Development Application

Statement of Environmental Effects

40 Bryant Street, Padstow

BMA URBAN

Submitted to: Canterbury Bankstown Council
On behalf of: Australia Silver Lake Gamma
Date: March 2024

BMA URBAN STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Report Number	Final - 26/03/24

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1. INTRODUCTION

This Statement of Environmental Effects ('SEE') has been prepared by BMA Urban in support of a detailed Development Application ('DA') to Canterbury Bankstown Council, prepared in accordance with Section 4.12 of the Environmental Planning and Assessment Act 1979 and Clause 50 of the Environmental Planning and Assessment Regulation 2021. The proposed development seeks consent for the demolition of all existing structures and subsequent construction of a multi-level industrial building comprising of fifty-two (52) strata titled industrial units with ancillary office space/s. These units range between range from 104m^2 to 253m^2 in size and are provided with ancillary mezzanine office space/s.

Whilst the majority of units will comprise typical light industrial uses, a number of units are proposed to be used for hi-tech and food processing purposes.

The proposal will endorse the strategic significance of the surrounding industrial locality in the delivery of a development that will provide substantial support for additional business and employment opportunities and set a desirable precedent for high standard architectural design quality in the Canterbury Bankstown Local Government Area ('LGA').

A number of significant benefits will arise from the proposed development which include:

- redevelopment of an underutilised site to its full potential, thereby contributing more substantially to the economic viability and productivity of the surrounding industrial locality;
- delivery of an additional 52 new industrial units, 15 of which are nominated as Hi-Tec, in a highly accessible and sustainable location, to supplement the existing warehousing stock in the Padstow industrial area;
- enhancement of the economic productivity of the Padstow industrial area through the addition of small businesses that will occupy the building;
- provision of more affordable, smaller industrial units, to meet the diverse needs of the business community and, more particularly, small businesses and start-up businesses;
- delivery of a built form of high architectural design quality and an appropriate 'fit' for its setting, taking into account the prescribed standards and supplementary controls pertaining to this form of development;
- delivery of a highly articulated built form, with variations in building alignments, facade treatments, roof forms and external materials/finishes which will serve to create visual interest;
- delivery of high quality on-site landscaping to soften and complement the proposed built form and enhance the existing streetscape character; and
- delivery of a development which supports ESD principles including energy efficiency, water conservation and waste minimisation.

The proposed development has been informed by specialist technical studies. These studies have provided a detailed assessment of the potential environmental impacts and have provided recommendations to mitigate any potential impacts on the site and surrounding environment.

This SEE includes an assessment of the proposed development in terms of the matters for consideration as listed under Section 4.15(1) of the Environmental Planning and Assessment Act 1979 ('EP&A Act') and should be read in conjunction with the information accompanying this report. This SEE demonstrates that the proposed development is consistent with Section 4.15(1) of the EP&A Act and suitable for the site.

In light of the merits of the proposed development and in the absence of any significant environmental impacts, it is without hesitation that we respectfully recommend this application for development consent.

1.1 Report Structure

This SEE is structured in the following manner:

- **Section 1** - Introduction;
- **Section 2** - Analysis of site and surrounding context;
- **Section 3** - Description of the Development;
- **Section 4** - Numerical Overview;
- **Section 5** - Assessment of the proposal's compliance with relevant planning instruments and policies;
- **Section 6** - Impact assessment and consideration of key planning issues as required by Section 4.15(1) of the EP&A Act; and
- **Section 7** - Conclusion.

1.2 Supporting Documentation

The technical and design documents that have been prepared to accompany this DA are identified in **Table 1** as follows:

Document:	Prepared by:	Dated:
Architectural Plans	AZA	13 March 2024
Landscape Plans	GEOSCAPES	29 February 2024
Stormwater Plans	SYJ Consulting	29 January 2024
Detail & Levels Survey	RGM	15 February 2021
Traffic & Parking Assessment Report	CJP Consulting Engineers	18 March 2024
Preliminary Site Investigation	Construction Science	2 August 2019
Detailed Site Investigation	Foundation Earth Sciences	January 2023
Remediation Action Plan	Foundation Earth Sciences	February 2023
BCA Report	AED Group	28 October 2022
Arborist Report	Jacksons Nature Works	24 October 2022
Market Analysis	Hill PDA	27 February 2023
Construction and Demolition Plan	AZA	13 March 2024
Acoustic Report	Koikas	10 November 2023
Access Report	AED Group	6 March 2024

Table 1: Technical and design documentation

2. SITE ANALYSIS AND CONTEXT

2.1 The Subject Site

The subject site is located within the boundaries of the Canterbury Bankstown LGA. **Figures 1 and 2** below provide a base map and aerial view identifying the location of the site within its defining context.

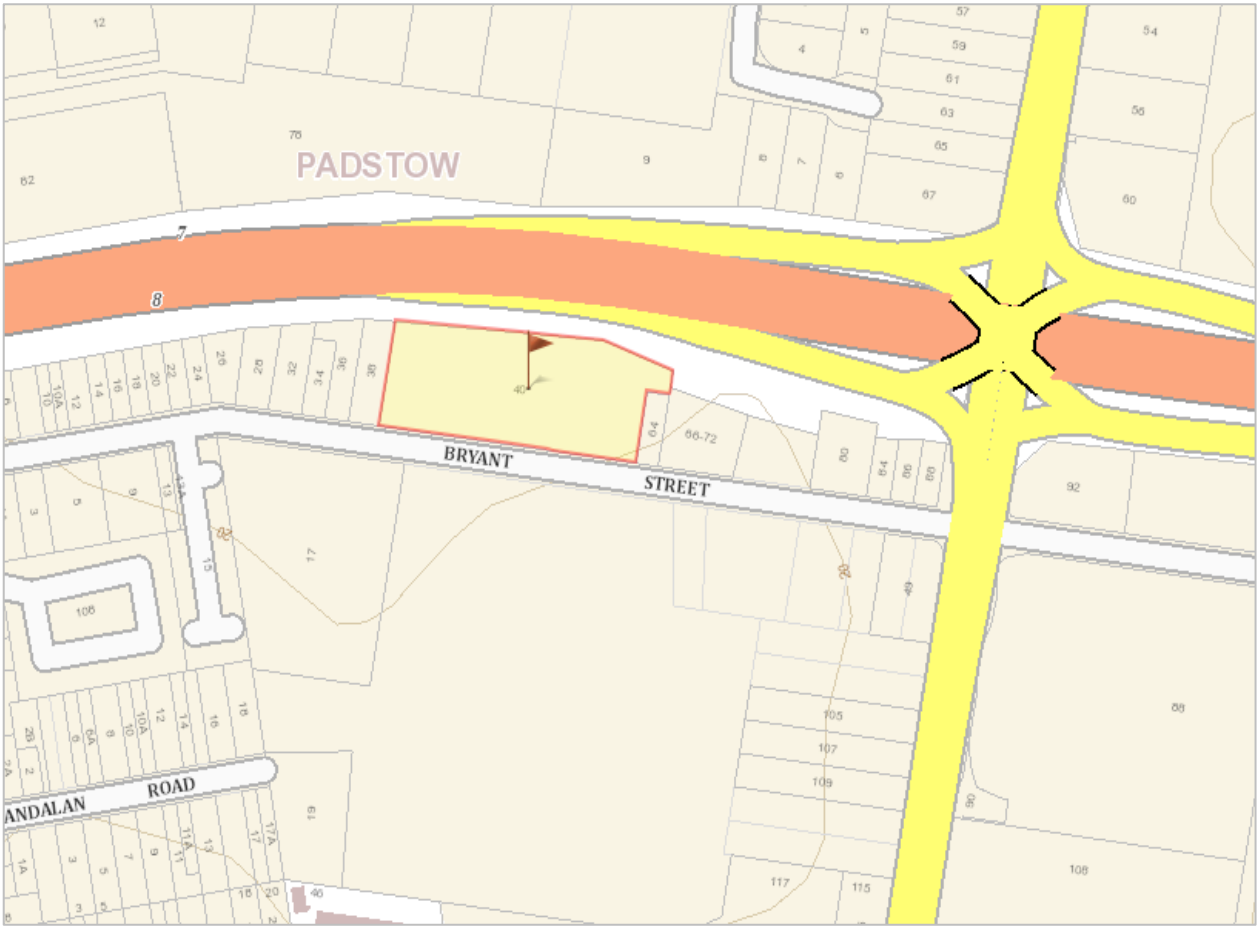

Figure 1: Site Plan (Base Map)
Source: Six Maps

Figure 2: Site Plan (Aerial)
Source: Six Maps

2.2 Site Description

2.2.1 Site Dimensions and Locational Characteristics

The subject site is located at property No. 40 Bryant Street, Padstow and comprises a single allotment, legally defined as Lot 26 in Deposited Plan 635247. The lot that comprises the site is provided with direct frontage and access to Bryant Street. The site comprises an area of 1.15 ha.

The site is irregularly shaped, having a front boundary of 166.8m in length, an eastern side boundary of 57.3m in length, western side boundary length of 62.425m and rear consolidated boundary width of 182.495m.

A detail and levels survey prepared by RGM indicating boundary lengths, site area, spot levels and the location of existing structures on the allotment is reproduced in **Figures 3 and 4** below.

