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STATEMENT OF ENVIRONMENTAL EFFECTS



98 ROGERS STREET, ROSELANDS

Proposed Warehouse

11 November, 2024

Contents

1 Introduction	3
2 Site Analysis	4
2.1 The Locality	4
2.2 Site Description	4
2.3 Existing Character and Context	5
2.4 Surrounding Road Network	5
3 Details of the Proposal	5
4 Planning Controls	7
4.1 Canterbury-Bankstown Local Environmental Plan 2023	8
4.1.1 Zone Objectives	9
4.1.2 Other LEP Provisions	10
4.2 State Environmental Planning Policy (Resilience and Hazards) 2021	15
4.3 State Environmental Planning Policy (Industry & Employment) 2021	15
4.4 Canterbury-Bankstown Development Control Plan 2023	20
5 Planning Assessment	52
5.1 Assessment of Natural Environmental Impact – S4.15 (1)(b)	52
5.1.1 Micro Climate Impacts	52
5.1.2 Water & Air Quality Impacts	52
5.2 Assessment of Built Environment Impacts – S4.15 (1)(b)	52
5.2.1 Impact on the Areas Character	52
5.2.2 Privacy, Views & Overshadowing Impacts	52
5.2.3 Aural & Visual Privacy Impacts	52
5.2.4 Environmentally Sustainable Development	53
5.3 Assessment of the Site Suitability – 4.15(1)(c)	53
5.3.1 Proximity to Service and Infrastructure	53
5.3.2 Traffic, Parking & Access	53
5.3.3 Hazards	53
5.4 The Public Interest – 4.15(1)(e)	53
5.4.1 Social and Economic Impact	53
5.4.2 The Public Interest	53
6 Conclusion	55

1 Introduction

This Statement of Environmental Effects (SEE) has been prepared for GPM Architecture on behalf of Clearsky Projects Pty Ltd and forms part of a development application to Canterbury-Bankstown Council for the demolition of existing dwelling and erection of a warehouse development at 98 Rogers Street, Roselands.

The objective of this proposal is to facilitate a modern and functional development that is adaptable to accommodate a diversity of appropriate future uses that contributes positively to the streetscape and respects surrounding residential land uses.

The proposal is in accordance with the relevant zone objectives contained in the Canterbury-Bankstown Local Environmental Plan 2023 (CBLEP 2023) and generally satisfies the relevant objectives and controls of the Canterbury-Bankstown Development Control Plan 2023 (CBDPC 2023).

This document is divided into 6 sections. Section 2 contains a site analysis, Section 3 contains details of the proposal, Sections 4 and 5 contain the detailed assessment of the application in accordance with Section 4.15(1) of the Environmental Planning & Assessment (EP&A) Act 1979, and Section 6 concludes the report. The following details accompany this SEE:

- Architectural Plans; and
- Survey;
- Arboricultural Impact Assessment by Complete Arborcare;
- Civil Services Stormwater by JHA Services; and
- Traffic Report by McLaren Traffic Engineering.

2 Site Analysis

This section contains a description of the following: The Locality; Site Description; Existing Character and Context; and Surrounding Road Network.

2.1 The Locality

The subject site is located within the suburb of Roselands within an existing industrial estate approximately 1.5km south of the Belmore CBD and is located within the Local Government Area (LGA) of Canterbury-Bankstown.



FIGURE 1: LOCATION PLAN (SIX MAPS)

2.2 Site Description

The subject site is located on the northern side of Rogers Street and is known as 98 Rogers Street, Roselands or Lot C DP 388635.

The site is regular in shape, has a gentle topography with a slope of approximately 1.5m across the site and contains a total area of 850.1m², which is typical for industrial/employment properties in the area.

The site currently contains an older dwelling and detached outbuildings, which are proposed to be demolished as a part of this development proposal.

2.3 Existing Character and Context

The surrounding area is predominantly a mixture of industrial and employment generating businesses together with a low density residential area made up of single dwellings and dual occupancy development of a variety of ages and styles.

The outcome of the development is considered to be in keeping with the character of the industrial/business area in that it will have no unreasonable impacts upon the function, environmental criteria or the employment generating capability of the locality.

2.4 Surrounding Road Network

The site has frontage to Rogers Street with vehicular access existing from same at the eastern extent of the site. The proposal aims to retain and upgrade the access in an improved functionality in response to the new land use, the presence of the intersection with Burrimul Street and the existing traffic calming device.

Rogers Street is a two lane sealed road that provides a local connection throughout the immediate area. Rogers Street is not identified as a Classified Road in accordance with the Roads Act 1993. Subsequently, no consultation with Transport for NSW is necessary.

3 Details of the Proposal

It is proposed to undertake the following works upon the site:

- Demolition of the existing dwelling and outbuildings; and
- Erection of a single occupancy warehouse located at the rear of the site spread across two levels. The warehouse includes a 'warehouse or distribution centre' use within the ground level together with an ancillary office space on the second floor. Kitchen and bathroom facilities together with stair access is provided throughout the building.
- Provision of parking throughout the site catering for a total of 6 vehicles together with a two way entry/exit onto Rogers Street.
- Signage provided for the site in general that will be utilised for a future tenant.
- Removal of 4 trees.
- Landscaping throughout the frontage of the site.

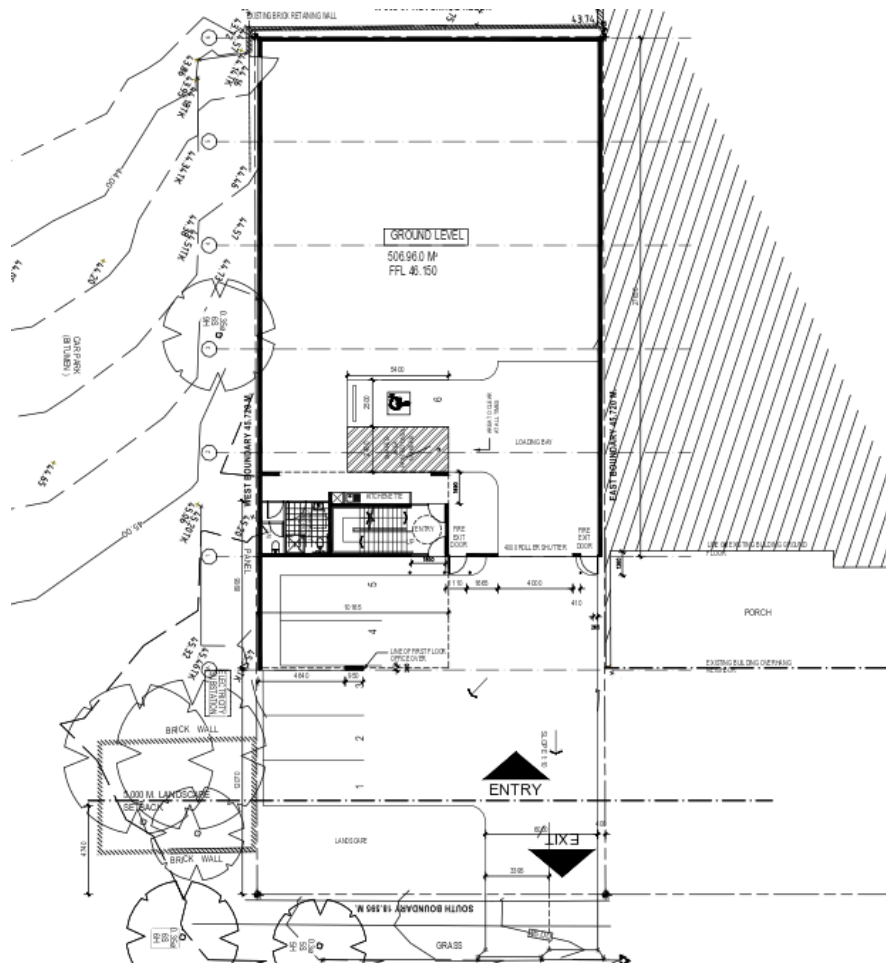


FIGURE 2: SITE ANALYSIS LAYOUT (GPM ARCHITECTURE)

Whilst the building has not yet been allocated a specific business that will utilise the site, the proposal includes a '*warehouse or distribution centre*' use to ensure an appropriate land use is accommodated within the premises.

The floor area for the ancillary office space is 89.8m². This equates to 15% of the floor area of the premises in total. This is considered minor with regards to the principal use for the purposes of the warehouse. Furthermore, the positioning of the office space on the upper level and internally to the same building as the premises overall ensures that the office space cannot independently operate from the associated warehouse within the rest of the building.

This ensures that the office is serving the dominant warehouse use, not capable of being independent and not capable of being readily retrofitted to another use.

The entirely internal nature of the use within the site and low key nature of the expected use will not give rise to any impacts upon surrounding properties with regards to noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil. Any works undertaken within the premises will not generate significant waste products that would require specialised disposal or the like.

