normal week the existing number of toilets is more than sufficient to cater to requirements. Staff will use the same toilets as public and do not require a separate area.

6.9.3.2 Change Rooms

Five new multi-purpose/change rooms are being constructed which will address the needs of each of the ice sports disciplines; figure skating, ice hockey and speed skating (i.e. enables configuring changerooms by gender, youth vs adult skaters and teams e.g. synchronized skating teams and ice hockey teams comprise of 17-22 skaters).

Change rooms will also be used as 'Party Rooms' for children's birthday parties and the like on weekends.

A review of operational requirements has found that the only active participants that may use a shower are from ice hockey. Provision of a shower in each change room for use only by the ice hockey participants will improve amenity. This is supported by the Canterbury Ice Hockey Club and is similar to those provided in other ice rinks. No showers are required to be provided for other patrons such as recreational skaters or spectators.

6.9.4 Multipurpose Room

Provision of multipurpose room allows groups to gather outside of the rink for off-ice training, meetings and warm-ups.

Rooms will only be accessible via bookings with Ice Rink management and be used in association with the main rink use and activities.

6.9.5 Storage

Equipment storage will be provided within the mezzanine area.

Additional storage for user groups will be provided under the grandstands.

Public lockers will be available for temporary use during a session or day.

6.9.6 Transport, Parking and Service Access

The majority of skaters are children and either use public transport or are dropped off by parents/carers and picked up after their activity. Buses are used by school groups.

The peaks for when the facility is used is different to the adjacent swimming pool, such as 8pm Friday for the disco, or school groups during the weekdays.

The site is within proximity to Canterbury Railway Station and the future Canterbury Metro Station as well as being located close to several bus stops along Canterbury Road.

There is an existing Council-managed car park providing 138 spaces including 32 spaces in an overflow area for peak demands.

There is an existing service bay at the front of the facility that is used for deliveries directly related to the Ice Rink and Café operations. Deliveries to this area are by smaller vans for short periods that would generally outside peak times.

The existing rear lane is used to access the plantroom areas. The parking provision is discussed in more detail in of **Section 6.1** this SEE report.

6.9.7 Spectator Facilities

Upgraded grandstands will provide improved site amenities for visitors and spectators of events. Improved spectator facilities will allow better access and comfort for spectators and the community to watch events.

The grandstand seating numbers will not increase and therefore there is no intensification of the use. The new seated area will consolidate seating into one area consisting of three rows of 39m and three rows of 43.5m totaling 249m.
This is less seating area than existing however the consolidation of seating will provide improved accessibility.

Refer to **Appendix L** to review the seating structure.

6.9.8 Accessibility

The building is to be upgraded to meet current standards in accessibility, including a new lift and a platform lift for wheelchair bound spectators. An accessibility review report will be prepared by an accredited consultant to ensure that ingress and egress, paths of travel, circulation areas, and sanitary facilities comply with relevant statutory guidelines.

The upgraded facility will be designed to ensure accessibility for inclusive skaters and audiences so that skaters of all ages and abilities can hire skates, and navigate safely to, and within, the ice rink with the potential for wheelchair bound skaters experience the ease and joy of movement ice provides as well as watch from the grandstand and upper areas.

6.9.9 Ice Rink and Equipment

The existing ice rink will remain in its existing location with a new concrete surface to the ice surface (60m x 30m to retain Olympic-sized ice). This will provide a high quality and reliable surface reducing the ongoing maintenance costs to maintain the ice sheet.

The existing three storey brick structure containing air-conditioning and ice making plant located in the south-east corner of the building will be retained.

6.9.10 Sustainability

The redeveloped building will be designed for the latest National Construction Code requirements and will include a new building envelope and features to minimise energy use.

Future allowance will be made for a 200kW solar photovoltaic system to be installed across the whole of the roof to generate renewable energy and reduce the reliance on grid electricity.