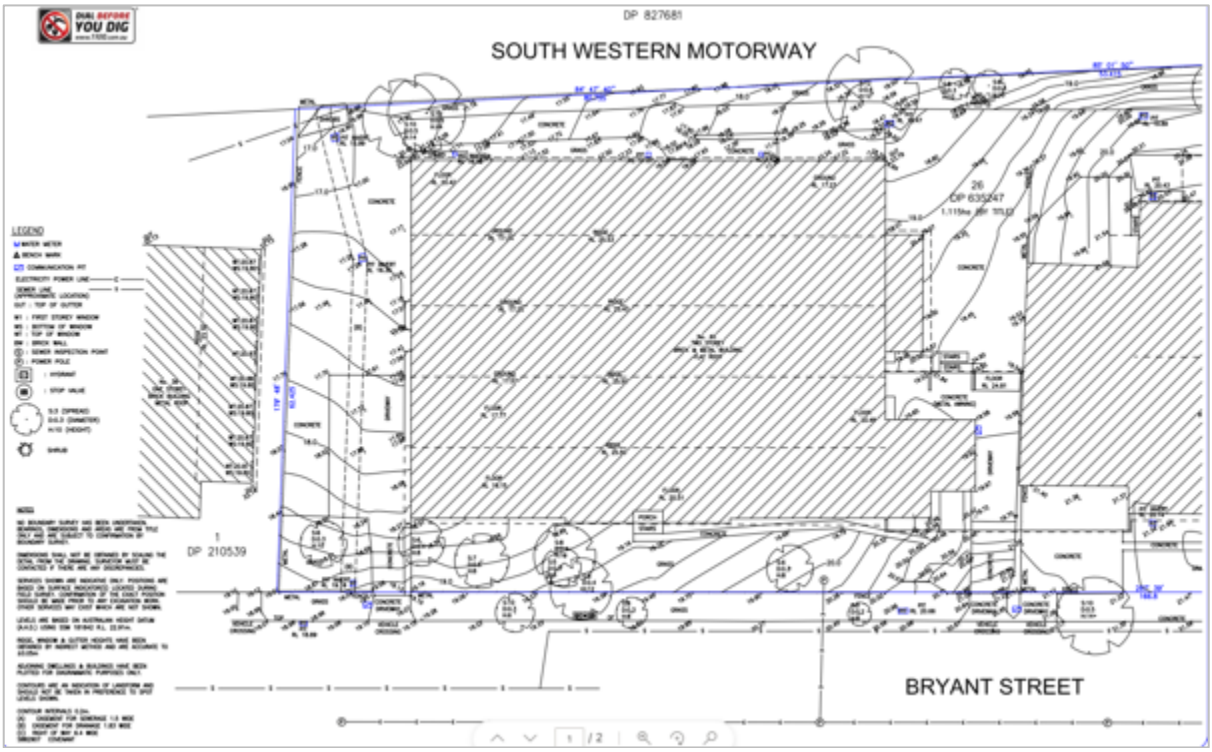

Figure 3: Detail & Levels Survey (1)
Source: RGM

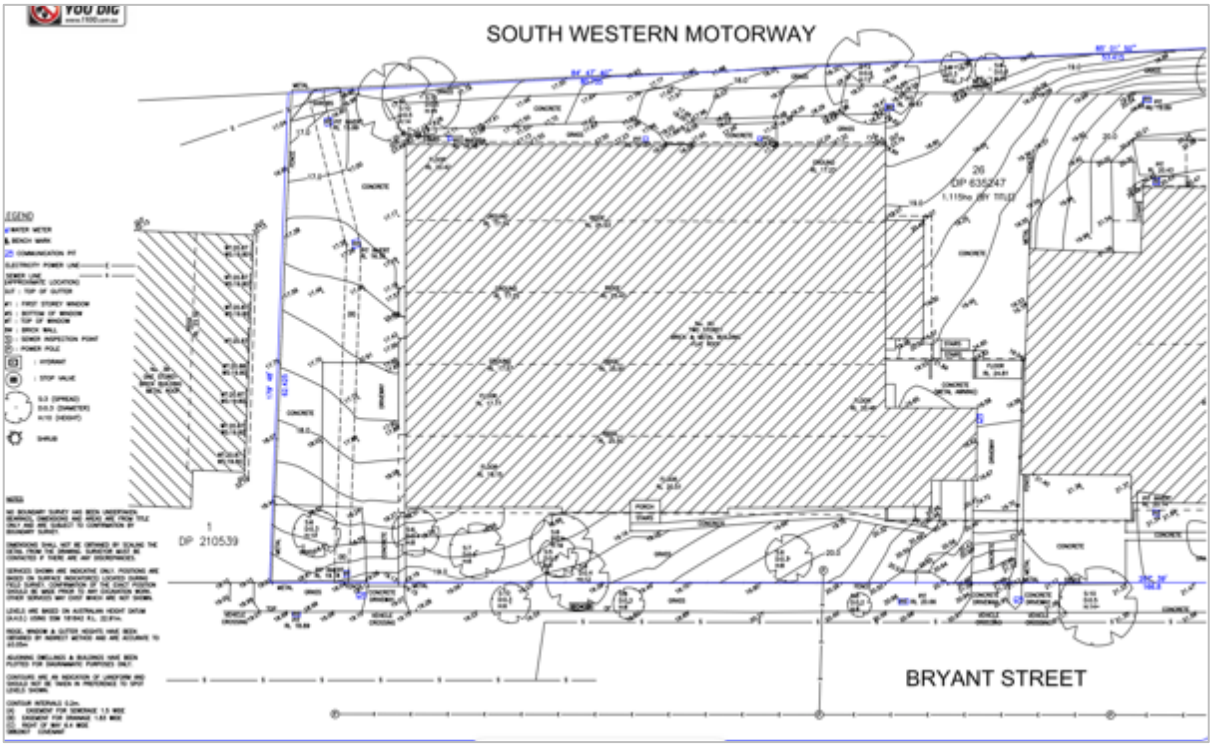

Figure 4: Detail & Levels Survey (2)
Source: RGM

2.2.2 Existing Improvements

The subject site is occupied by a large two (2) storey buildings incorporating predominantly brick external walls including extensive glazing at the upper floor level and a shallow pitched metal roof enclosed by parapets.

A number of concrete awnings, metal tank and sheds are located sporadically across the site. To the rear, the site boundary adjoins the south-western motorway and is otherwise well setback from this and other common boundaries.

Figures 5 to 12 below provide a clearer appreciation of the site and its current built form characteristics.

Figure 5: Subject site as it currently presents along Bryant Street (1)

Figure 6: Subject site as it currently presents along Bryant Street (2)

Figure 7: Subject site as it currently presents along Bryant Street (3)

Figure 8: Subject site as it currently presents along Bryant Street (4)

Figure 9: Subject site as it currently presents along Bryant Street (1)

Figure 10: Subject site as it currently presents along Bryant Street (2)

Figure 11: Subject site as it currently presents along Bryant Street (3)

Figure 12: Subject site as it currently presents along Bryant Street (4)

2.2.3 Topography

The site generally slopes away in a north-westerly direction. The site has a cross-fall and gradient of approximately 5.56m between its highest point (RL 22.46) within the south-eastern corner and the lowest point (RL 16.9) at the north-western.

2.2.4 Heritage

The site is not identified as containing any items of heritage significance, nor is it located near any known items of Indigenous or European heritage significance.

2.2.5 Vegetation

Vegetation across the site is generally limited to the front and rear site boundaries and the road verge immediately adjoining the site. A mix of shrubs and small to medium sized trees are observed across the site.

2.2.6 Site Access

Vehicular access to and from the site is currently provided by way of four (4) combined ingress/egress driveways across the street frontage. The site is also located 350m (or 5 minutes) walking distance from the most proximate bus stop located on Fairford Road, as depicted in **Figure 13** below.

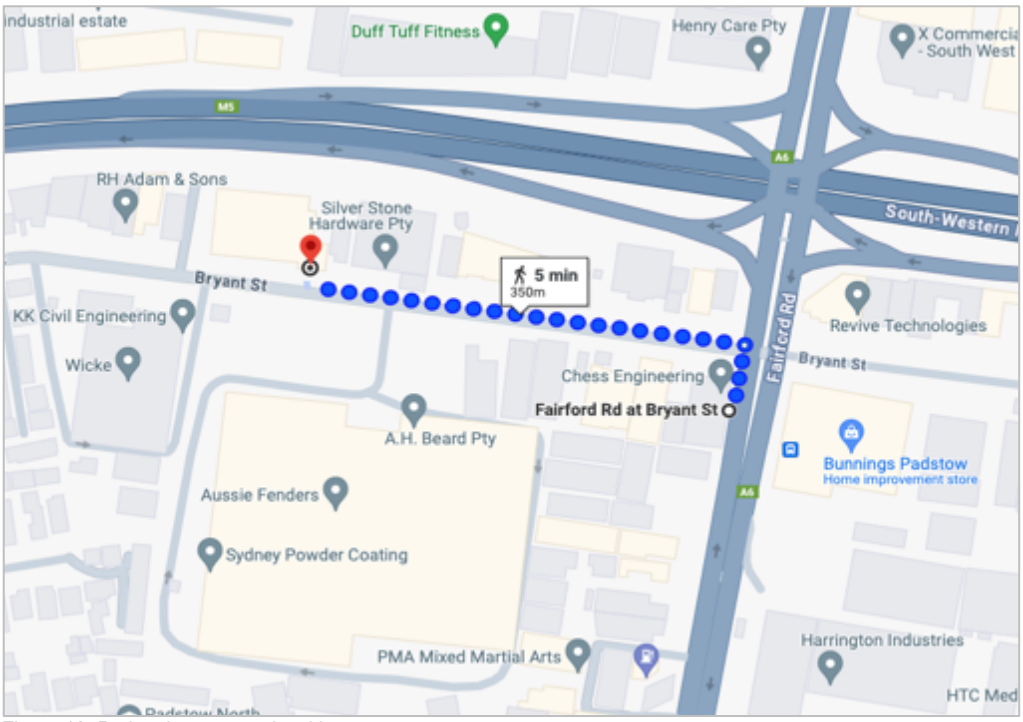

Figure 13: Pedestrian route to local bus stop
Source: Google Maps

2.3 Site Surrounds

The subject site is located within a large and well established industrial area accommodating a wide range of warehousing, manufacturing, wholesaling and servicing activities, amongst other diverse land uses.

The Padstow Industrial Precinct encompasses an area of 200ha of land. The land is divided by the M5 motorway which provides connection from Port Botany to Preston in Sydney's south-west. The subject site is within the IN2 zoned land to the south of the motorway. This area has land uses typically found in the IN2 zones including warehousing, wholesaling, automotive and light manufacturing businesses.

3. THE PROPOSAL

3.1 Building Overview

The proposed development essentially involves the demolition of all existing structures on the site and the subsequent construction of a of a multi-level industrial building comprising of fifty-two (52) strata titled industrial units with ancillary office space/s. The new building is primarily to be constructed with pre-cast concrete panels incorporating natural/painted finishes, accompanied by a mixture of materials and a contrasting colour palette to provide visual interest including profiled cladding and metal roofing. A breakdown of the proposal is provided below.

Level 0 – Industrial Unit Plans

- Vehicular access to the ground floor level units will be facilitated by two new driveways along the Bryant Street site frontage. A new entry/exit driveway located at the western end and an 'exit-only 'driveway located at the eastern end.
- Provision of twenty six (26) industrial units, seven (7) of which have been nominated as Hi-Tec and seven (7) for Food Processing.
- Bicycle and motorbike parking;
- Seventy (70) vehicular parking spaces; and
- Civil and landscape works.

An extract of the Level 0 unit plans as they present on the accompanying architectural plan detail prepared by AZA are provided below for reference.

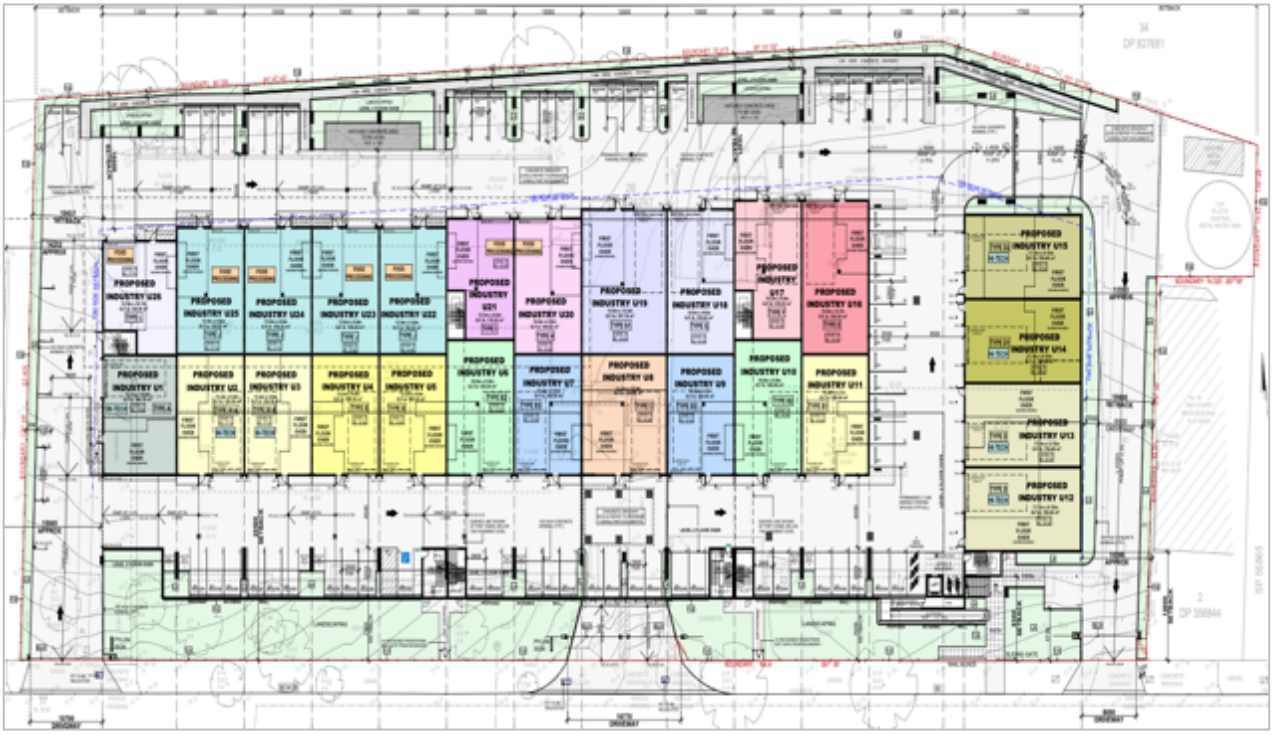

Figure 14: Level 0 Plan
Source: AZA

Level 1 – Office Floor Plans

- Ancillary office spaces ranging in size from 33.85m^2 to 90.62m^2, servicing the industrial unit spaces across the preceding level; and
- Internal stair access to each nominated office space.

An extract of the Level 1 office plans as they present on the accompanying architectural plan detail prepared by AZA are provided below for reference.

