



INNER WEST COUNCIL

DEVELOPMENT ASSESSMENT REPORT

Application No.	DA2017/249
Address	160 - 178 ELIZABETH STREET, 2-12 BASTABLE STREET & 10-18 FREDERICK STREET, ASHFIELD
Proposal	Alterations and additions to existing Ashfield Aquatic Centre
Date of Lodgement	12 December 2017
Applicant	Inner West Council
Owner	Inner West Council, Roads and Maritime Services and Ausgrid
Number of Submissions	One (1)
Value of works	\$27,030,130
Reason for determination at Planning Panel	Value of works over \$5 million and community facility
Main Issues	Noise from Bastable Street car park
Recommendation	Approval



Figure 1 Aerial site photo

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1. Executive Summary

This report is an assessment of the application submitted to Council for alterations and additions to the existing Ashfield Aquatic Centre at 160-162 Elizabeth Street and 10-14 Frederick Street, Ashfield.

The application was notified to surrounding properties and one (1) submission received. That submission raises concern in relation to noise from the Bastable Street car park, landscaping and lighting of the car parks. This objection is dealt with in detail in Section 5(f) of this report. It is recommended that the northern section of the carpark adjoining Elizabeth Street is closed between 5am and 7am in order to avoid potential noise impacts during these hours. Further discussion on this recommendation is provided in Section 5(d) of this report.

The main issues that have arisen from the application include:

- The potential impact of noise from the Bastable Street carpark on neighbouring residential properties (addressed in Section 5(d)); and
- Proposed exit on to Frederick Street for use by school buses during swimming carnivals and lessons. The RMS raised concern with the proposed exit and requested additional information from the applicant, which was provided on 20 March 2018. RMS issued concurrence on 23 March, subject to conditions.

2. Proposal

The development application seeks consent for the redevelopment of the Ashfield Aquatic Centre (AAC) site to form a new public pool with upgraded facilities. Specifically the following is sought:

- Demolition of existing outdoor swimming pools, eastern grandstand and Council's community hall off Bastable Street in addition to other structures required to facilitate the proposed works.
- Three new outdoor pools including 50m pool, water polo pool, child play (kidney shaped) pool.
- Alterations to the existing western grandstand to include landscaped tiers at the northern and southern ends and shade structure over the central portion of the grandstand.
- Demolition of existing pool hall.
- Sauna, steam room and spa facility.
- New plant services areas and mechanical equipment, and new outdoor lighting.
- Replacement of all outdoor pool concourses and landscaping.
- New 2 storey building comprising lobby, customer entry, amenities, café, community hall and back of house areas at ground level. A crèche is to be relocated from the Bastable Street community hall (proposed to be demolished) to the proposed building; and the inclusion of a gymnasium on 1st floor.
- Use of RMS land for car parking (the eastern car park), as per current leasing arrangements and proposed upgrading of pavement works, line marking and new landscaping. A combined entry/exit off Elizabeth Street is maintained and an option to include a new exit off Frederick Street is proposed for buses and coaches only during school carnivals.

- Upgrade of paving, line-marking and landscaping to the Council owned Bastable Street car park (western car park) following the demolition of the community hall. Upgraded vehicular access including entry only access via Elizabeth Street and exit only to Bastable Street.
- Upgrade to the existing pedestrian footbridge over a Sydney Water concrete stormwater channel that is situated on the western boundary of the Council owned AAC land.
- Installation of flood mitigation works involving floodgates adjacent to the existing pedestrian footbridge over the Sydney Water stormwater channel and a flood wall.
- Upgraded public domain works including paving to the Elizabeth Street footpath and outdoor lighting.
- 117 spaces (an additional 57 spaces than existing) in the Bastable Street carpark and 70 spaces (4 less than existing) in the Frederick Street car park.
- The proposed hours of operation are 5am – 10pm (Monday to Sunday).



Figure 2 Photomontage of proposed development

3. Site Description

The subject site is located on the southern side of Elizabeth Street, and is bound by Frederick Street to the east and Bastable Street to the west. The T2 Inner West and South railway corridor forms the southern boundary of the site. The site consists of 17 allotments and is an irregular shape. The legal description of each lot is:

- Lot 51A in DP 319123;
- Lot A and Lot B in DP 340358;
- Lot 1 in DP83987; and
- Lots 2, 3, 4, 5, 6 7 and 8 in DP925.
- Lot 3 in DP110544;
- Lot 1 in DP908917; and

- Lot 1, 2 4, 5, and 6 of DP 110544.

Figure 2 provides a diagram indicating land ownership and existing site improvements.

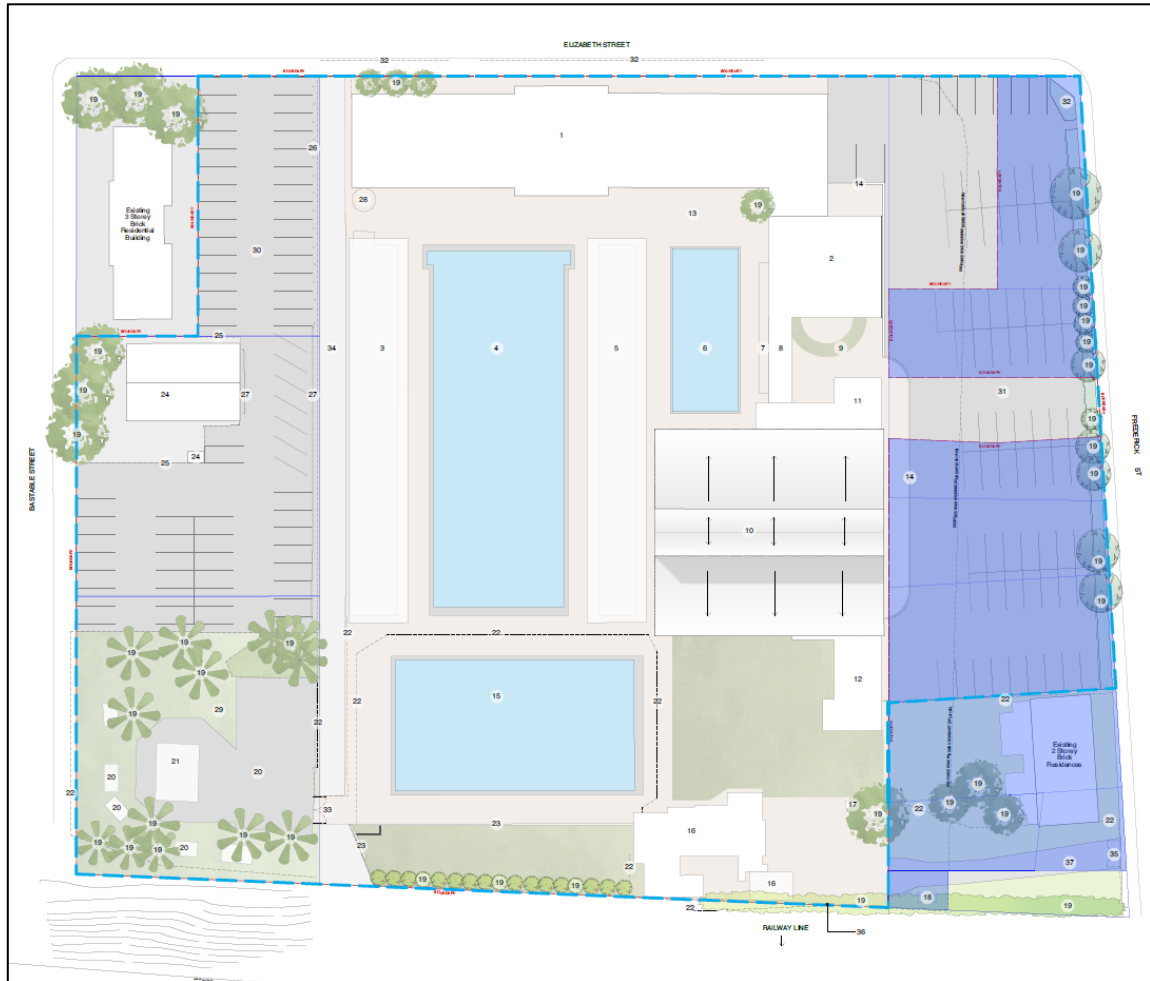


Figure 3 Existing site and location plan highlighting areas (blue) owned by RMS and Ausgrid