To reduce water demand from potable water source, water efficient sanitary fixtures with the following WELS rating will be considered where feasible.

6.9.11 Safety and Security

Closed-circuit television (CCTV) surveillance cameras will be installed within the premises and outside of the premises. Indoor and outdoor areas will be monitored by the CCTV surveillance cameras.

Staff will ensure that the behaviour of staff and patrons when entering or leaving the premises will minimise disturbance to the neighbourhood. Signage will be erected at the exits and entries of the building providing advice to patrons to maintain quiet and order when leaving and entering the premises.

If queuing outside the premises is to occur, staff will ensure that queuing is controlled in a manner that will ensure that the footpath will not be unreasonably impeded. Each staff member will receive training, including the emergency and evacuation procedures in accordance with the relevant Australian Standard

6.10 Preliminary Site Investigation

A Preliminary Site Investigation was undertaken by Alliance Geotechnical and Environmental Solutions (Alliance) dated 11 November 2024. This report was prepared to assist in determining if the site was subject to contamination and this requires further investigations and testing to determine appropriate mitigation measures.

The investigation included a desktop review of the site, a site walkover and assessment of data and reporting.

Based on the above assessment, Alliance concluded the following:

- There is potential for unacceptable land contamination to be present at the site as a result of previous land uses and which is unacceptable to human health.
- There is potential for acid sulfate soils which would require mitigation.
- The site is to be made suitable for commercial/ industrial land use.
- It was concluded as a part of the assessment and the sequential findings that a Detailed Site Investigation would be required to determine suitable mitigation and protection measures.
- A copy of the report is attached as **Appendix P** to this SEE.

A more detailed assessment was done to undertake excavation of materials. Refer to section 6.11 below.

6.11 Contamination Report

As recommended by the Alliance PSI Report, a more detailed assessment of the Site was required. A Waste Classification and Virgin Excavated Natural Materials Report was prepared by Alliance dated 4 December 2024 and is attached as Appendix N.

Excavation of materials were conducted across the site. Boreholes were drilled to depths of 1m and 2.4m to test soil composition and potential contamination. An initial review of NSW seamless geology dataset v2.4 was utilised to provide fieldworkers with an understanding of the sites underlain deposits. The results from this preliminary review indicated that the site is most likely underlain by quaternary deposits of silt, clay quartz lithic sands and gravel.

Alliance have been able to identify soils which may have been impacted by uncontrolled filling, migration of hazardous building materials and remnants of termite treatment from the adjoining developments.

The results from the study concluded that there was no evidence of asbestos or other items of concern. It was noted that a 'rotten egg' odour was detected in samples collected from 1.9m – 2.0m below ground level within boreholes BH05 and BH08.

Based on an assessment of desktop review data, fieldwork observations and laboratory analytical data:

- The fill material assessed would classify as General Solid Waste (non-putrescible).
- The natural material above 2.0m below ground level would classify as Virgin Excavated Natural Material.
- The natural material below 2.0m below ground level would not classify as Virgin Excavated Natural Material due to detectable concentrations of reduced inorganic sulfur above the laboratory limit of reporting and considered the contain sulfidic ores and souls. Materials assessed would classify as General Solid Waste (non-putrescible).

The following recommendations are made by Alliance:

- If material not consistent with that described in the provided report is encountered during handling of the material, works should stop, and further classification assessment should be undertaken.
- Waste should be handled, removed and transported by a suitably license contractor and disposed of at a suitably licensed waste facility. Further advice regarding licensing and waste tracking can be found within the EPA website provided within the attached contamination report Appendix N.
- The generator of the waste and or VENM should retain records of removal, transport and disposal.
- A suitably licensed waste recycling facility may be able to receive the waste, subject to the generator and transporter receiving approval from that facility.
- The consumer of the VENM should retain detailed records of material source, delivery and placement.

