



35 CAHORS ROAD PADSTOW

Statement of Environmental Effects

Proposed Change of Use of Part of Existing Church Site to Take-away Food and Drink Premises

July 2023

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Executive Summary

This document comprises a planning report to accompany plans for a change of use of part of an existing area within an approved church site to a take-away food and drink premises and rearrangement of parking. The business is known as Bottom of the Barrel BBQ Take Away and the site is located at No 35 Cahors Road, Padstow.

The proposal is permissible with development consent and performs favourably in relation to the relevant aims, objectives and development standards of the relevant environmental planning instruments and associated development control plan. In particular, it is noted:

- **Architectural design and streetscape:** While the proposal is for limited works within the existing car park area they are considered to be in accordance with the streetscape objectives of Canterbury-Bankstown DCP 2023. The proposed changes will improve the external appearance of the development and will improve the quality and amenity of the public domain, and the streetscape in general terms. The area has been identified for further intensified development with greater building heights and densities expected. However, the low key nature of the proposal is still in keeping with the DCP in general with a more substantial development of the site still able to comply into the future.
- **Height and density:** The shipping container structure will be well under the maximum height limit of 26m and the maximum floor space ratio of 3:1 with the site continuing to be utilised for a single storey church.
- **Site Access, Servicing, Parking and Traffic:** Access to the subject site will remain as existing, with a single width driveway directly onto Cahors Road currently in place. As noted above the DA will also result in a small change to the parking arrangements for the church site. A total of fourteen (14) parking spaces are existing. Thirteen (13) spaces will be provided as a result of a rearrangement of the parking area to facilitate room for the proposed food and drink premises. The reduction of one space is justified on merit in section 4 of this report.
- **Operational management:** A Plan of Management is provided under separate cover. The proposed Bottom of the Barrel American BBQ operational hours will have no unreasonable impact on the surrounding area given its location on a high volume road and that the location of the take-away is separated from residential land uses.
- **Social impact:** The proposal to allow for the take away food and drink premises will result in various positive social and economic benefits to the community. The proposed use provides food and drinks for workers in the area, provides employment opportunities for staff, and provides a service to customers in a manner that is appropriate, safe and considerate. As such, it is considered that it will benefit the locality socially and economically.

Accordingly, in the circumstances of the case and given a lack of detrimental impacts, the proposal is considered appropriate and is submitted to Council for favourable consideration.

1

Introduction

This document comprises a planning report to accompany plans for a change of use of part of an existing grassed area within an approved church site to a take-away food and drink premises. The business is known as Bottom of the Barrel BBQ Take Away and the site is located at No 35 Cahors Road, Padstow.

Wynne Planning Consultants have prepared this report on behalf of our client Bottom of the Barrell BBQ.

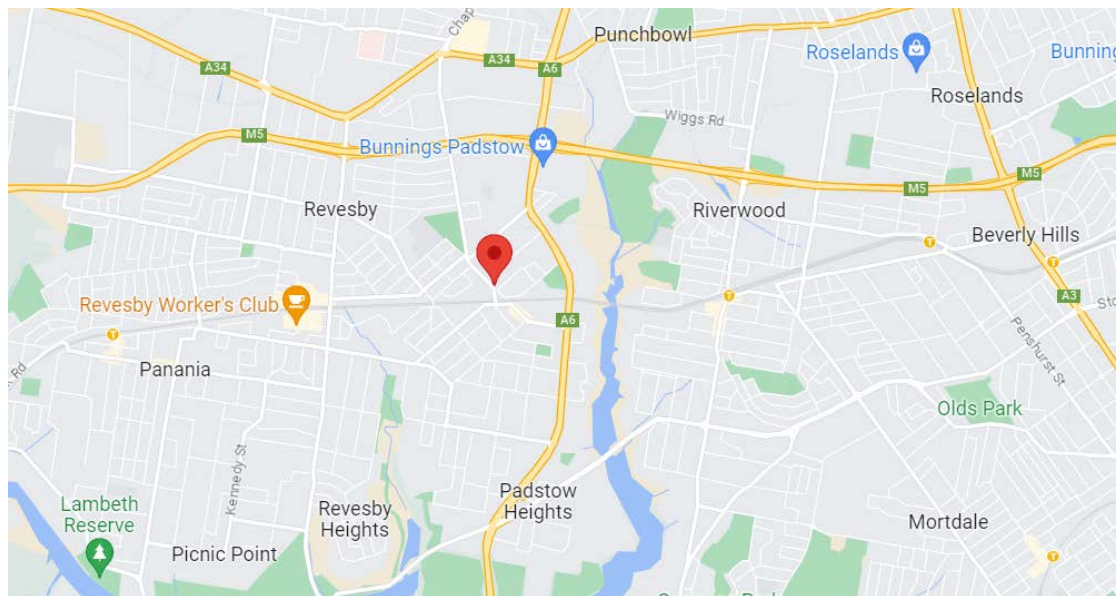
The aims of the report are:

- To provide an assessment context by describing key elements of the site, the surrounding local environment, existing planning controls and relevant planning history;
- To describe the development proposal; and
- To assess the potential impacts and environmental effects of the proposed development of the subject site under section 4.15 of the Environmental Planning and Assessment Act 1979.

2 Context

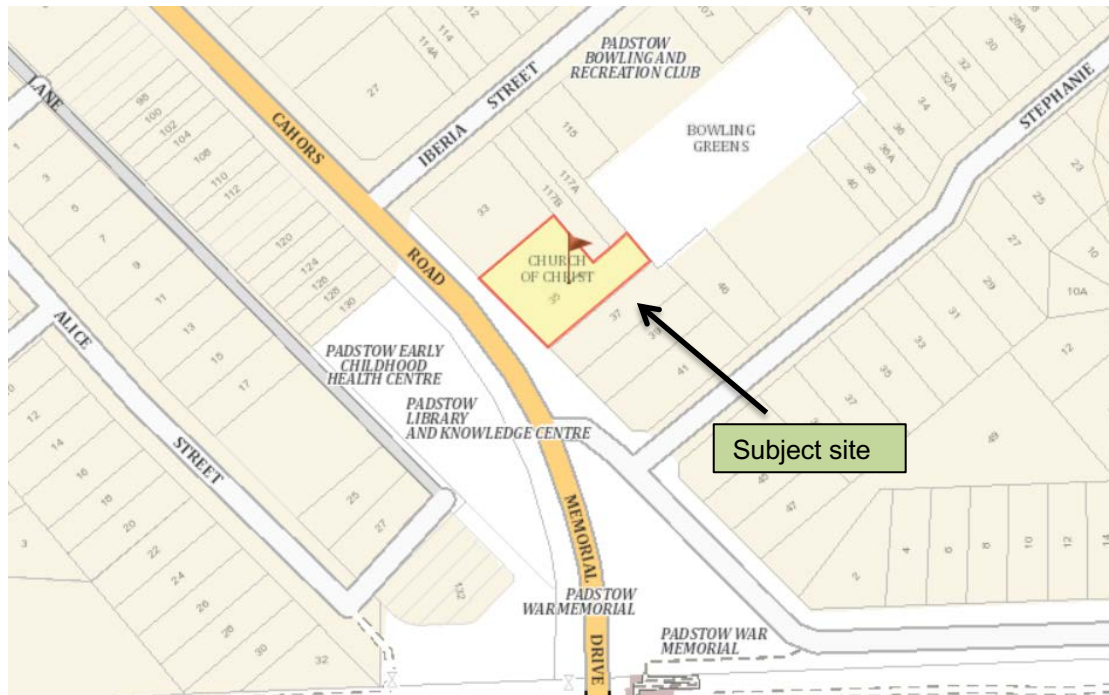
2.1 Locational Context

The subject site is located in Padstow in the Canterbury-Bankstown Local Government Area, located approximately 18km southwest of the Sydney CBD. Surrounding areas include Revesby, Padstow Heights, Peakhurst and Punchbowl. Refer to the Figures below.



