

Statement of Environmental Effects Development Application



No.5 Warren Avenue, Bankstown

Construction of two warehouse buildings, strata
subdivision, associated carparking and
landscaping

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Introduction

This Statement of Environmental Effects has been prepared on behalf of the client. This Statement has been prepared pursuant to Section 4.12 of the Environmental Planning and Assessment Act (EPA Act), 1979 and Clause 50 of the Environmental Planning and Assessment Regulation, 2000.

This Statement accompanies a Development Application for the proposed construction of two (2) warehouse buildings, strata subdivision associated carparking and landscaping at No.5 Warren Avenue, Bankstown.

The purpose of this document is to provide a context of the subject site and its surrounding local environment, provide a detailed description of the proposed development, assess the compliance of the proposal in relation to subject planning policies and controls and examine the environmental, social and economic effects of the proposal against the Evaluation Criteria prescribed under Section 4.15 of the EPA Act, 1979.

The proposed development is permissible with Council's consent in the IN1 General Industrial zone under Canterbury-Bankstown Local Environmental Plan 2023 and Canterbury-Bankstown Development Control Plan 2023. The proposal is consistent with the aims and objectives of the relevant environmental planning instruments and an assessment of the proposal has not identified any adverse impacts that are likely to result from the proposed development.

Site Location and Description

Site Description and Locality

The site is legally described as Lot 181 DP 13506 and is known as No.5 Warren Avenue, Bankstown. The site is located in the suburb of Bankstown which resides to the south west of Sydney. The subject site is within the Canterbury-Bankstown local government area. An aerial map of the site is shown in Figure 1 below.



Figure 2: Aerial Map

Source: Six Maps, 2022

The site is a regular shaped allotment with a site area of 777.8m² and a frontage of 12.195m. The site is currently vacant, adjoining other industrial buildings along Warren Avenue. The site is not identified as a heritage item or within a conservation item under the Canterbury-Bankstown Local Environmental Plan 2023. The application has been lodged as a development application because the site is prescribed as environmentally sensitive land and is affected by terrestrial biodiversity which restricts complying development certificates.

Warren Avenue and the surrounding area is characterised by predominately medium and large sized industrial building and uses. The street is not an arterial road and includes on-street car parking. Images of the site and the surrounding locality are shown below:



Figure 3: Subject site
Source: Google Maps, 2024



Figure 4: Adjoining site
Source: Google Maps, 2024

Development Proposal

1.1 Overview

The proposed development is for proposed construction of two (2) warehouse buildings, strata subdivision associated carparking and landscaping at No.5 Warren Avenue, Bankstown.

1.2 Detailed Description

The proposal specifically includes:

- Construction of two (2) warehouse buildings with a mezzanine level, staircase and bathroom and amenity facilities;
- Total gross floor area of 371.85m²;
- Five on-site car spaces and loading zone between the two warehouses;
- Cumulative landscaping of 54.19m²;
- Easement 2.665m remains structure free along northern boundary.

