

Statement of Environmental Effects

Alterations and additions to existing
industrial facility

136 Carrington Street, Revesby

PREPARED FOR
Orora Limited




APRIL 2024
MECONE.COM.AU

Project Director

Georgia Sedgmen

Contributors

Kelly Coyne
Luke Zajac

REVISION	REVISION DATE	STATUS	AUTHORISED: NAME & SIGNATURE
A	21 March 2024	Draft	Georgia Sedgmen 
B	24 March 2024	Final	Georgia Sedgmen 
C	15 April 2024	Revised	Georgia Sedgmen 

* This document is for discussion purposes only unless signed and dated by the persons identified.
This document has been reviewed by the Project Director.

Contact

MECONE

Level 15, 6 Hassall Street
Parramatta NSW 2150

westernsydney@mecone.com.au
mecone.com.au

© Mecone

All Rights Reserved. No part of this document may be reproduced, transmitted, stored in a retrieval system, or translated into any language in any form by any means without the written permission of Mecone. All Rights Reserved. All methods, processes, commercial proposals, and other contents described in this document are the confidential intellectual property of Mecone and may not be used or disclosed to any party without the written permission of Mecone.



Table of Contents

1	Introduction.....	4
1.1	Supporting Materials.....	4
2	The Site.....	5
2.1	Location and Description	5
2.2	Consent History	9
3	The Proposal.....	9
3.1	Summary	9
3.2	Car Parking and Access	13
3.3	Civil and Stormwater Works	14
3.4	Waste Management.....	14
4	Statutory Assessment	15
4.1	Environmental Planning Instruments.....	15
4.2	Draft Environmental Planning Instruments	18
4.3	Development Control Plans.....	18
4.4	Applicable Planning Agreements.....	22
4.5	Applicable Provisions of the Regulations	22
4.6	Community Consultation and Public Submissions	22
5	Environmental Assessment	23
5.1	Traffic and Transport	23
5.2	Contamination.....	25
5.3	Stormwater	25
5.4	Waste.....	25
5.5	Noise.....	25
6	Site Suitability and Public Interest	26
6.1	Site Suitability	26
6.2	Public Interest.....	26
7	Conclusion	27



Schedule of Figures and Tables

Figure 1 – Application site.....	5
Figure 2 – View of the Site from Carrington Street.....	7
Figure 3 – Adjoining industrial development at 91 Carrington street.....	7
Figure 4 – Adjoining industrial development at 128 carrington street.....	8
Figure 5 – Existing industrial development on sight	8
Figure 6 – Proposed Site Plan with area of works circled	11
Figure 7 – 3D Substation View	12
Figure 8 – 3D Mechanical Plant Room View	13
Figure 9 – 3D Storage Area View	13
Figure 10 – Additional Parking Spaces.....	14
Figure 11 – Swept path diagram.....	24
Table 1 – Supporting documentation	4
Table 2 – Site Descripton.....	5
Table 3 – Consent History	9
Table 4 – Proposed Development Summary	9
Table 5 – Assessment of CBLEP 2023	15
Table 6 – Assessment of Chapter 6 of Biodiversity and Conservation SEPP.....	17
Table 7 – Canterbury-Bankstown Comprehensive DCP Compliance Assessment	18



1 Introduction

This Statement of Environmental Effects (SEE) has been prepared by Mecone Group Pty Limited on behalf Orora Limited to support a Development Application (DA) to Canterbury-Bankstown Council (Council) for alterations additions to an existing industrial facility at 136 Carrington Street, Revesby (the site).

This application is made under Section 4.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), and this SEE has been prepared in accordance with the Approved Form as required by clause 24 of the *Environmental Planning and Assessment Regulation 2021* (Regulations). This SEE includes an assessment of the proposed development in relation to the matters for consideration set out under section 4.15 of the EP&A Act and should be read in conjunction with the accompanying documentation.

Specifically, this SEE provides the following information:

- analysis of the site and context;
- description of the proposal;
- assessment of the proposal against relevant environmental planning instruments and development control plan;
- assessment of the proposal's environmental impacts; and
- identification of mitigation measures where required.

The proposed development is permissible in the IN2 Light Industrial zone under the *Canterbury-Bankstown Local Environmental Plan* (CBLEP) 2023 and is generally consistent with the provisions of the *Canterbury-Bankstown Development Control Plan* (CBDCP) 2023. The application does not result in any unacceptable impacts, will promote the orderly, beneficial and economic development of industrial land, and will enable more efficient operations at the site.

1.1 Supporting Materials

This application is supported by and should be read in conjunction with, the following specialist drawings and reports identified in Table 1.

TABLE 1 – SUPPORTING DOCUMENTATION

ATTACHMENT NO.	ITEM	AUTHOR
1	Site Survey	Sydney Surveyors
2	Architectural Plans	Graham Nicholas
3	Cost Report	Rider Levett Bucknall
4	Traffic Impact Assessment	O'Brien Traffic
5	Waste Management Plan	GN Projects
6	Civil and Stormwater Plans	Tek Civil



2 The Site

2.1 Location and Description

The site is located at 136 Carrington Street, Revesby and is currently developed with three industrial buildings and associated hardstand, used for by Orora Beverages for industrial purposes. An aerial image and summary of key site characteristics are provided below.



FIGURE 1 – APPLICATION SITE

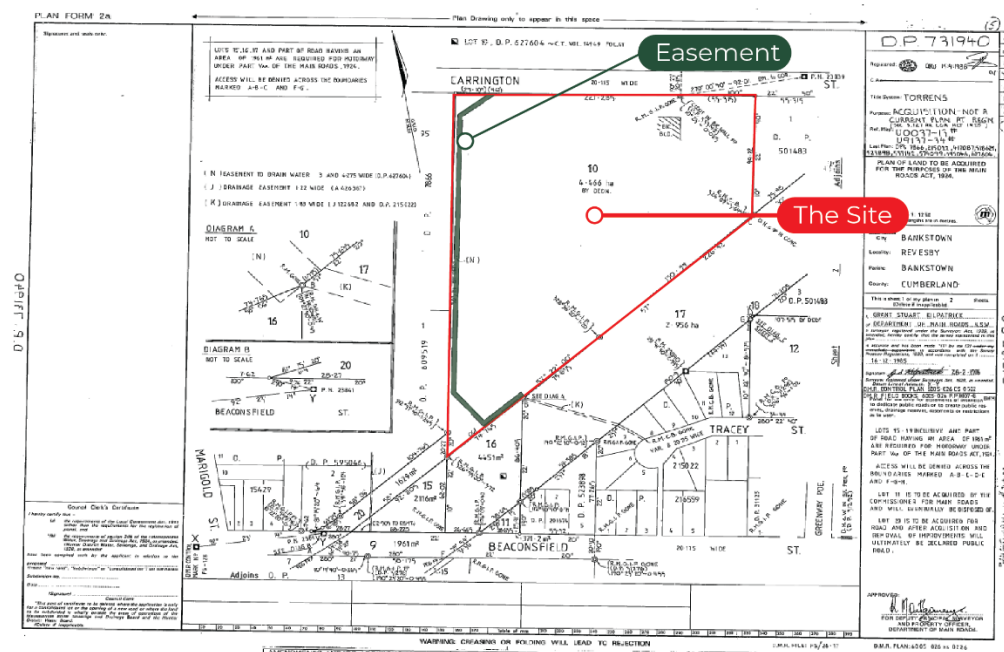
Source: Mecone Mosaic

TABLE 2 – SITE DESCRIPTON

ITEM	DESCRIPTION
Site Address	136 Carrington Street, Revesby
Legal Description	Lot 10 DP 731940
Site Area	4.47 ha
Shape	Irregular
Access	Three vehicular access driveways to Carrington Street One vehicular driveway to Beaconsfield Street