Source: Google Maps

Figure 1: Regional Site Context



Source: SIX Maps

Figure 2: Local Site Context

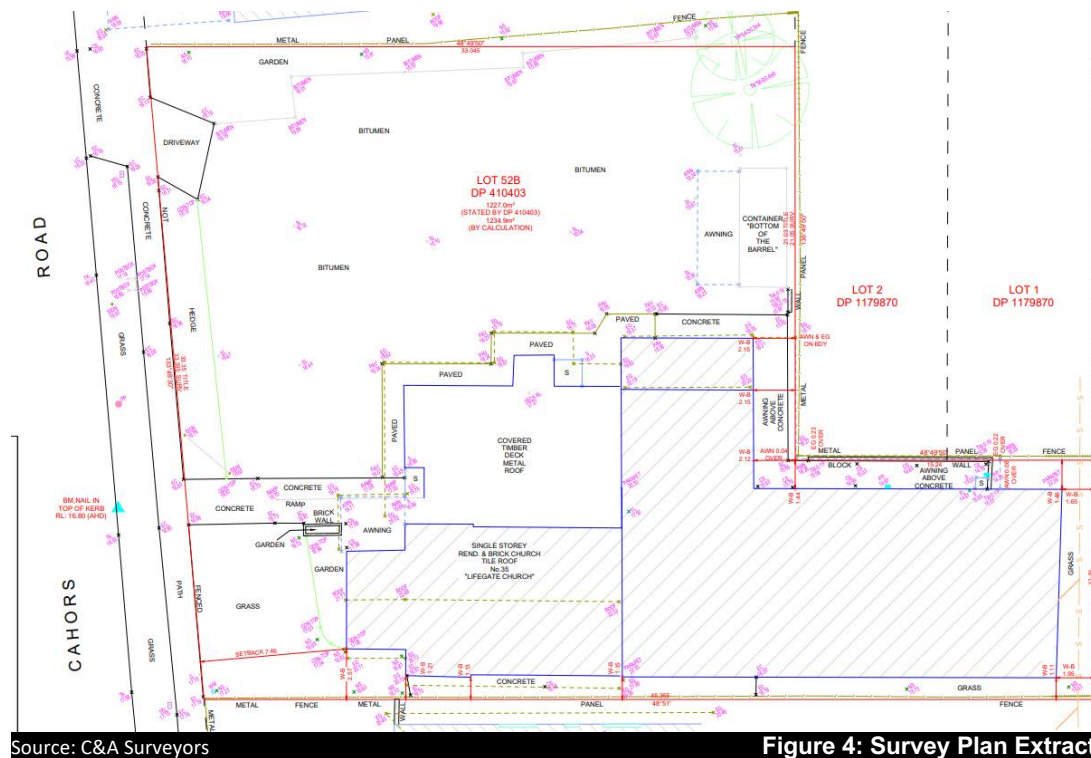


Source: SIX Maps

Figure 3: Aerial Site Context

2.2 Site Description and Analysis

The subject site is legally identified as Lot 52B in DP 410403 and known as 35 Cahors Road, Padstow. The site is irregular in shape with a total site area of 1233m² by DP and 1234.9m² by survey. Refer to the survey plan extract below:



2.2.1 Surrounding Development

Key characteristics of the surrounding area include:

- Immediate surroundings are characterised by a mixture of commercial and residential uses. Various small businesses are located to the west, along Cahors Road. While residential developments, being primarily single dwellings are located to the south and east of the subject site;
- A number of bus stops are located along Cahors Road, within walking distance from the site;
- Carl Little Reserve is located approximately 50m south of the subject site. Other local parks and reserves in the area include: Playford Park (approximately 300m northwest) and Padstow Park (approximately 450m east);
- Padstow Bowling & Recreation Club is located directly adjacent to the site to the northeast; and
- Padstow Train Station is located approximately 150m south of the subject site; and

2.2.2 Existing Site Conditions

Key characteristics of the existing site include:

- **Existing development on site:** The site currently contains a church as well as a converted shipping container which has been fitted out as a take-away food premises. The existing take-away premises is to be completely removed from the site in conjunction with the new development being lawfully established.
- **Existing vegetation:** The site does not contain any existing vegetation apart from some hedging, lawn and minor landscaped strips.
- **Vehicular and pedestrian access:** Vehicular access to the site is available via Cahors Road. Pedestrian access is also available via a separate path that connects directly to the Cahors Road public footpath.
- **Topography:** The site is flat and does not contain any major sloping or areas of rocky outcrops.
- **Views:** The site is not located within and does not have access to any significant view corridors.
- **Solar access/shadow and privacy:** The site has a good access to natural sunlight.
- **Services, easements and other restrictions on title:** Services such as electricity, sewer and water are all available to the site.
- **Surrounding noise sources:** The front of the site adjoins a main road and is surrounded by a mixture of commercial and low density residential dwellings. Existing noise impacts are therefore likely to be mostly generated by intermittent local traffic.
- **Heritage:** The site does not contain a heritage item, is not located within a heritage conservation area and is not within immediate proximity of these.
- **Other site constraints:** The site is not known to be contaminated and there are no other known site constraints such as groundwater, bushfire or flooding.

2.3 Pre-DA History

There have been no recent development applications on this site according to the Canterbury-Bankstown Council's online DA tracking system. It is understood the use of the site for the church was approved in the 1960's. Whilst the church usage remains as approved, the current proposal will amend the consent to the extent that it will allow an additional use for a takeaway food and drink premises.

The most recent approval applicable to the site was for a timber deck extension to the existing place of public worship as shown in the following extract.

| | | |
|----------------|-------------------------|---|
| DA's Submitted | Application Details | |
| Today | Application Number: | DA-603/2012 |
| Yesterday | Description: | Addition of a Timber Deck to the Existing Place of Public Worship |
| This Week | Address: | 35 Cahors Road, PADSTOW NSW 2211 |
| Last Week | Lodged: | 09/08/2012 |
| This Month | Status: | Approved |
| | Officer Recommendation: | |
| | Determined: | Approved Delegated 18/09/2012 |
| | Determining Authority: | Council - Delegated Authority |

2.4 Planning Controls

The key relevant existing planning controls are Canterbury-Bankstown Local Environmental Plan 2023 (CBLEP 2023) and Canterbury-Bankstown Development Control Plan 2023 (CBDP 2023). The subject site is located in Zone B2 – Local Centre under the CBLEP 2023 as shown on the following plan extract.



Source: ePlanning Spatial Viewer Maps

Figure 5: Zoning Map Extract

It is also noted that under the CBLEP 2023 the subject site:

- has a maximum floor space ratio (FSR) of 3:1;
- has a maximum height control of 26m;
- is subject to the active street frontage requirement;
- is subject to the class 5 Acid Sulfate Soils mapping
- does not contain a heritage item, is not within a heritage conservation area and is not within immediate proximity to a heritage item or conservation area; and
- we also understand the site is not identified for land reservation acquisition

3 Proposal

3.1 Overview

This document comprises a planning report to accompany plans for a change of use of part of an existing site within an approved church site to a take-away food and drink premises. The business is known as “Bottom of the Barrel BBQ Take Away” and the site is located at No 35 Cahors Road, Padstow. Refer photo extracts from the Facebook page below.