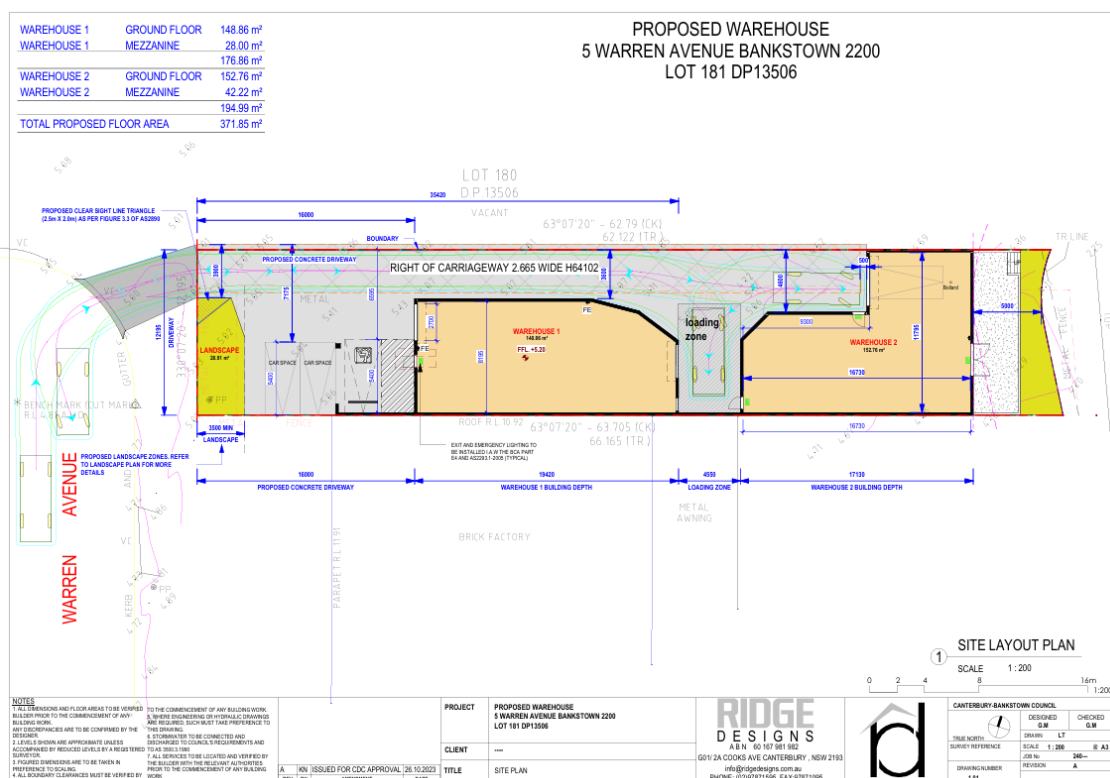


Figure 4: Site plan

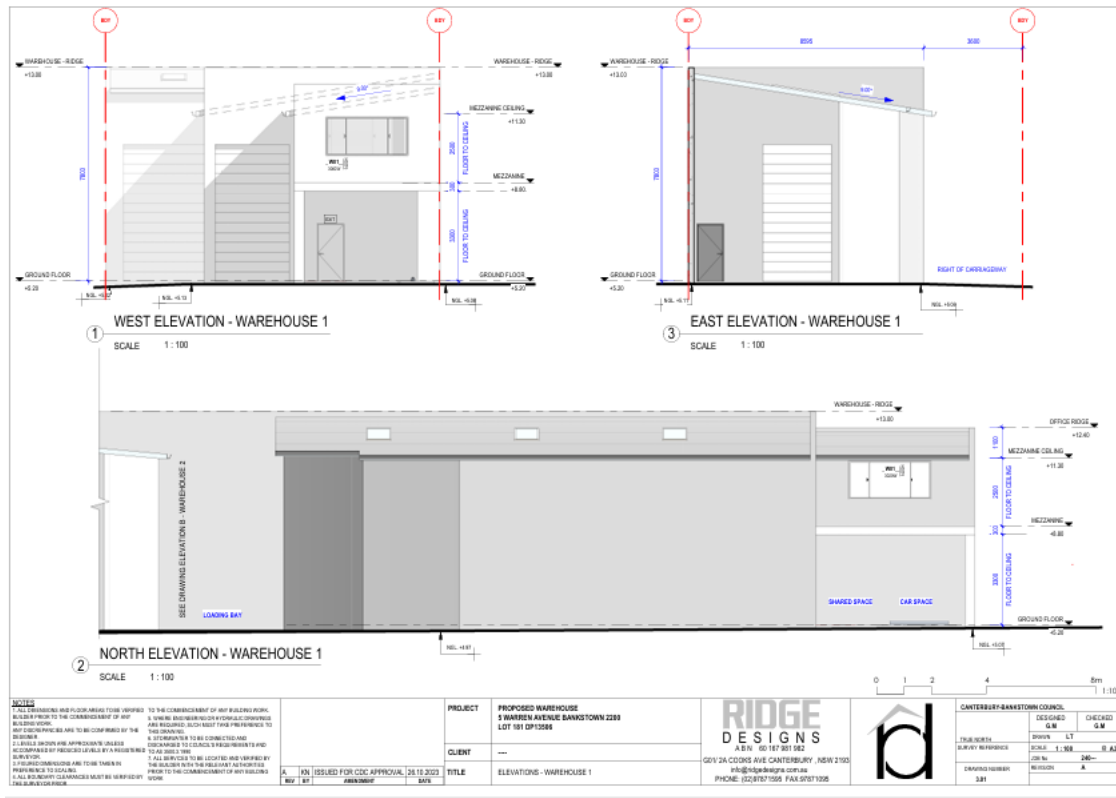


Figure 6: Proposed elevations

Statutory Planning Framework

Canterbury-Bankstown Local Environmental Plan 2023

Development Standard	Site Standard	Applicable Clause/ Map
<p>Zone IN1 General Industrial</p> <p>1 Objectives of zone</p> <p>provide a wide range of industrial and warehouse land uses.</p> <ul style="list-style-type: none"> To encourage employment opportunities. <p>To minimise any adverse effect of industry on other land uses.</p> <p>support and protect industrial land for industrial uses.</p> <p>promote a high standard of urban design and local amenity.</p> <p>2 Permitted without consent</p> <p>Nil</p> <p>3 Permitted with consent</p> <p>Agricultural produce industries; Building identification signs; Business identification signs; Depots; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Industrial training facilities; Light industries; Neighbourhood shops; Oyster aquaculture; Places of public worship; Restaurants or cafes; Roads; Take away food and drink premises; Tank-based aquaculture; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4</p> <p>4 Prohibited</p> <p>Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Community facilities; Correctional centres; Early education and care facilities; Eco-tourist facilities; Educational establishments; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Function centres; Health services facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home businesses; Home occupations; Home occupations (sex services); Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Open cut</p>	IN1- General Industrial	Warehouse development permissible with consent. The proposal includes constructing two (2) new industrial warehouses which is permissible under general industries.

<p>mining; Passenger transport facilities; Pond-based aquaculture; Port facilities; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Restricted premises; Rural industries; Sewerage systems; Sex services premises; Signage; Tourist and visitor accommodation; Veterinary hospitals; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies</p>		
Height	N/A	No change to the building envelope or height of the building.
Floor Space Ratio	1:1	FSR permissible 1:1/ 777.8m ² The proposed development includes a total gross floor area of 371.85m ² . The site has an area of 777.8m ² . The proposed development creates an FSR 0.47:1.