ITEM	DESCRIPTION
Existing development	<p>3 x industrial buildings and associated car park currently used by Orora Beverages as a packaging plant. The buildings are used for:</p> <ul style="list-style-type: none"> Building A – Manufacturing building with ground floor area of 11,347sqm. Building B: Manufacturing building with ground floor area of 8,598sqm. Building C: Warehouse building with ground floor area of 6,262sqm.
Topography	The site slopes by 6m on a north -westerly aspect.
Adjoining Development	<p>The site is located within the Revesby industrial area, characterised by industrial development. A summary of surrounding development is provided below:</p> <ul style="list-style-type: none"> North – IN1 General Industrial zoned land developed for two storey industrial buildings opposite Carrington Street South –M5 Motorway Corridor East – Part one, part two storey industrial building at 128 Carrington Street West – IN1 Industrial zoned land developed with two storey industrial buildings.
Easements	A 3m-4.3m wide easement to drain water traverses the western boundary of the site.



Photos of the site and immediate surrounds are provided below.





FIGURE 2 – VIEW OF THE SITE FROM CARRINGTON STREET
 Source: Google Maps



FIGURE 3 – ADJOINING INDUSTRIAL DEVELOPMENT AT 91 CARRINGTON STREET
 Source: Google Maps





FIGURE 4 – ADJOINING INDUSTRIAL DEVELOPMENT AT 128 CARRINGTON STREET

Source: Google Maps



FIGURE 5 – EXISTING INDUSTRIAL DEVELOPMENT ON SITE

Source: Google Maps



2.2 Consent History

The site has an extensive consent history with records dating back to the 1990s. A summary of recent applications is provided below.

TABLE 3 – CONSENT HISTORY

DA	DETERMINATION	DESCRIPTION
DA-24/2021/A	03/06/2021	Delete condition 4 and amend condition 6 (both relating to BCA building upgrades) [Section 4.55(1A)]
DA-24/2021	12/03/2021	Consolidation of existing lots and strata title subdivision. Condition 32 requires the provision of 108 car parking spaces on site.
DA-761/2020	Refused	Boundary adjustment
CD-185/2017	050/05/2017	Internal plant upgrade

It should be noted that the subdivision consent granted under DA-24/2021 has not been progressed.

3 The Proposal

3.1 Summary

The application seeks approval for additions to the existing industrial facility, specifically:

Alterations and additions to the existing industrial development including construction of a substation, mechanical plant room and storage areas, relocation of water tower and car parking spaces, installation of bollards, increased hard stand area, and alterations to Buildings B and C. well as associated.

Table 2 below provides a summary description of the proposal. Further detail is provided in the subsections below.

TABLE 4 – PROPOSED DEVELOPMENT SUMMARY

ITEM	DESCRIPTION
Use	Light industrial premises
Cost	\$3,171,095 excl. GST
Demolition	<p>Demolition works in the area immediately east of the existing Building B, including:</p> <ul style="list-style-type: none">• Demolition of three existing roller doors and metal cladding above• Demolition of various built form elements including concrete hump, metal pit, concrete ramp, sliding hatch, retaining wall, posts and corrugated metal shed• Removal of 190sqm landscaped area, reducing total landscaped area from 5,706sqm (12.8%) to 5,516sqm (12.3%). <p>Demolition works in the area immediately north of the existing Building C, including:</p> <ul style="list-style-type: none">• Demolish existing ramp, metal cage, raised floor, door, staircase, vent, bollards and guard rail.



ITEM	DESCRIPTION
Built Form	<p>Built form works are proposed in the area immediately east of the existing Building B, including:</p> <ul style="list-style-type: none"> • Building B wall to be filled in with bricks to match existing facade • 1x new substation building • 1x new mechanical plant room • 190sqm of new hardstand • Relocation of water cooling tower, fire door and fire hose reel <p>Built form works are also proposed immediately north of the existing Building C, including:</p> <ul style="list-style-type: none"> • Construction of two storage structures • Installation of bollards <p>It is noted that the metal shed previously located in the location of the proposed storage sheds has been recently removed.</p>
Height	<p>No changes are proposed to the overall building height.</p> <p>The substation provides a total height of 3.9m.</p> <p>The mechanical plant room provides a total height of 4.7m.</p> <p>The storage areas provide a total height of 8m.</p>
Landscape Area	Slight decrease in landscaped area of 190sqm.
Parking	<p>Relocation of 6 car parking spaces</p> <p>Addition of 1 car parking space</p>
Hours of Operation	No change to existing operational hours.

The substation, mechanical plant room and storage areas are required to service existing operations in the facility. The storage areas are intended to house a future upgrade to the site's wastewater treatment plant, however this is subject to further detailed design and a separate DA.

Extracts of the proposed site plan, and 3D views of the works are provided in the figures below. Refer to the Architectural plans submitted with the application for further details.