The AAC facility currently comprises:

- 3 outdoor pools, one indoor pool on the eastern side of the site and associated facilities. The site currently operates from 6am to 7.45pm on weekdays and 6am to 5.45pm on weekends.
- A single storey brick visitors entrance and amenities building situated along the site's northern frontage to Elizabeth Street.
- Minimal landscaping as the facility is mostly paved.
- A raised grassed area in the south-eastern corner of the site, approximately 0.5m higher than the remainder of the site which is relatively level.
- A two-storey brick building utilised for mechanical plant equipment, storage and the like, south of the grassed area.
- The existing Frederick Street carpark contains parking for 74 cars and the existing Bastable Street car park contains parking for 60 cars. Both are available to patrons of the AAC.

- Service access to the site is from Frederick Street over land owned by Ausgrid, RMS and an unformed road.

To the west of the AAC facility, on land that forms part of the DA is:

- A concrete lined stormwater channel, approximately 4m wide and 3.5m deep that extends along the western boundary of the AAC.
- Further west of the channel is a paved car park which accommodates 60 car parking spaces.
- A small park situated at the southern end of the car park.
- A single storey building used as Council community hall.
- A concrete bridge that provides access over the channel from the park to the aquatic centre but there is currently a chain wire fence which restricts public access from the park to the AAC.

To the east of the AAC facility on land that forms part of the DA are:

- The existing car park that is predominantly on land owned by the RMS. This land currently accommodates 74 car parking spaces, accessed off Elizabeth Street.
- A fenced courtyard area off the indoor pool building extends approximately 2.8m into the RMS / Council land.

The AAC currently has over 350,000 customers a year and provides a swim school that averages 15,000 visits a month. The AAC hosts regular school swimming carnivals and a range of water sports, including water polo.

Existing development within proximity of the site includes a mixture of low to medium density housing and sites owned by Transport for NSW. Within the development block is a group of two storey terrace style dwelling houses (2-8 Frederick Street) on land owned by RMS to the east off Frederick Street. A residential flat building in private ownership is located on the corner of Bastable Street and Elizabeth Street (182 Elizabeth Street) adjacent to the car park to the west of the aquatic centre (Figure 4). The balconies of each unit are oriented to Bastable Street however several window openings, likely to include bedroom windows, are contained within the western elevation facing the car park (Figure 5).



Figure 4 Residential flat building at No. 182 Elizabeth Street

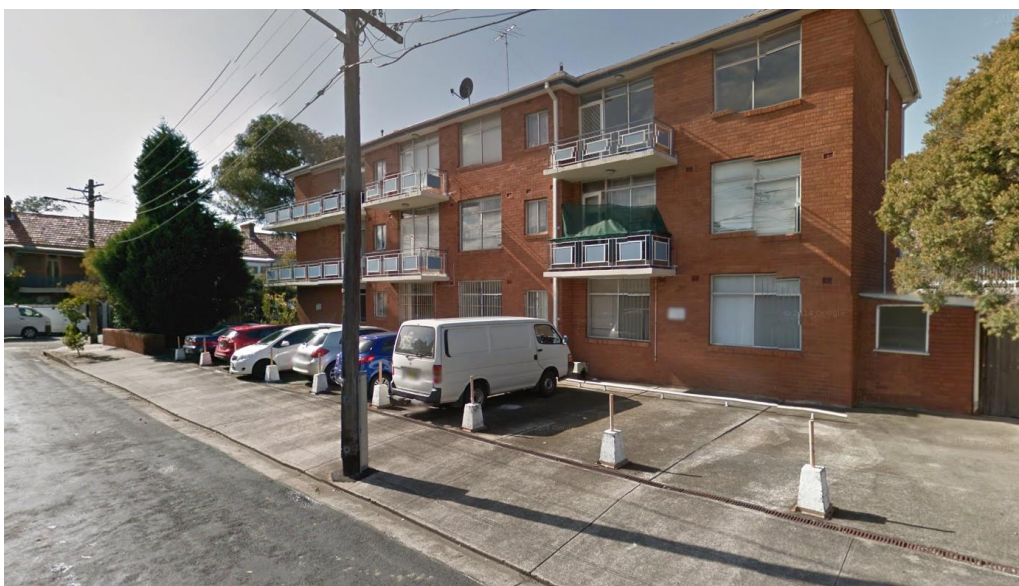


Figure 5 Bastable Street frontage of No. 182 Elizabeth Street

A railway corridor for the main western rail line is located along the site's southern boundary above a vegetated embankment of approximately 4 to 4.5m high. Ashfield railway station is located approximately 750m to the east of the site and Croydon railway station is located approximately 420m to the west of the site.

The site is not a heritage item and is not located within a conservation area. The site is in proximity to a number of heritage items at 173 Elizabeth Street, 177 Elizabeth Street and in proximity to the Eccles Estate Conservation Area.

The site is identified as being subject to mainstream/overland flow and mainstream flooding.

4. Background

4(a) Site history

The following section outlines the relevant development history of the subject site and any relevant applications on surrounding properties.

Subject Site

Application	Proposal	Decision & Date
DA2004/29.1	Food Shop - Refurbishment of the existing kiosk at Ashfield Swimming Centre and undercover outdoor dining area facing Elizabeth Street	Approved under delegation 08/03/2004
DA2002/400.2	Other Special Uses Project Section 96 Amendment	Approved under delegation 23/10/2003

DA2002/400.1	Establishment of indoor swimming complex at Ashfield Swimming Pool Complex	Deferred Commencement approval 18/02/2003
DA2002/19.2	Amendment to original approval alteration to hours of operation	Approved under delegation 11/10/2002
DA2002/19.1	New (Building Work) Special Uses Project Installation of windows & doors to existing club rooms (Elizabeth Street) and change of use from a club room to a community room	Approved under delegation 03/06/2002
DA2001/246.1	Conversion of the change shed at Ashfield Pool to provide club rooms.	Approved 08/08/2001
DA2000/54.1	Construction of Backwash Storage Tanks for Ashfield Swimming Pool	Approved 04/04/2000
DA10.2016.86.1	Alterations and additions to the existing Ashfield Aquatic Centre comprising demolition and construction of new pools and ancillary buildings	Deferred Commencement approval by Sydney Central Planning Panel 3 March 2017

4(b) Application history

The following table outlines the relevant history of the subject application.

Date	Discussion / Letter/ Additional Information
12/12/17	Application lodged with Council
14/3/18	Meeting with applicant and council staff
20/3/18	Amended plans submitted to council. The amendments included: <ul style="list-style-type: none"> Revising the proposal from two stages to one stage to incorporate all proposed works in one stage Façade changes to comply with Section J of the BCA and associated floor plan changes Substation relocated Provision of 4 car share spaces Provision for car charging of electric cars Amended bin store areas and waste collection services Amended landscape plans Additional information from the traffic consultant as requested by the RMS
20/3/18	Amended plans referred to internal council staff for comment and to the RMS for concurrence.

20/3/18	Sydney Trains concurrence granted.
23/3/18	RMS concurrence granted.

5. Assessment

The following is a summary of the assessment of the application (plans received 20 March 2018) in accordance with Section 4.15 of the Environmental Planning and Assessment Act 1979.