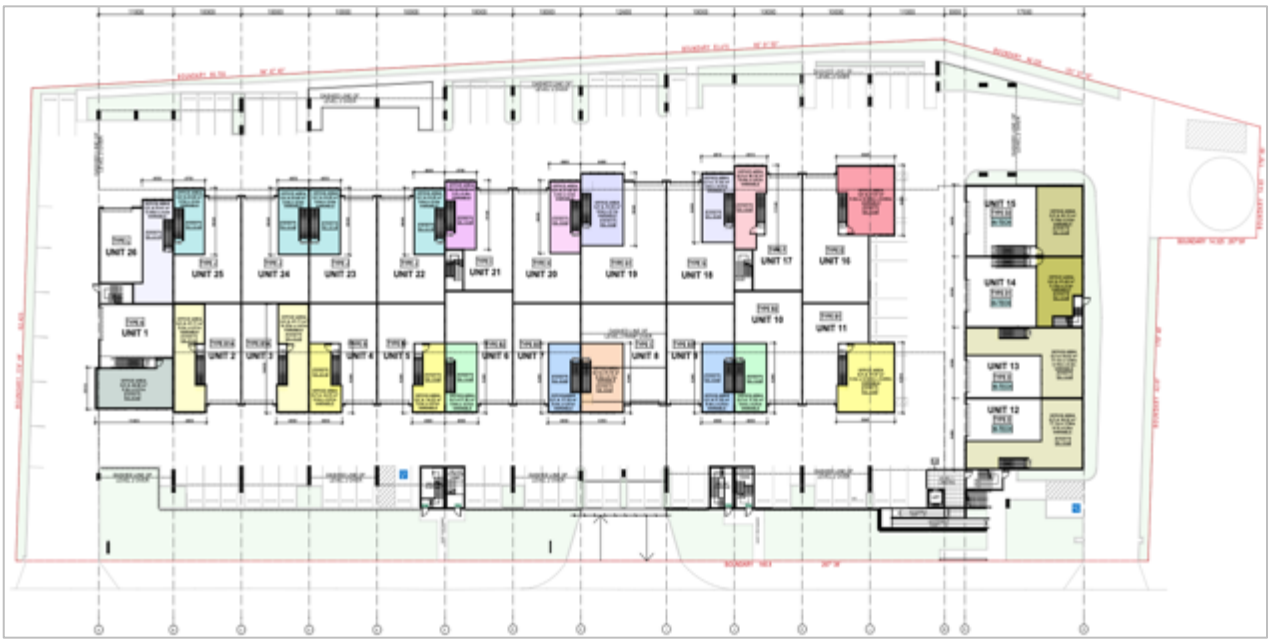

Figure 15: Level 1 – Office Plan
Source: AZA

Level 2- Industrial Unit Plans

- Vehicular access to this level units will be facilitated by of the centralised and combined dual driveway off Bryant Street;
- Provision of twenty six (26) industrial units, nine (9) of which have been nominated as Hi-Tec;
- Seventy (70) vehicular parking spaces;
- Motorbike parking; and
- Civil and landscape works.

An extract of the Level 2 Unit plans as they present on the accompanying architectural plan detail prepared by AZA are provided below for reference.

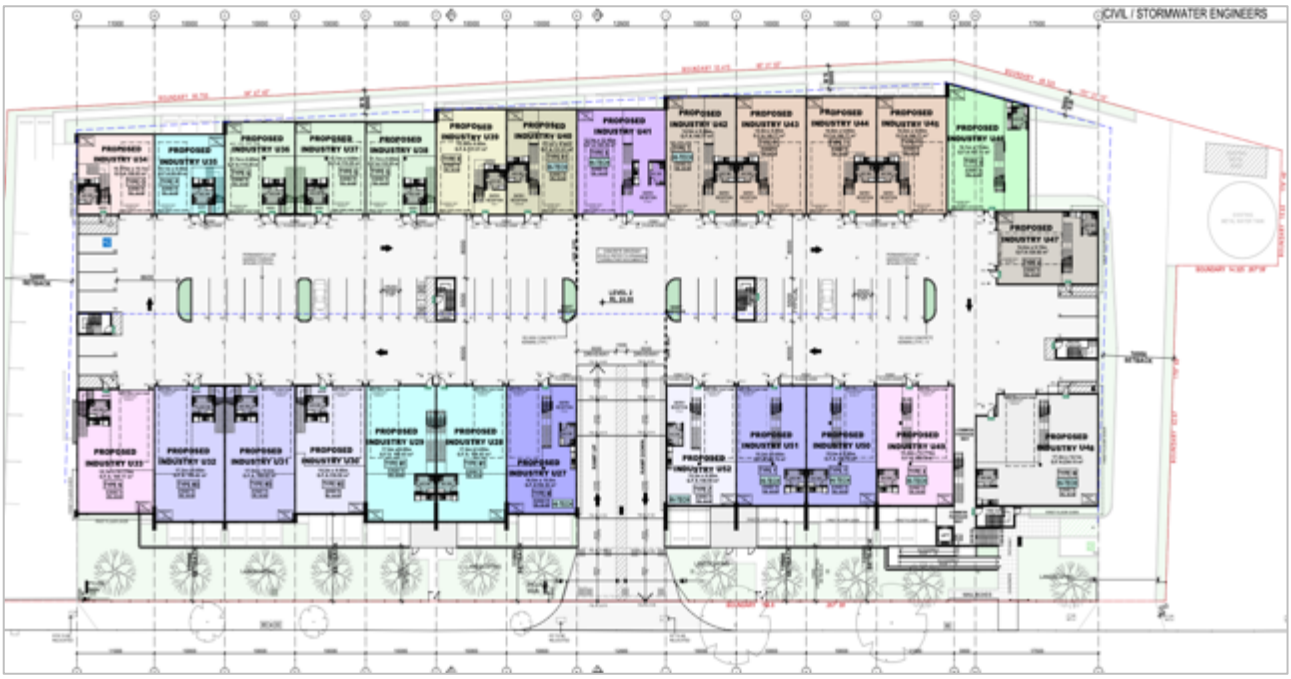

Figure 16: Level 2 Plan
Source: AZA

Level 2 – Office Floor Plans

- Ancillary office spaces ranging in size from 21.94m^2 to 182.2m^2, servicing the industrial unit spaces across the preceding level; and
- Internal stair access to each nominated office space.

An extract of the Level 3 office plans as they present on the accompanying architectural plan detail prepared by AZA are provided below for reference.

Figure 17: Level 3 - Office Plan
Source: AZA

4. NUMERICAL OVERVIEW

The key numerical aspects of the proposed development are outlined in **Table 2** below and described in further detail in the sections as follows.

Parameter	Proposal
Site Area	11,150m^2
Total Gross Floor Area ('GFA')	10,659.92m^2
Total Floor Space Ratio ('FSR')	0.956:1
Building Height	15.6m (max)
Off-Street Parking - Vehicles - Bicycles - Motorcycles	 One hundred and ten (110) Seven (7) Nine (9)
Site Coverage	3929.14m² or 35.2% of site area

Table 2: Numeric Overview of the proposed development

4.1 Urban Design Outcomes

The planning and design principles adopted for the proposed development of the site are as follows:

- To deliver a contemporary industrial development of high functionality and amenity for future uses, occupants and visitors;
- To deliver a development of high architectural design quality including an interesting built form that responds to council's vision for development of the locality;
- To ensure the proposed built form achieves an appropriate 'fit' in terms of its siting, bulk and scale in relation to adjoining and nearby buildings; and
- To enhance the quality of landscaping on the site, with a view to complementing and softening the proposed built form and positively contributing to the streetscape and the local tree canopy.

4.2 Site Planning and Layout

The proposed building is sited in a manner that is compatible with the footprints of the existing buildings on the adjoining properties as p[resented across the immediate site context. Whilst the proposed development essentially comprises a single building, the central driveway access from along Bryant Street essential breaks the building and in turn, will present and two (2) more distinct forms.

A site analysis plan including details of the siting of the proposed built form is provided in **Figure 18** below.

Figure 18: Site Analysis Plan
Source: AZA

4.3 Landscaping

The landscape design strategy seeks to provide a planting regime to complement and soften the proposed built form and contribute to the local tree canopy and quality of the streetscape. To this end, the proposal is to incorporate a wide range of tree, shrub and groundcover species with an emphasis on Australian plant species. A landscape zone is provided across the extent of the sites frontage, albeit, excludes the impervious areas associated with the two driveway access points. Planting including small, medium to large trees that have been designed to present as conducive to the setting and building orientations. The proposed landscaping is more fully detailed on the landscape plan prepared by Geoscapes Landscape with the masterplan reproduced as Figure 19 below for reference.

Figure 19: Landscape Plan
Source: Geoscapes

4.4 Water Management

Stormwater runoff from the roof areas of the proposed building will be conveyed to an on-site detention tank located at the ground floor level under the central driveway ramp, prior to its discharge to the existing kerb inlet pit located in Bryant Street. Stormwater runoff from the car parking areas, internal driveways and landscaping will be conveyed directly to the abovementioned kerb inlet pit. The on-site stormwater drainage system will also include a variety of water quality measures including filter cartridges, trash screens and conventional stormwater pits.

The proposed stormwater drainage system is more fully detailed on the stormwater drainage plan prepared by SYJ Consulting and accompanying the DA.

4.5 Waste Management

A construction and demolition waste management plan prepared by AZA is separately submitted with this DA. The waste management plan outlines the strategy for managing waste generated during the demolition, excavation and construction stages.

4.6 External Materials and Finishes

The new building will incorporate a combination of contemporary materials to provide for visually interesting facades that respond to both the existing and emerging future built form character of the wider locality. Details of the proposed materials of the development are included as part of the architectural drawings and reproduced for reference in **Figures 20** below.

Figure 20: Materials & Finishes Schedule
Source: AZA

4.7 Access and Parking

4.7.1 Vehicular Access

Vehicular access to the ground floor level of the site is planned through 2 driveways located at opposite ends of Bryant Street site frontage: an entry/exit driveway at the western end and an exit- only driveway at the eastern end. Vehicular access to the upper level is facilitated via a new entry/exit driveway located midway along the Bryant Street site frontage.

4.7.2 Car, Motorcycle and Bicycle Parking

Off-street parking is proposed for a total of 110 cars located across the ground floor level and Level 2 of the building, satisfying Council's numerical requirements. In addition, 8 motorcycles and 10 bicycle spaces are also provided within the ground floor level for all users of the development.

5. STATUTORY PLANNING CONSIDERATIONS

5.1 Overview

The relevant statutory framework considered in the preparation of this report comprises:

- Environmental Planning and Assessment Act 1979;
- Environmental Planning and Assessment Regulation 2021;
- State Environmental Planning Policy (Biodiversity and Conservation) 2021;
- State Environmental Planning Policy (Industry and Employment) 2021;
- State Environmental Planning Policy (Resilience and Hazards) 2021;
- State Environmental Planning Policy (Transport and Infrastructure) 2021;
- Canterbury Bankstown Local Environmental Plan 2023; and
- Canterbury Bankstown Development Control Plan 2023.

The relevant provisions of the abovementioned statutory legislation, environmental planning instruments and development control plan are summarised and addressed as follows.

5.2 Environmental Planning and Assessment Act 1979

5.2.1 Section 1.3 - Objects of Act

The Environmental Planning and Assessment Act 1979 ('EP&A Act') is the principal planning legislation in New South Wales. In accordance with Section 1.3 of the EP&A Act, its objects are:

a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,
b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,
c) to promote the orderly and economic use and development of land,
d) to promote the delivery and maintenance of affordable housing,
e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,
f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),
g) to promote good design and amenity of the built environment,
h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,
i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,
j) to provide increased opportunity for community participation in environmental planning and assessment.

For the reasons set out below, it is considered that the proposed development satisfies the above stated objects of the Act:

- The proposal seeks the redevelopment of an underutilised site to its full potential, thus contributing more substantially to the economic viability and productivity of the surrounding industrial locality;
- The proposal provides for more affordable, smaller industrial units to meet the diverse needs of the business community and, more particularly, small/medium businesses and Hi-Tech businesses;
- Additional job opportunities will be created during the construction phase of the development and with the ongoing occupation of the building by small businesses;

- The proposed building promotes a high standard of environmental performance, incorporating the principles of ecologically sustainable development, while responding to the context and enhancing the qualities of the area;
- The subject site does not pose any risk to human health, or none that cannot be remediated;
- The proposal delivers a contemporary industrial development of high functionality and amenity for its intended users; and
- The proposal delivers a development of high architectural design quality and an appropriate 'fit' for its setting.