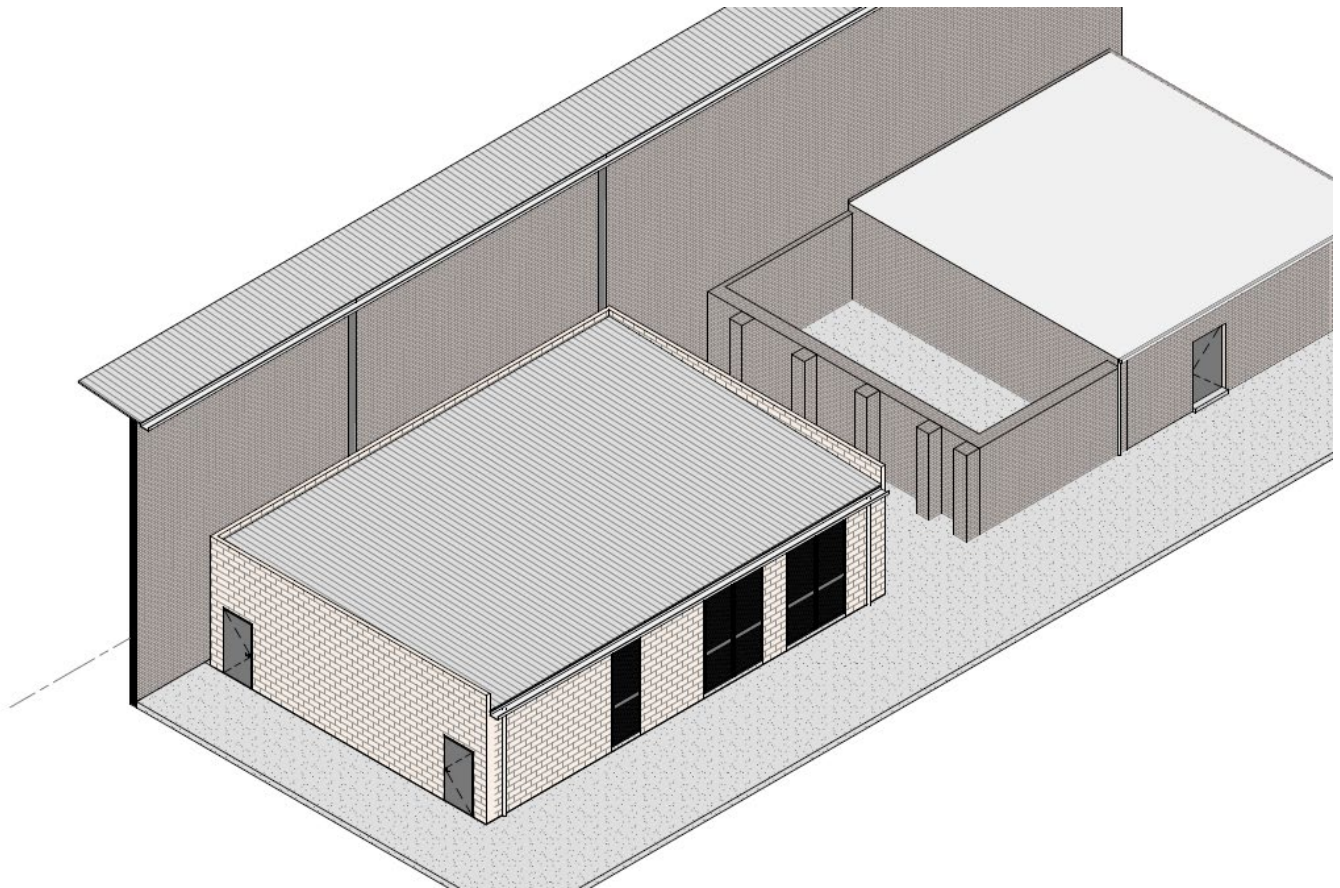


FIGURE 7 – 3D SUBSTATION VIEW
 Source: Graham Nicholas Pty Ltd

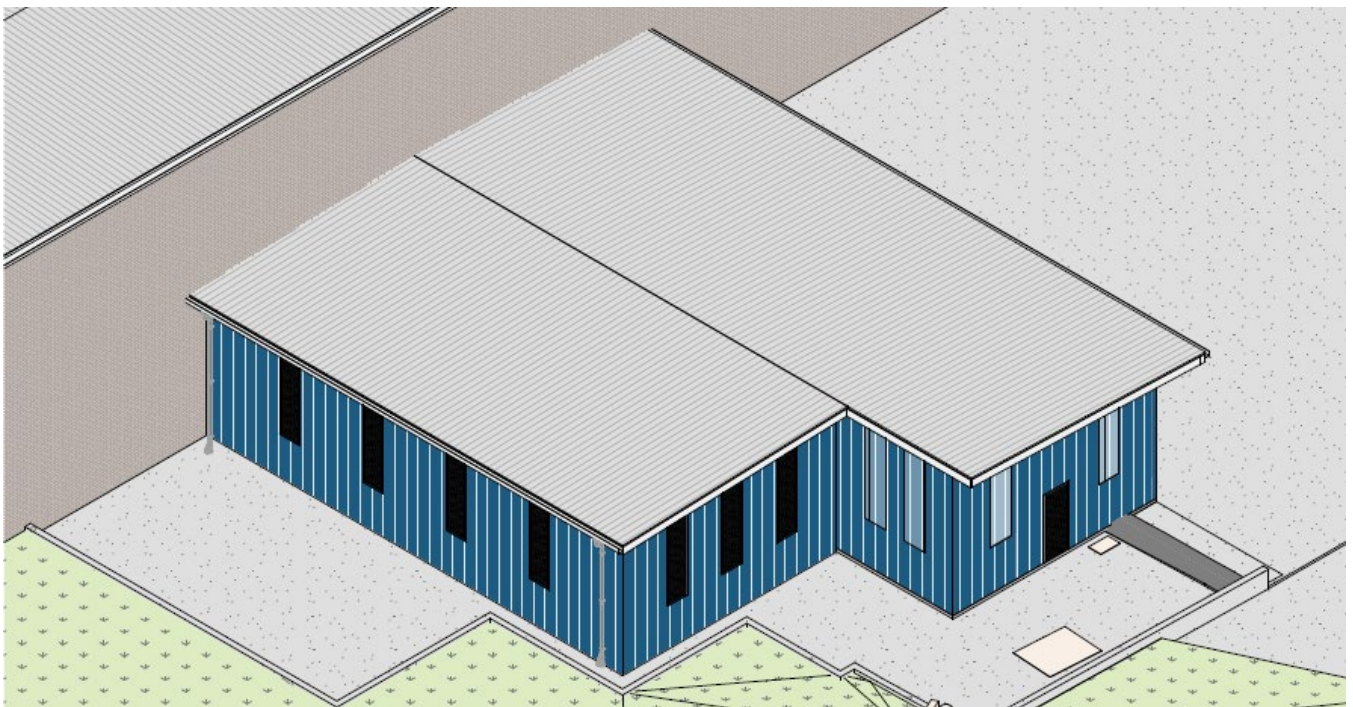


FIGURE 8 – 3D MECHANICAL PLANT ROOM VIEW

Source: Graham Nicholas Pty Ltd

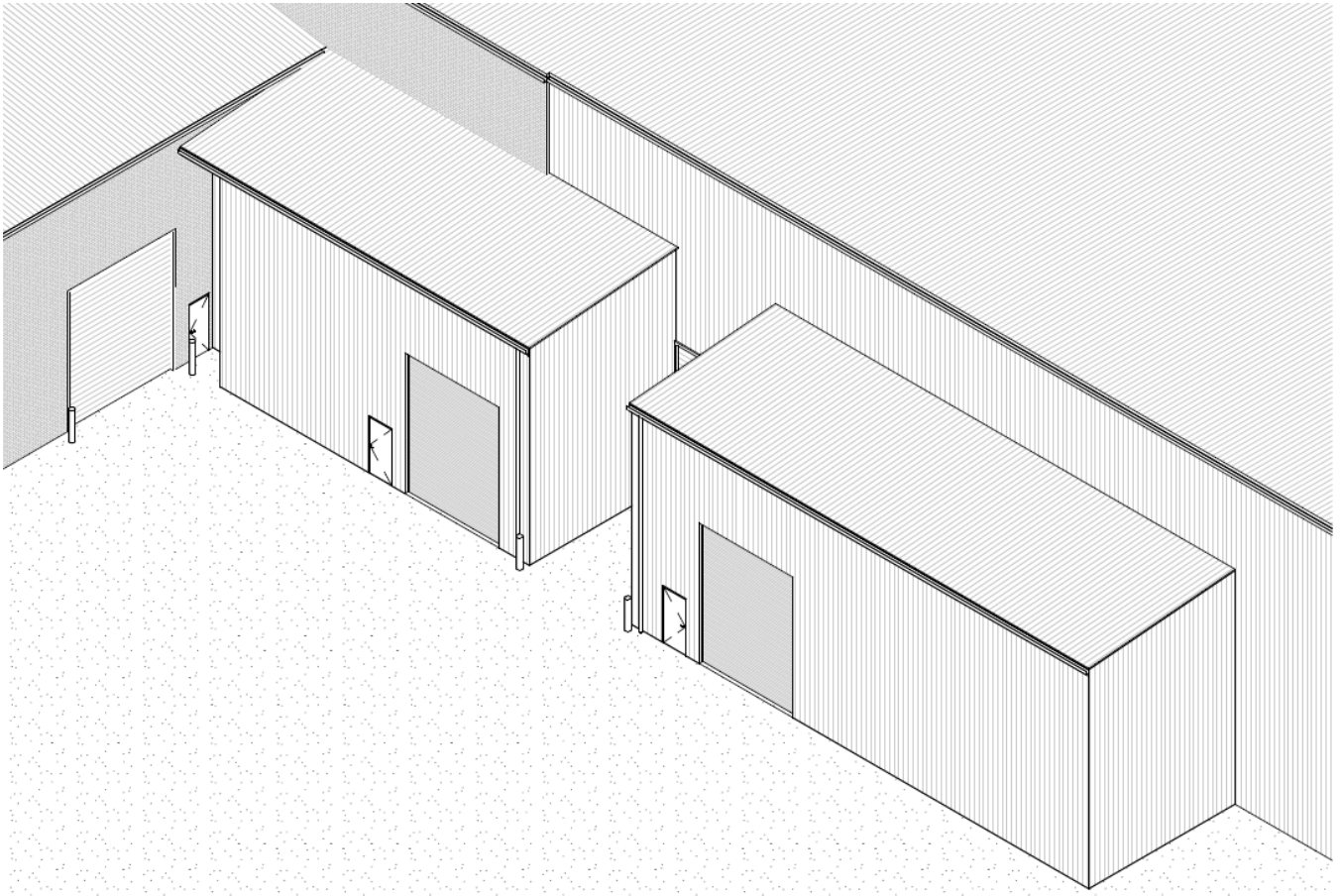


FIGURE 9 – 3D STORAGE AREA VIEW

Source: Graham Nicholas Pty Ltd

3.2 Car Parking and Access

The proposed substation and mechanical plant room require the relocation of six (6) car parking spaces, whilst the addition of the two storage rooms require one (1) additional car parking space. A total of seven (7) car parking spaces will be marked along the western boundary of the site, adjacent to existing spaces. The total number of car parking spaces on site will increase from 108 to 109.