5(a) Environmental Planning Instruments

The application has been assessed against the relevant Environmental Planning Instruments listed below:

- State Environmental Planning Policy No 55—Remediation of Land
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy (State and Regional Development) 2011
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The following provides further discussion of the relevant issues:

5(a)(i) State Environmental Planning Policy No 55—Remediation of Land

State Environmental Planning Policy No. 55 - Remediation of Land (SEPP 55) provides planning guidelines for remediation of contaminated land. CIWDPC 2016 provides controls and guidelines for remediation works. SEPP 55 requires that remediation works must be carried out in accordance with a Remediation Action Plan (RAP) as approved by the consent authority and any guidelines enforced under the Contaminated Land Management Act 1997.

Council's Environmental Health Officer has reviewed the application and supporting documentation and raises no concerns subject to conditions of consent. These include the requirement for a Remediation Action Plan to be prepared in accordance with the relevant Guidelines or approved by NSW Environmental Protection Authority, including the Guidelines for Consultants Reporting on Contaminated Sites. This Remediation Action Plan is to be submitted at Construction Certificate stage and to include procedures for the following:

- Prepare a Remediation Action Plan (RAP) to outline remedial measures for the site;
- Prepare a Validation Assessment (VA) report on completion of remediation;
- Prepare an Environmental Management Plan (EMP) for the ongoing management of contamination remaining on site. The EMP will require establishment of appropriate public
- notification under Section 149(2) of the E&PAA 1979 or a covenant registered on the title to land under Section 88B of the Conveyancing Act 1919; and
- Undertake a Hazardous Materials Assessment (Hazmat) for the existing buildings prior to the commencement of demolition work.

5(a)(ii) State Environmental Planning Policy (Infrastructure) 2007

Rail Corridors (Clauses 85 and 86)

SEPP Infrastructure provides guidelines for development immediately adjacent to rail corridors including excavation in, above or adjacent to rail corridors. Clause 85 of the Infrastructure SEPP relates to development on land that is in or adjacent to a rail corridor. Clause 86 relates to development that involves the penetration of ground to a depth of at least 2m below existing ground level on land, amongst others, within 25m of a rail corridor.

The application was referred to Sydney Trains for concurrence in accordance with Clause 85 of the Infrastructure SEPP. Sydney Trains granted concurrence to the development in a letter dated 20 March 2018. Conditions have been included in the recommendation of this report.

Traffic-generating development (Clause 104)

In accordance with Column 3 in Schedule 3 of Clause 104 SEPP (Infrastructure), parking areas containing 50 or more motor vehicles with access to classified road are classified as traffic generating development. Accordingly, the application was referred to RMS for comment.

In a letter dated 28 February 2018, the RMS provided comments on the proposal and requested additional information as follows:

“Reference is made to your email received 29 January 2018, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) in accordance with Clause 104 and Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.

The proposed exit for buses onto Frederick Street is not supported at this time as insufficient information has been provided on its proposed operation. Additional information is requested from the Applicant as follows:

- Number of days that the exit is likely to be used in a typical year.*
- Number of school and community buses on each day of use and the times that the buses are likely to use the exit.*
- Details on the duties of the traffic controller. Roads and Maritime does not support stopping traffic on Frederick Street to allow buses to exit the site.*
- Details of No Entry signage on Frederick Street so that vehicles do not attempt to enter.*
- A more detailed swept path assessment showing a crossover that can contain the required swept path of the largest bus anticipated to use the site.*

In addition, the subject property is also affected by a road proposal as shown by pink colour on the attached Aerial — “X” The subject property is also under a permissive occupancy license agreement with Roads and Maritime.

However, Roads and Maritime would raise no objections on property grounds to the submitted application provided any new building or structures, together with any improvements integral to the future use of the site are:

- Erected clear of the land required for road (unlimited in height or depth).*
- Wholly within the freehold property (unlimited in height or depth), along the Frederick Street boundary.*

Once additional information is submitted, we will review the information and provide a timely response.”

The applicant provided a response from TEF Consulting on 20 March 2018:

“1. Request (RMS): Number of days that the exit is likely to be used in a typical year.

1.1. Answer: The school swimming carnivals are 5 carnivals held on either a Wednesday or Friday over the November to December period, then every day

Monday to Friday during February and then two more (the zone carnivals) in the early March usually the first Monday and Tuesday. This translates to some 27 days per year.

Schools also bring groups of children to the swim school during Term 4 (daily Monday to Friday during 8 weeks in October, November and December). This translates into 40 days, 5 of which overlap with the carnival days.

2. Request (RMS): Number of school and community buses on each day of use and the times that the buses are likely to use the exit.

2.1. Answer: Typically, 3 to 6 buses transfer children to the swim carnivals, with arrivals normally between 9:00 and 10:00 am and departures between 2:00 and 3:15pm.

For the swim school, a single shuttle bus makes 3-5 rounds per day approximately once per hour between 10 am and 4 pm. It is proposed that community buses use the Bastable Street car park to deliver and collect community groups. Community buses are typically small buses (with 20-21 seats) and can manoeuvre through the proposed car parking aisles by entering from Elizabeth Street and exiting to Bastable Street. These buses will not use the proposed Frederick St exit.

3. Request (RMS): Details on the duties of the traffic controller.

3.1. Answer: The traffic controllers duties are proposed to be defined as follows:

- provide assistance to exiting buses by holding the exiting bus, assessing safe gaps in passing traffic and advising the bus driver when it is safe to drive out*
- prevent use of this exit by vehicles other than authorised buses*

The traffic controller will be instructed not to stop traffic in Frederick Street. The traffic controller can be one of the Centre staff or school representative who holds a Stop/Slow Bat Licence (previously known as Blue Card).

4. Request (RMS): Details of No Entry signage on Frederick Street so that vehicles do not attempt to enter.

4.1. Answer: Please refer to the updated plan attached to this report which includes the requested signage.

5. Request (RMS): A more detailed swept path assessment showing a crossover that can contain the required swept path of the largest bus anticipated to use the site.

5.1. Answer: Please refer to the updated plan attached to this report which includes the details of the crossover and the required swept path. The largest bus anticipated to use the site is the same as at present, which is a 12.5 m long coach."

This additional information was sent to the RMS in March 2018.

RMS granted concurrence, subject to conditions on 23 March, 2018.

The estimated cost of development is \$27,030,130. As the proposal has a capital investment value of more than \$5 million and Council is the applicant, Part 4 of the State and Regional Development SEPP applies to the DA. Under Part 4 of the SEPP the Council's consent function is exercised by the Sydney Eastern City Planning Panel.

5(a)(iv) Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

An assessment has been made of the matters set out in Clause 20 of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005. It is considered that the carrying out of the proposed development is generally consistent with the objectives of the Plan and would not have an adverse effect on environmental heritage, the visual environmental, the natural environment and open space and recreation facilities.

5(a)(v) Ashfield Local Environment Plan 2013 (ALEP 2013)

The application was assessed against the following relevant clauses of the Ashfield Local Environmental Plan 2013:

- Clause 2.3 – Land Use Table and Zone Objectives
- Clause 5.10 – Heritage conservation
- Clause 6.1 – Earthworks
- Clause 6.2 – Flood Planning

The following provides further discussion of the relevant issues:

(i) Clause 2.3 - Land Use Table and Zone Objectives

The property is zoned RE1 – Public Recreation and SP2 - Infrastructure under the provisions of ALEP 2013. The zoning of the site is shown in Figure 3.