Minimum Lot Size	1500m ²	No Torrens title subdivision or amalgamation proposed. Existing lot.
Heritage	N/A	
Land Reservation Acquisition	N/A	
Acid Sulphate Soils	N/A	
<p>5.21 Flood planning The objectives of this clause are as follows— (a) to minimise the flood risk to life and property associated with the use of land, (b) to allow development on land that is compatible with the flood function and behaviour on the land, taking into account projected changes as a result of climate change, (c) to avoid adverse or cumulative impacts on flood behaviour and the environment, (d) to enable the safe occupation and efficient evacuation of people in the event of a flood. (2) Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development— s compatible with the flood function and behaviour on the land, and</p>	Applicable - Flood Planning Area	The site is categorised to be within a flood planning area. The proposed development incorporates floor levels of the warehouse consistent with the flood advice provided of RL5.20.

<p><i>(b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and</i></p> <p><i>(d) incorporates appropriate measures to manage risk to life in the event of a flood, and</i></p> <p><i>(e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.</i></p> <p><i>(3) In deciding whether to grant development consent on land to which this clause applies, the consent authority must consider the following matters—</i></p> <p><i>(a) the impact of the development on projected changes to flood behaviour as a result of climate change,</i></p> <p><i>(b) the intended design and scale of buildings resulting from the development,</i></p> <p><i>(c) whether the development incorporates measures to minimise the risk to life and ensure the safe evacuation of people in the event of a flood,</i></p> <p><i>the potential to modify, relocate or remove buildings resulting from development if the surrounding area is impacted by flooding or coastal erosion.</i></p>		
Bushfire Prone Land	N/A	
Terrestrial Biodiversity	N/A	

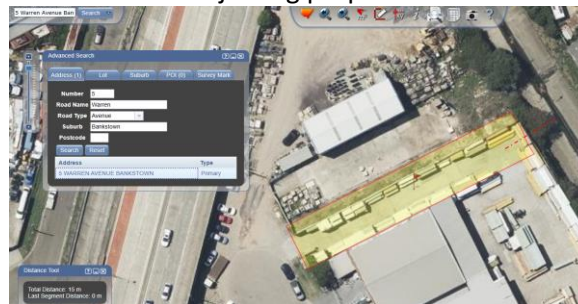
Canterbury -Bankstown Development Control Plan 2023

The following table outlines the proposed development's compliance with the relevant provisions of the Bankstown DCP – Section 9.1 Industrial Precincts.