No change to site access arrangements is proposed. Swept path diagrams have been provided by O'Brien Traffic consultants confirming B-Double access and circulation through the site is maintained.

Figure 10 below illustrates the location of the proposed car parking spaces.



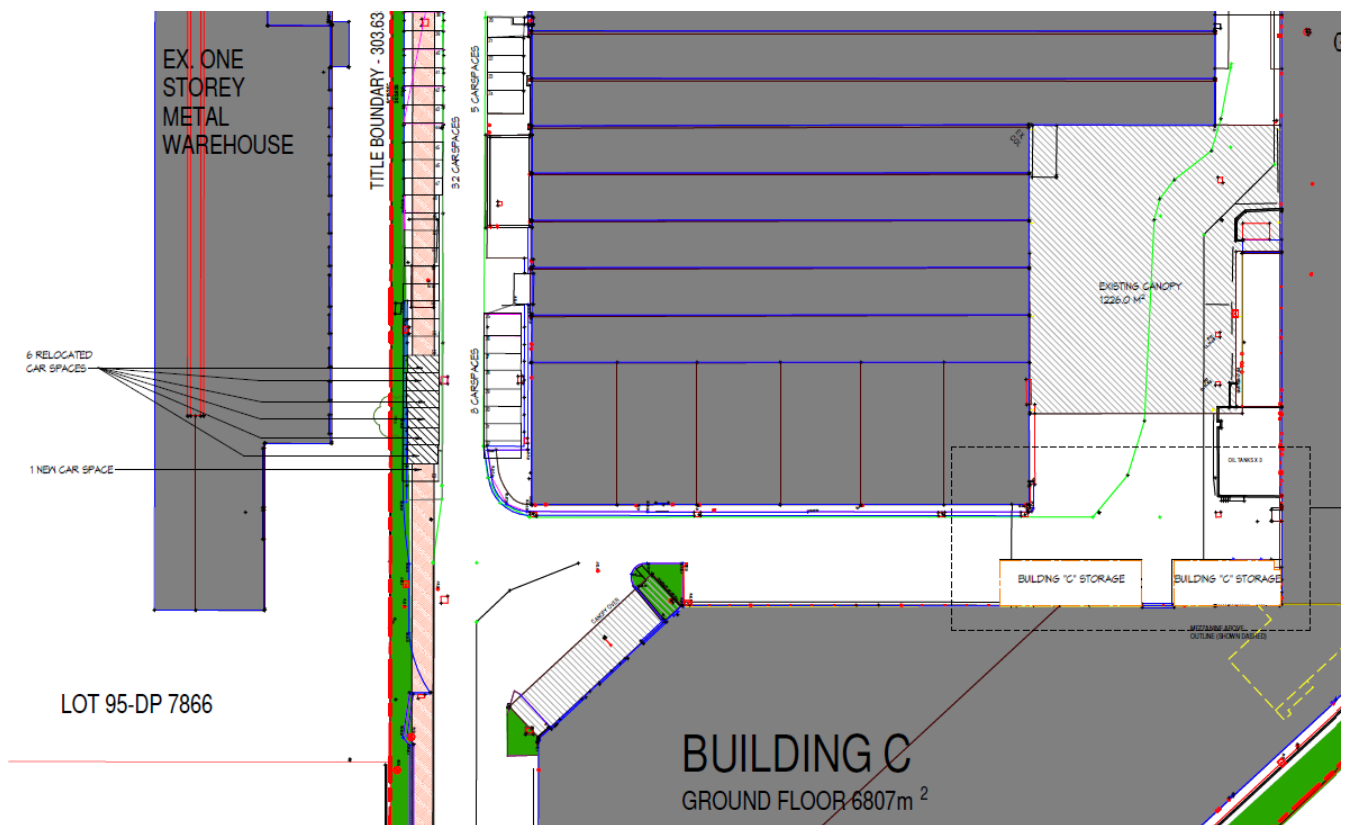


FIGURE 10 – ADDITIONAL PARKING SPACES

Source: Graham Nicholas

3.3 Civil and Stormwater Works

The proposed alterations and additions will mostly be located on existing hardstand areas and will be connect into existing stormwater infrastructure on the site. A concept stormwater management plan has been prepared by Tek Civil and is provided under separate cover. The plan shows stormwater arrangements of the proposed structures, as well as the relevant stormwater calculations.