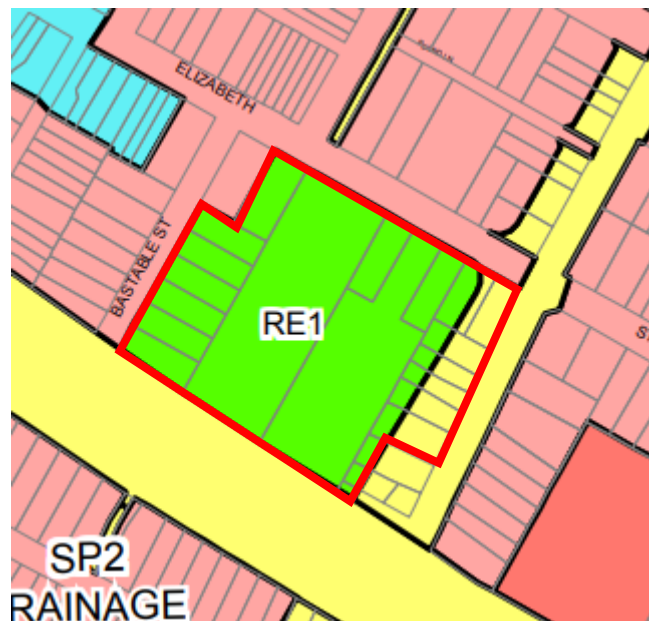


Figure 3 Zoning map of the site

The uses permitted with consent in the RE1 zone include:

Boat launching ramps; Boat sheds; Building identification signs; Centre-based child care facilities; Community facilities; Emergency services facilities; Environmental facilities;

Environmental protection 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; Water recreation structures; Water recycling facilities; Water storage facilities

The uses permitted with consent in the SP2 zone include:

Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Emergency services facilities; Environmental facilities; Environmental protection works; Information and education facilities; Kiosks; Markets; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose; Water recycling facilities

The proposal is best described as recreation facilities (indoor), recreation facilities (outdoor), café, community facility and car parks, all of which are permissible with Council's consent under the zoning provisions applying to the land.

The development is considered acceptable having regard to the objectives of the RE1 and SP2 zones in that the proposal replaces a dated community facility with new facilities and associated carparks to better meet the recreation (and infrastructure) demands of the local community in a new centre with a mix of proposed uses, including pools, gym, café and crèche.

(ii) Clause 5.10 – Heritage conservation

The subject site is not heritage listed and is not located within a heritage conservation area (HCA). The site is in close proximity to three heritage items and a HCA:

- Item I394 House – 173 Elizabeth Street, Croydon;
- Item I395 House – 177 Elizabeth Street, Croydon;
- Item I396 Fullam Terrace – 185-197 Elizabeth Street; and
- Eccles Estate Conservation Area, Ashfield.

Council's Heritage Planner has raised no issue with the proposal subject to conditions of consent including reducing the height of the fence on Elizabeth Street and increasing the level of landscaping within the car parks. Where appropriate these design changes have been incorporated into the recommended conditions of consent.

(iii) Clause 6.1 – Earthworks

The proposed extent of earthworks are suitable. Standard conditions of consent are recommended.

(iv) Clause 6.2 – Flood Planning

The site is located within an area identified on Council's Flood Control Lot Map as being subject to mainstream/overland flow and mainstream flooding. A Flood Impact Assessment prepared by Mott Macdonald was consequently submitted with the application.

The Flood Impact Assessment report concludes:

"A flooding analysis was performed by updating the Dobroyd Canal Flood Study hydraulic model in TUFLOW software to assess the existing and proposed 1% AEP depth, velocity and hazards at the Ashfield Aquatic Centre and surrounding areas.

Therefore, the proposed development complies with the Development Control Plan (effective as of January 2017) and Ashfield Local Environment Plan (2013) as follows:

- The results indicate that the proposed development will be outside the 1%AEP flood extent assuming the proposed flood gate is in the shut position. The buildings and plant/store room finished floor levels are more than 500mm above the design 1%AEP flood level and the buildings are located on the highest area of the site away from the Dobroyd Canal, Frederick Street, and Elizabeth Street flow paths.
- The Bastable car park area of the site is subject to flooding in the 1%AEP however the overall flood hazard is "low" which is compatible with the use as a car park.
- A parking control zone will be implemented in advance of the storm to remove vehicles from the small area of higher hazard at the southern end of the car park.
- Flood free-access is maintained via the Fredrick Street car park in the 1%AEP design flood event. The upper floor of the new entrance foyer offers the opportunity for safe refuge during the design PMF event.
- The land use within the development is compatible with the flood hazard of the land by locating the buildings on highest elevations of the site and outside the 1%AEP flood extent.
- Does not significantly adversely affect flood behaviour resulting in any detrimental increases in the potential flood affection of the other development or properties
- Manages risk to people by excluding flood waters from the Ashfield Aquatic Centre itself. Flood hazard are generally "low" within the Bastable Car Park and parking controls are proposed to restrict access to areas of faster flowing water by the Dobroyd Canal.
- Will not change the flood behaviour to other development or properties so the social and economic consequences of flooding to the community can be considered to be the same to those already predicted by the Council."

Council's Development Engineer has raised no issue with the proposal subject to conditions of consent and the following design change condition:

a) *Flood Gate and Flood Mitigation*

Remove the proposed flood gate in the existing Canal due to the impracticality of it being operated at the appropriate time. Flooding of parts of the pool area during extreme storm events is seen as reasonable as long as the depth/velocity is within low risk parameters and does not increase flooding to ANY other properties either upstream, adjoining, or downstream.

Investigate alternative solutions for reducing the high risk flooding to the proposed car parking spaces at the south eastern corner of the Bastable Street Car Park, as barricading/removal of parked vehicles prior to an extreme storm event is seen as impractical and may create an even greater risk for Council. Consideration shall be given to raising the car park level in this vicinity.

The above mitigation measures shall be verified by new TUFLOW modelling.

5(b) Draft Environmental Planning Instruments

There are no relevant Draft Environmental Planning Instruments.

5(c) Development Control Plans

The application has been assessed and the following provides a summary of the relevant provisions of Comprehensive Inner West DCP 2016.

Part	Compliance
Section 2 Chapter A Miscellaneous	
1. Site and Context Analysis	Provided with architectural plans and Statement of Environmental Effects.
2. Good Design	The proposal relates well to the site and its context and is of a high architectural quality.
3. Flood Hazard	Yes. Refer to discussion in Section 5(a) of this report.
4. Solar Access and Overshadowing	The proposal will not overshadow adjoining residential properties.
5. Landscaping	Yes. Refer to discussion in Section 6(a) of this report.
6. Safer by Design	The proposal is suitable with regard to surveillance of surrounding areas, legibility of the public and 'private' domain, lighting and design to avoid the risk of personal or property-related crime.
7. Access and Mobility	Yes, subject to conditions of consent.
8. Parking	<p>The required number of parking spaces are assessed on merit for the proposed use. A Traffic and Parking Report was submitted with the DA which provided the following details:</p> <p>Frederick St carpark: 70 car spaces</p> <p>Bastable St carpark: 124 car spaces (including 7 accessible spaces)</p> <p>17 bicycle spaces</p> <p>8 motorbike spaces</p> <p>Council's Development Engineer has raised no concerns with the proposed number of parking spaces.</p>
9. Subdivision	Not applicable.

10. Signs and Advertising Structures	Signage is not proposed and a separate DA will be lodged for any future signage if necessary.
11. Fencing	Suitable fencing is proposed.
12. Telecommunication Facilities	Not applicable.
13. Development Near Railway Corridors	Yes. Refer to discussion in Section 6(b) of this report.
14. Contaminated Land	Yes. Refer to discussion in Section 5(a)(i) of this report.
Section 2 Chapter B Public Domain	
Street Trees	Yes. Refer to discussion in Section 6(a) of this report.
Reflectivity of Buildings	Yes.
Public Domain Plan	Yes.
Public Footways	Yes.
External Lighting	Yes.
Undergrounding of Services	NA
Public Art	Yes.
Section 2 Chapter C Sustainability	
1. Building Sustainability	Yes.
2. Water Sensitive Urban Design	Yes.
3. Waste and Recycling Design & Management Standards	Yes.
4. Tree Preservation and Management	Council's Landscape Team have raised no objections subjects to conditions of consent.
5. GreenWay	
6. Tree Replacement and new Tree Planting	

5(d) The Likely Impacts

The assessment of the Development Application demonstrates that, subject to the recommended conditions, the proposal will have minimal impact in the locality, as discussed below.