The proposal will result in a highly modern and appealing warehouse development that responds to the needs of the expected general uses and also to the surrounding streetscape and context, including the adjoining residential area to the south.

The hours of operation for the warehouse are commensurate with the surrounding uses and residential environment and are proposed as follows:

Monday: 9am - 5pm

Tuesday: 9am - 5pm

Wednesday: 9am - 5pm

Thursday: 9am - 5pm

Friday: 9am - 5pm

Saturday: 9am - 3pm

Sunday: Closed

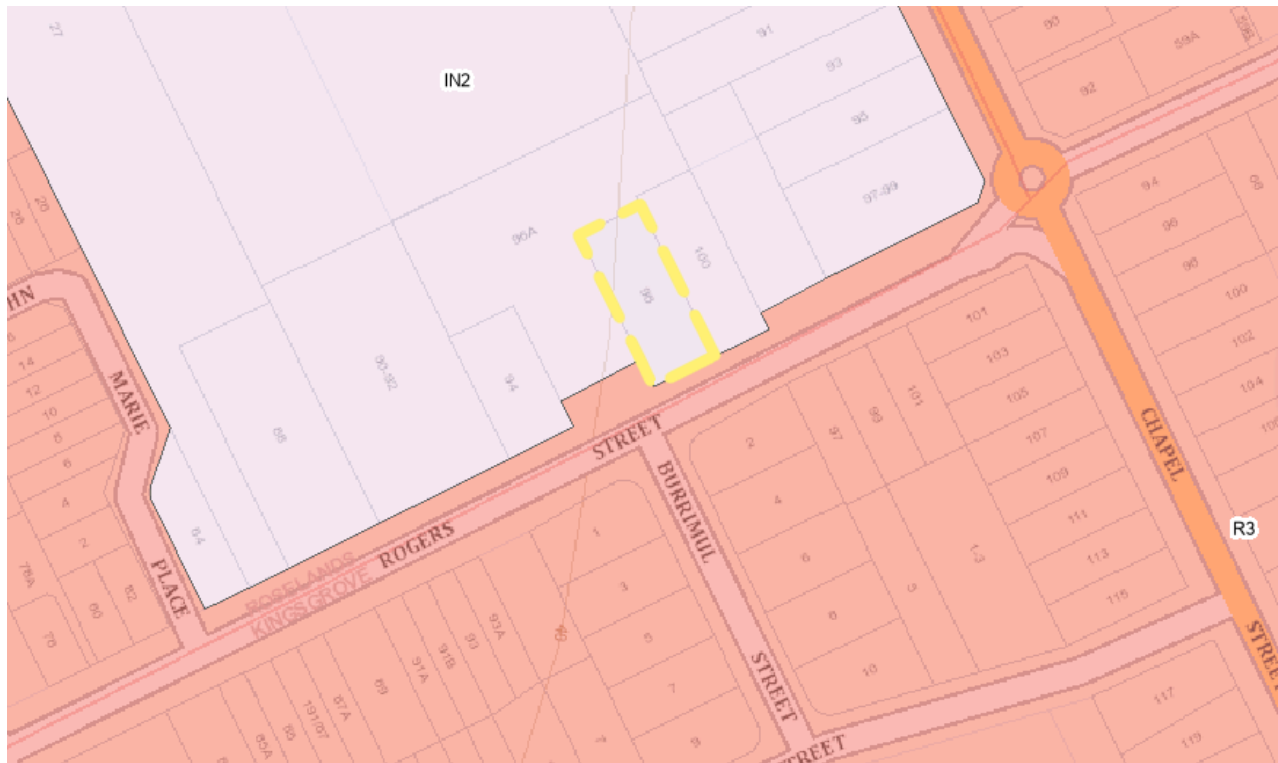
4 Planning Controls

Pursuant to section 4.15(1)(a) of the EP&A Act, this section will assess compliance with the planning controls applicable to the site and relevant to the proposal pursuant to the relevant heads for consideration. The relevant controls include:

- Canterbury-Bankstown Local Environmental Plan 2023 (CBLEP 2023);
- State Environmental Planning Policy (Industry & Employment) 2021;
- State Environmental Planning Policy (Resilience & Hazards) 2021;
- Canterbury-Bankstown Development Control Plan 2023 (CBRDCP 2023).

4.1 Canterbury-Bankstown Local Environmental Plan 2023

The subject site is zoned IN2 – Light Industrial under Council's CBLEP 2023 (see Figure 3). A *'Warehouse or Distribution Centre'* is permissible with consent in the zone and the proposal is considered to satisfy the objectives of the zone.



**FIGURE 3: EXTRACT FROM ZONING PLAN
(SOURCE: CANTERBURY-BANKSTOWN LEP 2023)**

4.1.1 Zone Objectives

The relevant objectives for Zone IN2 are stated:

1. *To provide a wide range of light industrial, warehouse and related land uses.*

Comment: The proposal has been designed with an adaptable and simple layout, which allows the site to be utilised for a variety of light industrial and warehouse uses into the future as needed.

2. *To encourage employment opportunities and to support the viability of centres.*

Comment: The warehouse building will contribute to the generation of a variety of employment opportunities within the immediate area.

3. *To minimise any adverse effect of industry on other land uses.*

Comment: The orientation of the development and use of high quality finishes, design elements and landscaping all ensure minimal impact on surrounding landuses, in particular the adjoining residential land uses to the south.

4. *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*

Comment: The proposal seeks consent for the use of the site to be utilised for a warehouse use. The building has been designed to be readily adaptable to a variety of other uses as needed within the immediate area.

5. *To support and protect industrial land for industrial uses.*

Comment: The proposal provides for additional warehouse building stock in the surrounding industrial estate. This use will not hinder the ability of the other existing industrial uses in the immediate area from continuing to operate.

6. *To promote a high standard of urban design and local amenity.*

Comment: The proposal is of excellent architectural merit including a variety of finishes, materials, articulation, placement of windows and landscaping to ensure the development is appropriate for the context of the surrounding area and streetscape.

In our opinion the proposal is consistent with the relevant objectives of the IN2 Light Industrial zone as detailed above. The proposal is intended to create a modern and functional development that is commensurate with the surrounding area.

A summary of our assessment of the proposed development against the relevant LEP provisions is in the following table (see Table 1):

4.1.2 Other LEP Provisions

TABLE 1: PROJECT COMPLIANCE – Canterbury-Bankstown LEP 2023	
Site Area : 850.1m ²	
LEP Provisions	Complies / Comments
4.4 Floor Space Ratio	
(1) The objectives of this clause are as follows— (a) to establish the bulk and maximum density of development consistent with the character, amenity and capacity of the area in which the development will be located, (b) to ensure the bulk of non-residential development in or adjoining a residential zone is compatible with the prevailing suburban character and amenity of the residential zone, (c) to encourage lot consolidations in commercial centres to facilitate higher quality built form and urban design outcomes, (d) to establish the maximum floor space available for development, taking into account the availability of infrastructure and the generation of vehicular and pedestrian traffic, (e) to provide a suitable balance between landscaping and built form in residential areas.	The proposal overall is well below the maximum allowable FSR of 1:1 and has positioned the building to the rear of the site to assist with reducing bulk and scale and allow for perceivable bulk to be separated. The proposal is commensurate with other industrial development throughout the surrounding area, however is also proposed at a significantly reduced FSR of 0.7:1 and positioned at the rear of the site. This is considered to limit any streetscape impacts upon the surrounding residential area to an acceptable level. N/A. The site is not a commercial centre. The proposal and therefore the traffic generation expected is well below the maximum allowable FSR of 1:1. High quality landscaping in critical parts of the site, in particular the street frontage, form part of the proposal to ensure impacts upon the streetscape are softened to an acceptable level.
(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.	The site is identified as having a maximum floor space ratio of 1:1. The proposal results in a gross floor area of 596.7m² and a corresponding floor space ratio of 0.7:1.
(2A) Despite subclause (2), the maximum floor space ratio for a building on land specified in Column 1 of the table to this subclause with a lot width at the front building line less than the width	N/A. The site is not located within one of the identified eligible areas for an alternative applicable floor space ratio.

specified in Column 2 is the floor space ratio specified in Column 3. <i>The table provides for certain floor space ratios subject to site location and lot width.</i>	
(2B) Despite subclause (2), the following maximum floor space ratios apply— (a) for a building used for non-residential purposes— (i) on land in Zone R2 in Area 1—0.4:1, and (ii) on land in Zone R2 or R3 in Area 2—0.5:1, and (iii) on land in Zone R4 in Area 2—0.75:1, (b) for a building used for the purposes of dwelling houses or semi-attached dwellings on land in Area 2— (i) for a site area less than 200m²—0.65:1, and (ii) for a site area greater than 200m² but less than 600m²—0.55:1, and (iii) for a site area of 600m² or more—0.5:1, (c) for a building used for the purposes of dual occupancies on land in Zone R2 in Area 2—0.5:1, (d) for a building on land identified as “Area 5” on the Floor Space Ratio Map, where mid-block connections of at least 20m wide are not provided for public use—2:1.	N/A. The site is not located within one of the identified eligible areas or zones for an alternative applicable floor space ratio.
6.2 Earthworks	
(1) 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.	No significant impact upon surrounding properties or environmental features are expected. The proposed fill is minor and proposed only to the extent necessary to facilitate the development in a functional and practical manner.
(2) Development consent is required for earthworks unless— (a) the earthworks are exempt development under this plan or another applicable environmental planning instrument, or (b) the earthworks are ancillary to— (i) development that is permitted without development consent under this plan, or	Noted.