3.4 Landscaped Area

The proposed mechanical plant room requires the removal of 190sqm of soft landscaped rea, currently consisting of turf. Whilst multiple design options were tested to avoid the removal of the soft landscaped area, it was the only reasonable option from a site operational perspective. Extension of the existing plant room onto the adjoining hardstand area would require the removal of additional car parking spaces, relocation of the waste bin bay and affect circulation arrangements for this portion of the site. A landscape plan has been submitted confirming that the turfed area will be reinstated if disturbed, and that existing levels will be maintained.

3.5 Waste Management

Negligible construction or operational waste is expected to be generated by the minor additions. Waste generated, will be processed by Orora's existing waste management arrangements, as detailed in the Waste Management Plan submitted with the DA package. All waste management will be disposed of in an appropriate manner and is not likely to result in any adverse impacts.



4 Statutory Assessment

This section provides an assessment of the proposal against key relevant provisions contained in the EP&A Act, including section 4.15, the EP&A Regulations and in relevant environmental planning instruments, including state environmental planning policies (SEPPs) and the applicable development control plan.

4.1 Environmental Planning Instruments

4.1.1 Canterbury-Bankstown Local Environmental Plan 2023

The *Canterbury-Bankstown Local Environmental Plan (LEP) 2023* is the principal planning instrument applicable to the site. The table below provides a summary of the key development standards that apply to the site under the Canterbury-Bankstown LEP 2023.

Land Use Table

The site is zoned IN2 Light Industrial under the Canterbury-Bankstown LEP 2023. The existing site is used by Orora Beverages for the purposes of packaging and distributing a range of drink products. Existing operations are best defined as **light industry** under the CBLEP 2023. This is identified as a permissible land use with consent in the IN2 zone under the CBLEP 2023. The definition is provided below.

Light industry means a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise, and includes any of the following—

- (a) high technology industry,
- (b) home industry,
- (c) artisan food and drink industry,
- (d) creative industry.

The proposed additions to the existing use are minor in nature and are not considered likely to interfere with the amenity of the neighbourhood. No change to the existing land use classification is expected as a result of the works.

The application is assessed with regard to the relevant objectives of the IN2 zone as follows;

- To provide a wide range of light industrial, warehouse and related land uses.
- To encourage employment opportunities and to support the viability of centres.
- To minimise any adverse effect of industry on other land uses.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To support and protect industrial land for industrial uses.
- To promote a high standard of urban design and local amenity.

The proposal will not result in any adverse impacts on the subject site and the surrounding industrial area. The additional substation and compressor will allow for greater efficiency in operations of the existing facility. The proposal aligns with all the objectives that are outlined within the IN2 zone.

A summary of the proposal against key development standards is provided below.

TABLE 5 – ASSESSMENT OF CBLEP 2023



CLAUSE	DESCRIPTION	ASSESSMENT
4.1 Minimum lot size	The site is subject to a minimum lot size control of 1000sqm.	N/A No subdivision is proposed.
4.4 Floor Space Ratio	The site is subject to an FSR control of 1:1.	Complies. The additions are most appropriately classified as plant, and are therefore excluded from the GFA definition under the Standard LEP. The additional storage areas consists 182.5sqm. The development provides a total GFA of 28,106sqm, against the site area of 44,600sqm. This equates to an FSR of 0.63:1, complaint with the 1:1 control.
6.1 Acid Sulphate Soils	The site is located on Class 5 Acid Sulphate Soils	Noted. No earthworks are proposed.
6.3 Stormwater management and water sensitive urban design	<p>(1) 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.</p> <p>(2) This clause applies to land in Zones R2, R3, R4, B1, B2, B4, B5, B6, B7, IN1, IN2, SP1, SP2, RE1 and RE2.</p> <p>(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development—</p> <p>(a) is designed to maximise the use of water permeable surfaces on the land having regard to the soil characteristics affecting on-site infiltration of water, and</p> <p>(b) includes, if practicable, on-site stormwater retention for use as an alternative supply to mains water, groundwater or river water, and</p> <p>(c) avoids significant adverse impacts of stormwater runoff on the land on which the development is carried out, adjoining properties and infrastructure, native bushland and receiving waters, or if the impact cannot be reasonably avoided, minimises and mitigates the impact, and</p> <p>(d) includes riparian, stormwater and flooding measures, and</p> <p>(e) is designed to incorporate the following water sensitive urban design principles—</p> <p>(i) protection and enhancement of water quality, by improving the quality of stormwater runoff from urban catchments,</p>	<p>Complies.</p> <p>(1) The additions are located on existing hardstand areas and will connect to approved stormwater arrangements on site. An additional 190sm of hardstand is proposed, a minor amount given the total site area of 44,600sqm. The works will result in a negligible increase to the quantity of stormwater on site, and negligible decrease to water quality.</p> <p>(2) The site is zoned IN2.</p> <p>(3) (a) The works increase site hardstand by 190sqm, with most works located on existing hardstand areas to reduce the removal of permeable surfaces.</p> <p>(3) (b) Existing stormwater arrangements are maintained.</p> <p>(3) (c) Due to the minor increase of hardstand on site, and connections to existing stormwater infrastructure, negligible stormwater impacts are expected.</p> <p>(3) (d) The development includes the required stormwater infrastructure to connect the new works to existing stormwater infrastructure.</p> <p>(3) (e) (i) Negligible impacts to stormwater quality are expected. Upgrading existing stormwater infrastructure across the site is out of the scope of this application.</p> <p>(3) (e) (ii) Negligible impacts to water balance and groundwater is expected.</p> <p>(3) (e) (iii) Negligible impacts to stormwater quality are expected. Upgrading existing stormwater infrastructure across the site is out of the scope of this application.</p>



-
- (ii) minimisation of harmful impacts of urban development on water balance and on surface and groundwater flow regimes,
 - (iii) integration of stormwater management systems into the landscape in a way that provides multiple benefits, including water quality protection, stormwater retention and detention, public open space and recreational and visual amenity.
-

4.1.2 State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 4 of *State Environmental Planning Policy (Resilience and Hazards) 2021* (Resilience and Hazards SEPP) contains provisions relating to the remediation of contaminated land to reduce the risk of harm to human health and the environment.

Section 4.6 of the Resilience and Hazards SEPP stipulates that a consent authority must not consent to the carrying out of development on land unless it has considered whether the land is contaminated, and, if the land is contaminated, whether the land is suitable in its contaminated state or will be made suitable following remediation for the purpose for which the development is proposed to be carried out.

No further investigations are considered necessary to satisfy Clause 4.6 of the Resilience and Hazards SEPP, given the minor nature of the additions and lack of earthworks proposed. The site has historically been used for industrial purposes with no change of use proposed under this DA. The proposed structures will be installed on the existing hardstand, requiring no earthworks or disturbance to the ground. The additional 190sqm of hardstand area is located on a flat portion of the site that does not require any earthworks to facilitate development.

The site is therefore considered suitable for the proposed alterations and additions, with no further investigations considered necessary.