Built Form and Urban Design

The site does not have a maximum height or floor space control under the Ashfield LEP 2013. The proposed development will provide for a similar scale of development to the existing buildings on the site and will be compatible with the character of the surrounding built form. There is no increase to the maximum height of the tallest structure on the site and the new roof of the indoor 25m pool is well below the existing indoor pool enclosure.

The proposal will renew run-down components of the aquatic centre and provide a new entrance to the facility from Elizabeth Street. The new entrance will incorporate glazed areas improving visibility into the centre and surveillance of the street. The proposal will integrate new landscaping which will improve the overall appearance of the site.

Overall, the development will improve the built form of the site and how it is viewed from the surrounding public domain. It is noted that the proposal builds on the existing approval for renewal of the aquatic centre but extends the redevelopment to the entire site with a greater range of facilities.

Landscaping

The proposed landscaping of the site and car parks will provide substantially more landscaping and canopy trees than exist on the site. The Bastable Street car park will have more canopy trees, new landscaping and trees are also proposed for the Frederick Street carpark and the Elizabeth Street frontage of the site. Landscaping is also proposed surrounding the pools to provide shade during summer. Council's Landscape Team have raised no issues with the proposed landscaping subject to conditions of consent.

Transport and Accessibility

The site is flanked by two car parks. The car park to the east contains 74 off-street parking spaces, is predominantly owned by the RMS and is identified for road widening purposes. Council has secured a licence with the RMS to use the land for car parking purposes. The carpark to the west is owned by Council and contains 60 parking spaces which are not time restricted. It is recommended that a condition of consent be imposed which states the required number of parking spaces in order that, should the licence with RMS cease at any point in the future, the obligation would be with the applicant to pursue an alternative arrangement of providing the required number of car spaces.

Council's Engineer has raised no issue with the proposal subject to conditions of consent and minor design changes as detailed in Section 6(a) of this report.

Building Code of Australia (BCA)

The proposal is subject to complying with the BCA subject to conditions of consent.

Noise

An Acoustic Assessment was undertaken by JHA and submitted with the application. The assessment addressed the operation of the site post development, including the operation of new plant and noise from patrons and public address systems.

The report finds that the demolition of the existing training pool and replacement with a new 25m indoor pool should not increase the overall noise level at the nearest affected residence (being 2 Frederick Street). A number of mitigation measures have been recommended to limit the potential acoustic impacts. These include, but are not limited to:

- *The acoustic barrier shall be 3.3 metres high facing the property at No.2 and 2A Frederick Street. The heat pump acoustic treatment shall incorporate a 1.8 metre high acoustic hood similar to the example shown in Figure 6.*
- *The acoustic barrier shall be lined with 50mm thick Pyrotek Reapor or equivalent acoustically absorptive finish with a minimum NRC of 0.9. A typical example of CFC barriers line with 50mm thick Pyrotek Reapor.*
- *It is recommended that patrons arriving between 5.00am and 7.00am be asked to use the RMS Frederick Street Carpark. Signages are to be installed at the carparks and pamphlet & website advice to be made available to the patrons of the carpark opening times. It is expected that most of the patrons using the Centre between 5.00am and 7.00am will use the Frederick Street Carpark, as this is located closest to the entry of the Centre.*

The proposed solution to the potential noise impacts on the neighbouring residential properties from the Bastable Street car park are considered to be impractical and uncertain. It is considered more appropriate that the car park not be used between the hours of 5am and 7am to avoid noise issues at the interface with the residential property at No. 182 Elizabeth Street. This will require reconfiguration of disabled parking spaces in order to provide disabled spaces during these hours.

An alternative that could be considered may be partial closure of the car park, i.e. the northern section adjacent to No. 182 Elizabeth Street, however the current design of the car park is such that it provides for one-direction flow of traffic from Elizabeth Street through the car park to exit on to Bastable Street. Modification to the car park would be required for such a scenario to be functional. Accordingly, it is recommended that a condition be imposed so that the car park cannot be used in those early morning hours.

It is noted that Council's Engineer has considered the adequacy of parking supply within the Frederick Street car park between 5am and 7am and has concluded that supply is acceptable at these times.

Council's Health Officer raised no objections in relation to noise subject to a condition requiring compliance with the above acoustic recommendations as contained within the JHA Services report and additional standard conditions of consent. Conditions to this effect have been imposed.

5(e) The suitability of the site for the development

The site is zoned RE1 – Public Recreation and SP2 - Infrastructure. The proposed development will upgrade the existing facilities on the site, which have been established on the site for many years, in a manner that minimises adverse effects on adjoining properties.

A similar proposal was approved by the Sydney Central Planning Panel in 2016. The current proposal makes improvements on the approved scheme and simplifies the redevelopment into one stage incorporating all the proposed works rather than four stages under the previous application.

The application has been considered by all relevant technical officers of council and it is considered that any potential impacts have been mitigated through good design of the facility and the conditions recommended in this report.

The site is considered suitable to accommodate the proposed development, as has been demonstrated in the assessment of the application.

5(f) Any submissions

The application was notified in accordance with Inner West CDCP 2016 for a period of 21 days to surrounding properties. One (1) submission was received.

The following issues raised in the submission are:

- Noise from car parking;
- Light spill; and
- No landscaping buffer to adjoining residents.

These issues are discussed under the respective headings below:

Issue: Noise from Bastable Street car park

Comment: A condition of consent is recommended that the car park not be used between the hours of 5am and 7am to avoid noise issues at the interface with the residential property at No. 182 Elizabeth Street.

Issue: Light spill

Comment: The existing lighting is to be upgraded to prevent light spill through the use of high quality luminaires with well-controlled optics, utilising glare shields and lenses where required.

The proposed lighting of the carparks is subject to a number of Australian Standards to control impacts on neighbouring properties. Conditions of consent have been recommended to ensure compliance with the Standards and lights will be switched off between 10pm and 5am, and 10pm and 7am in the Bastable Street car park.

Issue: Landscaping

Comment: Amended plans were submitted to council on 20 March 2018 which are supported by Council's Landscape Team and propose 12 new trees in the Bastable Street carpark.

5(g) The Public Interest

The public interest is best served by the consistent application of the requirements of the relevant Environmental Planning Instruments, and by Council ensuring that any adverse effects on the surrounding area and the environment are appropriately managed.

The development provides for the ongoing operation of the aquatic centre and the decision to upgrade rather than rebuild the facility was made in consultation with the community. The proposal will improve accessibility to the centre's facilities and ensure the continued safe and functional operation of the centre.

The proposal is not likely to cause any adverse economic impacts and can reasonably be expected to increase visitors to the centre and therefore the amount of revenue that is available for reinvestment into local facilities.

The proposal is not contrary to the public interest.

6 Referrals

6(a) Internal

The application was referred to the following internal sections/officers and issues raised in those referrals have been discussed in section 5 above and below.

- Heritage Officer/Urban Design
- Development Engineer
- Building
- Landscape
- Waste
- Environmental Health

Heritage/Urban Design

The Heritage and Urban Design Advisor raised no objection to the proposal subject to recommendations to reduce the height of the perimeter fence and increase the landscaping within the car parks. Where appropriate these recommendations have been incorporated into draft conditions of consent.