Source: Facebook

The carpark area where changes are proposed is part of the church carparking, however a rearrangement of the carparking on site will result in the existing 14 spaces being reduced by 1 space. This small reduction is justified on merit in section 4 of the report.

The take-away food and drink premises is proposed within 2 x attached shipping containers and includes a cool room, food smoking room, retractable awning and business identification signage.

The operation will provide a service for the local community providing food and drinks for visitors to the immediate surrounding area. A sample of the current menu includes:

- smoked brisket roll
- smoked pulled pork roll
- beef brisket platter
- water juice and soft drinks,
- chilli beans
- coleslaw
- potato salad.

3.2 Development Statistics

Table 1 below outlines the main numeric characteristics of the development.

Table 1: Proposed development statistics

| | Proposed |
|--|-------------------------|
| Site area | 1233m ² |
| Bottom of the Barrel Tenancy Area | 49m ² |
| Maximum height (Bottom of the Barrel structures) | 3.45m |
| Gross floor area | |
| Church | 370m ² |
| BofB takeaway food | 45m ² |
| BofB coolroom | 4m ² |
| Total | 419m² |
| FSR (Overall site) | 0.34:1 |
| Cahors Street setback To BofB converted shipping container | 0m |
| Southeast side setback To BofB shipping container | 11.26m |
| Northwest side setback To BofB shipping container | 9.6m |
| Rear setback | Approx 20m |
| Parking | 13 |

3.3 Plan of Management

A comprehensive Plan of Management is provided under separate cover. Key aspects of the operation include:

- **Name and type of business on site:** The business name is Bottom of the Barrel BBQ. The proposal is for change of use of part of an existing approved church to a Take-away Food and Drink Premises. The Takeaway Food and Drink Premises provides take away meals to local residents and workers in the surrounding area. Typical menu items include smoked beef brisket rolls and pulled pork in plates and rolls along with other American barbecue items such as, burgers, ribs, breakfast rolls, various cold drinks and coffee. The business includes a facebook page. Customers can preorder through a variety of delivery apps.
- **Days and hours of operation:** The days and hours of operation for the takeaway food and drink premises are:
 - Monday: Closed
 - Tuesday: 8.30am - 8pm
 - Wednesday: 8.30am - 3pm
 - Thursday to Saturday: 8.30am - 8pm
 - Sunday: closed

Also note:

The primary events/meetings the church hold are on the following days and times:

Monday 9am to 2pm (church admin)

Friday: 7pm to 9pm (youth group)

Sunday: 9am-11:45am (church services); 5pm-6pm (small group).

- **Parking and access:** Site access will continue to be provided from Cahors Road. The existing overall site has 13 car parking spaces for use of all businesses onsite. The business will not be open during those periods where the existing church will be utilised for services, youth group and admin days.
- **Music:** The take-away food and drink premises may play music via a small speakers positioned at the takeaway premises. Music will be played at a level so as not to unreasonably disturb adjacent or nearby land uses.
- **Number of staff:** The takeaway food and drink premises generally has 2-4 staff throughout the day. Staff roles onsite include:
 - 1 x register/barista
 - 2 x food service
 - 1 x food prep

Staff will be trained to ensure respect and courtesy of patrons. Staff will have ongoing training to ensure they are up to date with all relevant procedures and requirements.

- **Number of patrons:** It is proposed to allow for tables outside the Takeaway Food premises seating up to 12 patrons. The seating area is in the church deck area adjacent to the Takeaway Food premises.

The business uses apps for online ordering and various delivery apps for deliveries. This means that many customers spend little or no time on site as they collect their order, or have it delivered to them.

The average total number of patrons is estimated to be approximately 70-100 people per day.

4

S4.15 Assessment

The following discussion provides a planning assessment having regard to the relevant matters for consideration under Section 4.15 of the Environmental Assessment Act, 1979.

4.1 State Environmental Planning Policies

Appendix B contains an analysis of potentially relevant State Environmental Planning Policies (SEPP's). A summary discussion is included below.

State Environmental Planning Policy (Transport and Infrastructure) 2021

This SEPP includes planning controls relating to development adjoining or in proximity to a busy road or rail corridor. The subject site is located adjacent to a major road, however the proposal does not create any new access to a classified road, and the proposed use is not noise sensitive. Accordingly it is considered that there are additional no matters for further consideration under this SEPP.

State Environmental Planning Policy (Resilience and Hazards) 2021

This SEPP contains planning controls for the remediation of contaminated land and requires an investigation to be made if land contamination is suspected. There is no known potentially contaminating activities that have occurred on site and therefore no need for further investigation is considered necessary.

This SEPP also contains planning controls relating to development located within the coastal zone. The subject site is not affected by the coastal zone and no further consideration is necessary.

State Environmental Planning Policy (Industry and Employment) 2021

This SEPP contains planning controls relating to advertisement and signage. Four new business identification signs are proposed attached to the shipping container. The signage is well integrated with the proposed structure and will contribute positively to the site and the streetscape in general. As such the proposal is considered to achieve the objectives aims noted under 3.1 of the SEPP.

4.2 Canterbury-Bankstown Local Environmental Plan 2023

The subject site is located in Zone B2 – Local Centre under CBLEP 2023. The proposal is for a Takeaway Food and Drink premises which is a permissible use in the zone, under the group definition of commercial premises, with consent and shown in green text from the zoning table extract below:

“Zone B2 Local Centre

3 Objectives of zone

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To provide for certain residential uses that are compatible with the mix of uses in local centres.
- To promote a high standard of urban design and local amenity.

2 Permitted without consent

Home occupations

4 Permitted with consent

Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; **Commercial premises**; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Any other development not specified in item 2 or 4

5 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Health services facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Pond-based aquaculture; Port facilities; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential accommodation; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies"

Relevant definitions:

"take away food and drink premises means premises that are predominantly used for the preparation and retail sale of food or drink (or both) for immediate consumption away from the premises.

Note—

Take away food and drink premises are a type of food and drink premises—see the definition of that term in this Dictionary."

"food and drink premises means premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following—

- a restaurant or cafe,
- take away food and drink premises,
- a pub,
- a small bar.

Note—

Food and drink premises are a type of retail premises—see the definition of that term in this Dictionary."

"retail premises means a building or place used for the purpose of selling items by retail, or hiring or displaying items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale), and includes any of the following—

- (a), (b) (Repealed)
- food and drink premises,
- garden centres,
- hardware and building supplies,
- kiosks,
- landscaping material supplies,

- (h) markets,
 (i) plant nurseries,
 (j) roadside stalls,
 (k) rural supplies,
 (l) shops,
 (la) specialised retail premises,
 (m) timber yards,
 (n) vehicle sales or hire premises,
 but does not include farm gate premises, highway service centres, service stations, industrial retail outlets or restricted premises.

Note—

Retail premises are a type of commercial premises—see the definition of that term in this Dictionary.”

“**commercial premises** means any of the following—

- (a) business premises,
 (b) office premises,
 (c) retail premises.”

The proposal is therefore permissible under the LEP.