5.2.2 Section 4.15 - Evaluation

Section 4.15(1) of the EP&A Act as amended specifies the matters which a consent authority must consider when determining a development application. The relevant matters for consideration under Section 4.15(1) are briefly summarised and addressed in **Table 3** below.

Section	Comment
Section 4.15(1)(a)(i) Any environmental planning instrument	Consideration of relevant environmental planning instruments is discussed in Sections 5.4 & 5.5.
Section 4.15(1)(a)(ii) Any proposed environmental planning instrument	The provisions of relevant draft environmental planning instruments are discussed in Section 5.6
Section 4.15(1)(a)(iii) Any development control plan	Consideration of the relevant development control plan is discussed in Section 5.7.
Section 4.15(1)(a)(iiia) Any planning agreement	Not relevant to this proposed development.
Section 4.15(1)(a)(iv) Matters prescribed by the regulations	Refer to Section 5.3.
Section 4.15(1)(b) The likely impacts of the development	The likely impacts of the proposed development are discussed throughout this SEE, particularly in Section 6.
Section 4.15(1)(c) The suitability of the site	The suitability of the site is discussed throughout this SEE, particularly in Section 6.
Section 4.15(1)(d) Any submissions	It is understood that the DA for the proposed development will be publicly notified as is statutorily required. Any submissions that are received during the notification period will need to be considered by Council and addressed within their assessment of the proposed development.
Section 4.15(1)(e) The public interest	The proposed development will promote employment as a result of the additional job opportunities created during the construction phase of the development, along with the ongoing occupation of the building by small businesses. The proposed development also delivers more affordable, smaller industrial units to meet the diverse needs of the business community and, more particularly, small/medium sized businesses and Hi-Tech businesses. The proposed development is situated in a highly accessible location whilst at the same time being sufficiently isolated from residential land uses so as to avoid adverse impacts

	on their residential amenity. The proposed development is therefore in the public interest.

Table 3: Section 4.15 of the EP&A Act 1979

5.3 Environmental Planning and Assessment Regulation 2021

5.3.1 Section 61 - Additional matters that the consent authority must consider

Section 61 of the Environmental Planning & Assessment Regulation 2021 ('EP&A Regulation') prescribes those additional matters that are to be taken into consideration by a consent authority in assessing and determining a DA for the purposes of Section 4.15(1)(a)(iv) of the EP&A Act. In this regard, all demolition works will be undertaken in accordance with the Australian Standard AS 2601—2001*: The Demolition of Structures*.

5.3.2 Section 69 - Compliance with Building Code of Australia

All building work must be carried out in accordance with the requirements of the Building Code of Australia ('BCA') pursuant to Section 61 of the EP&A Regulation. This requirement may be reinforced by a suitable condition of consent. The BCA and access reports prepared by AED Group and accompanying this DA, indicate that the proposal is capable of compliance with the provisions of the BCA without necessitating significant design changes.

5.4 State Environmental Planning Policies

5.4.1 State Environmental Planning Policy (Biodiversity & Conservation) 2021

Chapter 2 – Vegetation in non-rural areas

This chapter applies to the non-rural areas of the State including land in the Canterbury Bankstown LGA. Its aims are to protect the biodiversity values of trees and other vegetation in non-rural areas of the State and to preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation. Whilst the scant vegetation that currently exists on the site is to be removed, there is nothing amongst this vegetation that is of particular significance from a biodiversity perspective or in terms of its contribution to the tree canopy in the locality.

5.4.2 State Environmental Planning Policy (Industry & Employment) 2021

Chapter 3 – Advertising and Signage

This chapter applies to the whole of the State, with some minor exceptions. Its aims, amongst other things, are to ensure that signage is compatible with the desired amenity and visual character of an area and is of high quality design and finish.

The proposed building includes an area nominated for future building identification signage in the form of industrial unit numbering. The indicative location of the signage across the building and how it will be represented across the street, is appropriately defined across the architectural plan detail set prepared by AZA.

The signage falls within the meaning of a 'building identification sign' under the Standard Instrument given that it identifies a street number and is therefore, and is subject to the provisions of section 3.6 of the state policy which prescribes as follows:

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 Chapter as set out in section 3.1(1)(a), and
(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.

The proposed signage is consistent with the objectives of this chapter and satisfies the assessment criteria set out in schedule 5 of this state policy, as demonstrated in **Table 4** as follows:

Advertising & Signage (SEPP) Compliance Table

Provision	Requirement	Proposed	Complies?
Clause 3 - Objectives			
To ensure that signage (including advertising) -			
(a)(i)	is compatible with the desired amenity and visual character of an area	The proposed signage is located within a large industrial area, where such building identification signs are to be reasonably anticipated.	✓
(a)(ii)	provides effective communication in suitable locations	The signs simply identify the individual building, logically placed in an elevated position such that it will be highly visible to vehicles approaching the site from Bryant Street and will also promote wayfinding through the site, whilst at the same time not being unduly intrusive at the pedestrian scale.	✓
(a)(iii)	is of high quality design and finish	The signs are designed in sympathy with the proposed built form and finished in durable materials.	✓
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?	The proposed signage is of a 'flush wall design' where it will present as reasonably compatible with the existing and emerging character of the industrial area.	✓
	Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There is no particular theme for outdoor advertising or signage generally within the surrounding industrial area or wider locality.	✓
2. Special areas	Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space	The sign is not located in the vicinity of any such sensitive areas.	✓

	areas, waterways, rural landscapes or residential areas?		
3. Views and vistas	Does the proposal obscure or compromise important views?	As the proposed signage is designed as a 'flush wall sign' and located well below the roof parapets No important views will be obscured or compromised.	✓
	Does the proposal dominate the skyline and reduce the quality of vistas?	As the proposed signage is designed as 'flush wall signage' and is located well below the roof parapet, the skyline of the building will not be dominated and the quality of vistas will not be reduced.	✓
	Does the proposal respect the viewing rights of other advertisers?	The location and design of the signage adequately respects the viewing rights of other advertisers in the vicinity of the site.	✓
4. Streetscape, setting or landscape	Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the signage is appropriate given the commercial form of the proposed building and industrial context of the site.	✓
	Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The signage will add visual interest to the proposed built form and hence the immediate streetscape.	✓
	Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Not applicable	✓
	Does the proposal screen unsightliness?	Not applicable	✓
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	As mentioned previously, the signage is located well below the upmost roof parapets.	✓
	Does the proposal require ongoing vegetation management?	The street trees in the road verge immediately adjoining the site are sufficiently removed from the sign such that ongoing vegetation management will not be required.	✓
5. Site and building	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?	The signage has been designed such that it does not dominate the built form and is generally in keeping with horizontal/vertical proportions of the building.	✓
	Does the proposal respect important features of the site or building, or both?	The signage has been judiciously positioned below the roof parapets, within a readily identifiable segment of each wall component.	✓

	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage will utilise a contemporary design approach using modern materials and	✓
6. Associated devices and logos with advertisements and advertising structures	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?	Not applicable.	✓
7. Illumination	Would illumination result in unacceptable glare?	No Illumination is proposed.	N/A
	Would illumination affect safety for pedestrians, vehicles or aircraft?		
	Would illumination detract from the amenity of any residence or other form of accommodation?		
	Can the intensity of the illumination be adjusted, if necessary?		
	Is the illumination subject to a curfew?		
8. Safety	Would the proposal reduce the safety for any public road?	The signs are unlikely to reduce road safety on the adjoining road due their elevated positioning, 'flush wall' design and simple messaging.	✓
	Would the proposal reduce the safety for pedestrians or bicyclists?	Given the elevated position and 'flush wall' design of the signage, pedestrian and cyclist safety will not be reduced.	✓
	Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	Having regard to the elevated position of the signage, sightlines from public areas will not be obscured and hence pedestrian safety will not be reduced.	✓

Table 4: Advertising & Signage (SEPP) Compliance Table

5.4.3 State Environmental Planning Policy (Resilience & Hazards) 2021

Chapter 4 – Remediation of Land

This chapter applies to the whole of the State. Its object is to provide for a Statewide planning approach to the remediation of contaminated land. In accordance with the provisions of clause 4.6(1) of this state policy, Council must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in it contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out.

A report specifying the findings of a Detailed site investigation carried out by Foundation Earth Science accompanies the DA. The key findings of the report conclude that the site can be made suitable for the proposed development subject to the implementation of a Remediation Action Plan, appropriate disposal of classified soils, hazardous materials assessment and as asbestos clearance certificate.

Having regard to the above commentary, the proposal is capable of satisfying the requirements of Clause 4.6(1) of this chapter.

5.4.4 State Environmental Planning Policy (Transport & Infrastructure) 2021

2.119 Development with a frontage to classified Road

Clause 2.119 of this state policy prescribes in part as follows:

(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—

(a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and
(b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—
(i) the design of the vehicular access to the land, or
(ii) the emission of smoke or dust from the development, or
(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and
(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.

The site shares a rear boundary interface with an on ramp relevant to the south-western motorway. In address, the development provides for all vehicular access to and from the site off Bryant Street which is well disassociated with the motorway.

In terms of traffic noise and emissions, the development constitutes a light industry and is of a form and nature that is not deemed to be overly susceptible to these generated emissions. The development satisfies the relevant provisions of the SEPP.

5.5 Local Environmental Plans

5.5.1 Canterbury Bankstown Local Environmental Plan 2023

The Canterbury Bankstown Local Environmental Plan 2023 applies to the subject site which is identified as being within ‘Zone IN2 – Light Industrial (refer to **Figure 21** below). The proposal is best characterised as development for the purposes of ***“light industrial units”*** which is a permissible use in the IN2 Light Industrial zone with the consent of the Council.

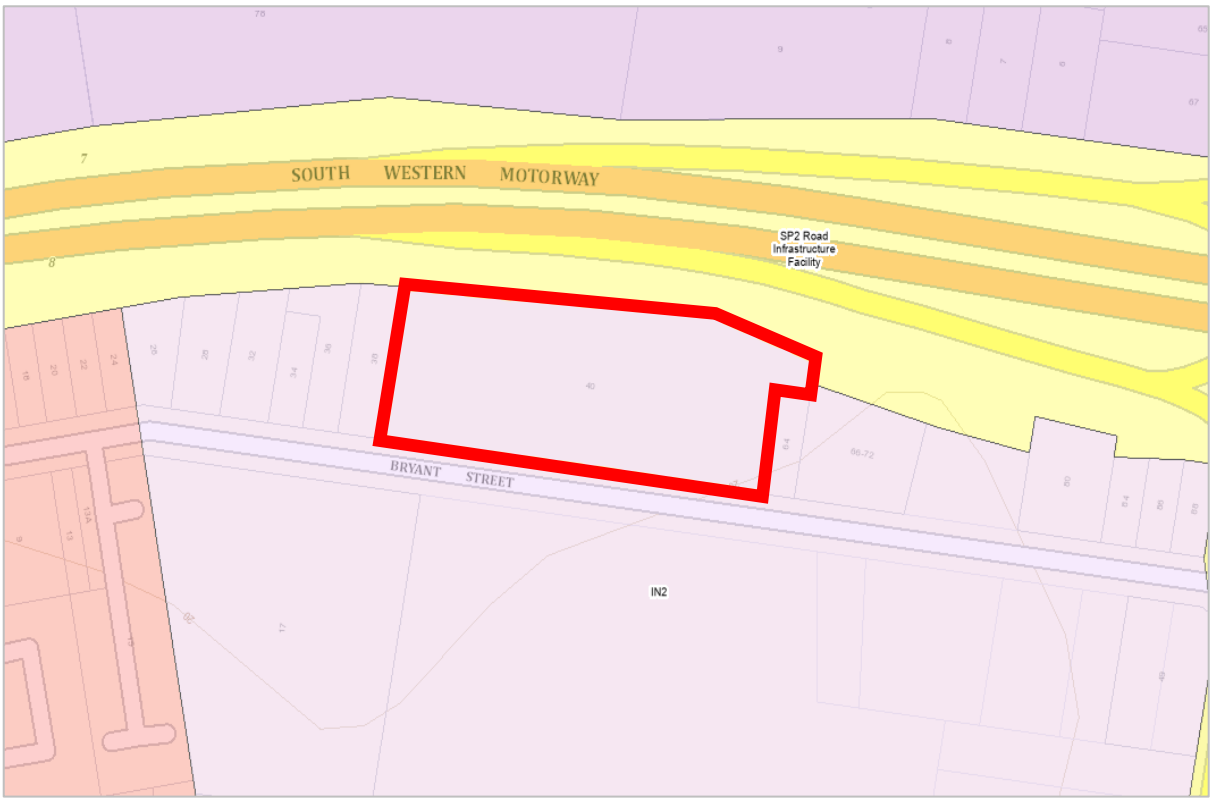

Figure 21: Land Zoning Map
Source: Canterbury Bankstown LEP

The objectives for development in the IN2 - Light Industrial zone are as follows:

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of industry on other land uses.*
- *To support and protect industrial land for industrial uses.*
- *To promote a high standard of urban design and local amenity.*

The proposed development is consistent with the relevant objectives of the general industrial zone in the following respects:

- The proposed development contributes to the diversity of light industrial opportunities within the zone, enhancing opportunities for small businesses through small scale industrial units;
- The proposed development diversifies the opportunities for employment generation in the Canterbury Bankstown LGA, providing smaller/medium sized industrial units;
- The subject site and immediate locality have been used for industrial purposes for several decades. The proposed development generates minimal adverse impacts upon surrounding development;
- The proposal maintains and reinforces the industrial use of the subject site by redeveloping the land for light industrial units to its potential;
- The proposal meets a growing demand for smaller sized industrial units suited to small businesses;
- The proposal provides for more affordable, smaller industrial units to meet the diverse needs of the business community and, more particularly, small businesses and start-up businesses;
- The proposed development will potentially accommodate up to 52 small/medium businesses providing

both additional employment and services, whilst at the same time not adversely affecting the amenity, health or safety of residents in the wider locality. In this regard, the subject site is not directly adjoining or opposite any residential premises and moreover is well removed from residential areas;

- The individual office areas within the building are an integral part of the respective industrial units and account for a minor proportion of the overall floor space in relation to the building as a whole and the units individually,
- Remediation of the site and removal of hazardous building materials within the existing structures will be undertaken as required; and
- The operational characteristics of the warehousing uses that are anticipated to occupy the building are such that their location in other land uses zones is inappropriate.

A summary of our assessment of the proposed development against the provisions of the CB LEP is detailed as follows. Some clauses within the Canterbury Bankstown LEP have been deliberately omitted because they are not applicable to the proposed development.

Canterbury Bankstown Local Environmental Plan 2023			
Clause	**Requirement**	**Proposed**	**Complies?**
Part 2 - Permitted or prohibited development			
2.3	**Zone objectives and Land Use Table** The consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.	The proposed development is permitted with consent and aligns with the relevant land use zone objectives.	✓
2.7	**Demolition requires development consent** The demolition of a building or work may be carried out only with development consent.	This DA includes demolition of all existing structures on the site, as detailed on the demolition plan prepared by Algorry Zappia and Associates.	✓
Part 4 - Principal development standards			
4.4	**Floor space ratio** The maximum floor space ratio for a building on land is identified as 1:1	 Figure 22: Floor Space Ratio Map Source: Canterbury Bankstown LEP The proposal seeks the provision of a GFA of 10659.92m^2 generation an FSR of 0.96:1	✓

Part 5 - Miscellaneous provisions			
5.10	**Heritage conservation** The objectives of this clause are as follows— (a) to conserve the environmental heritage of CB, (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views, (c) to conserve archaeological sites, (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.	The site is not identified as a heritage item or located in a heritage conservation area. It also comprises no recognised Aboriginal objects or declared Aboriginal Places of Significance.	✓
Part 6 - Additional local provisions			
6.2	**Earthworks** The objective of this clause is to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.	The proposed excavation works will not disrupt or detrimentally affect drainage patterns and soil stability in the locality, given that the site is gently sloped and not subject to geotechnical risks. Any excavated material will be treated and disposed of in accordance with the relevant environmental legislation, as required. It is anticipated that standard conditions of consent will be imposed in relation to unexpected contamination and disposal of excavated material. Where earthworks are within or adjacent to the zone of influence of neighbouring structures, specific excavation and earth retention methods will be implemented to ensure the structural integrity of adjacent buildings is not compromised. It is considered unlikely that the site contains relics or any items of historic significance. Should any such items be encountered during site preparation works, excavation will cease immediately and the appropriate government authority will be notified. It is anticipated that a standard condition of consent will be imposed in this respect. The subject site is not located adjacent to any waterways or other environmentally sensitive areas. In any event, appropriate sediment and erosion controls will be installed and maintained for the duration of the demolition, excavation and construction phases to ensure there is no risk of sediment laden water leaving the site.	✓

		Excavation techniques which focus on minimising disturbance resulting from noise and vibration transmission will be implemented. In summary, the proposed earthworks will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.	
6.3	**Stormwater management and water sensitive urban design** The objective of this clause is to avoid or minimise the adverse impacts of urban stormwater on land to which this clause applies and on adjoining properties, native bushland, waterways and ground water systems.	The proposed development is accompanied by a stormwater plan prepared by SYJ Consulting. We have been informed that this plan has been designed having regard to the relevant provisions prescribed by this clause.	✓
6.9	**Essential Services** Development consent must not be granted to development unless the consent authority is satisfied that the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required— (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage, (d) stormwater drainage or on-site conservation, (e) waste management, (f) suitable vehicular access.	These services are already provided on site and if the need arises, can be upgraded to cater for the proposed development.	✓

Table 5: Canterbury Bankstown Local Environmental Plan 2023 Compliance Table

5.6 Proposed Environmental Planning Instruments

5.6.1 State Environmental Planning Policy (Environment)

The planning provisions for water catchments, waterways, urban bushland and world heritage are currently contained in several of the State Environmental Planning Policies; the Standard Instrument - Principal Local Environmental Plan; and in the Ministerial Directions for plan making issued under the EP&A Act.

An 'Explanation of Intended Effect' relating to the State Environmental Planning Policy (Environment) ('Environment SEPP') was publicly exhibited between 31 October 2017 and 31 January 2018. The Environment SEPP will integrate provisions from seven (7) existing State Environmental Planning Policies relating to water catchments, waterways, urban bushland and world heritage and reduce the complexity of and streamline the planning system.

The proposed Environment SEPP will:

- Encourage the proper management, development and conservation of natural resources and the protection of the environment, in line with the objectives of the EP&A Act,
- Enable growth that maintains and enhances the health and integrity of our natural and cultural heritage for the benefit and enjoyment of the present community and for future generations,
- Streamline development assessment by identifying and considering environmental values and constraints at the earliest possible stage in the development decision making process, using evidence based planning methods,
- Promote ecologically sustainable development that supports a balanced approach to the use of land and natural resources, and provides for long term environmental, economic and social well-being,
- Adopt a risk based approach to minimise cumulative negative impacts of development on both the immediate site and on a surrounding area or region, and
- Fit within a range of plans and strategies including 'A Plan for Growing Sydney', draft District Plans, Regional Plans, local environmental plans, Ministerial Directions and development control plans.

Based on the information contained within the 'Explanation of Intended Effect' relating to the Environment SEPP, it is considered that the proposal is consistent with the proposed environmental planning instrument.

5.6.2 Remediation of Land State Environmental Planning Policy

The Remediation of Land State Environmental Planning Policy ('Remediation of Land SEPP') is a review of SEPP 55 which, along with the *Managing Contaminated Land Planning Guidelines*, has been in place for almost 20 years. Both documents need to be updated to respond to changes in federal and state legislation and policy and to reflect new land remediation practices. An 'Explanation of Intended Effect' relating to the Remediation of Land SEPP was publicly exhibited between 25 January 2018 and 13 April 2018.

The proposed Remediation of Land SEPP aims for the better management of remediation works by aligning the need for development consent with the scale, complexity and risks associated with the proposed works. More specifically, it will:

- Provide a state-wide planning framework for the remediation of land,
- Require consent authorities to consider the potential for land to be contaminated when determining development applications,
- Clearly list the remediation works that require development consent, and
- Introduce certification and operational requirements for remediation work that can be undertaken without development consent.

Based on the information contained within the 'Explanation of Intended Effect' relating to the Remediation of Land SEPP, it is considered that the proposal is not in conflict with the proposed environmental planning instrument.

5.7 Development Control Plans

5.7.1 Canterbury Bankstown Development Control Plan 2023

Council adopted the Canterbury-Bankstown Development Control Plan 2023 on 25 May 2021, and it came into effect on 23 June 2023. The Canterbury-Bankstown Development Control Plan 2023 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of development.

Chapter 2: Site Considerations

Item	Response
2.3 Tree Management	The application seeks the removal nine (9) trees to accommodate the proposed development. The proposed tree removal will be appropriately offset by replacement plantings, with a significant enhancement to the quality and quantity of landscaping across the site, as demonstrated on the Landscape Plan prepared by Geoscapes.

Chapter 3: General Requirements

Objective	Provisions	Response
Chapter 3.1 - DEVELOPMENT ENGINEERING REQUIREMENTS		
Section 2 – Civil Engineering Requirements		
O1 To ensure that development considers the existing public roads and levels. **O2** To ensure that development considers the location of existing and proposed vehicular access with regard to avoiding existing drainage structures, traffic control devices, street infrastructure, existing utilities and street trees.	**Vehicular footway crossing design and construction** Development requiring vehicular access across the Council footpath area must provide a vehicular footway crossing (VFC) with maximum and minimum widths in accordance with the following table. Maximum size is dependent on providing at least a 6m separation between wings, at the kerb, to adjoining VFCs. Minimum widths will apply in areas with high on street parking demands, and where on street time restrictions are in place.  A second vehicular crossing will be permitted if: • A minimum 6m long parking bay can be provided between the wings of the crossings. Council may vary this requirement under special circumstances, based on technical assessments of the merits of the situation.	**Complies** Vehicular access to the ground floor level of the site is planned through 2 driveways located at opposite ends of Bryant Street site frontage: an entry/exit driveway at the western end and an exit- only driveway at the eastern end. Vehicular access to the upper level is facilitated via a new entry/exit driveway located midway along the Bryant Street site frontage. The proposed vehicular access arrangements have been reviewed by CJP and it has been confirmed that these have been designed in accord with the relevant standards.

	Internal driveway requirements The on-site driveway layout must be designed so that a car may be able to access and exit all required car spaces in one motion. In addition, a required car parking space must be located so as to be outside and clear of any vehicular manoeuvring area or right of carriage way. Austroads standard turning path templates are to be used to determine acceptability.	**Complies** A swept path analysis prepared by CJP accompanies this application. This analysis demonstrates that vehicles entering and exiting the site via the proposed driveway as well as vehicle circulation within the car parking areas can be carried out in a forward direction.
	Sight distance requirements Adequate sight distance must be provided for vehicles exiting driveways. Clear sight lines are to be provided at the street boundary to ensure adequate visibility between vehicles on the driveway and pedestrians on the footway and vehicles on the roadway. Refer to the Australian Standard AS 2890.1 for minimum sight distance requirements. If adequate sight distance for the access to any development cannot be achieved and considered a concern, the applicant may be required to install regulatory signs, at the boundary of the development, as agreed with Council.	The accompanying traffic impact assessment prepared by CJP confirms that the proposed car parking layout has been designed to comply with the requirements set out in the relevant Australian Standards for car parking facilities, namely AS2890.1:2004 and AS2890.6:2009.
Section 3- Stormwater drainage systems		
O1 To establish a high standard of stormwater drainage infrastructure within the site. **O2** To ensure that the proposed and constructed stormwater drainage system do not adversely impact on Council's stormwater drainage system, the development itself and adjoining sites. **O3** To ensure that buildings are not affected by inundation from stormwater runoff resulting from the 100-year ARI storm event. **O4** To ensure that any proposed stormwater drainage works are designed to minimise any nuisance	**Development impacted by stormwater systems** Applicants must apply to Council for a Stormwater System Report (SSR), prior to DA submission, if the site is noted on Council's SSR register as affected by Council's stormwater drainage pipelines and/or affected by potential local stormwater flooding. The development must be designed to consider the recommendations of the SSR and satisfy the requirements of this DCP.	**Complies** A stormwater report accompanies this application.
	Disposal of stormwater runoff Site stormwater drainage systems should be designed to flow under gravity, and be connected to Council's stormwater drainage system at the nearest suitable location or CDL benefiting the site. Site drainage design should follow the natural fall of the catchment to a pipeline	**Complies** The proposal is accompanied by detailed stormwater drainage plans prepared by SYJ Consulting. We have been advised that these plans have been designed in consideration

<table>
<tr>
<td>caused by stormwater drainage flows from local catchment flooding or mainstream flooding from rivers.