(ii) development for which development consent has been granted.	
(3) In deciding whether to grant development consent for earthworks, or for development involving ancillary earthworks, the consent authority must consider the following— (a) the likely disruption of, or the detrimental effect on, drainage patterns and soil stability in the locality of the development, (b) the effect of the development on the likely future use or redevelopment of the land, (c) the quality of the fill and the soil to be excavated, (d) the effect of the development on the existing and likely amenity of adjoining properties, (e) the source of the fill material and the destination of the excavated material, (f) the likelihood of disturbing relics, (g) the proximity to, and potential for adverse impacts on, a waterway, drinking water catchment or environmentally sensitive area, (h) appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.	The minor earthworks proposed throughout the site are not expected to detrimentally effect drainage patterns, soil stability and the like. Any fill incorporated will be of the appropriate quality and established on site to the appropriate engineered standards to ensure the rest of the development can be appropriately erected.
6.3 Stormwater management and water sensitive urban design	
(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.	The proposal incorporates appropriate stormwater retention to ensure post development flows match pre development flows.
(2) This clause applies to land in Zones R2, R3, R4, B1, B2, B4, B5, B6, B7, IN1, IN2, SP1, SP2, RE1 and RE2.	Yes. The property is zoned IN2 Light Industrial.
(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— (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	The proposal does not include hard surface areas beyond what is needed to facilitate an appropriately functioning development.

(b) includes, if practicable, on-site stormwater retention for use as an alternative supply to mains water, groundwater or river water, and (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 (d) includes riparian, stormwater and flooding measures, and (e) is designed to incorporate the following water sensitive urban design principles— (i) protection and enhancement of water quality, by improving the quality of stormwater runoff from urban catchments, (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.	Not considered practical given the small lot size and limited space in which to position the appropriate facilities. The proposal incorporates appropriate stormwater retention to ensure post development flows match pre development flows. These have been considered in the design and layout of the proposal. The proposal incorporates appropriate stormwater retention to ensure post development flows match pre development flows.
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.	All essential services are readily available to the site and the proposed development.
6.28 Restriction on development on land in Area 2	
Development consent must not be granted to development for the following purposes on land identified as “Area 2” on the Special Provisions Map— (a) dual occupancies,	The proposal does not include any of the listed prohibited uses.

- | | |
|--|--|
| (b) centre-based child care facilities,
(c) community facilities,
(d) health consulting rooms,
(e) places of public worship,
(f) respite day care centres. | |
|--|--|

4.2 State Environmental Planning Policy (Resilience and Hazards) 2021

The object of this policy is to provide a mechanism to ensure remediation of contaminated land is undertaken within the planning framework.

Part 4 of the SEPP requires the consent authority (Canterbury-Bankstown Council), before determining a development application, to consider whether the land is potentially contaminated and if so whether the land is suitable in its current state for the proposed use.

Clause 4.6(1) of the SEPP prescribes the specific considerations for the consent authority as noted below:

(1) A consent authority must not consent to the carrying out of any development on land unless—

(a) it has considered whether the land is contaminated, and

(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and

(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

Comment: No potentially contaminating activities are undertaken on the property or have been known to have been undertaken on the property as it has been historically used for residential purposes. No further consideration of the SEPP is considered necessary.

4.3 State Environmental Planning Policy (Industry & Employment) 2021

Chapter 3 of SEPP (Industry & Employment) 2021 provides consideration regarding advertising and signage. The proposal includes four business identification signs located in strategic locations on the site to assist patrons with identifying the business.

Business identification signage is defined as:

business identification sign means a sign—

(a) *that indicates—*

- (i) *the name of the person or business, and*
- (ii) *the nature of the business carried on by the person at the premises or place at which the sign is displayed, and*

(b) *that may include the address of the premises or place and a logo or other symbol that identifies the business,*

but that does not contain any advertising relating to a person who does not carry on business at the premises or place.

Note—

Business identification signs are a type of signage—see the definition of that term in this Dictionary.

The signage will contain the names of the business, nature of the undertaking, contact details and associated branding of the business which is best characterised as business identification signage.

Please note that although the actual business to occupy the site has not yet been selected, the proposal includes the final signage location and sizes together with indicative signage details to demonstrate the appropriateness of each sign. It is expected that the signage will be granted consent in conjunction with this development proposal, with any future occupants to utilise the approved locations and parameters to erect their respective signage pursuant to the exempt provisions contained within State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Clause 3.6 requires the consent authority (City of Canterbury-Bankstown) in considering this development application be satisfied that the proposed signage is consistent with the objectives contained in clause 3.1(1)(a) and also satisfies the assessment criteria contained in Schedule 5 of the SEPP.

Clause 3.1(1)(a) states:

(1) *This Chapter aims—*

(a) *to ensure that signage (including advertising)—*

- (i) *is compatible with the desired amenity and visual character of an area, and*
- (ii) *provides effective communication in suitable locations, and*
- (iii) *is of high quality design and finish, and*

Comment: The signage has been incorporated into the overall fabric of the building so as to be integrated seamlessly into the streetscape and to allow subtle identification of the business upon the site. The pylon sign has been positioned neatly into the street frontage at a maximum height and width of 1.8m and 1.5m respectively. This signage sits quietly within the streetscape and ensures no significant impact upon the partial residential streetscape results.

Schedule 5 contains assessment criteria regarding 8 separate considerations. The considerations are put forward as questions that must be addressed and satisfactorily addressed. The following table discusses each of the 8 separate considerations:

TABLE 2: Assessment Criteria – Schedule 5 of State Environmental Planning Policy (Industry & Employment) 2021	
Assessment Criteria	Discussion
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? • Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The wall signs have been incorporated into the overall building fabric and kept to a minimal size so as to not dominate the streetscape or provide an out of character element of the building. Similarly, the pylon sign is relatively small, being only 1800mm high. This ensures the sign has minimal impact upon the streetscape and is readily compatible with the partial residential character of the area. No particular theme has been identified within the surrounding area.
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 areas, waterways, rural landscapes or residential areas?	The site and surrounding area are not considered to form part of a special area.
3 Views and vistas • Does the proposal obscure or compromise important views? • Does the proposal dominate the skyline and reduce the quality of vistas?	No important views have been identified within the surrounding area. The wall signs all sit below the parapet of the building and therefore do not protrude above into any sightlines of the adjoining area.

• Does the proposal respect the viewing rights of other advertisers?	No other signs will be affected by the proposal.
4 Streetscape, setting or landscape • Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? • Does the proposal contribute to the visual interest of the streetscape, setting or landscape? • Does the proposal reduce clutter by rationalising and simplifying existing advertising? • Does the proposal screen unsightliness? • Does the proposal protrude above buildings, structures or tree canopies in the area or locality? • Does the proposal require ongoing vegetation management?	As noted above, the signs have been incorporated into the overall building design so as to sit quietly amongst the streetscape and surrounding overall context. The front wall signs and small pylon sign are all of high quality design and incorporate modern materials so as to not detract from the streetscape. No existing signage present on the site. No unsightliness proposed. The signage does not protrude above the proposed building. No.
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? • Does the proposal respect important features of the site or building, or both? • Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage constitutes a negligible portion of the building and the site. No important features identified to consider. The signage has been incorporated seamlessly into the overall building design.
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?	None proposed or required.
7 Illumination • Would illumination result in unacceptable glare?	None proposed.

• 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? • Would the proposal reduce the safety for pedestrians or bicyclists? • Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No safety issues identified with all existing street signage continuing to be readily visible. No safety issues identified. No safety issues identified.

4.4 Canterbury-Bankstown Development Control Plan 2023

The CBDCP 2023 applies to the site and the proposed development.

Chapter 3.2 ‘*Parking*’, Chapter 3.3 ‘*Waste Management*’, Chapter 3.4 ‘*Sustainable Development*’, Chapter 3.7 ‘*Landscape*’ and Chapter 9 ‘*Industrial Precincts*’ contains specific controls relating to the proposal and the relevant sections, as they relate to this proposal, are addressed in the tables below.