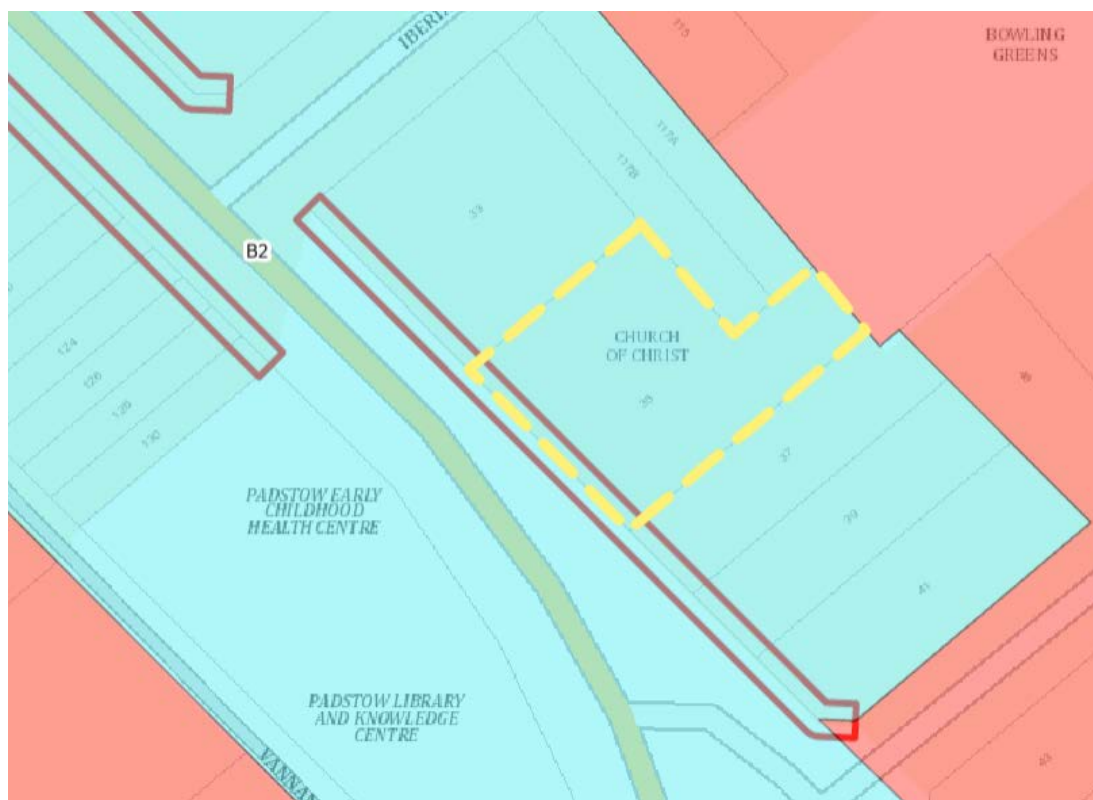
The proposed take-away food and drink premises also meets the zone objectives as outlined below:

| Planning Objective | Assessment comment | Compliance |
|---|---|------------|
| CBLEP 2023 | | |
| <i>To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.</i> | The proposed take-away will provide for an additional use that will serve the needs of the local people who live and work in the immediate area. | ✓ |
| <i>To encourage employment opportunities in accessible locations.</i> | The proposed use will generate employment in accessible location close to public transport. | ✓ |
| <i>To maximise public transport patronage and encourage walking and cycling..</i> | The proposal is located close to public transport and is readily accessible to walkers and cyclists. | ✓ |
| <i>To provide for certain residential uses that are compatible with the mix of uses in local centres.</i> | The proposal will not hinder surrounding areas from being used for residential purposes. | ✓ |
| <i>To promote a high standard of urban design and local amenity.</i> | The repurposing of the shipping containers will make a significant improvement to the design quality of the current building form presented to the street. Refer discussion in section 4.4.1 below. | ✓ |

This planning assessment also discusses the projects response to key LEP items.

4.2.1 Active Street Frontage

Clause 6.10 identifies portions of sites where an 'active street frontage' is required. The subject site has a portion of this land identified and the proposed food and drink premises is located within the area. Refer to figure 6 below:



Source: ePlanning Spatial Viewer Maps

Figure 6: Active Street Frontage Map Extract

Clause 6.10(3), (4) and (5) specifies requirements that the consent authority is to be satisfied with as discussed below:

- (3) Development consent must not be granted to the erection of a building, or a change of use of a building, on land to which this clause applies unless the consent authority is satisfied —
- (a) the building will—
 - (i) have an active street frontage, and
 - (ii) consist of design elements that encourage interaction and flow between the inside of the building and the external public areas of the building, and
 - (iii) be used for purposes that encourage the movement and flow of people between the internal and the external public areas of the building, and
 - (b) the development ensures that conflicts between pedestrians, cyclists and vehicles will be minimised.
- (4) An active street frontage is not required for part of a building used for the following—
- (a) entrances and lobbies, including as part of mixed use development,

- (b) access for fire services,
(c) vehicular access.

(5) In this clause, a building has an **active street frontage** if all premises on the ground floor of the building facing the street are used for the purposes of business premises or retail premises.

Comment: The proposed food and drink premises will be the only structure on the site that is situated at ground level and faces the street, being Cahors Road. The church will continue to be internal to the site and does not face Cahors Road.

As outlined above, the food and drink premises is permissible in the zone and will allow for a building on the subject site to visibly engage with the street as is desired in the zone and along Cahors Road. It will therefore satisfy the requirement as an active street frontage. The structure has been orientated to the street to attract pedestrians and encourage the flow of pedestrians in and out of the site. The signage, serving area and contemporary window arrangements are all positioned to encourage pedestrians to freely move onto the site via the existing pedestrian pathway that extends directly from the public footpath within the Cahors Road reserve.

The objective of the active street frontage clause is considered to be satisfied as a result.

4.3 Canterbury-Bankstown Development Control Plan 2023

This planning assessment also discusses the projects response to the relevant DCP items in the following sections. It should be noted that the general area has been identified for higher intensity development. Subsequently, the majority of the DCP provisions do not generally relate to small scale development that is to be undertaken whilst the area transitions to a higher density neighbourhood.

4.4 Built Environment

4.4.1 Site Context, Streetscape and Urban Design

The following table addresses the relevant design requirements within Chapter 7.1 of the CBDP 2023. Given the minor footprint of the building and expectation that the site may, at some stage, be further developed in the future in line with the maximum densities and heights available (3:1 FSR and 26m height), only those controls considered relevant to this development in the circumstances are addressed.

Table 4.4.1: Site Context, Streetscape and Urban Design Compliance Table

| Planning Control/Objective | Proposal/Assessment comment | Compliance |
|---|-----------------------------|------------|
| Canterbury-Bankstown DCP 2023 | | |
| Active Street Frontage Principles (Part 7.1 Section 2) | | |
| Building design (active street frontages) | | |

| | | |
|--|--|-----|
| 2.1 The ground floor design must incorporate active street frontages particularly where addressing main streets, public open space and pedestrian links. | An active street frontage is provided with the use presenting to the street and providing a highly interactive use between the site and the front of the site. | ✓ |
| 2.2 The design of active street frontages must include: (a) a minimum 80% glazing (including doors); (b) well-detailed shopfronts with pedestrian entries at least every 10m–15m; (c) zero setback to the front building line (however this may incorporate indented entries or bays where consistent with the existing street character); (d) high quality external materials; (e) openable facades encouraging natural ventilation where possible; (f) outdoor dining where possible. | The proposal is for a low key infill development associated with the existing place of public worship. It is expected that a substantial development will be undertaken on the site as the area transitions to a higher density built form, at which point appropriate long term design considerations can be implemented. | ✓ |
| 2.3 The design of active street frontages must not incorporate security roller doors and window bars. | Noted. | ✓ |
| 2.4 Ground floor business and office uses must utilise internal fitouts for privacy. The use of frosted screens or opaque glass for privacy is discouraged. | N/A | N/A |
| 2.5 The ground floor entries to retail, commercial, community and residential uses are to have the same finished floor level as the adjacent footpath and are to be accessible directly from the street. Ground floor entries which have a finished floor level above or below the adjacent footpath are discouraged. | The food and drink premises is set at ground level with excellent interaction with the adjoining footpath. | ✓ |
| 2.6 Where the finished floor level is raised due to flood impacts, the active street frontage must incorporate universal access between the street and ground floor uses, or accommodate level changes within the building. | N/A | N/A |
| Building design (car parking) | | |
| 2.7 Vehicle access to off-street parking and loading bays is to be from a secondary street or rear lane. | Existing access to be utilised and considered appropriate. | ✓ |
| 2.8 Where sites adjoin a rear lane, Council may allow above ground car parking at the rear of the site provided that: (a) the car park occupies only the rear of the first storey (i.e. the ground floor) and second storey; and (b) the car park must be setback a minimum 18m from the front building line to allow the gross floor area at the front of the building to be used for retail, commercial, community and residential; and (c) the building design must promote natural surveillance on the lane. | N/A. No rear land present. | N/A |
| 2.9 For sites that do not adjoin a secondary street or rear lane, off-street parking and loading bays are to locate in the basement level or sleeved at ground level. Vehicle access is to be no more than | Existing access to be utilised. Access is an existing and functioning two way driveway at street level. It is expected that a substantial development will be | ✓ |