4.1.3 State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 6 of the *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (Biodiversity and Conservation SEPP) regulates development situated in water catchments in and in proximity to the Greater Sydney Region. The subject land is mapped as being located within the Georges River Catchment, therefore Chapter 6 (Water catchments) of the SEPP applies. Chapter 6 requires that development within regulated catchments (including the Georges River catchment) consider whether proposed development will have neutral or beneficial impacts on the quality of water entering a waterway and whether any such development would increase stormwater runoffs and contribute to cumulative environmental impacts within the catchment.

There will be a negligible increase to the quantity of stormwater, and no decrease in quality of stormwater, disposed from the site as a result of the proposed works. The additions are minor in nature and are mostly located on existing hardstand areas. The proposal adds 190sqm of hardstand to the site, a negligible increase on the 44,600sqm site.

A planning summary of applicable provisions within Chapter 6 of the SEPP is contained within Table 4 below.

TABLE 6 – ASSESSMENT OF CHAPTER 6 OF BIODIVERSITY AND CONSERVATION SEPP

CLAUSE	PLANNING ASSESSMENT
6.6 Water quality and quantity	The proposed development will connect to existing stormwater infrastructure on the site. 190sqm of additional hardstand is proposed, with additional stormwater



	generated to connect to existing systems. Accordingly, a negligible increase in stormwater quality, and no decrease to water quality, is expected.
6.7 Aquatic ecology	The proposed development will not give rise to direct, indirect and/or cumulative impacts on terrestrial, aquatic or migratory animals or vegetation within the catchment. Provisions relating to riparian vegetation removal and coastal environments are not relevant to this proposal.
6.8 Flooding	The proposed works will not change the flood conditions on the subject site or adjoining properties.
6.9 Recreation and public access	As the site is not within a foreshore area and does not contain a permanent waterbody, provisions relating to foreshore areas and waterway access are not applicable.
6.11 Land within 100m of natural waterbody	The site is not located within 100 metres of a waterbody.

4.2 Draft Environmental Planning Instruments

Section 4.15(1)(a)(ii) of the EP&A Act provides that the consent authority must take into consideration any provisions relating to any proposed Environmental Planning Instrument (EPI) that is or has been the subject of public consultation under the Act.

There are no draft environmental planning instruments applicable to the subject site or proposed development.

4.3 Development Control Plans

The site is subject to the provisions of the *Canterbury-Bankstown Development Control Plan 2023* (CBDCP) and a detailed assessment of the application against the CBDCP is undertaken in Table 8 below. Sections that are of relevance are:

- Chapter 3 General Requirements
- Chapter 9 Industrial Precincts

The assessment has found the application is generally compliant with the requirements of the CBDCP.

TABLE 7 – CANTERBURY-BANKSTOWN DCP 2023 COMPLIANCE ASSESSMENT

ITEM & SOURCE	PROVISION	COMMENT
CHAPTER 3 GENERAL REQUIREMENTS		
3.1 Development Engineering Standards		
Section 2 – Civil Engineering Requirements	Internal driveway requirements	Complies.
	2.3 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.	The proposed car parking spaces do not obstruct vehicle manoeuvring areas and are designed in accordance with the relevant AS.
	Development impacted by stormwater systems	N/A.



Section 3 – Stormwater Drainage Systems	<p>3.1 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.</p> <p>It is the applicant's responsibility to locate and verify Council's stormwater drainage system as shown on the SSR or other information given by Council, including OLFPs where the stormwater system is located within the site.</p> <p>Development must be designed and constructed to make provision for overland flow from stormwater runoff generated by external upstream catchments.</p>	<p>Stormwater infrastructure proposed under this DA connects to existing private stormwater arrangements on the site. The site is not subject to local stormwater flooding.</p>
	<p>3.2 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 connection point that has been designed for the runoff. Catchment redirections may be permitted subject to compliance with requirements outlined below.</p> <p>A separate approval to connect to Council's stormwater drainage system must be obtained from Council. Permission to carry out the works must be obtained by applying for the relevant Work Permit.</p>	<p>Complies.</p> <p>Connections to the existing system will flow under gravity.</p>
	<p>Roof gutter design</p> <p>3.4 Roof, eave and/or box gutters and downpipes must be sized using the formulas and tables provided in accordance with the Australian Standard AS/NZS 3500 and Table 4b. In the case of OSD design, where overflow of the roof system cannot be directed to the OSD system, the roof stormwater drainage system must be designed for the 100-year ARI storm.</p>	<p>Complies.</p> <p>Roof gutter design has been undertaken in accordance with the relevant AS.</p>
3.2 Parking		
Section 2 Off-Street Parking Rates	<p>2.1 Development must use the Off-Street Parking Schedule to calculate the amount of car, bicycle and service vehicle parking spaces that are required on the site.</p>	<p>Complies.</p> <p>The Traffic Letter provided with the DA uses the DCP parking rate to calculate car parking spaces which demonstrates compliance with the minimum 109 car parking spaces required for the overall development. The existing condition of consent requires 108 car parking spaces to be provided and the proposed works generates the requirement of an additional car space. Therefore, requiring a total of 109 car parking spaces to be provided on site.</p>
Section 3 Design and Layout	<p>3.1 Development must not locate entries to car parking or delivery areas:</p> <p>(a) close to intersections and signalised junctions;</p>	<p>Complies.</p>



<p>(b) on crests or curves;</p> <p>(c) where adequate sight distance is not available;</p> <p>(d) opposite parking entries of other buildings that generate a large amount of traffic (unless separated by a raised median island);</p> <p>(e) where right turning traffic entering may obstruct through traffic;</p> <p>(f) where vehicles entering might interfere with operations of bus stops, taxi ranks, loading zones or pedestrian crossings; or</p> <p>(g) where there are obstructions which may prevent drivers from having a clear view of pedestrians and vehicles.</p>	<p>No changes to the approved car park entry or delivery area entry are proposed.</p>
<p>3.3 Where above ground parking is the only solution possible, locate to the rear of buildings.</p>	<p>Variation proposed.</p> <p>The proposed car parking spaces will be located on the western side setback of the site, behind existing spaces. This is acceptable given its location in an industrial area, adjacent to existing car parking spaces and given they will not be visible from Carrington Street.</p>
<p>3.20 Parking areas should be designed so that through-traffic is excluded, and pedestrian entrances and exits are separate from vehicular entrances and exits.</p>	<p>Variation proposed.</p> <p>The spaces are located on an existing external hardstand area used by through traffic. Considering operational arrangements, the limited available space on site, limited number of spaces proposed and location of existing car parking spaces, this location is considered the most acceptable on site. They are not located in proximity to either pedestrian or vehicular entry and exits.</p>

3.3 Waste Management

Section 5 Industrial Development

5.1 Development must provide bin storage and separation facilities within each tenancy and within the communal bin room.

Complies.

Minimal waste is expected to be generated from the ancillary structures. Any operational waste that is produced will be handled per existing site waste arrangements. A WMP has been provided with the application.

CHAPTER 9 INDUSTRIAL PRECINCTS

9.1 General Requirements

Section 2 Building Form and Landscape

2.1 The sum of the total area of building(s) on the ground floor level must not exceed 70% of the site area.

Complies.

The additions will result in a total site coverage of 64.2%.