Canterbury -Bankstown Development Control Plan 2023 Table

Standard	Provision	Complies	Comment
Section 2. Building Envelopes 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.	Yes	Permissible – 544.46m ² Proposed 371.85m ²
	<p>Street setbacks</p> <p>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.</p> <p>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.</p> <p>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.</p>	Yes	<p>Required – 10m front setback Proposed - 16m</p> <p>The proposed front setback includes on-site car parking spaces and landscaping controls. It is considered that the objectives of this clause have been met, and the functionality of the site has been maximised.</p>
	<p>Side and rear setbacks</p> <p>2.5 Council may require minimum</p>	Yes	The proposal has a 3m setback for the length of the 2.655m wide right of carriageway along

	<p>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>the northern boundary.</p> <p>The proposal also incorporates a 5m rear setback from the rear boundary that adjoins Salt Pan Creek.</p>
	<p>2.6 The design of buildings must ensure that:</p> <p>(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 midwinter solstice. Where this requirement cannot be met, the development must not result with additional overshadowing on the affected living areas of the dwelling.</p> <p>(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.</p>	N/A	Industrial site adjoins subject site.
	<p>Development adjacent to residential zones</p> <p>2.7 In determining an application that relates to a site adjoining land in Zone R2, R3 or R4, Council must take into consideration the following matters:</p> <p>(a) whether any proposed building is compatible with the height, scale, siting and character of existing residential development within the adjoining residential zone;</p> <p>(b) whether any goods, plant,</p>	N/A	Adjoins industrial zones

	<p>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 development between the hours of 8.00am and 4.00pm at the midwinter solstice;</p> <p>(d) whether noise generation from fixed sources or motor vehicles associated with the proposed development will be effectively insulated or otherwise minimised;</p> <p>(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.</p>		
	<p>Setbacks to riparian corridors</p> <p>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.</p>	Yes	<p>Measured form the top of the banks includes a 15m rear riparian corridor with a 5m on-site rear setback to comply. This is consistent with the adjoining properties.</p> 
	<p>Development adjacent to channelled watercourses</p> <p>2.9 Development must provide access to channelled watercourses for maintenance and repair.</p>	Yes	<p>A 5m rear unobstructed access is provided within the rear setback area.</p>
	<p>Open space</p> <p>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:</p>	Yes	<p>3.5m wide landscaping strip provided along the front boundary.</p>

Frontages via 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		
	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.	N/A	No existing vegetation on 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.	Yes	Within front landscaping strip.		
	2.13 Development must plant trees in the landscaped area at a minimum rate of one canopy tree per 30m ² of the landscaped area. The canopy tree must be capable of achieving a mature height greater than 5m.	Yes	Two canopy trees can be provided within the front and rear landscaped area.		
	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: (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.	N/A	Five car spaces		
	Employee amenities 2.15 Development must provide an outdoor employee amenity area with a minimum area of 25m ² . This area should include a combination of grass, plantings, pavement, shade, and seating to allow employees to engage in a pleasant	Yes	A 42m ² area is located to the rear of the site that can include amenities for the employees.		

	<p>working environment.</p> <p>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.</p>		
SECTION 3– BUILDING DESIGN	<p>Facade design</p> <p>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.</p>	Yes	The proposal includes a 7.8m high warehouse building with the articulated bulk and scale along the site length and vertical elements and pitched roof along the front façade.
	<p>3.2 Development may have predominantly glazed facades provided it does not cause significant glare nuisance.</p> <p>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.</p> <p>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.</p>	N/A	The proposal include a window on the mezzanine level of the front façade.
	<p>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</p>	Yes	The proposal includes brick, concrete, colorbond and glazed materials for the warehouse s which is consistent with the adjoining buildings and streetscape.

	street facade to comprise metal sheet or other low maintenance material provided it complies with the Building Code of Australia.		
	<p>Roof design</p> <p>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.</p>	Yes	Low-line pitched roof form
	<p>Safety and security</p> <p>3.8 The front door to buildings should face the street.</p> <p>3.9 The administration offices or industrial retail outlets must locate at the front of buildings.</p> <p>Architectural elements</p> <p>1 contemporary architectural appearance</p> <p>2 clear glazed facade</p> <p>3 contemporary roof design</p> <p>4 projecting wall elements</p> <p>5 sun shading devices</p> <p>6 landscaped buffer zone</p> <p>7 no front fences</p> <p>8 signs integrated with the building</p> <p>3.10 Windows on the upper floors of a building must, where possible, overlook the street.</p> <p>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.</p> <p>3.12 Unless impractical, access to outdoor car parks must be closed to the public outside of business hours via a lockable gate.</p> <p>3.13 Development must provide lighting to the external entry paths, common lobbies, driveways and car parks using vandal resistant, high mounted light fixtures.</p> <p>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</p>	Yes	<ul style="list-style-type: none"> - Front door proposed on front elevation - Office to be located at the front of Warehouse 1 - The proposed facades are a contemporary design - Window at the front façade to create casual surveillance on to the street form mezzanine level - Signs to be integrated into façade - Loading area located between two buildings away from the street - Lighting and security measures to be incorporated in to design as required -