| | | |
|--|---|---------------------|
| <p>a single driveway from the primary street and must ensure that:</p> <ul style="list-style-type: none"> (a) the vehicle footpath crossing is as narrow as possible; (b) car park entries, driveways and loading docks are not located at the corners of street intersections. | <p>undertaken on the site as the area transitions to a higher density built form, at which point appropriate long term design considerations can be implemented.</p> | |
| <p>Building design (pedestrian entrances)</p> | <p>Entrance readily identifiable from the street.</p> <p>N/A.</p> | <p>✓</p> <p>N/A</p> |
| <p>2.10 Entrances must locate on the primary street.</p> | | |
| <p>2.11 Residential entrances must be secure and separate from non-residential entrances.</p> | | |
| <p>Building design (utilities and building services)</p> | <p>The cool room, waste storage and exhaust stacks are all shown on the plan and are located within an appropriate position where views from the street are not generally perceived.</p> | <p>✓</p> |
| <p>2.12 Development must show the location and design of utilities and building services (such as waste storage areas, plant rooms, hydrants, mechanical ventilation stacks, exhaust stacks, equipment and the like) on the plans.</p> | | |
| <p>2.13 Development must locate utilities and building services on the secondary street or rear lane. Where this is not possible, development must integrate utilities and building services with the building design and conceal the utilities and building services from public view.</p> | <p>The cool room, waste storage and exhaust stacks are all shown on the plan and are located within an appropriate position where views from the street are not generally perceived.</p> | <p>✓</p> |
| <p>Façade Design (Part 7.1 Section 3)</p> | | |
| <p>Development controls</p> | <p>The proposal is for a low key infill development associated with the existing place of public worship. Notwithstanding this, the design is considered highly interactive with the streetscape and is of a highly cohesive design.</p> <p>It is expected that a substantial development will be undertaken on the site as the area transitions to a higher density built form, at which point appropriate long term design considerations can be implemented.</p> | <p>Merit</p> |
| <p>3.1 The vertical articulation dimensions are:</p> <ul style="list-style-type: none"> (a) the facade design of the podium is to reflect the fine grain that is in accordance with, or similar to, that of the local streetscape; or (b) where there is no prevailing fine grain streetscape, the minimum vertical articulation dimension is 8m for the podium. The minimum vertical articulation dimension for tower buildings above the podium is 10m, which reflects the average width of an apartment. <p>3.2 Facade designs may include but are not limited to:</p> <ul style="list-style-type: none"> (a) Articulating building entries. (b) Distinguishing between the podium (base), middle and top sections of the facade. (c) Expressing the building towers above the podium through a change in facade details, materials and colour. (d) Selecting balcony types that respond to the building orientation and proximity to public domain. (e) Using architectural features such as awnings to give a human scale at street level. | <p>As above.</p> | |

| | |
|---|-----------|
| <p>(f) Recessing elements such as windows or balconies to create visual depth in the facade.</p> <p>(g) Emphasising the difference between solid and void to create a sense of shadow and light.</p> <p>(h) Using any other architectural elements to Council's satisfaction.</p> | |
| <p>3.3 Building designs and window openings should be vertically proportioned in height, form and articulation.</p> | As above. |
| <p>3.4 Facade designs must comprise high quality materials and finishes.</p> | As above. |
| <p>3.5 Development must architecturally treat blank walls that can be viewed from the street or other public domain area (such as railway corridors) by incorporating public art, variation in building materials and/or other architectural design methods to Council's satisfaction.</p> | As above. |
| <p>3.6 Building services such as downpipes and balcony drainage must integrate with the facade design.</p> | As above. |
| <p>3.7 The design of balcony balustrades on the lower levels may be predominantly solid and/or opaque to provide privacy to residents and to screen drying areas.</p> | N/A |

4.4.2 Height

A maximum height of 26m is prescribed under clause 4.3 of CBLEP 2023. The proposal roof height is 3.45m which is consistent with the current single storey character of the area. It is expected that as redevelopment occurs throughout the area that the maximum height characteristics of the area will transition at some point in the future.

4.4.3 Density

A maximum FSR of 3:1 is prescribed under clause 4.4 of CBLEP 2023. The proposal FSR is 0.34:1 which is consistent with the current low density character of the area. It is expected that as redevelopment occurs throughout the area that the maximum density characteristics of the area will transition.

4.4.4 Subdivision, Lot Size and Dimensions

The proposal will not affect site size or dimensions. No subdivision is proposed.

4.4.5 Front, Side and Rear Setbacks

The proposal includes a 0m front setback to Cahors Road, which is the preferred outcome with regards to considerations including the active street frontage requirements.

The proposal includes an 11.26m setback to the eastern side setback, which assists in providing adequate separation to the adjacent residential dwellings both visually and from an amenity aspect.

As noted previously, the general area is identified for higher density development. As the area transitions to this increased density the setbacks and other provisions will be of more critical consideration.

4.4.6 Site Access, Servicing, Parking and Traffic

The existing vehicular access is to be utilised under the subject proposal. All cars using the carpark enter and exit via this driveway on a single file basis (given that it is only 4.18m wide at the property boundary). Given the small number of cars using the car park this is considered adequate, however, (if required by Council), the driveway could be widened to allow for dual carriage.

A total of fourteen (14) parking spaces are shown on the plans associated with DA-603/12 for approved church use. Accordingly, given the size of the congregation, the church clearly currently relies primarily on the on-street parking available in the local area during it's Sunday peak use time rather than it's on-site spaces. This is a typical scenario for local churches and generally complements the lower Sunday demand.

Thirteen (13) spaces will be provided as a part of the re-configuration of the parking area under the current proposal.

As outlined in the Plan of Management submitted under separate cover, the days and hours of operation for the takeaway food and drink premises are:

- Monday: Closed
- Tuesday: 8.30am - 8pm
- Wednesday: 8.30am - 3pm
- Thursday to Saturday: 8.30am - 8pm
- Sunday: closed

In addition it is noted that the primary events/meetings the church hold are on the following days and times:

- Monday 9am to 2pm (church admin)
- Friday: 7pm to 9pm (youth group)
- Sunday: 9am-11:45am (church services); 5pm-6pm (small group)

Accordingly the only time that the church and takeaway generally operate at the same time is on Friday nights, for one hour, between 7pm and 8pm. There may be a slightly higher use of the car park during that period when youth are generally being dropped off by parents and carers to the youth group meeting. However, given that the car park is generally used as a "kiss and ride" space for the church, rather than for longer term parking at this time of the week, there is still sufficient capacity for the Bottom of the Barrell patrons to comfortably use the car park as well.