Section 5 Site Facilities	<p>2.2 This clause applies to land within the former Bankstown Local Government Area:</p> <p>(a) Where sites adjoin a state or regional road (refer to Appendix 1), the minimum setback to the primary and secondary street frontages is 15m.</p> <p>(b) Where sites do not adjoin a state or regional road, the minimum setback to:</p> <p>(i) the primary street frontage is 10m; and</p> <p>(ii) the secondary street frontage is 3m.</p>	<p>No change.</p> <p>No change to front setbacks is proposed.</p>
	<p>2.5 Council may require minimum setbacks to the side and rear boundaries of the site:</p> <p>(a) to maintain reasonable solar access or visual privacy to neighbouring dwellings; or</p> <p>(b) to avoid an easement or tree dripline on the site or adjoining sites; or</p> <p>(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.</p>	<p>Complies.</p> <p>Building B provides a setback of 3.6m to the rear boundary, with the proposed mechanical pant room to provide a 1.8m setback. This setback is considered acceptable given it adjoins the M5 Motorway corridor – which is not a sensitive use. There are no easements located within this setback. The 1.8m setback still maintains the existing landscaped strip running the entirety of the rear setback.</p>
	<p>2.11 Development must:</p> <p>(a) retain and protect any existing trees identified by Council on the site and adjoining sites; and</p> <p>(b) must not change the ground level (existing) within 3m of the base of the trunk or within the dripline, whichever is the greatest.</p>	<p>Complies.</p> <p>No trees are proposed to be removed.</p>
	<p>5.3 The location and design of utilities and building services (such as plant rooms, hydrants, equipment and the like) must be shown on the plans.</p>	<p>Complies.</p>
	<p>5.4 Utilities and building services are to be integrated into the building design and concealed from public view.</p>	<p>Complies.</p> <p>The proposed additions are located internal to the site to the rear of the eastern side setback and is unlikely to be visible from Carrington Street.</p>
	<p>5.5 External lighting to industrial development must give consideration to the impact of glare on the amenity of adjoining residents.</p>	<p>N/A</p> <p>No external lighting is proposed.</p>
	<p>5.6 Council may require development to include public domain improvements to an adjacent footpath in accordance with a design approved by Council's Landscape Architect.</p>	<p>N/A</p> <p>No works within the front setback is proposed</p>
	<p>5.7 The location and design of substations must be shown on the plans.</p>	<p>Complies.</p>
	<p>5.8 Substations should locate underground. Where not possible, substations are to be integrated into the building design and concealed from public view.</p>	<p>Complies.</p>



The substation is housed within a building and will not be visible from the public domain.

5.9 Substations must not locate forward of the front building line. **Complies.**

The substation is located within a building within the rear portion of the eastern side setback.

4.4 Applicable Planning Agreements

The applicant is not offering to enter into a planning agreement for the purposes of s. 7.4 of the EP&A Act, and there are no existing agreements applying to the site or proposed development.

4.5 Applicable Provisions of the Regulations

There are no provisions of the Regulations that are relevant to the application for the purposes of Division 1 of the EP&A Regulation.

4.6 Community Consultation and Public Submissions

Community consultation is to be undertaken by Canterbury Bankstown Council through the public exhibition of the development application at the time of lodgement. Public submissions made during the exhibition period are to be taken into consideration by Council as part of the evaluation process under section 4.15 of the EP&A Act. Should Council require a response to any public submissions by the proponent, these can be prepared and submitted as additional information.



5 Environmental Assessment

This section provides an assessment of the potential environmental impacts resulting from the proposal. It is based on, and should be read in conjunction with, the various specialist reports submitted with the application.

5.1 Traffic and Transport

A Parking Assessment, prepared by O'Brien Traffic, accompanies this submission. The report assesses the traffic and parking implications of the development. A summary of the relevant items is provided below.

5.1.1 Vehicle Access

There is no change to existing vehicular access arrangements proposed under the DA.

5.1.2 Car Parking

Six existing spaces require relocation on the site due to the proposed location of the substation and plant room. Condition 32 of DA-24/2021 requires the provision of 108 spaces on the site, split between the two approved strata lots:

32) The 108 car parking spaces to be provided for the subject premises are to be allocated in the following manner:

Lot 1: 56 spaces

Lot 2: 52 spaces

The strata subdivision plan must indicate these car parking spaces in terms of the same numbering as the units they have been allotted to. Visitor/common parking spaces are to remain as common property.

The six spaces have been relocated to the western boundary of the site, adjacent to both Lot 1 and Lot 2. This subdivision consent has not been enacted at the time of writing. The spaces are located adjacent to both lots to ensure compliance can be achieved if the subdivision is carried out.

The proposed substation and mechanical plant room do not constitute GFA per subclause (f) the *Standard Instrument – Principal Local Environmental Plan 2006* definition, and are therefore excluded in car parking space calculations (underline added):

gross floor area means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes—

(a) the area of a mezzanine, and

(b) habitable rooms in a basement or an attic, and

(c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes—

(d) any area for common vertical circulation, such as lifts and stairs, and

(e) any basement—

(i) storage, and

(ii) vehicular access, loading areas, garbage and services, and

(f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and

(g) car parking to meet any requirements of the consent authority (including access to that car parking), and



- (h) any space used for the loading or unloading of goods (including access to it), and
- (i) terraces and balconies with outer walls less than 1.4 metres high, and
- (j) voids above a floor at the level of a storey or storey above.

Building C is used as a warehouse, with the two storage areas used in association with the warehouse use of Building C. Chapter 3.2 of the CBDP 2023 requires 1 car parking space per 300sqm GFA for warehouse uses. The storage rooms provide a total GFA of 185sqm. Accordingly, an extra car parking space has been provided.

A total of seven (7) car parking spaces will be marked along the western boundary of the site, adjacent to existing spaces. The site will therefore provide a total of 109 car parking spaces, in compliance with DA-24/2021, and the CBDP 2023.

5.1.3 Loading and Circulation

No change to site access arrangements is proposed. Whilst the proposed storage additions will narrow the width of the central vehicular manoeuvring hardstand area to 7.7m, swept path diagrams have been provided by O'Brien Traffic consultants confirming B-Double access and circulation through the site is maintained. An extract of the swept path diagram is provided in the figure below.