Development Engineer

The Development Engineer has not raised any concern with the proposed development, subject to standard conditions of consent plus the following non-standard conditions:

Design Matters – Flooding, Parking, Pedestrian Bridge, & Bus Parking

NS *The following aspects of the development shall be amended:-*

b) Flood Gate and Flood Mitigation

Remove the proposed flood gate in the existing Canal due to the impracticality of it being operated at the appropriate time. Flooding of parts of the pool area during extreme storm events is seen as reasonable as long as the depth/velocity is within low risk parameters and does not increase flooding to ANY other properties either upstream, adjoining, or downstream.

Investigate alternative solutions for reducing the high risk flooding to the proposed car parking spaces at the south eastern corner of the Bastable Street Car Park, as barricading/removal of parked vehicles prior to an extreme storm event is seen as impractical and may create an even greater risk for Council. Consideration shall be given to raising the car park level in this vicinity.

The above mitigation measures shall be verified by new TUFLOW modelling.

c) Bastable Street Car park.

- (i) Remove one disabled space on the western side of the aisleway, immediately to the south of the entry off Elizabeth Street – for entry vehicle queueing. This space shall be replaced with motor bike/bicycle parking.*
- (ii) On the eastern side of the aisleway between the entry off Elizabeth Street and the shared area of the disabled parking space create a 1.5m*

pedestrian walking zone, parallel and immediately adjacent to the aisle – this will reduce the number of motor bike/bicycle spaces – for safe pedestrian access to and from the pool entrance. Linemark and signpost accordingly.

- (iii) Move the exit to Bastable Street, 1m southerly, by reducing the landscaped island on the southern side of the driveway and increasing the landscaping width on the northern side to a minimum of 2m to increase sight distance.*

d) Bus Parking for hop on/hop off

Adopt one of the options specified in the Traffic Report but for the following reasons, the proposed bus bay in Elizabeth Street appears the most viable:-

- (i) RMS objections to the exit onto Frederick Street.*
- (ii) The pavement in the Frederick Street car park along the bus route will need reconstruction for the increased wheel loading.*
- (iii) At the very least, the option for hop on/hop off within the car park will be restricted to small buses (12 passengers) whereas, the bus bay option may be able to cater for larger buses.*

The specification for the bus bay shall be 200mm reinforced concrete with standard dowelled joints (16mm deformed hot dipped galvanised dowels x 600mm long at 500mm centres), on a 150mm layer of Enviropave (with a bond breaker), and with a standard 150mm kerb dowelled to the concrete pavement (same dowels as for jointing), in accordance with Council Standard Plan R3. Re-erect the existing special roadside fencing to limit pedestrians crossing Elizabeth Street, but not at the section of the bus bay where people enter/exit the buses. Full detailed construction plans and specifications shall be submitted to Council for approval before the issue of a Construction Certificate.

Detailed information, construction plans and specifications addressing the above matters shall be submitted to Council for approval before the issue of a Construction Certificate with all works completed before to the issue of an Occupation Certificate. Please note that some of the above items will require RMS approval or/and referral to Council's Traffic Committee for approval.

It is noted that, in addition to the recommended design changes above, the design of the Bastable Street car park will need to be modified to enable provision of disabled car parking during the 5am to 7am period when it is recommended that this car park be closed.

Council's engineer has considered whether the capacity of the Frederick Street car park will be capable of meeting demand during the 5am to 7am period and is satisfied that this arrangement is acceptable.

Building

The Building Surveyor raised no objection to the proposal subject to standard conditions of consent including the requirement to comply with the deemed to satisfy provisions.

Landscape

Council's Landscape Officer has provided the following comments:

"Summary

The proposed redevelopment of the Ashfield Aquatic Centre is generally supported. There are however several elements within the design that could be improved in terms of tree planting, soil volumes and canopy targets.

Introduction

1. The submitted information was assessed against relevant Australian Standards, Council's Policies the Inner West Council (Ashfield) Comprehensive DCP 2016 (See extracts of DCP in Annexure 1), as well as arboriculture industry best practice.

The general issues considered relevant to existing and future tree planting where;

- 1.1. The existing tree issues (size, health, significance, retention values, useable life expectancy, etc).*
- 1.2. The heat island effect caused by the extensive paved areas.*
- 1.3. The need for natural shade to protect aquatic centre customers (UV protection).*
- 1.4. The maintenance issues (debris, etc) caused by the retained and new trees.*
- 1.5. The impacts of soil compaction and foot traffic on tree root zones.*
- 1.6. The soil volumes and tree pit sizes being adequate to provide for each tree throughout its natural life span.*
- 1.7. The potential impacts on trees and landscaping from the contaminated chlorinated pool water.*
- 1.8. Opportunities for additional tree planting to increase our urban canopy.*

Consultant Arborist Report

2. The arborist report by TREEIQ (dated 4 December 2017) assessed 32 trees within the development site of that number 21 trees are proposed to be removed.

Tree number 18 (Araucaria heterophylla) proposed to be removed to allow construction of the new plant room, however it was identified in the report as being of high landscape significance and given a "Priority for retention".

Special reference is made to section 3.12 'Replacement Planting' of this report. This section provides recommendations in regard to increasing available soil volumes and garden bed areas to improve conditions for trees and allow or an increase in canopy cover over the site. Our comments below reiterate these recommendations.

Existing tree retention and removal

3. The removal of the Araucaria heterophylla (Tree 18) is not supported as it is of high landscape significance and one of the only trees of this nature on the site. It has a long remaining life span and is in good health and condition.

Consideration should be given to retaining the Araucaria heterophylla. This will require the redesign of the proposed plant room and adjacent areas.

4. The existing trees along Frederick Street are of low significant and provide little urban forest benefit. There is an opportunity to provide new advanced tree planting to this section which would make a significant improvement to the landscape amenity and Urban forest.

Accordingly it is recommended trees 20-31 should to be removed and replacement trees are to be provided at 10 metre centres, capable of a minimum mature height of 20 Metres, consistent with the Annexure 1 Recommended Tree Species, DS1.1 and DS6.1 of the DCP.

Proposed Landscape Design

5. The Landscape Concept Plans 01, 02 and 02 by Taylor Brammer, Revision A, dated 7 December 2017 fails to address a number of issues concerning consistency with the DCP, tree species selection, placement and soil volumes, heat impacts and best practice urban forest outcomes.

Prior to the issue of the development consent it is requested that the Landscape design by Taylor Brammer be amended to;

5.1.1. Provide a 30% tree canopy over the entire site.

5.1.2. Provide more detailed information regarding tree species, numbers, soil type and volumes. Consideration should be given to providing more variety in species and size and also more locally indigenous species consistent with the Annexure 1, Recommended Tree Species, of the DCP.

5.1.3. Tree planting should be set back from buildings and roof areas to maximise canopy space and reduce building maintenance conflicts consistent with DS1.1 and DS5.1 of the DCP.

5.1.4. All trees should be provided in advanced container sizes, minimum 200 litres.

Within the Aquatic centre site

5.2. Provision of larger growing trees (capable of a mature height of 20 metres) adjacent to the railway easement is desirable for amenity and screening.

5.3. Consideration should be given to the design of levels, irrigation and drainage, to mitigate the effects of the overflowing chlorinated swimming pool water, on soil chemistry and tree/plant health.

5.4. The area referred to in the Landscape Design with numbers 15, 16 and 17 will be hot and exposed and may not be practical as a BBQ area without additional shade canopy tree planting.

Carpark areas

5.5. Consideration should be given to the distributing the tree planting throughout the carpark areas, instead of planting them in all in concentrated rows, or just on the boundaries of the car parks, whilst meeting the 30% urban forest canopy cover target. This requirement is in accordance with DS1.1, DS29.1, DS29.2 and DS29.3 of the DCP.

5.6. It needs to be demonstrated that adequate soil volume can be provided for all trees within the carparks. The landscape plans shall be amended to include dimensions for tree pits and details of a vault style structural soil with a minimum of 30m³ available soil volume for each tree. The design of the tree pits can be adapted from, the Ashfield Street tree Strategy (Section 8 - Appendices, planting detail #2, 8, 9 & 11 could be considered).