It is also noted that CBDCP 2023 does not have required parking spaces for takeaway food premises. In the absence of a more specific requirement the requirement for retail premises has been applied. Accordingly, under retail requirements, the required minimum car parking is 1 space per 40m² gross floor area. The proposed "*Bottom of the Barrell*" premises is 47m² including the code store area resulting in a minimum of two spaces being required. As the church generally

operates as alternate times to the take-away the 13 parking spaces the whole car park is usually available for the Bottom of the Barrel patrons during opening times. Accordingly, the on-site parking provision is sufficient.

The proposed takeaway also achieves the following DCP objectives relevant to the provision of parking:

- *To ensure development achieves the parking requirements.* Comment: the 13 spaces are available to the Bottom of the Barrel take away premises during their opening hours (except for one hour on a Friday evening when the church use is in operation). The 13 spaces are significantly more than is required for the takeaway premises under the DCP. Accordingly the development easily satisfies the parking requirements. As mentioned above parents typically drop off children to the church on a kiss and ride basis between 7pm and 8pm on Fridays, and therefore the parking spaces are only used briefly and the carpark is unlikely to be full at any time.
- *To achieve a balance between parking requirements, visual aesthetics and pedestrian safety, which includes access for people with disabilities and convenience for drivers.* Comment: The parking area is already available on site for the existing church land use and therefore there is not a material change to the visual aesthetics. The disabled car space will remain in a location that allows for suitable access for people with a disability, and will provide an access pathway as required.
- *To reduce car dependency by encouraging alternative means of transport such as cycling, walking and public transport.* Comment: Given the location of the site within a town centre it is possible that patrons will cycle, walk or use public transport to get to the takeaway premises.
- *To ensure the layout and design of car parks function efficiently and safely.* Comment: As mentioned above there is no material change to the car park although small layout changes are proposed within the existing hard stand footprint.
- *To ensure the design of open-air car parks incorporate landscape to manage urban heat and water, and to minimise the visual impact.* Comment: additional landscaping is proposed near the front entry driveway to assist in minimising the visual impact of the car park.
- *To minimise overflow parking and other traffic impacts in residential streets and neighbourhoods.* Comment: As mentioned above the car park will fully provide for the needs of the proposed take away use. The overall reduction of one space will result in a negligible change to the existing car parking arrangements for the church, which currently already rely on street parking for their main services on Sundays.
- *To ensure development meets the car, bicycle and service vehicle parking demands generated by various land uses.* Comment: This matter is discussed above and is considered reasonable in the circumstances.
- *To minimise on-street car parking to ensure road safety and visual aesthetics.* Comment: This matter is discussed above and is considered reasonable in the circumstances.

4.4.7 Visual Privacy

The proposal will not unreasonably affect visual privacy. Notably the site of the proposed food and drink premises is not within view of any residential properties windows or private open spaces.

4.4.8 Acoustic Environment and Air Quality

The tenancy does adjoin residential land uses to the southeast. However, the food and drink premises is set within an existing commercial context with surrounding land uses also including the Padstow Bowling & Recreation Club, other retail premises and community facilities.

The premises has been setback approximately 13m from the nearest adjoining dwelling to ensure there is no direct conflict between patrons and the residents with the existing church building also providing a buffer between the two land uses.

The proposal will include Tuesday and Saturday evening for opening times, which will extend till only 8pm. The premises will only be open till 3pm on Wednesday, Thursday and Friday, further reducing any acoustic impacts and the like to any residential areas.

The smoking of meats will be undertaken on-site with appropriate mechanical exhaust systems put in place to reduce smoke as necessary. The smoking room exhaust is positioned at a distance of approximately 13m from the nearest residence and is not expected to create hazardous smoke impacts or the like that will impact these residents.

4.4.9 Ventilation, Solar Access and Shadow

There are only limited physical works proposed as part of this application. No issues regarding ventilation, solar access and shadows currently exist and the proposed structure will have no impact on this matter.

4.4.10 CPTED

The NSW Government's Crime Prevention Through Environmental Design (CPTED) guideline notes that CPTED *"is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients (law, offender, victim or target, opportunity) from intersecting in time and space."*

There are four key strategies within CPTED noted by the NSW Police. The proposed development has been designed with consideration to these four strategies, as discussed below:

- **Surveillance:** Clear sightlines between the proposed structure and public domain will be maintained, allowing for passive surveillance to occur. The built form faces the street, allowing for natural surveillance to the footpath, street and beyond.
- **Access Control:** The existing footpath provides a physical aspect to channel the movement of patrons towards the servery, ensuring one access point only where the staff meet/greet patrons. The take-away will be locked outside of trading hours.
- **Space/Activity Management:** The tenancy will remain well maintained at all times to maintain an attractive, well maintained and frequently used area on site. The Plan of Management prepared under separate cover provides measures to ensure maintenance is undertaken.
- **Territorial Re-enforcement:** Public and private areas remain clearly delineated on site. This will also ensure that people are not able to hide behind structures or in small spaces.

Accordingly, the proposed development is considered to appropriately employ CPTED strategies so as to reduce opportunities for crime.

4.4.11 Operational Management

A detailed Plan of Management is provided under separate cover.

4.4.12 BCA and Accessibility

There are only very limited physical building works proposed as part of this application. A preliminary BCA report has been prepared to assess compliance and this report demonstrates that the proposal is acceptable.

4.4.13 Signage

The new signage proposed includes 4 x small round business identification signs on each side of the structure. The main sign is proposed on the street frontage of the structure and has been designed to partially protrude above the flat ridge line to provide visual interest and form part of the smoking BBQ theme.

The signs are comparatively small, appropriately designed and integrated well with the overall design. The following table provides the relevant requirements from the CBDP 2023 regarding signage.

Table 4.4.13: Signage Compliance Table

| Planning Control/Objective | Proposal/Assessment comment | Compliance |
|--|--|------------|
| Canterbury-Bankstown DCP 2023 | | |
| Chapter 3.6 Signs | | |
| Signs in Zones B1, B2 and B4 | | |
| <p>2.2 Business and building identification signs must integrate with the building form and architectural features of the building to which the signs are attached as follows:</p> <p>(a) The total sign area must not exceed 0.5m² for each metre of the primary street frontage.</p> <p>(b) Awning fascia signs, top hamper signs, under awning signs and window signs are permissible at or below the awning level. Where there is no awning to the building, signs are solely permitted below the window sill of the second storey windows.</p> <p>(c) A maximum of one under awning sign is permitted for each ground floor tenancy.</p> <p>(d) Window signs must not obscure more than 25% of the window area.</p> <p>(e) Parapet signs and individual laser cut lettering applied to the facade are permissible above the awning level.</p> | <p>The signs are relatively small in comparison to the shipping container structure and will generally satisfy the objectives and intent of the DCP in that they integrate seamlessly with the overall design and building form.</p> | ✓ |
| <p>2.3 Council does not permit signs above the parapet of the podium level.</p> | <p>N/A. No podium level involved.</p> | N/A |
| <p>2.4 Pylon signs will only be considered on sites with large street frontages occupied by uses such as services stations, large take away food and drink premises and retail complexes.</p> | <p>N/A. No pylon signs proposed.</p> | N/A |
| Design | | |
| <p>2.9 Corporate colours, logos and other graphics must achieve a high degree of compatibility with the architecture, materials, finishes and colours of the building and streetscape.</p> | <p>The signs sit comfortably in the overall style of the building with appropriate colours and style involved to identify with the theme of the business.</p> | ✓ |
| <p>2.10 Building identification signs and business identification signs that are painted or attached to a building must not screen windows and other significant architectural features of the building.</p> | <p>Designed to comply.</p> | ✓ |
| <p>2.11 Signs are not to dominate in terms of scale, number, proportion and form or any other attributes.</p> | <p>The signage does not dominate the overall structure and have been strategically placed to complement the building overall.</p> | ✓ |
| <p>2.12 The amount of signs may be limited due to the cumulative impact on a locality or a building.</p> | <p>No limitations considered necessary.</p> | ✓ |
| <p>2.13 The design and place of signs are not to adversely impact on the amenity of residential sites.</p> | <p>The signage will not generally be visible from adjacent residential properties.</p> | ✓ |
| <p>2.14 Signs are to be designed for easy maintenance.</p> | <p>Designed to comply.</p> | ✓ |