O5 To manage stormwater runoff and prevent damage to buildings and property and reduce hazardous flows.

O6 To avoid the location of stormwater drainage infrastructure within tree driplines and deep soil zones.

O7 To give special consideration to development requiring the submission of BASIX Certificate where the use of rainwater storage tanks fitted into stormwater drainage systems may supplement the domestic water supply.</td>
<td>connection point that has been designed for the runoff.

<u>Drainage line easement widths</u>

The creation of an easement to drain water must be agreed to, in writing, by the burdened property owners, prior to an operational DA Consent being issued by Council. Documents relative to the creation of an easement to drain water are to be lodged and registered with Land and Property Information (LPI) prior to issue of the Construction Certificate. All costs must be borne by the developer.
The minimum easements widths are as follows:

<table>
<tr><th>Pipe diameter (mm)</th><th>Width of easement to drain water (m)</th></tr>
<tr><td>100, 150</td><td>1.0 *</td></tr>
<tr><td>225</td><td>1.2 *</td></tr>
<tr><td>300</td><td>1.5</td></tr>
<tr><td>375, 450</td><td>2.0</td></tr>
<tr><td>525, 600, 675</td><td>2.5</td></tr>
<tr><td>750, 825, 900</td><td>3.0</td></tr>
<tr><td>1050, 1200</td><td>3.5</td></tr>
<tr><td>1350, 1500</td><td>4.0</td></tr>
<tr><td>1650, 1800</td><td>4.5</td></tr>
</table>
</td>
<td>of the relevant prescribed requirements of this DCP.

Complies

Three (3) easements are identified across the site. These are as follows:

a) Easement for sewerage - 1.5m wide

b) Easement for drainage - 1.83m wide

c) Right of Way – 6.4m wide

The easement are more readily identified in the accompanying survey plan prepared by RGM.</td>
</tr>
<tr><td colspan="3">Chapter 3.2 – PARKING</td></tr>
<tr><td colspan="3">Section 2- Off Street Parking Rates</td></tr>
<tr>
<td rowspan="2">O1 To ensure development meets the car, bicycle and service vehicle parking demands generated by various land uses.

O2 To minimise on-street car parking to ensure road safety and visual aesthetics.</td>
<td>Development must use the Off-Street Parking Schedule to calculate the amount of car, bicycle and service vehicle parking spaces that are required on the site.</td>
<td>Complies

Off-street parking is proposed for a total of 110 cars located across the ground floor level and Level 2 of the building, satisfying Council’s numerical requirements. In addition, 8 motorcycles and 10 bicycle spaces are also provided within the ground floor level for all users of the development.</td>
</tr>
<tr>
<td><u>Accessible off-street parking rates</u>

The Council DCP stipulates the accessible parking requirements for commercial and industrial premises (i.e. Class 5 to 8 of the BCA guidelines). Accessible parking is to be provided at a rate of 1 accessible space per 50 parking spaces per staff and 1 accessible space per 50 spaces for visitors. The development is a combination of Class 5 and Class 6. On this basis, a rate of one</td>
<td><u>Complies</u>

Based on the proposed provision of 110 parking spaces, the proposed development is required to provide two (2) accessible parking spaces. It is proposed to provide three (3) accessible spaces with an adjoining shared zone, which complies with the DCP requirements.</td>
</tr>
</table>

	accessible space per 50 car spaces is required.	
Section 3- Design and Layout		
O1 To ensure the location and layout of parking areas function efficiently and safely. **O2** To provide efficiency in vehicular circulation and connection with the external traffic network. **O3** To achieve a balance between parking requirements, visual aesthetics and pedestrian safety.	**Parking location** Development must not locate entries to car parking or delivery areas: (a) close to intersections and signalised junctions; (b) on crests or curves; (c) where adequate sight distance is not available; (d) opposite parking entries of other buildings that generate a large amount of traffic (unless separated by a raised median island); (e) where right turning traffic entering may obstruct through traffic; (f) where vehicles entering might interfere with operations of bus stops, taxi ranks, loading zones or pedestrian crossings; or (g) where there are obstructions which may prevent drivers from having a clear view of pedestrians and vehicles.	**Complies** The accompanying traffic impact assessment prepared by CJP confirms that the proposed car parking layout has been designed to comply with the requirements set out in the relevant Australian Standards for car parking facilities, namely AS2890.1:2004 and AS2890.6:2009.

Chapter 3.3 – WASTE MANAGEMENT		
Section 5 – Industrial Development		
O1 To maximise resource recovery and encourage source separation of waste, reuse and recycling by ensuring development provides adequate and appropriate bin storage and collection areas. O2 To ensure development incorporates well-designed and adaptable bin storage areas and collection facilities that are convenient and accessible to occupants. O3 To maximise residential amenity and minimise adverse environmental and health related impacts associated with waste management such as odour and noise from bin storage and collection areas. O4 To ensure bin storage and collection areas are designed to integrate with and meet the requirements for Council's domestic waste services. O5 To ensure development facilitates all waste streams being handled, stored and collected in a manner to reduce risk to health and safety of all users including maintenance (such as caretakers), collection staff and contractors (and required vehicles and equipment). O6 To integrate bin storage and collection areas with the building form and landscape to avoid adverse visual impacts on the streetscape and neighbourhood. O7 To assist in achieving Federal and State Government waste	Development must provide bin storage and separation facilities within each tenancy and within the communal bin room. Development must provide an appropriate and efficient waste storage system that considers: *(a) the type of business;* *(b) the volume of waste generated on-site;* *(c) the number of bins required for the development and their size;* *(d) additional recycling needs e.g. cardboard, pallets and milk crates;* *(e) waste and recycling collection frequencies.* Where development involves multiple tenancies, the design of development is to ensure each tenancy will be able to obtain a Trade Waste Licence. Bin storage areas are to integrate with the overall design and functionality of development and are to locate within the building envelope to enable these areas to be screened from view from the public domain. The design of the bin storage area must comply with the requirements of the applicable Waste Design for New Developments Guide. An on-site collection point is to be nominated for development. The location of the collection point must allow collection vehicles to enter and exit the site in a forward direction and allow all vehicle movements to comply with the Australian Standard AS 2890.2. The location of the collection point must ensure waste servicing does not impact on any access points, internal roads and car parking areas. Waste collection frequency is to be a minimum of once per week. Higher collection frequency may be required for development with larger waste generation rates or development that produce food waste. Bin storage areas are to be kept	**Complies** The proposal is accompanied by an operational waste management plan prepared by AZA. Waste collection for the proposed development will be undertaken by a private contractor using atypical rear-loading truck, similar in size to a medium rigid truck (MRV), from within the complex itself. Bins will not be lined up along the street. Importantly, all service vehicles will be able to enter and exit the site in a forward direction at all times.

minimisation and diversion targets as set by relevant legislation, regulations and strategies.	clean, hygienic and free from odours. Higher collection frequencies must not impact on neighbouring residents in relation to noise, odour and traffic.	
CHAPTER 3.4 SUSTAINABLE DEVELOPMENT		
Section 2 – Water Conservation		
To incorporate more sustainable use of water in development by: (a) increasing the efficiency of mains supply water use; and (b) providing for on-site collection and re use of rainwater, grey water and stormwater runoff.	Proposals for new development or extensions with a floor area greater than or equal to 5,000m2 of gross floor area must comply with Requirements W1 and W2.	**Complies** The following star ratings are required for compliance with this DCP: · shower heads 3 stars – 8 litres or less per minute; · basins taps 6 stars – 4.5 litres or less per minute; · toilet cisterns 4 stars – 4 litres or less per flush. The proponent is committed to adhering to these requirements. A consent condition may be imposed which formalises this requirement. Furthermore, water management plan prepared by SYJ Consulting accompanies this application. Water management issues relevant to capture, storage and reuse are considered as part of this plan.
Section 3 – Energy Minimisation		
To incorporate energy efficiency in the design and operation of development proposals. This is done by: (a) promoting the use of energy efficient principles in the design of a facility; and (b) ensuring the ongoing operations of the facility incorporates energy minimisation measures.	Proposals for new development where the total gross floor area is below 5,000m2; and extensions to existing uses below 5,000m2 that involve an increase in 50% or more of the existing gross floor area must comply with Requirements E1 and E2.	**Complies** The proponent is committed to adhering to these requirements. A consent condition may be imposed which formalises this requirement.

CHAPTER 3.7 LANDSCAPE		
Section 2 – Landscape Design		
O1 To integrate the landscape design with the overall design of the development. **O2** To promote the retention and planting of large and medium size trees, and the healthy growth of trees in urban areas. **O3** To provide deep soil zones to manage urban heat and water, and to allow for and support healthy plant and tree growth. **O4** To contribute to the quality and amenity of communal open space, podiums and courtyards.	New landscaping is to complement the existing street landscaping and improve the quality of the streetscape. The landscape design is to contribute to and take advantage of the site characteristics. Development must consider the retention of existing trees in the building design.	**Complies** Some tree removal is sought as part of this application; however, is offset by the extent of new landscaping provided across the development as reflected in the accompanying landscape design prepared by Geoscapes.

Chapter 9: Industrial Precincts

Provisions	Response
CHAPTER 9.1 – GENERAL REQUIREMENTS	
Section 1- Introduction	
Connective City 2036 recognises the importance of the industrial precincts in the economy. The industrial precincts are well-connected to Sydney's major road routes and freight network, and support the delivery of jobs and a growing knowledge economy. A key action of Connective City 2036 is to retain and manage the industrial precincts for industrial and employment purposes. The Canterbury-Bankstown Local Environmental Plan 2023 and Canterbury-Bankstown Development Control Plan 2023 combine to regulate effective and orderly development, consistent with Connective City 2036. The Canterbury-Bankstown Local Environmental Plan 2023 is Council's principal planning document. It provides objectives, zones and development standards such as lot sizes, floor space ratios and building heights.	The subject site is located within an IN2 Light Industrial Zone. The proposed development of the land for light industrial units is consistent with the objectives of the zone.

The Canterbury-Bankstown Development Control Plan 2023 supports the LEP by providing additional objectives and development controls to enhance the function, design and amenity of the industrial precincts within Zones IN1 General Industrial and IN2 Light Industrial.	

Section 2 – Building form and landscape	
Site Cover The sum of the total area of building(s) on the ground floor level must not exceed 70% of the site area.	**Complies** The proposal seeks the provision of 3929.14m² or 35.2% of site area compliant with the control.
Street Setbacks This clause applies to land within the former Canterbury Local Government Area: (a) The minimum setback to the primary street frontage is 5m. (b) The minimum setback to the secondary street frontage is 2m.	**Complies** The proposal seeks the provision of a ranging street setback from 10m to 20.5m as measured to the external face of the building. Elements such as accessible ramps and lift encroach into this setback; however, given the overall site frontage width of 166.8m^2, these elements will not unreasonably contribute to built form contribution.
Side and Rear Setbacks Council may require minimum setbacks to the side and rear boundaries of the site: (a) to maintain reasonable solar access or visual privacy to neighbouring dwellings; or (b) to avoid an easement or tree dripline on the site or adjoining sites; or (c) to comply with any multi-level risk assessment undertaken for a development that ascertains the need for an appropriate setback or buffer zone between the development and any adjoining or neighbouring land within a residential zone.	**Complies** Side setbacks as measured to the building line façade range from 9.662m to 10.437m (west) and 9.306m to 11.593m (east). A rear setback ranging between 3m to 16.221m is observed. The nominated setbacks will have no adverse bearing on any residential dwellings noting that light industrial land adjoins the site to the east and west while along the rear, the site has a direct relationship with the adjacent south-western motorway. Matters relevant to solar access, visual privacy, tree impact and or risk contributors to residential zones, are not triggered as a result of the nominated setbacks which in our opinion, are deemed acceptable for the proposed use within the light industrial setting and will present as contextually compatible with the surrounds.
Setbacks to riparian corridors Development must achieve a minimum setback of 15m from a riparian corridor (measured from the top of the watercourse banks) and must revegetate the riparian corridor to Council's satisfaction.	**Complies** The subject site does not adjoin a riparian corridor.