The following table applies to the parking requirements prescribed within Chapter 3.2:

TABLE 4: PROJECT COMPLIANCE – Canterbury-Bankstown DCP 2023	
CHAPTER 3.2 ‘PARKING’	
DCP Provisions	Complies / Comments
SECTION 2 OFF-STREET PARKING RATES	
Off-street parking rates	
2.1 Development must use the Off-Street Parking Schedule to calculate the amount of car, bicycle	Yes. The schedule has been relied upon.

and service vehicle parking spaces that are required on the site.	
2.2 In calculating the total number of car parking spaces required for development, these must be: (a) rounded down if the fraction of the total calculation is less than half (0.5) a space; or (b) rounded up if the fraction of the total calculation is equal or more than half (0.5) a space; and (c) must include a room that is capable of being converted to a bedroom.	Noted. The required number of spaces has been rounded up from 2.9 spaces to 3 spaces as required by this clause.
2.3 Development comprising more than one land use must provide the combined parking requirement based on the individual rates of parking for each land use identified in the Off-Street Parking Schedule.	Noted.
2.4 Car parking (and associated space such as access aisles) in excess of the Off-Street Parking Schedule will be counted as gross floor area.	Noted.
2.5 Development not included in the Off-Street Parking Schedule must submit a parking study for Council's consideration. A qualified traffic consultant must prepare the parking study.	N/A. Proposed uses are accommodated within the parking schedule.
2.6 The Off-Street Parking Schedule does not apply to changes of uses to business premises, food and drink premises, medical centres, office premises, recreation facilities (indoor), shops and veterinary hospitals within Zones B1, B2 and B4 provided: (a) The new use does not result in an increase in the gross floor area of any building within which it is carried out. (b) The new use does not cause the contravention of any existing condition of the most recent development consent (other than a complying development certificate) that applies to the premises relating to car parking and vehicular movement.	N/A. The site is not located within one of the listed zones and does not involve a change of use.

Off-Street Parking Schedule

Warehouse or distribution centres	1 space per 300m ² GFA or 1 space per 2 staff, whichever is the greater. Note 1: Where a retailing component is involved and provided this does not exceed 15% of the gross floor area (covering the retail component only), 1 car space per 100m ² gross floor area is to be provided. Note 2: Where an office component is involved and provided this does not exceed 20% of the total gross floor area, 1 car space per 100m ² gross floor area is to be provided. Any additional office space will be assessed at a rate of 1 car space per 40m ² gross floor area.	1 space per 20 staff
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The proposal includes a total floor area of 506.9m² allocated for warehouse and 124.47m² allocated for ancillary office space.

This totals 2.9 spaces required in total.

The proposal includes the provision of 6 spaces. The additional parking is anticipated to assist with not hindering other future uses that may wish to utilise the site, subject to consent.

Please refer to the traffic report prepared by McLaren Traffic Engineering for further comments regarding parking and access for the site.

Accessible off-street parking rates

2.7

Accessible parking is required to be designed and constructed in accordance with the following rates:

Commercial and industrial premises (BCA Classes 5–8) where development contains 10 or more spaces	1 accessible parking space per 50 parking spaces for staff; 1 accessible parking space for visitors per 50 parking spaces where a car park has less than 500 spaces; 1 additional accessible parking space per 100 parking spaces above 500 spaces for visitors
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N/A. Proposal does not involve more than 10 spaces. However, an accessible parking space has been provided within the footprint of the warehouse.

SECTION 3—DESIGN AND LAYOUT

Parking location

3.1

Development must not locate entries to car parking or delivery areas:

- (a) close to intersections and signalised junctions;
- (b) on crests or curves;
- (c) where adequate sight distance is not available;
- (d) opposite parking entries of other buildings that generate a large amount of traffic (unless separated by a raised median island);
- (e) where right turning traffic entering may obstruct through traffic;
- (f) where vehicles entering might interfere with operations of bus stops, taxi ranks, loading zones or pedestrian crossings; or

The proposed entry is appropriately located to ensure safe ingress and egress with minimal impact upon traffic movements.

(g) where there are obstructions which may prevent drivers from having a clear view of pedestrians and vehicles.	
3.2 Parking areas for people with disabilities should be close to an entrance to development. Access from the parking area to the development should be by ramps or lifts where there are separate levels.	The accessible parking space is appropriately positioned for ease of access to the building by being located within the building envelope.
3.3 Where above ground parking is the only solution possible, locate to the rear of buildings.	The parking has been positioned within the street frontage of the building to ensure the smaller site is not disadvantaged from wasted driveway area to the rear of the site. This approach is consistent with directly adjoining sites along Rogers Street where a recent precedent has been set and established the streetscape context that is expected in the immediate area. Only 3 parking spaces are proposed forward of the building which, together with the landscaping provided, results in a negligible impact upon the streetscape.
Alternate parking arrangements	
3.4 Council may consider tandem parking in the following situations: (a) Industrial development where the users of the car parking will almost all be employees. (b) High density residential flat buildings, shop top housing and mixed use development if the parking users reside in the same dwelling or the employees work in the same premises. (c) Tandem parking for a maximum of two vehicles is permissible in dwelling houses, dual occupancies, attached dwellings, secondary dwellings, semi-detached dwellings, multi dwelling housing and multi dwelling housing (terraces) if the parking users reside in the same dwelling.	N/A.
3.5 Tandem parking is not permitted where a high proportion of the users of the car park are visitors or customers.	N/A.

3.6 Council may consider turn tables for non-residential development in Zones B2 and B4, subject to further assessment.	N/A. Property not located within the B2 or B4 zone.						
3.7 Mechanical parking devices, including car lifts, will not be supported.	N/A. No mechanical parking devices are proposed.						
Access driveway width and design							
3.8 The location of driveways to properties should allow the shortest, most direct access over the nature strip from the road.	Yes. The nature strip is a consistent width across the frontage of the site and the driveway has been orientated perpendicular to the road reserve.						
3.9 The appropriate driveway width is dependent on the type of parking facility, whether entry and exit points are combined or separate, the frontage road type and the number of parking spaces served by the access facility.	Please refer to the traffic report prepared by McLaren Traffic Engineering for further comments regarding parking and access for the site.						
3.10 Driveway widths for existing dwellings and extensions to the existing properties are assessed on their merits.	N/A. No dwelling retained.						
3.11 For new residential development, necessary clear driveway widths are provided in the following table: <table> <tr> <th>Driveway width</th><th>Minimum clear width</th></tr> <tr> <td>One-way</td><td>3m</td></tr> <tr> <td>Two-way</td><td>5.5m</td></tr> </table>	Driveway width	Minimum clear width	One-way	3m	Two-way	5.5m	N/A. No dwelling retained.
Driveway width	Minimum clear width						
One-way	3m						
Two-way	5.5m						
Minimum headroom dimensions							
3.12 Clear headroom dimension is necessary to make sure that vehicles are clear of mechanical or service obstructions such as fire sprinklers, lighting fixtures and signs. The following minimum headroom dimension has to be maintained in all development.	Complies.						

<table><tr><th>Minimum headroom</th><th>Dimension</th></tr><tr><td>Cars and light vans</td><td>2.4m</td></tr><tr><td>People with disabilities</td><td>2.3m</td></tr><tr><td>Small rigid vehicles</td><td>3.6m</td></tr></table>		Minimum headroom	Dimension	Cars and light vans	2.4m	People with disabilities	2.3m	Small rigid vehicles	3.6m	
Minimum headroom	Dimension									
Cars and light vans	2.4m									
People with disabilities	2.3m									
Small rigid vehicles	3.6m									
Loading and unloading facilities										
3.13 Mixed use development must provide appropriate loading/unloading or furniture pickup spaces. If no provision is made for the facilities, development applications must provide justification why they are not necessary.		N/A. Proposal is not for a mixed use development.								
3.14 Where rear lane access is not available and the commercial/retail gross floor area of a building is greater than 500m2, Council requires: (a) at least one off-street parking space for delivery/service vehicles; and (b) additional off-street parking spaces or a loading dock depending on the size, number, and frequency of delivery/service vehicles likely to visit the premises.		Proposal does not involve a commercial/retail component. However, The building has been allocated a loading area within the building to cater for the expected delivery movements, which will be minimal and commensurate with the small floor area of the premises.								
3.15 The design of loading docks must: (a) be separate from parking circulation or exit lanes to ensure safe pedestrian movement and uninterrupted flow of other vehicles in the circulation roadways; (b) allow vehicles to enter and leave the site in a safe manner; and (c) have minimum dimensions of 4m by 7m per space.		The warehouse has been provided with a loading dock of an appropriate size commensurate with the small floor area of the premises. Refer to the comments provided by McLaren Traffic Engineering that addresses the loading dock setup and demonstrates that the proposal is warranted in this instance.								
3.16 Access to and from the service area is to be convenient with a lift or ramp provided.		All loading is available at grade and appropriate for the minimal warehouse size.								
3.17 Service vehicles are to enter and leave the site in a forward direction.		All service vehicles are able to enter and exit the site in a forward direction. Refer to the sweep paths provided by McLaren Traffic Engineering under separate cover.								
Safety and security										