| | | |
|--|----------------|-----|
| 2.15 Development must remove signs that are no longer necessary or unsightly to avoid clutter. | N/A. | N/A |
| 2.16 Signs are not to include offensive or objectionable material in the content of an advertisement (such as discriminatory messages, promotion of unlawful or anti-social behaviour, encouraging excessive consumption of alcohol, pornography, or offensive language). | None proposed. | N/A |

State Environmental Planning Policy (Industry and Employment) 2021 contains planning controls relating to advertisement and signage. The signage is considered to satisfy the aims and objectives of the SEPP for the reasons noted in this section.

4.4.14 Waste Management

All waste and recycling bins will be stored wholly within the waste storage area located adjoining the container area. Refer plans. There will be clear access to the bins for waste removal and also to allow staff to place items into the containers when required.

A 1,500 litre general waste bin will be provided for the premises and 500 litre cardboard recycling bin will be provided in this area. A private contractor will be engaged to collect the waste and recycling on a weekly basis.

These processes are all implemented into the Plan of Management prepared for the operation and will be strictly adhered to.

4.5 Natural Environment

There are no trees proposed for removal and there will be no excavation proposed as part of the minor works that will be carried out under the subject development application.

4.6 Social and Economic

The existing church located on the subject site will continue to operate in its current form.

It is considered that the take-away food premises is well suited for the existing development on site, and that the proposed improvements to the layout and function will have a very low impact on the surrounding area and will result in positive social and economic benefits to the community. The premises provides food and drinks service to customers in a manner that is appropriate, safe and considerate. Additionally, the location of the subject site on a main road and tied in with an existing neighbourhood commercial precinct, will ensure the shop will support the viability of the local area. In addition, the proposed operation will also provide

employment opportunities within the local area. As such, it is considered that the proposal will benefit the locality socially and economically.

The proposal will contribute positively to the amenity of the local area and accordingly, the impact of the proposal is considered to be a positive one.

4.7 Hazards

Table 4.7: Hazards Compliance Table

| Planning Control/Objective | Proposal/Assessment comment | Compliance |
|--|---|------------|
| Canterbury-Bankstown LEP 2023 | | |
| Acid Sulfate Soils (Cl 6.1) (6) Development consent is not required under this clause to carry out any works if— (a) the works involve the disturbance of less than 1 tonne of soil, and (b) the works are not likely to lower the watertable. | The site is classified as having the potential to have Class 5 Acid Sulfate Soils however there is no significant excavation proposed and so no impacts are likely. | ✓ |

Discussion:

There are no other unreasonable risks to people, property or biophysical environment from these matters that are relevant to the assessment of this application. Notably there will be no issues in relation to geotechnical matters, acid sulfate soils or flooding. It is also noted that the site is not affected by bushfire and there are no potential contamination issues likely to be triggered.

4.8 Public Interest

The proposal will not give rise to any unreasonable adverse environmental impacts on any nearby properties. It provides a takeaway shop in an area where such uses are in demand. The proposal will continue to have a positive impact upon the visual character and amenity of the local area. The proposal is therefore considered to be in the public interest.

5

Conclusion

This document comprises a planning report to accompany plans for a change of use of part of an existing site within an approved church site to a take-away food and drink premises. The business is known as “Bottom of the Barrel BBQ Take Away” and the site is located at No 35 Cahors Road, Padstow.

The proposal is permissible with development consent and performs favourably in relation to the relevant aims, objectives and development standards of the relevant environmental planning instruments and associated development control plan. The area has been identified for further intensified development with greater building heights and densities expected. However, the low key nature of the proposal is still in keeping with the DCP in general with a more substantial development of the site still able to comply into the future.

Accordingly, in the circumstances of the case and given a lack of detrimental impacts, the proposal is considered appropriate and is submitted to Council for favourable consideration.

APPENDICES

Appendix A – Photos

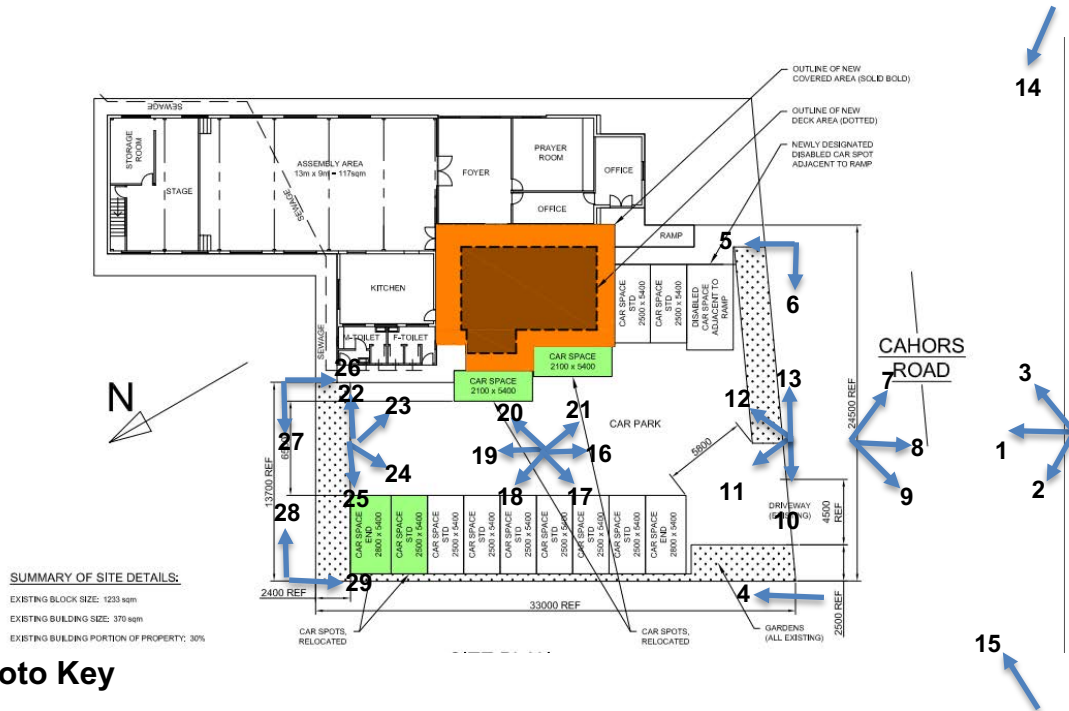


Photo 1: Standing opposite and looking at the subject site, 35 Cahors Rd, in a north easterly direction.



Photo 2: Standing opposite the subject site and looking north along Cahors Rd.



Photo 3: Standing opposite the subject site and looking east along Cahors Rd,



Photo 4: Standing in front of the subject site and looking north east along the boundary shared with No 33 Cahors Rd.