<table>
<tr><td><u>Development adjacent to channelled watercourses</u>

Development must provide access to channelled watercourses for maintenance and repair.</td><td>Complies

The subject site does not adjoin a channelled watercourse.</td></tr>
<tr><td><u>Open Space</u>

Development must provide a landscaped area along the primary and secondary street frontages of a site in accordance with the following minimum widths:

<table><tr><th>Site area</th><th>Sites adjoining a state or regional road

Minimum width for landscaped area</th><th>Sites not adjoining a state or regional road

Minimum width for landscaped area to the primary street frontage</th><th>Sites not adjoining a state or regional road

Minimum width for landscaped area to secondary street frontage</th></tr><tr><td>Less than 600m²</td><td>2.5m</td><td>2.5m</td><td>2.5m</td></tr><tr><td>600m²–999m²</td><td>3.5m</td><td>3.5m</td><td>3m</td></tr><tr><td>1,000m²–1,999m²</td><td>4.5m</td><td>4.5m</td><td>3m</td></tr><tr><td>2,000m²–3,999m²</td><td>6m</td><td>6m</td><td>3m</td></tr><tr><td>Greater than 4,000m²</td><td>10m</td><td>10m</td><td>3m</td></tr></table>
Despite this clause, Council may vary the minimum setback provided the development complements a high quality landscaped image of neighbouring development or the desired future character of the area.</td><td>Merit

The proposal seeks the provision of a predominant landscape zone width of 7m being observed.

While a numerical dispensation with the 10m width is observed, the ensuing landscape treatment proposed across the site’s frontage, is far superior to that observed across the immediate and broader context.

As made evident across the detailed landscape plan prepared by GEOSCAPES accompanying this application, a dense planting outcome consisting of layered small to large tree planting is proposed across the extent of the sites frontage. This planting is being carried out in conjunction with and to supplement the existing street tree retention which in itself, already contributes positively to the street landscape setting.

For the reasons detailed above, the minimum width for landscaped area control along this ‘non-classified road’, is a control capable of being varied on the grounds that the ensuing landscape resolution is not only far superior to the landscape image across neighbouring properties but will also, set a positive cue for future development across the context.</td></tr>
<tr><td><u>Development must:</u>

(a) retain and protect any existing trees identified by Council on the site and adjoining sites; and

(b) must not change the ground level (existing) within 3m of the base of the trunk or within the dripline, whichever is the greatest.</td><td>Complies

The proposal does seek tree removal of a number of trees located across the northern and western side site peripheries; however, this removal will be suitably offset with the provision of a notable more superior planting outcome that is deemed more conducive to the redevelopment of the land for industrial purposes. This is made evident upon review of the accompanying architectural plan detail prepared by GEOSCAPES.</td></tr>
<tr><td>Development must plant at least one street tree at 5m intervals along the length of the primary and secondary street frontages. Council may vary this requirement in response to proposed tree species, site constraints limit their inclusion or a street tree already exists in good condition.</td><td>Complies

Refer to the landscape plan prepared by GEOSCAPES accompanying this DA.</td></tr>
</table>

Development must plant trees in the landscaped area at a minimum rate of one canopy tree per 30m2 of the landscaped area. The canopy tree must be capable of achieving a mature height greater than 5m.	**Complies** Refer to the landscape plan prepared by GEOSCAPES accompanying this DA.
Where development proposes an outdoor car park with 20 or more car parking spaces, the car park design must include at least one tree per 5 car parking spaces to the following specifications: (a) a tree must be a single trunk species to allow a minimum visibility clearance of 1.5m measured above the ground level (existing); and (b) a tree must be planted in an island bed that is a minimum 2m in width and 4m in length.	**Complies** Refer to the landscape plan prepared by GEOSCAPES accompanying this DA.
<u>Employee Amenities</u> Development must provide an outdoor employee amenity area with a minimum area of 25m2. This area should include a combination of grass, plantings, pavement, shade, and seating to allow employees to engage in a pleasant working environment.	These amenities are provided adjacent to industrial unit 12.
Development must locate the employee amenity area away from sources of intrusive noise (such as loading and servicing, and heavy machinery), dust, vibration, heat, fumes, odour or other nuisances.	This outcome has been achieved.
Section 3 – Building Design	
<u>Façade Design</u> Development must articulate the facades to achieve a unique and contemporary architectural appearance that: (a) unites the facades with the whole building form; (b) composes the facades with an appropriate scale and proportion that responds to the use of the building and the desired contextual character; (c) combines high quality materials and finishes; (d) considers the architectural elements shown in Figure 3a; and (e) considers any other architectural elements to Council's satisfaction.	**Complies** The proposed development introduces a variety of building elements and utilises a visually engaging architectural language with a selection of appropriate materials and finishes. The composition of the development responds to the desired future character of the Light Industrial Precinct in that it will improve accessibility and connectivity within the precinct, will provide a positive contribution to the visual quality of the area and will contribute to the precinct being an activated and vibrant place. The proposed massing of the development provides a high level of modulation in scale between the various buildings within the development whilst also realising the environmental capacity of the site. The design of the proposal involves a dynamic architectural language and a facade treatments with an expansive yet subtle array of materiality that will compliment and improve the character of the area.

	
Development may have predominantly glazed facades provided it does not cause significant glare nuisance.	**Complies** An appropriate balance of glazed to solid built form ratio is observed across the development.
Façade Design (Materials) Development must use: (a) quality materials such as brick, glass, and steel to construct the facades to a development (Council does not permit the use of standard concrete block); and (b) masonry materials to construct a factory unit within a building, and all internal dividing walls separating the factory units.	**Complies** The proposed development introduces a variety of building elements and utilises a visually engaging architectural language with a selection of appropriate materials and finishes as detailed in the architectural package prepared by AZA.
Roof Design Development must incorporate an innovative roof design that: (a) achieves a unique and contemporary architectural appearance; and (b) combines high quality materials and finishes.	**Complies** The proposal adopts a contemporary flat roof typology which ensures that the roof form does not unnecessarily increase the bulk and scale of the development. The form of the roof which tapers across part of its perimeters is consistent with what is an anticipated outcome for this form of development.

Safety and Security The front door to buildings should face the street.	**Complies** Across Level 0, eleven (11) industrial units are provided with a front door oriented towards Bryant Street.
Windows on the upper floors of a building must, where possible, overlook the street.	**Complies** The level 3 office spaces ancillary to industrial units 27 through to 33 and 48 through to 52, are provided with windows that benefit from a direct orientation towards Bryant Street. This outcome will in turn enable casual surveillance to takes place over the public domain.
Access to loading docks or other restricted areas in buildings must only be available to tenants via a large security door with an intercom, code or lock system.	**Complies** This development outcome has been achieved; however, a consent condition may be imposed which can further formalise this requirement.
Unless impractical, access to outdoor car parks must be closed to the public outside of business hours via a lockable gate.	**Complies** This development outcome has been achieved; however, a consent condition may be imposed which can further formalise this requirement.
Development must provide lighting to the external entry paths, common lobbies, driveways and car parks using vandal resistant, high mounted light fixtures.	**Complies** This development outcome has been achieved; however, a consent condition may be imposed which can further formalise this requirement.
General Council must take into consideration the following matters for development in the industrial zones: (a) whether the proposed development will provide adequate off-street parking, relative to the demand for parking likely to be generated; (b) whether the site of the proposed development will be suitably landscaped, particularly between any buildings and the street alignment; (c) whether the proposed development will contribute to the maintenance or improvement of the character and appearance of the locality; (d) whether access to the proposed development will be available by means other	**Complies** As detailed in the accompanying traffic report prepared by CJP, the proposal will provide for the requisite amount of parking relevant to the use as light industrial units. Extensive levels of site landscaping are provided across the sites critical peripheries, most notably along the public/private domain interface along Bryant Street. This is best appreciated upon review of the accompanying landscape plan detail prepared by GEOSCAPES. No conflict will arise with any residential receivers, noting that none are located in relevant proximity to the subject site. The most proximate residential receivers are located to the west of the site along Bryant Street, well

than a residential street but, if no other means of practical access is available, the consent authority must have regard to a written statement that: *(i) illustrates that no alternative access is available otherwise than by means of* *a residential street; and* *(ii) demonstrates that consideration has been given to the effect of traffic* *generated from the site and the likely impact on surrounding residential* *areas; and* *(iii) identifies appropriate traffic management schemes which would mitigate* *potential impacts of the traffic generated from the development on any* *residential environment;* (e) whether goods, plant, equipment and other material used in carrying out the proposed development will be suitably stored or screened; (f) whether the proposed development will detract from the amenity of any residential area in the vicinity; and (g) whether the proposed development adopts energy efficiency and resource conservation measures related to its design, construction and operation.	separated from any future operations on the subject land. In terms of sustainability, the proposed building will incorporate a number of energy and resource conservation outcomes one of which includes the provision of the provision of photovoltaic electricity.
Section 4 – Environmental Management	
<u>Acoustic Privacy</u> Development must: (a) consider the Noise Policy for Industry and the acoustic amenity of adjoining residential zoned land; and (b) may require adequate soundproofing to any machinery or activity that is considered to create a noise nuisance.	**Complies** The proposal is accompanied by an acoustic report prepared by Koikas Acoustics. This report affirms the following: Of the assessed components of noise, the following conclusions have been reached: • Operational noise assessment of the industrial lots to surrounding premises was found to reasonably achieve the project noise trigger levels, provided the recommended noise mitigation measures are implemented. • The design of the mechanical systems is not completed at the DA stage and, therefore, an assessment of noise emission cannot be completed. A detailed review of any significant, high-use industrial mechanical plant shall be prepared by a qualified acoustical consultant if proposed to be used in any of the premises.

	• In our professional opinion, there is sufficient scope within the proposed building design to achieve the applied acoustic planning guidelines and have all factories operate at all hours and days of the week. A detailed review should be prepared by a suitably qualified acoustical consultant/engineer once the proposed use of a factory unit is known.
Pollution Control Development must adequately control any fumes, odour emissions, and potential water pollutants in accordance with the requirements of the relevant public authority.	**Complies** A consent condition may be imposed that formalises this requirement.
Section 5 – Site Facilities	
Storage Areas The storage and use of hazardous materials must comply with the requirements of WorkCover NSW and other relevant public authorities.	**Complies** Having regard to the intended nature of the proposed use, the storage of hazardous goods will not be required. A consent condition may be imposed that further formalises this requirement.
Building Design (Utilities and Services) The location and design of utilities and building services (such as plant rooms, hydrants, equipment and the like) must be shown on the plans.	**Complies** These have been nominated on the accompanying architectural sire plan prepared by AZA.
Utilities and building services are to be integrated into the building design and concealed from public view.	**Complies** Building services have been integrated into the built form, concealed from public view and will not adversely contribute to the street setting.
External lighting to industrial development must give consideration to the impact of glare on the amenity of adjoining residents.	**Complies** Given the generous levels of separation between the proposed development and any proximate residential uses which are located to the west of the site along Bryant Street, no adverse impact is deemed to result.
Council may require development to include public domain improvements to an adjacent footpath in accordance with a design approved by Council's Landscape Architect.	**Complies** A consent condition may be imposed that formalises this requirement.
Building Design (Substations) The location and design of substations must be shown on the plans.	**The precise location will be determined by a level 3 electrical engineer. Having regard to the generous proportions of the site, there is**

	no reason to suspect that any future substation cannot be located behind the front building line.

Table 3: Canterbury Bankstown Development Control Plan 2023 Compliance Table

6. ENVIRONMENTAL IMPACT ASSESSMENT

This chapter includes an assessment of the environmental effects of the proposed development as described in the preceding sections of this report. The assessment includes those matters under section 4.15(1) of the EP&A Act that are relevant to the proposal.

6.1 Built Environment

6.1.1 Context and Setting

The subject site is zoned for industrial development and the proposal will replace an outdated building with a modern industrial unit complex which will better suit the needs of small business and at the same time enhance employment opportunities within the Canterbury Bankstown LGA.

The design and density of the development is generally consistent with that which is anticipated for the site under the relevant planning controls. The proposed development is responsive to the emerging scale and character of buildings throughout the wider locality of the Padstow industrial area.