3.18 Sloping ramps from car parks, garages and other communal areas are to have at least one full car length of level driveway before they intersect pavements and carriageways.	N/A.
Sight distance requirement	
3.19 For all development, adequate sight distance must be provided for vehicles exiting driveways. Clear sight lines are to be provided at the street boundary to ensure adequate visibility between vehicles on the driveway and pedestrians on the footway and vehicles on the roadway.	Adequate sight distances are considered available at the proposed ingress/egress point.
Pedestrian access	
3.20 Parking areas should be designed so that through-traffic is excluded, and pedestrian entrances and exits are separate from vehicular entrances and exits.	Through traffic is excluded with the pedestrian entrance appropriately located with regards to safety and vehicle movements, which are minimal.
3.21 Lifts and stair lobbies should be prominently marked to help users find them and to increase personal security.	Capable of compliance.
3.22 In split-level/multi-level car parks, a stairway should be located at the split-level, to provide pedestrian access between these levels and eliminate pedestrians having to use vehicular ramps.	N/A.
Car wash bay	
3.23 The minimum dimensions for a car wash bay is 3.5m by 5.4m.	N/A. No car wash bay is proposed or necessary.
3.24 Where residential development are required to provide a car wash bay as a condition of development consent, the following requirements apply: (a) the car wash bay pavement must be bunded and isolated from the stormwater drainage system so that car wash runoff does not discharge into the Sydney Water sewer system; (b) the car wash bay must be covered or located in the basement and protected so that stormwater does not collect in the wash bay and discharge into the sewer system; and	N/A. No car wash bay is proposed or necessary.

(c) the car wash bay space may also be used as a visitor space.	
Bicycle parking	
3.25 For non-residential development that requires over ten staff bicycle parking spaces, provide one shower and change room per ten staff bicycle parking spaces.	N/A
3.26 Provide a mix of bicycle storage facilities to cater for short and long stay parking.	The premises is readily capable of accommodating secure bicycle parking within the building.
3.27 Bicycle racks or stands placed in open public areas that provide only means to lock one wheel of a bicycle to a fixture is not an acceptable secure arrangement. Devices requiring a wheel to be removed are also not acceptable.	N/A
3.28 Development must incorporate the following elements into the design and location of bicycle parking: (a) all facilities are clearly visible and as close as possible to the main entrances/exits to the street and within the building; (b) short-stay and visitor parking is at-grade and floor and wall-mounted rails are acceptable; (c) long-stay and resident parking is on the uppermost level of a basement car park; (d) a safe path of travel between bicycle parking and the main entrances/exits is clearly marked; (e) bicycle facilities are not to hinder vehicle and pedestrian movements, or contribute to the likelihood of injury to passing pedestrians; (f) access paths to bicycle parking are a minimum of 1.5m wide for oneway access path to allow the passage of a pedestrian pushing a bicycle; and (g) standardised information signs are to be used to give directions to bicycle parking areas.	Bicycle parking is able to be readily accommodated within the building at ground level.

3.29 Bicycle parking facilities are to be well lit to minimise theft, vandalism, reduce pedestrian hazard and to improve safety of the cyclists.	Readily able to comply.
Visitor parking	
3.30 Visitor spaces must not be located behind security grills and must be easily accessible.	All parking located in appropriate positions.
3.31 Clearly mark and signpost visitor parking, and locate on the ground floor where possible, so that it is easy to find and access.	Capable of compliance.
3.32 Visitor parking should be located near the main pedestrian entrance to the building and can be located in front of the building alignment, but not encroach upon the front setback areas.	All parking in close proximity to the pedestrian entrance and readily identifiable.
Basement parking	
3.33 Provide ventilation to basement parking. Location and details of mechanical ventilation design must be outlined in applications to Council.	N/A. No basement parking proposed.
3.34 Design and integrate basement parking so as not to accentuate the scale or bulk of a building, or detract from the streetscape or front setback character.	N/A. No basement parking proposed.
3.35 New vehicle access to shop top housing is not permitted from Canterbury Road, Beamish Street (Campsie) or Homer Street (Undercliffe Precinct).	N/A. No basement parking proposed.
3.36 Vehicular access should be via secondary streets, rear lanes or internal driveways where possible.	N/A. No basement parking proposed.
3.37 Provide secure bicycle parking at basement level which is easily accessible from ground level, from apartments and other uses within the development.	N/A. No basement parking proposed.

3.38 Keep all loading docks, parking areas and driveways clear of goods and do not use for storage, including garbage storage, so that free movement is available at all times.	N/A. No basement parking proposed.
3.39 Locate and design so that impacts such as noise, exhaust fumes and headlight glare, are minimised on adjoining residential uses or residential zoned land.	N/A. No basement parking proposed.
3.40 Optimise opportunities for deep soil, active street frontages, and good streetscape design, and minimise loss of street parking	N/A. No basement parking proposed.
3.41 In shop top housing development, separate long-term (resident and employee) and short-term (shopper and visitor) car parking, separate parking for residential and nonresidential users, and provide secure access to long-term parking	N/A. No basement parking proposed.
At-grade parking	
3.42 Screen or enclose at-grade parking with landscaping, structures or by wrapping the car park with retail or other active uses.	Car Parking has incorporated a landscaped strip along the frontage of the site where appropriate to assist with softening of the hard stand area.
3.43 Avoid car parking areas and access driveways characterised by large expanse of bare concrete.	Hard stand areas only extend to the minimum extent required for adequate vehicle maneuvering.
3.44 Use a combination of different surface materials to delineate pedestrian thoroughfares, vehicular access and parking areas.	Not considered necessary given the layout of the proposal.
3.45 Use perforated paving materials (for example, paving units with wide bands of gravel aggregates) that allow infiltration of stormwater.	Capable of compliance where necessary.
3.46 Trees are to be planted at the ratio of one tree per five car park places allocated. Species are to be selected for their ability to thrive where compaction and deoxygenation are characteristic of the soils.	3 trees are proposed throughout the frontage of the sites. This is considered an appropriate balance of landscaping for the parking area given the small size and dimensions of the lot not being

	conductive to this particular control in the DCP, which appears to be more appropriately applied to larger developments that can physically accommodate larger trees. This is further reflected in control 2.14 of Chapter 9 of the CBDP 2023, which requires the identical ratio of planting of trees, however only for carparks involving 20 or more spaces. This is further suggestion that this control, together with others, should not be applied to smaller sites such as the subject site as reasonably expected.
3.47 For proposed car parks of capacity 40 cars or more, raised landscape island beds of minimum dimensions 2m by 4m shall be provided to break up row of cars, spaced at every ten car places for placement of a canopy tree.	N/A.

The following table applies to the waste management requirements prescribed within Chapter 3.3:

TABLE 5: PROJECT COMPLIANCE – Canterbury-Bankstown DCP 2023	
CHAPTER 3.3 'WASTE MANAGEMENT'	
DCP Provisions	Complies / Comments
SECTION 5 INDUSTRIAL DEVELOPMENT	
5.1 Development must provide bin storage and separation facilities within each tenancy and within the communal bin room.	The warehouse has been provided with a bin storage area that is readily accessible to a waste contractor.
5.2 Development must provide an appropriate and efficient waste storage system that considers: (a) the type of business; (b) the volume of waste generated on-site; (c) the number of bins required for the development and their size; (d) additional recycling needs e.g. cardboard, pallets and milk crates; (e) waste and recycling collection frequencies.	The waste storage area is appropriate for the collection of waste, which is likely to predominantly consist of packaging and the like.

5.3 Development is to consider potential future uses, particularly where separate waste containers may be required for industrial process type waste and bunding of bin storage areas.	The size and layout of the premises ensures that future uses are expected to be of a similar nature with no specific waste requirements. It should be noted that the site is zoned IN2 Light Industrial and uses will not likely involve waste that requires bunding and the like.
5.4 Where development involves multiple tenancies, the design of development must ensure each tenancy will be able to obtain a Trade Waste Licence.	N/A
5.5 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 storage area is located internally within the building and screened from the public domain.
5.6 The design of the bin storage area must comply with the requirements of the applicable Waste Design for New Developments Guide.	Designed to comply.
5.7 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 AS2890.2. The location of the collection point must ensure waste servicing does not impact on any access points, internal roads and car parking areas.	The proposal includes the waste collection point within the street frontage adjacent to the car parking area. This has been designed to cater for a 6.4m length SRV that can enter and exit the site in a forward direction.
5.8 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 and to ensure bin storage areas are kept clean, hygienic and free from odours. Higher collection frequencies must not impact on neighbouring residents in relation to noise, odour and traffic.	Able to comply. Weekly collection is expected to be the necessary frequency to readily dispose of waste and recyclables.