5.7. Consider planting tall growing trees in the Bastable Street Carpark at its entrance from Elizabeth Street, which are capable of a potential minimum mature height of 20 metres. Garden areas at this location will need to be increased in size to allow adequate soil volume.

5.8. Additional gardens and tree planting should be provided within the car spaces along the existing drainage channel (shown in the landscape design as area 3).

5.9. The carpark on the corner of Elizabeth and Frederick Street should have widened garden beds along Frederick Street and Elizabeth Street, utilising the areas not needed for vehicle parking and manoeuvring. This will improve soil volumes and the performance of the proposed new tree plantings recommended above.

Utility Services

6. Consideration should be given to the undergrounding of the overhead electrical wires and utilities, in Elizabeth Street and Bastable Street in order to improve the opportunities for growing larger tree species and to improve the landscape amenity of the site consistent with DS9.1 of the DCP. 2. The arborist report by TREEIQ (dated 4 December 2017) also makes this recommendation.

Representatives of the Tree Management team are available to meet Council's Planners and the Landscape Architect to discuss our comments and assist in the design process if appropriate."

Waste

Council's Waste Team reviewed the application provided the following comments on 7 February 2018:

"Council's Contract Manager has advised that waste collection contractors would not be able to service the bins in the location (off Frederick Street) as indicated on the plans....(and) has recommended that the servicing of the bins occur on the Elizabeth Street side.

It is recommended that the collection point be located where collection vehicles can stand safely, at a level gradient and not to obstruct or endanger the passage of pedestrians and other vehicles. The collection vehicles must be able to enter and depart the collection point in a forward direction.

Waste source separation and storage areas

It is recommended this site have a waste source separation and storage room. This bin room should be close to Elizabeth Street so the bins can be serviced from Elizabeth Street side.

This bin room must

- *be well-lit with artificial lighting to be provided. Control switches to be located both outside and inside the room in close proximity to the entry door (DCP-DS 1.6)*
- *have hot and cold water outlet with hose cock for cleaning of the bins and storage areas (DCP- DS 1.5)*
- *drain to sewer (DCP –DS 2.13)*
- *have adequate ventilation which complies with provisions of Australian Standard 1668.2012 (DCP- DS 1.7)*
- *provide a minimum of 1200mm wall to wall clearance, ensuring sufficient clearance is provided for the largest waste or recycling bin type used for the development (DCP – DS 4.1)*

The addition of other separate bin rooms could also be considered for the gym and kiosk business that may run out of the Aquatic centre.

Additional Space allocations

Additional space to be provided on site in a reasonable proximity for the storage of reusable commercial items such as pallets and emptied pool chemical containers (DCP-DS 2.8).

In addition a secure space must be allocated for the separate storage of liquid wastes such as pool chemicals (DCP-DS 2.9).

Commercial waste and recycling capacity

The waste management plan proposes 12X240L garbage bins and 6X240L recycling bins. (Note the recycling capacity was incorrectly calculated in the waste management plan. The recycling bins are only emptied fortnightly).

The addition of a gym at the site will result in increased numbers visiting the aquatic centre. It is recommended that the bin storage room be able to store a minimum of 15x240L garbage bins emptied three times a week and 15x240L recycling bins emptied fortnightly to accommodate the additional patronages.”

Amended plans were submitted on 20 March 2018. The amended plans provide a bin store room containing space for 15 general waste bins and 11 recycling bins at the western end of the service area located to the south of the site. The design of the service area has been amended to accommodate a 9.98m long truck.

6(b) External

The application was referred to the following external bodies and issues raised in those referrals have been discussed in section 5 above and below.

- Roads and Maritime Services
- Ausgrid
- Sydney Water
- Sydney Trains

Roads and Maritime Services

The RMS provided comment on the proposal in a letter dated 28 February 2018:

“Reference is made to your email received 29 January 2018, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) in accordance with Clause 104 and Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.

The proposed exit for buses onto Frederick Street is not supported at this time as insufficient information has been provided on its proposed operation. Additional information is requested from the Applicant as follows:

- *Number of days that the exit is likely to be used in a typical year.*
- *Number of school and community buses on each day of use and the times that the buses are likely to use the exit.*
- *Details on the duties of the traffic controller. Roads and Maritime does not support stopping traffic on Frederick Street to allow buses to exit the site.*
- *Details of No Entry signage on Frederick Street so that vehicles do not attempt to enter.*

- *A more detailed swept path assessment showing a crossover that can contain the required swept path of the largest bus anticipated to use the site.*

In addition, the subject property is also affected by a road proposal as shown by pink colour on the attached Aerial — “X” The subject property is also under a permissive occupancy license agreement with Roads and Maritime.

However, Roads and Maritime would raise no objections on property grounds to the submitted application provided any new building or structures, together with any improvements integral to the future use of the site are:

- *Erected clear of the land required for road (unlimited in height or depth).*
- *Wholly within the freehold property (unlimited in height or depth), along the Frederick Street boundary.*

Once additional information is submitted, we will review the information and provide a timely response.”

Additional information was referred back to the RMS for comment. RMS granted concurrence on 23 March 2018, subject to conditions.

Ausgrid

Ausgrid raised no concerns with the proposal subject to conditions of consent provided in a letter dated 25 January 2018:

“I refer to Inner West Council development application DA 10.2017.249.

This letter is Ausgrid’s response under clause 45(2) of the State Environmental planning Policy (Infrastructure) 2007.

The assessment and evaluation of environmental impacts for a new development consent (or where a development consent is modified) is undertaken in accordance with requirements of Section 79C of the Environmental Planning and Assessment Act 1979. One of the obligations upon consent authorities, such as local councils, is to consider the suitability of the site for the development which can include a consideration of whether the proposal is compatible with the surrounding land uses and the existing environment.

In this regard, Ausgrid requires that due consideration be given to the compatibility of proposed development with existing Ausgrid infrastructure, particularly in relation to risks of electrocution, fire risks, Electric & Magnetic Fields (EMFs), noise, visual amenity and other matters that may impact on Ausgrid or the development.

With Regard to: Alterations and addition to existing Ashfield Aquatic Centre at 160-178 Elizabeth St, 2-12 Bastable St, 10-18 Frederick St, Ashfield

- *DA04 Level 1 Plan*
- *DA12 Elevations*
- *DA15 Elevations Future Stage*

Ausgrid consents to the above mentioned development subject to the following conditions:-

Proximity to Existing Network Assets

Overhead Powerlines

There are existing overhead electricity network assets in Elizabeth and Frederick St. Safework NSW Document – Work Near Overhead Powerlines: Code of Practice, outlines the minimum safety separation requirements between these mains/poles to structures within the development throughout the construction process. It is a statutory requirement that these distances be maintained throughout construction. Special consideration should be given to the positioning and operating of cranes and the location of any scaffolding.

The “as constructed” minimum clearances to the mains should also be considered. These distances are outlined in the Ausgrid Network Standard, NS220 Overhead Design Manual. This document can be sourced from Ausgrid’s website, www.ausgrid.com.au

Based on the design of the development provided, it is expected that the “as constructed” minimum clearances will not be encroached by the building development. However it remains the responsibility of the developer and relevant contractors to verify and maintain these clearances onsite.

Should the existing overhead mains require relocating due to the minimum safety clearances being compromised in either of the above scenarios, this relocation work is generally at the developers cost. It is also the responsibility of the developer to ensure that the existing overhead mains have sufficient clearance from all types of vehicles that are expected be entering and leaving the site.

Underground Cables

There are existing underground electricity network assets in Frederick St and Elizabeth St, and also within the existing carpark of the aquatic centre.