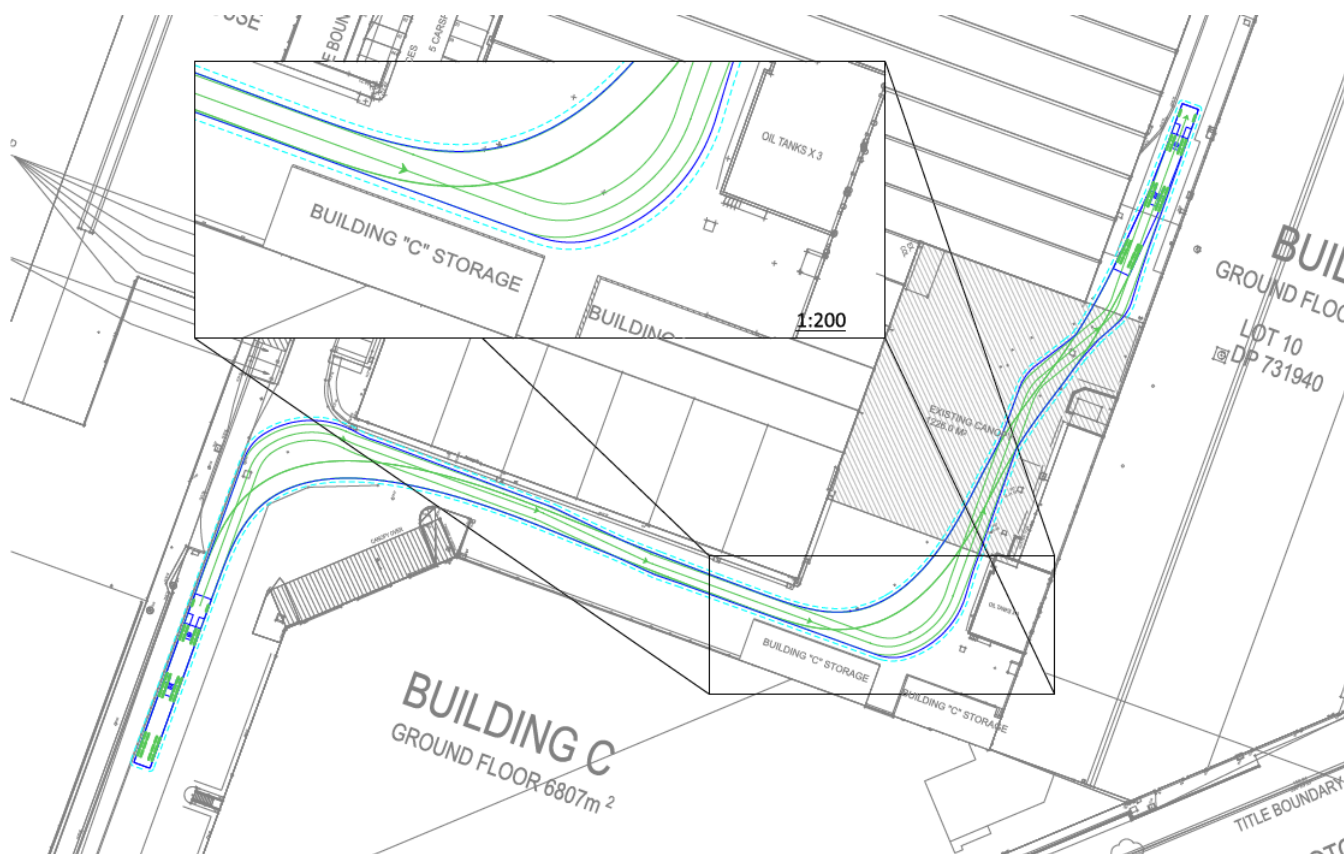


FIGURE 11 – SWEEP PATH DIAGRAM

Source: O'Brien Traffic

5.1.4 Traffic Generation and Impacts

The proposal will increase the number of car parking spaces on site by one, for 108 to 109. The additions are not expected to generate any extra car or truck movements from site during operation. The proposal is therefore expected to have negligible traffic impacts on the surrounding road network.



5.2 Contamination

Section 4.6 of the Resilience and Hazards SEPP stipulates that a consent authority must not consent to the carrying out of development on land unless it has considered whether the land is contaminated, and, if the land is contaminated, whether the land is suitable in its contaminated state or will be made suitable following remediation for the purpose for which the development is proposed to be carried out.

No further investigations are considered necessary to satisfy Clause 4.6 of the Resilience and Hazards SEPP, given the minor nature of the additions and no earthworks is proposed. The site has historically been used for industrial purposes with no change of use proposed under this DA. The proposed structures will be installed on the existing hardstand, requiring no earthworks or disturbance to the ground. The additional 190sqm of hardstand area is located on a flat portion of the site that does not require any earthworks to facilitate development.

The site is therefore considered suitable for the proposed alterations and additions, with no further investigations considered necessary.

5.3 Stormwater

Civil and stormwater plans have been prepared by Tek Civil and are provided under separate cover. The substation, mechanical plant room and storage areas will connect to existing stormwater arrangements on site. Given the minor increase in hardstand (190sqm across site area of 44,600sqm), no additional upgrades to existing stormwater infrastructure are considered necessary. The proposal is unlikely to have adverse impacts on stormwater quality or quantity on site.

5.4 Waste

A Waste Management Plan has been submitted to support the DA, covering demolition, construction and operational waste arrangements for the site. The proposed additions are unlikely to generate adverse volumes of additional waste, and will be handled by existing site waste management procedures.

5.5 Noise

The additional plant areas proposed under this application are likely to result in a negligible impact to existing noise conditions on site and the broader locality. The substation and associated plant will be housed within enclosed structures to reduce noise emissions.

Residential dwellings to the south are separated 121m from the proposed additions by the M5 Motorway corridor and Tracey Reserve. Given the relatively high existing background noise levels associated with broader industrial precinct, M5 motorway, and the enclosure of all plant within structures, negligible noise impacts are expected to the residential receivers to the south of the site.



6 Site Suitability and Public Interest

6.1 Site Suitability

The proposed development is suitable for the site for the following reasons:

- The proposal is consistent with the aims of CBLEP 2023 and the objectives of the IN2 zone,
- The proposal is consistent with the relevant environmental planning instruments and generally consistent with CBDCP controls,
- There are no environmental constraints on or in the vicinity of the site of such significance as to preclude the proposed development,
- The site is currently used for industrial purposes, with the alterations and additions supporting the regular operations of the site, and
- The development has been located and designed to not result in any adverse impact on the environment or the character of the area.

Accordingly, the site is considered to be suitable for the proposed development.

6.2 Public Interest

The proposed development is within the public interest for the following reasons:

- The proposal does not give rise to any material adverse amenity impacts including visual impact, stormwater, noise or traffic,
- The proposal provides a suitable employment-generating use for the site whilst managing the constraints, and
- The proposal will not reduce the safety, sustainability, or efficiency of surrounding uses.



7 Conclusion

This Statement of Environmental Effects has been prepared by Mecone Group Pty Limited on behalf Orora Limited to support a Development Application to Canterbury-Bankstown Council for alterations and additions to an existing industrial facility at 136 Carrington Street, Revesby (the site). This SEE provides an assessment of those relevant heads of consideration pursuant to section 4.15 of the EP&A Act and addresses the requirements of the Approved Form given effect by clause 24 of the Regulations.

A statutory assessment is carried out in Section 5 of this report. An environmental assessment has been undertaken in Section 6 of this report, supported by additional consultant studies. The environmental assessment has found the associated impacts of the proposal are minimal and manageable.

The development:

- Enables upgrades to plant and equipment to support the ongoing industrial use of the site,
- Is consistent with the objectives of the relevant SEPPs, Canterbury-Bankstown LEP and Canterbury-Bankstown DCP,
- Will have negligible impacts on surrounding industrial and residential development, and
- Ensures environmental impacts are minimal.

On balance, Council can be satisfied that the proposal seeks consent for a reasonable proposal that is compliant with statutory controls and consistent with relevant policies and guidelines.