Photo 5: Standing in the south eastern corner of the subject site and looking north east towards the Lifegate Church building.



Photo 6: Standing in the south eastern corner of the subject site and looking north west towards the Cahors Rd access.



Photo 7: Standing in front of the subject site and looking south along Cahors Rd.



Photo 8: Standing in front of the subject site and looking opposite to No 132 Cahors Rd in a south westerly direction.



Photo 9: Standing in front of the subject site and looking west along Cahors Rd.



Photo 10: Standing at the Cahors Rd access to the subject site and looking north west towards the boundary shared with No 33 Cahors Rd.



Photo 11: Standing at the Cahors Rd access to the subject site and looking north towards the boundary shared with No 33 Cahors Rd.



Photo 12: Standing at the Cahors Rd access to the subject site and looking north east towards the Lifegate Church building.



Photo 13: Standing at the Cahors Rd access to the subject site and looking south east.



Photo 14: Standing in front of No 132 Cahors Rd and looking north towards the subject site.



Photo 15: Standing in front of No 128 Cahors Rd and looking east towards the subject site.



Photo 16: Standing in the middle of the carpark of the subject site and looking north east.



Photo 17: Standing in the middle of the carpark of the subject site and looking east towards the Lifegate Church building.



Photo 18: Standing in the middle of the carpark of the subject site and looking south towards the Cahors Rd boundary.



Photo 19: Standing in the middle of the carpark of the subject site and looking south west towards the Cahors Rd access.



Photo 20: Standing in the middle of the carpark of the subject site and looking west towards the boundary shared with No 33 Cahors Rd.



Photo 21: Standing in the middle of the carpark of the subject site and looking north.



Photo 22: Standing in front of the existing food stand and looking south east.



Photo 23: Standing in front of the existing food stand and looking south towards Cahors Rd.



Photo 24: Standing in front of the existing food stand and looking west.



Photo 25: Standing in front of the existing food stand and looking north west.



Photo 26: Standing adjacent to the rear boundary of the subject site, between the Lifegate Church building and the existing food stand, and looking south west towards Cahors Rd.



Photo 27: Standing adjacent to the rear boundary of the subject site, between the Lifegate Church building and the existing food stand, and looking north west along the rear boundary.



Photo 28: Standing in the north west corner of the subject site and looking south east along the rear boundary.



Photo 29: Standing in the north west corner of the subject site and looking south west.

Appendix B – SEPP Compliance Table

| Planning Control/Objective | Assessment comment | Compliance |
|---|--|------------|
| B.1 SEPP (Resilience and Hazards) 2021 | | |
| SEPP (Resilience and Hazards) 2021 – This SEPP contains planning controls for the remediation of contaminated land and requires an investigation to be made if land contamination is suspected. | <p>This SEPP contains planning controls for the remediation of contaminated land and requires an investigation to be made if land contamination is suspected. The site is not used for a potentially contaminating use and has no known history of a potentially contaminating use and therefore there is no need for further investigation.</p> <p>This SEPP also contains planning controls relating to development located within the coastal zone. The subject site is not affected by the coastal zone and no further consideration is necessary.</p> | ✓ |
| B.2 SEPP (Transport and Infrastructure) 2021 | | |
| <p>2.118 Development with frontage to classified road</p> <p>(1) The objectives of this section are—</p> <p>(a) to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and</p> <p>(b) to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.</p> <p>(2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—</p> <p>(a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and</p> <p>(b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—</p> <p>(i) the design of the vehicular access to the land, or</p> <p>(ii) the emission of smoke or dust from the development, or</p> <p>(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and</p> <p>(c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.</p> | <p>This SEPP includes planning controls relating to development adjoining or in proximity to a busy road or rail corridor. The subject site does not adjoin a classified road however the proposal does also not create any new access to a classified road, and the proposed use is not noise sensitive. Accordingly it is considered that there are additional no matters for further consideration under this SEPP.</p> | ✓ |

B.3 SEPP (Industry and Employment) 2021

SEPP (Industry and Employment) 2021 contains provisions relating to advertising and signage as detailed below.

3.1 Aims, objectives etc

(1) This Policy aims:

- (a) to ensure that signage (including advertising):
 - (i) is compatible with the desired amenity and visual character of an area, and
 - (ii) provides effective communication in suitable locations, and
 - (iii) is of high quality design and finish, and
- (b) to regulate signage (but not content) under Part 4 of the Act, and
- (c) to provide time-limited consents for the display of certain advertisements, and
- (d) to regulate the display of advertisements in transport corridors, and
- (e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.

(2) This Policy does not regulate the content of signage and does not require consent for a change in the content of signage.

This SEPP contains planning controls relating to advertisement and signage. The proposal includes signage, which is shown to be compatible as discussed below.

The proposed signage interacts positively with the shipping container built form to create a cohesive development that utilises the signage to strengthen the identity of the building and business as an old fashioned style food and drink premises.

Noted.

3.6 Granting of consent to signage

A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied:

- (a) that the signage is consistent with the objectives of this Policy as set out in clause 3 (1) (a), and
- (b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.

Refer comments above

Part 3.7 Advertisements

This Part applies to all signage to which this Policy applies, other than the following:

- (a) business identification signs,
- (b) building identification signs,
- (c) signage that, or the display of which, is exempt development under an environmental planning instrument that applies to it,
- (d) signage on vehicles.

Proposal is for business identification signage and therefore this part is not applicable.

Schedule 5 – Assessment Criteria

1 Character of the area

Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?

Refer comments above

| | | |
|--|-----------------------------|-----------|
| <p><i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i></p> | | |
| <p>2 Special areas</p> <p><i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i></p> | <p>Refer comments above</p> | <p>NA</p> |
| <p>3 Views and vistas</p> <p><i>Does the proposal obscure or compromise important views?</i></p> <p><i>Does the proposal dominate the skyline and reduce the quality of vistas?</i></p> <p><i>Does the proposal respect the viewing rights of other advertisers?</i></p> | <p>Refer comments above</p> | <p>NA</p> |
| <p>4 Streetscape, setting or landscape</p> <p><i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i></p> <p><i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i></p> <p><i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i></p> <p><i>Does the proposal screen unsightliness?</i></p> <p><i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i></p> <p><i>Does the proposal require ongoing vegetation management?</i></p> | <p>Refer comments above</p> | <p>NA</p> |
| <p>5 Site and building</p> <p><i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i></p> <p><i>Does the proposal respect important features of the site or building, or both?</i></p> <p><i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i></p> | <p>Refer comments above</p> | <p>NA</p> |
| <p>6 Associated devices and logos with advertisements and advertising structures</p> <p><i>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</i></p> | <p>Refer comments above</p> | <p>NA</p> |

| | | |
|--|--|-----------|
| <p>7 Illumination</p> <p><i>Would illumination result in unacceptable glare?</i></p> <p><i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i></p> <p><i>Would illumination detract from the amenity of any residence or other form of accommodation?</i></p> <p><i>Can the intensity of the illumination be adjusted, if necessary?</i></p> <p><i>Is the illumination subject to a curfew?</i></p> | <p>Designed to comply. Conditions can also be imposed to ensure appropriate usage hours.</p> | <p>✓</p> |
| <p>8 Safety</p> <p><i>Would the proposal reduce the safety for any public road?</i></p> <p><i>Would the proposal reduce the safety for pedestrians or bicyclists?</i></p> <p><i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i></p> | <p>Refer comments above</p> | <p>NA</p> |

REPORTS AND PLANS UNDER SEPARATE COVER

Architectural Plans

Survey

Plan of Management