7 Conclusion

This revised SEE by Tract and HunterScott has been prepared on behalf of The Ice-Skating Club of NSW Co-operative Limited. The SEE forms part of the DA package submitted to Canterbury Bankstown City Council and seeks approval for the proposed internal alterations and improvements to COIR.

The proposed redevelopment works are proposed to be undertaken at the site of the COIR, located at 17A Phillips Avenue, Canterbury NSW 2193. The existing site is currently on land which is legally described as Lot 1/-/DP 818459 works will also impact the adjacent site registered as Lot 2/-/DP 818459 and a portion of a State-owned easement (Z43673) to the northwest of the site.

The preparation of this SEE is pursuant to Section 4.12 of the EP&A Act 1979. Primarily the proposed works seek to redevelop the current COIR building to allow for the Ice Rink to reopen since its closure in August 2022 due to concerns regarding the structural integrity of the roof.

This revised SEE, supporting plans, reports and assessments show that the proposed works could be effectively undertaken and managed the proposed works without negatively impacting on the locality and local community.This SEE seeks approval for the following works related to the proposed alterations and additions of the COIR:

- Replacement of the existing roof structure:
- The main roof over the ice rink is to be replaced due to structural safety issues with the existing structure. This is a like-for-like replacement of the existing roof and therefore seen as urgent maintenance works.
- The new roof structure will further improve insulation to this facility.
- Internal alterations and additions which include but are not limited to:
    - As a result of the demolition of the CLAC grandstand, the COIR skate hire zone and hockey change rooms have also previously been demolished.
    - Replacement of existing grandstand with a new grandstand which includes accessible seating.
    - An additional plant room to be connected to the existing plant room.
    - A new lift.
    - The incorporation of a multi-purpose room, to be used in association with the main rink use and activities.
    - New amenities, change rooms and storeroom.
    - Demolition of the northern wall of the COIR.

In addition to the above works, and as per the recent request from the Canterbury Bankstown Council following our response to the Request for Further Information (RFI) dated 25 November 2024, this revised SEE now also seeks approval for the following:

- Request an amendment to the recently approved DA-1012/2021/B (PAN-362353) relating to the Canterbury Leisure and Aquatic Centre (CLAC), to allow for:
- An amendment to the CLAC overflow parking.
- Removal of several existing trees at the Tasker Park playground directly west of the COIR, as requested by Council.

- Removal of the Tasker Park playground and associated equipment, as requested by Council.
- Incorporating an existing encroachment to a portion of a State-owned easement.

This SEE and supporting documents address concerns recently raised by Council and the relevant Panel to ensure the application sufficiently address the proposed works, including works impacting the directly adjacent sites and facilities.

It is therefore recommended that the assessing authority favourable consider the proposed application.

Appendices

Appendix A	Architectural Plans (Updated)
Appendix B	Cost Summary Report
Appendix C	Landowners Consent (Updated)
Appendix D	Traffic Impact Statement (Updated)
Appendix E	BCA Assessment
Appendix F	Acoustic Report
Appendix G	Section J DtS and ESD Opportunities Report
Appendix H	Flooding Assessment
Appendix I	Waste Management Plan
Appendix J	Arborist Report
Appendix K	Structural Design
Appendix L	Plan of Management (Updated)
Appendix M	Survey Plan
Appendix N	Contamination Report
Appendix O	Landscape Plan
Appendix P	Preliminary Site Investigation Report

Appendix A Architectural Plans (Updated)

Appendix B Cost Summary Report

Appendix C Landowners Consent (Updated)

Appendix D Traffic Impact Statement (Updated)

Appendix E BCA Assessment

Appendix F Acoustic Report

Appendix G Section J DtS and ESD Opportunities Report

Appendix H Flooding Assessment

Appendix I Waste Management Plan

Appendix J Arborist Report

Appendix K Structural Design

Appendix L Plan of Management (Updated)

Appendix M Survey Plan

Appendix N Contamination Report

Appendix O Landscape Plan

Appendix P Preliminary Site Investigation Report