Special care should also be taken to ensure that driveways and any other construction activities within the footpath area do not interfere with the existing cables in the footpath. Ausgrid cannot guarantee the depth of cables due to possible changes in ground levels from previous activities after the cables were installed. Hence it is recommended that the developer locate and record the depth of all known underground services prior to any excavation in the area.

Safework Australia – Excavation Code of Practice, and Ausgrid’s Network Standard NS156 outlines the minimum requirements for working around Ausgrid’s underground cables.

Substation

There are existing electricity substation assets adjacent to the South East corner of the site (S3259). This substation is located on property owned by Ausgrid. Continuous metallic pipes and continuous metallic fencing associated with any pool are not to be installed within 10m of the substation.

Property

The Alpha Distribution Ministerial Holding Corporation (managed by Ausgrid) currently owns the property 2A Frederick St, Ashfield (Lot 3/DP1201579). The proposed development appears to use a portion of this property an access way. Ausgrid request that either:

- The access way is modified so that it doesn't use any portion of Ausgrid's property or;*

- *Suitable arrangements are made with Ausgrid's property group to allow the use of the property as an access way between Frederick St and the Aquatic Centre."*

These conditions have been included in the draft conditions of consent attached to this report.

Sydney Water

Sydney Water raised no concerns with the proposal subject to conditions of consent:

"Due to the proximity of the proposed development to Sydney Water assets, we recommend that Council impose the following conditions of consent:

Stormwater

- **Building over or adjacent to stormwater assets**

No building or permanent structure is to be constructed over the stormwater channel or within 1m from the outside wall of the stormwater asset. Permanent structures include (but are not limited to) basement car park, hanging balcony, roof eaves, hanging stairs, stormwater pits, stormwater pipes etc. This clearance requirement would apply for unlimited depth and height.

The applicant is required to submit the elevation drawings with the stormwater channel, to ensure that the proposed buildings and permanent structures are 1m away from the outside face of the stormwater channel.

- **Fence Along the Sydney Water's Stormwater Channel**

As agreed, Sydney Water has no objection to replace the existing fence with new fence up to 2.1m in height without 1m offset along the Sydney Water's stormwater channel.

- **Dilapidation Survey Report**

The proponent is required to undertake a dilapidation survey report / CCTV report of the Sydney Water's stormwater channel prior to the commencement of any work on the site. This report should include the extent at least 10m upstream and downstream from the property boundary. A copy of this dilapidation report is to be provided to Sydney Water.

This dilapidation survey report/ CCTV Report is to be carried out again upon completion of the all construction work.

- **Bond Money**

Bond money of \$30,000 is to be lodged with Sydney Water for the proposed work adjacent to the Sydney Water's stormwater channel.

Refund of the bond money is subject to the followings:

- *Review of the final dilapidation survey report/ CCTV Report of Sydney Water's stormwater channel which is required to be undertaken upon completion of the construction work.*
- *Submission of the Project Completion Package as per building plan approval process*
- *Acceptance of the Work As Constructed drawings of the stormwater connection (if any).*

- **Proposed Pedestrian bridge over stormwater channel**

The proposed pedestrian bridge is to be designed according to Sydney Water's bridging guidelines. Details of this bridge are to be submitted to Sydney Water and need to obtain approval prior to the commencement of any work.

- **Stormwater connections to Sydney Water's Stormwater Channel**

The proponent is required to make every attempt to use existing connections without making any new connections.

In the event, new stormwater connections are unavoidable then following requirements would apply:

- *For pipes with a diameter 300mm or more, the connection angle is to be no greater than 30 degrees in the direction of the channel flow.*
- *Proposed connections that are 300mm or more in diameter require a qualified structural engineer to design the connection. A structural engineer's certificate is to be attached with the design drawings.*
- *Proposed connections that are less than 300mm in diameter can use Sydney Water's standard drawings to design the connection drawings.*
- *All drawings are to be submitted in AutoCAD to the Water Servicing Coordinator. Water Servicing Coordinator is required to transfer these drawings on to the Sydney Water's template prior to submitting the design drawing.*

- **Down Pipes from Grand Stand**

Our recent site inspection revealed that the down pipes from existing grand stand are not directed to proper drainage system within the site and discharging into Sydney Water's stormwater system in an unauthorised way.

All down pipes from the grand stand are to be designed such a way that the stormwater connections to Sydney Water system complied with its connection requirements.

- **Existing Private Service Conduits**

Our recent site inspection revealed that there are private service conduits resting on Sydney Water's stormwater channel. Even though such an arrangement was acceptable in the past, this will not meet the current Sydney Water's standard.

As part of this development, all private service conduits which are resting on the Sydney Water's stormwater channel are to be relocated at least 1m away from the outside face of the stormwater channel.

- **Service Crossing across the Sydney Water's stormwater channel**

No service crossing is to be proposed over the Sydney Water's stormwater channel. If service crossings are required across the stormwater channel, then these services are to be laid below the Sydney Water's stormwater channel with the vertical clearance of 500mm.

- **Proposed Flood Gate**

Proposed floodgate at the pedestrian crossing is to be located at least 1m away from the outside face of the Sydney Water's stormwater channel. Details of this floodgate are to be submitted to Sydney Water. The design of the floodgate is to be such a way that this should not impose any load onto Sydney Water's stormwater channel and Sydney Water can remove and replace the stormwater channel without causing any structural impact to this proposed floodgate.

- **New Flood Protection Wall**

Details of the new flood protection wall which is proposed adjacent to the Sydney Water's stormwater channel at the southern site of the development site is to be submitted to Sydney Water.

If this flood protection wall is a masonry wall or similar, then this wall is to be located minimum 1m away from the stormwater channel. Requirements for the piling for this wall is subject to review of the details of this Flood Protection Wall and its height.

Building Plan Approval

The approved plans must be submitted to the Sydney Water Tap in™ online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.

The Sydney Water Tap in™ online self-service replaces our Quick Check Agents as of 30 November 2015.

The Tap in™ service provides 24/7 access to a range of services, including:

- *building plan approvals*
- *connection and disconnection approvals*
- *diagrams*
- *trade waste approvals*
- *pressure information*
- *water meter installations*
- *pressure boosting and pump approvals*
- *changes to an existing service or asset, e.g. relocating or moving an asset.*

Sydney Water's Tap in™ online service is available at:

<https://www.sydneywater.com.au/SW/plumbing-building-developing/building/sydney-water-tap-in/index.htm>

Section 73 Certificate

A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water.

It is recommended that applicants apply early for the certificate, as there may be water and sewer pipes to be built and this can take some time. This can also impact on other services and building, driveway or landscape design.

Application must be made through an authorised Water Servicing Coordinator. For help either visit www.sydneywater.com.au > Plumbing, building and developing > Developing > Land development or telephone 13 20 92.

These conditions have been included in the draft conditions of consent attached to this report.

Sydney Trains

Sydney Trains raised no concerns with the proposal subject to conditions of consent provided in a letter dated 20 March 2018.

7. Section 7.11 Contributions

Section 7.11 contributions are not payable for the proposal.

8. Conclusion

The proposal generally complies with the aims, objectives and design parameters contained in Ashfield Local Environmental Plan 2013 and Ashfield CIWDCP 2016. The development will not result in any significant impacts on the amenity of adjoining premises and the streetscape. The application is considered suitable for approval subject to the imposition of appropriate conditions.

9. Recommendation

That the Sydney Planning Panel, as the consent authority pursuant to s4.16 of the Environmental Planning and Assessment Act 1979, grant consent to Development Application No: 2017/249 for alterations and additions to the existing Ashfield Aquatic Centre at 160-162 Elizabeth Street and 10-14 Frederick Street, Ashfield subject to the conditions listed in Attachment A below.

Attachment A – Recommended conditions of consent

Attachment B – Plans of proposed development