The following table applies to the sustainable development requirements prescribed within Chapter 3.4:

TABLE 6: PROJECT COMPLIANCE – Canterbury-Bankstown DCP 2023	
CHAPTER 3.4 'SUSTAINABLE DEVELOPMENT'	
DCP Provisions	Complies / Comments
SECTION 2 WATER CONSERVATION	
2.1 Proposals for new development with a gross floor area less than 5,000m ² and proposals for extensions to existing developments below 5,000m ² seeking to expand by 50% or more of the existing floor area must comply with Requirement W1.	Proposal involves a floor area <5,000m ² and therefore the provisions of W1 will be applicable.
Requirement W1: Use of water efficient fixtures	
2.3 The following requirement is mandatory and must be incorporated into the building design: All taps, showerheads, toilet suites (cisterns, urinals) used in the development must be rated to at least 4 stars under the National Water Efficient Labelling and Standards (WELS) Scheme (refer below). <u>National water conservation rating and labelling scheme</u> The Water Efficient Labelling and Standards (WELS) Scheme is administered by the NSW and Australian Government and is designed to make more efficient use of Australia's potable water supply. The following star ratings are required for compliance with this DCP: (a) shower heads 3 stars – 8 litres or less per minute; (b) basins taps 6 stars – 4.5 litres or less per minute; (c) toilet cisterns 4 stars – 4 litres or less per flush.	All necessary water efficient fixtures are able to be incorporated into the design and construction.
SECTION 3–ENERGY MINIMISATION	

3.1 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.	Proposal involves a floor area <5,000m² and therefore the provisions of E1 and E2 will be applicable.
Requirement E1: Energy efficient building design	
3.2 The design and orientation of buildings must maximise solar access and natural lighting by: (a) Orientating the building so that its longest side is on the east west axis (where possible). (b) Maximising the number of windows on the northern face of the building and minimising glazed areas on the eastern and western walls of the building (i.e. providing for most of the glazed areas on the northern face of the building). (c) Fitting warehouses with skylights to 10% of the roof area. (d) Considering and including where feasible the following features: skylights, clerestory windows, light wells, light tubes, atriums and similar features.	Given the north-south length of the site, the small lot size and the subsequent need to place the building in the proposed position, there is limited opportunity for orientating a larger portion of the building to the north. The proposal includes ample glazing to the northern facade, in particular to the first floor office area where it provides the maximum benefit. Provided where feasible. Provided where feasible.
Requirement E2: Energy efficient hot water systems	
3.3 Development must incorporate a hot water heating system that is energy rated to at least 4 stars. The preferred system is either a gas boosted solar system, or a 5 star gas system, with appropriate insulation to the tank and pipes (refer to box for a list of different types of water heaters that have a rating of 4 stars or higher). <u>Rating of hot water heating in terms of energy efficiency</u>	All necessary hot water systems are able to be incorporated into the design and construction.

Source of energy	Storage	Rating
Solar Gas Boost solar contribution 50%)	Storage	5 stars
Gas	Instantaneous	4 stars
Gas-Storage	High Efficiency	4 stars
Electric-Storage	Heat Pump	4 stars
Gas-Storage	Low Efficiency	4 stars
Solar Electric Boost (solar contribution> 50%)	Continuous	4 stars
Solar Electric Boost (solar contribution> 50%)	OP2	4 stars

The following table applies to the landscape requirements prescribed within Chapter 3.7:

TABLE 7: PROJECT COMPLIANCE – Canterbury-Bankstown DCP 2023	
CHAPTER 3.7 ‘LANDSCAPE’	
DCP Provisions	Complies / Comments
SECTION 2 LANDSCAPE DESIGN	
Existing vegetation and natural features	
2.1 New landscaping is to complement the existing street landscaping and improve the quality of the streetscape	The proposal includes a 4.7m wide front landscaped area that spans the entire site except for the vehicular access points. This affords a critical area to the proposal in which an abundance of high quality landscaping will be established that contributes significantly to the landscaped setting of the streetscape.
2.2 Development, including alterations and additions, is to minimise earthworks (cut and fill) in order to conserve site soil. Where excavation is necessary, the reuse of excavated soil on site is encouraged.	The proposal involves minimal earthworks only to prepare the site for construction.
Design and location of landscape	
2.3 The landscape design is to contribute to and take advantage of the site characteristics	Refer to comments above.

2.4 The landscape design is to improve the quality of the streetscape and communal open spaces by: (a) providing appropriate shade from trees or structures; (b) defining accessible and attractive routes through the communal open space and between buildings; (c) providing screens and buffers that contribute to privacy, casual surveillance, urban design and environmental protection, where relevant; (d) improving the microclimate of communal open spaces and hard paved areas; (e) locating plants appropriately in relation to their size including mature size; (f) softening the visual and physical impact of hard paved areas and building mass with landscaping that is appropriate in scale; (g) including suitably sized trees, shrubs and groundcovers to aid climate control by providing shade in summer and sunlight in winter.	The front setback area is readily able to accommodate an abundance of high quality landscaped area, including shade trees. It should be noted that only those areas necessary for vehicular access have been paved to the minimum extent, with the rest of the frontage made available for landscaped area.
2.5 The landscape of setbacks and deep soil zones must: (a) provide sufficient depth of soil to enable the growth of mature trees; (b) use a combination of groundcovers, shrubs and trees; (c) use shrubs that do not obstruct sightlines between the site and the public domain; and (d) where buffer or screen planting is required, use continuous evergreen planting consisting of shrubs and trees to screen the structure, maintain privacy and function as an environmental buffer	All landscaped areas will constitute deep soil landscaped area that is readily able to support an abundance of high quality landscape features including larger trees.
Trees	
2.6 Development must consider the retention of existing trees in the building design.	The proposal includes the removal of 4 trees throughout the site. However, also includes the retention of 2 trees.

	The vegetation on site is all located within the expected building and parking envelopes for a light industrial site. However, the proposal includes suitable areas for the provision of an abundance of replacement plantings, particularly in the front setback area where the most benefits will be gained. It should be noted that the site is relatively small for an industrial site (as it was previously a single dwelling site), which by default does not allow for flexible design options when it comes to positioning of buildings and vehicular movement areas. Accordingly, the retention of all trees is not considered a realistic outcome for this situation. Please note that the proposal also includes very low site coverage and FSR outcomes. The location of the retained vehicular access also ensures that the bottlebrush street tree is retained, which further enhances the landscaped setting of the design.
2.7 Development must plant at least one canopy tree for every 12m of front and rear boundary width and: (a) Canopy trees are to be of a minimum 75 litre pot size. (b) Use deciduous trees in small open spaces, such as courtyards, to improve solar access and control of microclimate. (c) Place evergreen trees well away from the building to allow the winter sun access. (d) Select trees that do not inhibit airflow. (e) Provide shade to large hard paved areas using tree species that are tolerant of compacted/deoxygenated soils.	The site has a width of 18.56m. The front setback area has been allocated an abundance of deep soil landscaped area, which is readily able to accommodate 2 canopy trees of a suitable size. Similar to the comments above, industrial development is generally expected to be built to side and rear boundaries in most instances. To provide rear boundary landscaping of a sufficient size to accommodate trees is at odds with the expectations around industrial developments, particularly on smaller sites.
2.8 Development must provide street trees that will contribute to the canopy where possible.	As above.
SECTION 3–BIODIVERSITY	
3.1 Development must retain, protect and enhance indigenous/native vegetation and natural site features and incorporate it into the landscape design	As discussed above the existing vegetation is all located within the expected building footprint for a light industrial development and will therefore require replacement plantings within

	more appropriate areas of the site, in particular the front setback area.
3.2 Development must create a buffer zone to adjoining bushland and use indigenous planting in the buffer zone.	N/A. No adjoining bushland is present.
3.3 Development must manage habitat values by reinforcing biodiversity links.	No biodiversity links are evident within the surrounding area.
3.4 The landscape design may consider using the following features to encourage native wildlife: 1 Trees and shrubs native to the area can provide nectar and seeds – an important food for native birds. 2 Prickly shrubs and dense hedges protect bird nests from predators such as cats. 3 Leaf litter and bark provide feeding areas for small animals such as frogs and lizards. 5 Hollow logs provide shelter for small marsupials and lizards. 6 Small caves and crevices serve as burrows and nesting sites for small animals. 7 Where structurally sound, tree hollows provide nesting holes essential for birds and possums. 8 Strong, healthy tree limbs provide habitat for tree dwellers and allow safe movement through the canopy. 9 Tree branches provide safe perching places for birds. 10 Rocks provide shelter, shade and sun bathing opportunities for small animals.	The concept landscape plan lodged with the architectural plans has included appropriate features where possible.