The proposed development also incorporates appropriate design elements to ameliorate potential amenity impacts to adjoining properties, including the built form siting and orientation of the industrial units and associated car parking and vehicular circulation areas. The provision of a high quality landscaping including trees, shrubs and groundcovers within the front and rear building setbacks will also positively contribute to the setting.

6.1.2 Site Planning and Architectural Design

The impact of the proposal with respect to site planning and architectural design is positive. The built form and massing of the proposal is the result of a considered analysis of the context of the site and the desire to deliver a positive urban design outcome with strong internal legibility.

The front elevation will provide an attractive contemporary industrial aesthetic. The proposal will create an engaged ground floor plane to Bryant Street including high quality landscaping. The development exhibits a high level of environmental performance, provides a high level of amenity for workers and an attractive contemporary architectural expression.

6.1.3 Siting, Bulk and Scale

The proposed building is sited in a manner that is compatible with the footprints of the existing buildings on the adjoining properties immediately to the east and west of the site. In this regard, it adopts front and rear setbacks that are commensurate with those exhibited by the existing adjoining buildings.

Whilst the proposed development essentially comprises a single building, it may be perceived as three (3) more discreet built forms as a result of the design of the car parking areas on the upper levels essentially as ‘breezeways’. This design element has a significant impact in reducing the bulk and scale of the built form when viewed from the street and the rear of the site.

6.1.4 External Appearance

The proposed building will make a positive contribution to the existing streetscape character as a result of its front facade incorporating a mix of building materials, significant articulation including horizontal/vertical elements, varying building alignments, recesses and variations in the roofline.and a palette of contrasting neutral colours.

The proposed street presentation is accentuated as a result of its orientation and direct linkage to the street and demarcation by way of accent planting and architectural features.

6.1.5 Public Domain

The subject site's presentation in a streetscape context will be significantly enhanced, as a consequence of its redevelopment in the form of a modern, architecturally designed building which responds positively to the future desired built form characteristics for contemporary industrial development.

6.1.6 Building and Construction

The ability of the proposed development to comply with the provisions of the AED Group has been demonstrated in the BCA Assessment prepared by Nest Consulting.

A final construction management plan ('CMP') will be prepared by the appointed contractor, once the terms of any development consent granted by the council are known. Accordingly, it is anticipated that the council will include appropriate conditions within any consent notice requiring the preparation and approval of a CMP prior to works commencing.

6.1.7 Utilities

Existing utility services will adequately service the development with the necessary upgrades.

6.2 Natural Environment

6.2.1 Tree Removal/Landscaping

All existing vegetation on the site is to be removed. None of this vegetation is of particular significance from a biodiversity perspective or in terms of its contribution to the tree canopy in the locality. The large eucalyptus trees within the road verge immediately adjoining the site are to be retained in conjunction with the development.

High quality landscaping is proposed throughout the site in accordance with the detailed landscape plan prepared by GEOSCAPES Architects and accompanying the DA.

6.2.2 Water Management

On-site stormwater drainage is to be provided in accordance with the stormwater drainage plan prepared by SYJ Consulting and accompanying the DA.

Stormwater runoff from the roof areas of the proposed building will be conveyed to an on-site detention tank located at the ground floor level under the driveway ramp, prior to its discharge to the existing kerb inlet pit located in Bryant Street. Stormwater runoff from the car parking areas, internal driveways and landscaping will be conveyed directly to the abovementioned kerb inlet pit. The on-site stormwater drainage system will also include a variety of water quality measures including filter cartridges, trash screens and conventional stormwater pits.

6.2.3 Demolition and Construction Waste Management

The demolition, vegetation clearance, excavation and construction works will generate large quantities of waste material over the life of the building works program. The most substantial waste output will be the soil/bedrock material to be excavated and transported from the site. The destination of the material will depend upon whether it can be certified as clean material and utilised on other development sites. Material that is unable to be certified as ENM will be disposed of at the nearest licensed facility.

Demolition and construction waste generated will include bricks, timber, concrete, glass, plastics and sheet metal. Estimates around the quantity of these materials are provided in the waste management plan prepared by AZA and accompanying this DA.

6.2.4 Air and Microclimate

Some dust emissions are anticipated during the demolition, excavation and construction stages of the development. This impact can be managed through measures such as wetting down work areas/stockpiles, stabilising exposed areas, preventing material tracking out onto public roadways, covering loads on all departing trucks and working according to weather conditions. The proposal is otherwise not expected to give rise to any long term or adverse impacts on local or regional air quality. A final CMP will be provided by the builder, once appointed, prior to the issue of the Construction Certificate for the development.

6.2.5 Waste Management

A waste management plan related to demolition and construction waste has been prepared by AZA and accompanies this application.

6.2.6 Soil and Erosion Control

The building works (including demolition, excavation and construction works) have the potential to create adverse impacts on downstream water quality and the health of surrounding native vegetation and to result in erosion and sedimentation. Key areas of concern include:

1. Stormwater Drainage Infrastructure Inlets
2. Construction Exit Protection
3. Downstream Site Boundaries
4. Sediment Runoff

The following mitigation measures are proposed to minimise adverse environmental impacts in this respect:

- Sandbag protection is to be installed surrounding existing stormwater drainage infrastructure inlets to prevent sediment entering the system;
- Shaker grid and wash down facilities are to be installed at all entry/exits of the construction site;
- All vehicles leaving the site are to have their wheels washed down and exit over the shaker grid to remove any spoil collected; and
- Sediment fences are to be installed on all downstream boundaries to collect sediment and prevent it from discharging onto downstream properties.

Additionally, impacts from earthworks will be managed in accordance with a construction management plan, to be developed by the building contractor prior to the issue of a construction certificate. This plan is likely to contain the following mitigation procedures to manage sedimentation and impacts from soil disturbance:

- Bunding of sediment basins and siltation fencing to be installed;
- Stockpiles of soil to be bunded, covered and wet-down to limit impacts from dust;

- Works to not occur during times of high wind events or prior to major storms;
- Excess cut material is to be transported from the site as soon as practicable after completion;
- All excavation works should be undertaken in accordance with an approved staging/scheduling plan which is regularly updated by the site manager; and
- Site fencing is to be maintained around the perimeters to restrict access to the general public.

6.3 Environmentally Sensitive Design

The NSW Land and Environment Court has established the following six (6) principles for ecologically sustainable development ('ESD'):

1. *The principle of sustainable use;*
2. *The principle of integration;*
3. *The precautionary principle;*
4. *Intergenerational and intragenerational equity;*
5. *Conservation of biological diversity and ecological integrity; and*
6. *Internalisation of external environmental costs.*

The proposal's consistency with the above ESD principles is addressed as follows:

Sustainable Use

The construction and ongoing operational use of the development will need to be mindful of incorporating sustainable and renewable materials so as to limit its impact on the environment. This includes the use of sustainable building materials, the considered storage, treatment and recycling of waste and water, as well as the use of energy efficient appliances to conserve electricity.

Integration

The principle of integration is founded in properly considering and balancing the economic and environmental outcomes of development. In other words, the economic drivers behind a development should not compromise the achievement of environmental outcomes. The applicant is an established developer. Whilst the proposed development will be underpinned by the achievement of certain economic outcomes, the proponent is committed to ensuring environmental efficiencies throughout the construction and operational phases. These include amongst things:

- Utilising sustainable building materials;
- Utilising recyclable materials in operations;
- Incorporating resilient landscaping, water and building materials;
- Delivering design outcomes that decrease reliance on power for heating and cooling; and
- Managing waste such that materials can be efficiently recycled and re-used.

Precautionary Principle

The proposal is unlikely to cause any serious, irreversible or damaging impacts to the natural environment. This application has suitably demonstrated principles and methods of ensuring impacts are avoided and instilling a level of confidence that the building can be developed in a considered way. Any damaging impacts will be identified with clear mitigation measures to reduce impacts if needed.

Inter and Intra Generational Equity

This principle requires that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. In the first instance, the development proposed is of significant benefit to current and future generations in that it delivers high quality light industrial spaces in an accessible and sustainable location. The development will be undertaken with consideration of the highest standards

and procedures for building and land use currently available. The use of new technologies, services and infrastructure has been and will continue to be investigated to ensure the longevity of the building and its light industrial use.

Conservation of biological diversity and ecological integrity

The applicant is committed to sourcing and utilising sustainable materials, particularly those materials that are naturally sourced and are renewable.

Internalisation of external environmental costs

This principle requires the consideration of environmental costs in the short and long term operation of the development. The construction management plan to be provided at the construction certificate stage will include environmental goals to limit impacts on and costs to the environment. These goals will need to be regularly assessed and solutions to promote reductions in environmental impacts should be continually revised and updated.

6.4 Social and Economic Impacts

The proposed development will generate a range of positive social and economic impacts, as follows:

- redevelopment of an underutilised site to its full potential, thereby contributing more substantially to the economic viability and productivity of the surrounding industrial locality;
- delivery of an additional 52 new Industrial units in a highly accessible and sustainable location, to supplement the existing warehousing stock in the Padstow industrial area;
- enhancement of the economic productivity of the Padstow industrial area through the addition of small businesses that will occupy the building;
- provision of more affordable, smaller industrial units with ancillary office space, to meet the diverse needs of the business community and, more particularly, small businesses and start-up businesses;
- creation of additional job opportunities during the construction phase of the development and with the ongoing occupation of the building by small businesses; and
- delivery of a development which supports ESD principles including energy efficiency, water conservation and waste minimisation.

6.5 The Public Interest

The proposed development will promote employment as a result of the additional job opportunities created during the construction phase of the development, along with the ongoing occupation of the building by small businesses. The proposed development also delivers more affordable, smaller industrial units to meet the diverse needs of the business community and, more particularly, small businesses and start-up businesses. The proposed development is situated in a highly accessible location that will encourage the use of public transport, whilst at the same time being sufficiently isolated from residential land uses so as to avoid adverse impacts on their residential amenity.

For these reasons, the proposed development is consistent with the public interest.

7. CONCLUSION

The proposed development will facilitate the comprehensive redevelopment of a well located and currently underutilised site, with close proximity to the main road network and public transport, as well as the major commercial hubs of the lower north shore.

A detailed assessment of the environmental impacts of the proposal has been provided in accordance with Section 4.15(1) of the EP&A Act and the proposal is found to be suitable for the site.

The proposal is generally consistent with the relevant environmental planning instruments and development control plan applying to the site. In particular, the proposal is permissible with consent and consistent with the objectives for development in the IN2 Light Industrial zone as prescribed in the Canterbury Bankstown LEP. The few minor variations to the controls in the Canterbury Bankstown DCP have been adequately justified by appropriate arguments addressing the relevant objectives and the particular circumstances of the case.

Further, a number of significant benefits will arise from the proposed development which include:

- redevelopment of an underutilised site to its full potential, thereby contributing more substantially to the economic viability and productivity of the surrounding industrial locality;
- delivery of an additional 52 new industrial units in a highly accessible and sustainable location, to supplement the existing warehousing stock in the Padstow industrial area;
- enhancement of the economic productivity of the Padstow industrial area through the addition of small businesses that will occupy the building;
- provision of more affordable, smaller industrial units, to meet the diverse needs of the business community and, more particularly, small businesses and start-up businesses;
- delivery of a built form of high architectural design quality and an appropriate ‘fit’ for its setting, taking into account the prescribed standards and supplementary controls pertaining to this form of development;
- delivery of a highly articulated built form, with variations in building alignments, facade treatments, roof forms and external materials/finishes which will serve to create visual interest;
- delivery of high quality on-site landscaping to soften and complement the proposed built form and enhance the existing streetscape character; and
- delivery of a development which supports ESD principles including energy efficiency, water conservation and waste minimisation.

In light of the merits of the proposed development and in the absence of any significant environmental impacts, it is without hesitation that we respectfully recommend this application for development consent.

DISCLAIMER

This report incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of BMA Urban Pty Ltd's opinion in this report. BMA Urban prepared this report on the instructions, and for the benefit only, of Australia Silver Lake Gamma Pty Ltd **(Instructing Party)** for the purpose of the Statement of Environmental Effects **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, BMA Urban expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to BMA Urban at the date of this report, and upon which BMA Urban relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which BMA Urban has no control.

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This report has been prepared with due care and diligence by BMA Urban and the statements and opinions given by BMA Urban in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.