The following table applies to the industrial precincts requirements prescribed within Chapter 9:

TABLE 8: PROJECT COMPLIANCE – Canterbury-Bankstown DCP 2023	
CHAPTER 9 'INDUSTRIAL PRECINCTS'	
DCP Provisions	Complies / Comments
SECTION 2–BUILDING FORM AND LANDSCAPE	
Site cover	

2.1 The sum of the total area of building(s) on the ground floor level must not exceed 70% of the site area.	The proposal includes a site coverage of 59.6%.
Street setbacks	
2.2 This clause applies to land within the former Bankstown Local Government Area: (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. (b) Where sites do not adjoin a state or regional road, the minimum setback to: (i) the primary street frontage is 10m; and (ii) the secondary street frontage is 3m	N/A. Property is located in the former Canterbury LGA.
2.3 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.	Property is located in the former Canterbury LGA. 12.07m to the building wall.
2.4 Despite clauses 2.2 and 2.3, Council may vary the minimum setback provided the development: (a) complies with any statutory alignment that applies to the site; or (b) provides adequate space to meet the vehicle access, car parking, loading and landscaping controls; or (c) demonstrates compatibility with the building alignment of neighbouring development or the desired character of the area; or (d) achieves an appropriate bulk and scale.	N/A. No variation proposed.
Side and rear setbacks	
2.5 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	Proposal includes 100mm to 150mm rear and side boundary setbacks, as appropriate. No circumstances have been identified as a result of the site analysis that necessitate an

(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.	increased setback to the side and rear boundaries beyond what is proposed.
2.6 The design of buildings must ensure that: (a) At least one living area of a dwelling on an adjoining site must receive a minimum three hours of sunlight between 8.00am and 4.00pm at the mid-winter solstice. Where this requirement cannot be met, the development must not result with additional overshadowing on the affected living areas of the dwelling. (b) A minimum 50% of the required private open space for a dwelling that adjoins a development receives at least three hours of sunlight between 9.00am and 5.00pm at the equinox. Where this requirement cannot be met, the development must not result with additional overshadowing on the affected private open space.	No unreasonable impacts with regards to solar access result from the proposal with excessive setbacks to the front boundary and dwellings to the south provided.
Development adjacent to residential zones	
2.7 In determining a development application that relates to a site adjoining land in Zone R2, R3 or R4, Council must take into consideration the following matters: (a) whether any proposed building is compatible with the height, scale, siting and character of existing residential development within the adjoining residential zone; (b) whether any goods, plant, equipment and other material used in carrying out the proposed development will be stored or suitably screened from residential development; (c) whether the proposed development will maintain reasonable solar access to residential	The site does not directly adjoin residential properties with the nearest dwellings noted on the southern side of Rogers Street. The combination of high quality landscaped areas, use of modern materials, heavily reduced FSR and a design of high architectural merit ensures the impacts upon the surrounding residential context are minimal and within the expectations associated with an industrial development. All goods, plant and other equipment will be stored internally to the building and will not be visible from any surrounding residential property. Overshadowing is minimal and readily complies.

development between the hours of 8.00am and 4.00pm at the midwinter solstice; (d) whether noise generation from fixed sources or motor vehicles associated with the proposed development will be effectively insulated or otherwise minimised; (e) whether the proposed development will otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting, fumes, gases, smoke, dust or odours, or the like; and (f) whether any windows or balconies facing residential areas will be treated to avoid overlooking of private yard space or windows in residences.	The separation of the building from the residential zone and location of all associated plant and vehicles internally to the building will ensure noise is within expected levels associated with a light industrial site. The building is capable of being adaptable to include insulation and the like should a land use be proposed that warrants further acoustic assessment in the future. No unreasonable impacts are expected as a result of the proposed development with the site intended for use as a warehouse premises. Operational considerations are able to be implemented on a case by case basis should further development consents be sought for a change of use. The layout of the building is capable of supporting a variety of operational measures to minimise impacts, should the need arise. Windows associated with the top floor of the premises, where the office space is proposed, are readily distanced from the dwelling directly opposite and commensurate with separation distances expected for residential separation. The separation distance of 35m is more than appropriate.
Setbacks to riparian corridors	
2.8 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.	N/A.
Development adjacent to channelled watercourses	
2.9 Development must provide access to channelled watercourses for maintenance and repair.	N/A
Open space	

2.10

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

Site area	Sites adjoining a state or regional road Minimum width for landscaped area	Sites not adjoining a state or regional road Minimum width for landscaped area to the primary street frontage	Sites not adjoining a state or regional road Minimum width for landscaped area to secondary street frontage
Less than 600m ²	2.5m	2.5m	2.5m
600m ² –999m ²	3.5m	3.5m	3m
1,000m ² –1,999m ²	4.5m	4.5m	3m
2,000m ² –3,999m ²	6m	6m	3m
Greater than 4,000m ²	10m	10m	3m

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.

With a site area of 850.1m² the minimum landscaped strip width required is 3.5m.

The proposal includes a more than compliant landscaped strip of 4.7m. This has allowed for a prominent and effective strip of landscaped buffering to the streetscape and the residential dwellings to the south, further demonstrating the appropriateness of the proposal.

2.11

Development must:

(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

As discussed elsewhere, the retention of trees upon the site is not feasible given the IN2 zoning, lot size and subsequent expected building footprints throughout the site.

2.12

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.

The bottlebrush located within the road reserve is proposed to be retained with the rest of the frontage readily able to accommodate additional street tree plantings as necessary.

2.13

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.

The landscaped area within the frontage to the building equates to 58m². This area is readily capable of supporting 3 trees to a height of 5m.

2.14

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:

N/A. <20 spaces provided.

Refer to comments above where this clause is also discussed.

(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.	
Employee amenities	
2.15 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.	An outdoor employee amenity area is capable of being provided in the front setback. Additionally, an employee area on the second floor is also provided, which incorporates kitchen facilities. Further employee amenities are also provided on the ground floor. These facilities are commensurate with the small lot size and small footprint of the warehouse proposed.
2.16 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.	Front setback area considered the most appropriate given separation from other uses on the site.
SECTION 3—BUILDING DESIGN	
Facade design	
3.1 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.	The proposed development is of high-design and construction standard to contribute to the charter of the surrounding industrial area. The proposed development is of scale and appearance consistent with surrounding developments, with visual outcome that contributes a pleasant view. Façade articulation will create visual interest, as such will consist with the prevailing built form appearance of development on surrounding sites, of which this will reinforce the industrial charter of the area.

3.2 Development may have predominantly glazed facades provided it does not cause significant glare nuisance.	Glazing is prominent within the street facade, however this generally faces south and is not expected to cause a significant glare nuisance.
3.3 Industrial retail outlets must incorporate shopfront style windows with clear glazing so that people can see into the premises and vice versa. Council discourages the use of obscure or opaque glass, or other types of screening.	N/A. No retail element proposed.
3.4 Where development proposes a portal frame or similar construction, Council does not allow the 'stepping' of the parapet to follow the line of the portal frame.	N/A. No portal frame or the like proposed.
Facade design (corner sites)	
3.5 The street facade of development on a corner site must incorporate architectural corner features to add visual interest to the streetscape.	N/A. Site is not a corner site.
Facade design (materials)	
3.6 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. Despite this clause, Council may consider a small portion of the street facade to comprise metal sheet or other low maintenance material provided it complies with the Building Code of Australia.	Proposal incorporates quality materials and finishes for a modern and appealing outcome. N/A. Only one unit proposed.
Roof design	
3.7 Development must incorporate an innovative roof design that: (a) achieves a unique and contemporary architectural appearance; and (b) combines high quality materials and finishes.	The proposed development is of high-design and construction standard to contribute to the charter of the surrounding industrial area. The proposed development is of scale and appearance consistent with surrounding developments, with visual outcome that contributes a pleasant view.

	Façade articulation will create visual interest, as such will consist with the prevailing built form appearance of development on surrounding sites, of which this will reinforce the industrial charter of the area.
Safety and security	
3.8 The front door to buildings should face the street.	The front door to the premises has been orientated to the Rogers Street frontage, is highly visible to the street frontage and allows for suitable wayfinding to the building entrance from the street.
3.9 The administration offices or industrial retail outlets must locate at the front of buildings.	The proposal includes the office area on the second floor facing the street. Access to this area is readily available directly from the front entry via stairs.
3.10 Windows on the upper floors of a building must, where possible, overlook the street.	Windows on the first floor are passively overlooking the street, however overlooking has been managed to achieve a balance between street presence and privacy to the dwellings extending along the southern side of Rogers Street.
3.11 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.	The premises is afforded a security arrangement that allows for the loading area within the building that is secure and prevents opportunities for unlawful entrance.
3.12 Unless impractical, access to outdoor car parks must be closed to the public outside of business hours via a lockable gate.	A security gate and secure boundary fencing are all incorporated into the design to prevent unlawful access outside of core business hours.
3.13 Development must provide lighting to the external entry paths, common lobbies, driveways and car parks using vandal resistant, high mounted light fixtures.	Able to comply.
3.14 Where the site shares a boundary with a railway corridor or an open stormwater drain, any building, solid fence, or car park on the site should, wherever practical, be setback a minimum 1.5m from that boundary. The setback distance must be:	N/A. Site does not adjoin a railway corridor or open stormwater drain.

(a) treated with hedging or climbing vines to screen the building, solid fence, or car park when viewed from the railway corridor or open stormwater drain; and (b) the hedging or climbing vines must be planted prior to the completion of the development using a minimum 300mm pot size; and (c) the planter bed area must incorporate a commercial grade, sub-surface, automatic, self-timed irrigation system; and (d) the site must be fenced along the boundary using a minimum 2m high chain-wire fence; and (e) the fence provides an appropriate access point to maintain the landscaping within the setback area; and (f) where a car park adjoins the boundary, hedging or climbing vines must also be planted along the sides of any building or solid fence on the site that face the railway corridor or open stormwater drain. If a setback for landscaping under this clause is impractical, other means to avoid graffiti must be employed that satisfies Council's graffiti minimisation strategy.	
General	
3.15 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;	Refer to previous comments regarding parking. The site provides a landscape strip throughout the front of the development in a targeted location to provide softening of built form and car parking areas. A prominent area of deep soil landscaping has been afforded to the Rogers Street frontage to allow for deep soil planting of an abundance of vegetation varieties to contribute to the partial residential context of the area. The proposal provides a modern and highly functional warehouse building that balances functionality and the partial residential

(d) whether access to the proposed development will be available by means other 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.	streetscape. The existing dwelling on site will be replaced. Refer to the traffic study prepared by McLaren Traffic Engineering lodged under separate cover. All goods, plant, equipment and the like will be stored internally to the premises. The design and layout has ensured this will continue to be the case in perpetuity. The proposed use for a warehouse and distribution centre is commensurate with the IN2 light industrial zoning and is considered to be in keeping with the surrounding residential area. In particular the general operational aspect of the premises has been internalised to the site to minimise any view or conflict with those dwellings to the south on the southern side of Rogers Street. The street frontage is heavily landscaped. The proposal is capable of complying with Chapter 3.4 of CBDCP 2023 as discussed in table 6 of this section.
Vehicle body repair workshops	
3.16 Council must not grant consent to development for the purpose of a vehicle body repair workshop if the site adjoins land within a residential zone, unless appropriate arrangements are made to store all vehicles awaiting or undergoing repair, awaiting collection, or otherwise involved with the development on the site of the proposed development, and they will be stored either:	N/A. Proposal is for warehouse and distribution centre only.

(a) within a building, or (b) within a suitably screened area.	
Service stations and vehicle sales or hire premises	
3.17 Service stations and vehicle sales or hire premises must provide a minimum 3m wide landscape buffer zone to the primary and secondary street frontages.	N/A. Proposal is for warehouse and distribution centre only.
3.18 Service stations and vehicle sales or hire premises must locate an active frontage use (such as a showroom, office, customer service area, convenience store or restaurant) along the primary and secondary street frontages.	N/A. Proposal is for warehouse and distribution centre only.
3.19 Service stations and vehicle sales or hire premises must locate a vehicle repair station and associated car park at the basement level or at the rear of the site.	N/A. Proposal is for warehouse and distribution centre only.
SECTION 4–ENVIRONMENTAL MANAGEMENT	
Acoustic privacy	
4.1 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.	The development is considered to be readily capable of complying with the Noise Policy given the orientation of the development and light industrial use of a warehouse and distribution centre. The unit is capable of being able to be adapted to accommodate other land uses and any acoustic treatments that may be necessary.
Pollution control	
4.2 Development must adequately control any fumes, odour emissions, and potential water pollutants in accordance with the requirements of the relevant public authority	Able to comply should a typical land use associated with these pollutants be proposed as a part of a future development application for a change of use from a warehouse and distribution centre.
SECTION 5–SITE FACILITIES	
Storage areas	

5.1 The storage and use of hazardous materials must comply with the requirements of WorkCover NSW and other relevant public authorities.	N/A. No storage of hazardous materials is proposed.
5.2 The storage and use of dangerous goods must comply with the Dangerous Goods (Road and Rail Transport) Act 2008 and its regulations, and any other requirements of WorkCover NSW.	N/A. No storage of dangerous goods is proposed.
Building design (utilities and building services)	
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.	Noted.
5.4 Utilities and building services are to be integrated into the building design and concealed from public view.	All utilities and building service infrastructure is screened from public view.
5.5 External lighting to industrial development must give consideration to the impact of glare on the amenity of adjoining residents.	All lighting will be compliant with AS4282.
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.	Noted. Existing footpath is in good condition with no trip hazards present and does not require upgrading to facilitate the proposal.
Building design (substations)	
5.7 The location and design of substations must be shown on the plans.	N/A. The proposal does not include the installation of a substation.
5.8 Substations should locate underground. Where not possible, substations are to be integrated into the building design and concealed from public view.	N/A. The proposal does not include the installation of a substation.
5.9 Substations must not locate forward of the front building line.	N/A. The proposal does not include the installation of a substation.
Food premises	

5.10 The design, construction, and operation of a food premises must comply with: (a) Food Act 2003; (b) Food Regulation 2010; (c) FSANZ Food Standards Code; and (d) Australian Standard AS 4674–2004, Design, construction and fitout of food premises.	N/A. The proposal does not include a food premises.
Front fences	
5.11 The maximum fence height for front fences is 1.8m.	The proposal includes a front fence that does not exceed 1.8m.
5.12 The external appearance of front fences along the primary and secondary street frontages must ensure: (a) the section of the front fence that comprises solid construction (not including pillars) does not exceed a fence height of 1m above ground level (existing); and (b) the remaining height of the front fence comprises open style construction such as spaced timber pickets or wrought iron that enhance and unify the building design.	The front fence is appropriately designed to comply with this section, including an open style wrought iron fence for the entire frontage.
5.13 Council does not allow the following types of front fences: (a) chain wire, metal sheeting, brushwood, and electric fences; and (b) noise attenuation walls.	Designed to comply.

5 Planning Assessment

This section will consider the following: the Assessment of Natural Environmental Impact; the Built Environment Impacts; the Site Suitability and the Public Interest in accordance with Section 4.15(1)(b),(c) and (e).

5.1 Assessment of Natural Environmental Impact – S4.15 (1)(b)

5.1.1 Micro Climate Impacts

The proposed development is unlikely to result in any adverse effects to the micro-climate in the locality.

5.1.2 Water & Air Quality Impacts

The proposed development is unlikely to result in any adverse effects on the locality in terms of water and air quality.

5.2 Assessment of Built Environment Impacts – S4.15 (1)(b)

5.2.1 Impact on the Areas Character

The surrounding built environment comprises a mix of industrial uses and low density residential uses. The proposal will not impact this character as discussed throughout this report.

The modern presentation together with abundance of quality landscaping and appropriate choice of land use all contribute to ensure the local mixed use character is preserved.

5.2.2 Privacy, Views & Overshadowing Impacts

The proposed development will not impede the existing privacy or views of the subject or surrounding lots. The development will not result in unreasonable overshadowing within the subject or adjoining lots.

5.2.3 Aural & Visual Privacy Impacts

The proposed development, being within a mixed use area and generally compliant with the relevant planning provisions, will not result in any significant privacy concerns for adjoining properties.

Separation distances of the proposal and strategic positioning of windows and internal uses has ensured visual privacy impacts are minimised.

5.2.4 Environmentally Sustainable Development

The proposal will have minimal impact with regards to ESD subject to standard conditions imposed by the consent authority.

5.3 Assessment of the Site Suitability – 4.15(1)(c)

5.3.1 Proximity to Service and Infrastructure

As outlined, the site is accessible via Rogers Street. As the site is within an established area, electricity, water, sewer, internet and telephone are also readily available.

A bus service with bus stop is available for employees directly to the west of the site, which provides connections through to the Bankstown Interchange.

5.3.2 Traffic, Parking & Access

A traffic study prepared by McLaren Traffic Engineering was prepared under separate cover. The study confirms that the parking rates, vehicle entry/exit points and truck maneuvering throughout the site are all readily compliant and will have minimal impact upon the surrounding street network as expected for a warehouse use.

5.3.3 Hazards

The site is not subject to any known hazards and further development of the site is appropriate in this regard.

5.4 The Public Interest – 4.15(1)(e)

5.4.1 Social and Economic Impact

The proposal will make a positive contribution to the Roselands area and the immediate neighbourhood by facilitating a modern and functional warehouse development that will generate significant employment opportunities both during construction and in perpetuity through the ongoing use of the site.

5.4.2 The Public Interest

The proposal is in the public interest as it satisfies the objectives of the CBLEP 2023 and CBDCP 2023 and will not set any undesirable planning precedents.

6 Conclusion

The proposed development has been assessed in accordance with Section 4.15(1) of the EP&A Act 1979 and Council's planning instruments. The proposal is permissible in the IN2 Light Industrial Zone under the Canterbury-Bankstown LEP 2023 and in our opinion is consistent with the relevant objectives of the Zone.

As discussed throughout the SEE, the crux of the proposal is to facilitate the erection of a modern and functional warehouse development that will sit comfortably within the surrounding mixed use streetscape that includes a low density residential area. The proposal is generally compliant with the provisions of the CBDCP 2023, with the layout, size, form, use and scale all considered reasonable for the circumstances of the site and on balance with all other considerations.

For the above reasons the proposal is considered to be in the public interest and is recommended for approval subject to standard conditions.