	<p>from that boundary. The setback distance must be: (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 chainwire 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.</p>		
	<p>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</p>	Yes	<p>The proposed development includes five (5) off street car parking spaces The development includes a landscaped buffer along the street frontage 3.5m wide to soften and screen the development and parking. The proposal includes a right of carriageway to provide access to Warehouse 2.</p>

	<p>the character and appearance of the locality;</p> <p>(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:</p> <p>(i) illustrates that no alternative access is available otherwise than by means of a residential street;</p> <p>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</p> <p>(iii) identifies appropriate traffic management schemes which would mitigate potential impacts of the traffic generated from the development on any residential environment;</p> <p>(e) whether goods, plant, equipment and other material used in carrying out the proposed development will be suitably stored or screened;</p> <p>(f) whether the proposed development will detract from the amenity of any residential area in the vicinity; and</p> <p>(g) whether the proposed development adopts energy efficiency and resource conservation measures related to its design, construction and operation.</p>		
	<p>Vehicle body repair workshops</p> <p>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: (a) within a building, or (b) within a suitably screened area.</p>	N/A	Not proposed.

	<p>Service stations and vehicle sales or hire premises</p> <p>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.</p> <p>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.</p> <p>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.</p>	N/A	Not proposed
Section 4 Environmental Management	<p>Acoustic privacy</p> <p>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. Pollution control</p> <p>4.2 Development must adequately control any fumes, odour emissions, and potential water pollutants in accordance with the requirements of the relevant public authority.</p>	Yes	<p>The proposed warehouse development is not considered to impact the amenity or the area and is wholly contained within the subject site.</p> <p>Any relevant conditions to the use of the building and amenity or the surroundings can be conditioned by Council accordingly.</p>
Section 5 – Site Facilities	<p>Storage areas</p> <p>5.1 The storage and use of hazardous materials must comply with the requirements of WorkCover NSW and other relevant public authorities.</p> <p>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.</p> <p>Building design (utilities and building services)</p> <p>5.3 The location and design of utilities and building services (such as plant rooms, hydrants,</p>	Yes	All on-site facilities have been noted on the architectural plans.

	<p>equipment and the like) must be shown on the plans.</p> <p>5.4 Utilities and building services are to be integrated into the building design and concealed from public view.</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>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>		
3.2 Parking	<p>1 space per 300m² 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 100m² 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 100m² gross floor area is to be provided. Any additional office space will be assessed at a rate of 1 car space per 40m² gross floor area.</p>	Yes	<p>Required Car parking rate –</p> <p><i>1 space per 300m² GFA or 1 space per 2 staff, whichever is the greater.</i></p> <p>Proposed Gross floor area – 371m² of ground floor warehouse or 4 permanent staff per warehouses</p> <p>Required parking spaces – 4 Provided – 5 dedicated car spaces including 1 parking space inside warehouse and 1 accessible space.</p>

Section 4.15 Evaluation

S4.15(1)(a) The provisions of any planning instrument, draft environmental planning instrument, development control plan or regulations

The development proposal is pursuant to Canterbury-Bankstown LEP and DCP 2023. The assessment shows that the proposed development is generally consistent and compliant with the objectives, performance criteria and the controls of the LEP and DCP.

S.4.15(1)(b) Impacts on the environment

Context and Setting

The proposed development is considered to be compatible with the scale and character of uses within the local area.

Access, transport and traffic

The proposal retains the existing driveway crossing and propose adequate car parking spaces.

Utilities

Existing utility services will adequately service the development.

Flora and fauna

The proposal will not impact landscaping on site.

Waste collection

Normal industrial waste collection applies to this development.

Natural hazards

The site is not affected by any known hazards.

Economic impact in the locality

The proposed development will provide temporary employment through the construction of the development and therefore benefit the surrounding businesses.

Site Design and Internal Design

The scale of the development is appropriate to the subject site and its local context.

Construction

The development will be carried out in accordance with the provisions of the Protection of the Environment Operations Act 1997. Normal site safety measures and procedures will ensure that no site safety or environmental impacts will arise during construction.

S.4.15(1)(c)The suitability of the site for the development

The subject site does not have any constraints that would affect the proposals suitability to the site.

S.4.15(1)(d) Any submissions received in accordance with this Act or the regulations

Submissions that will be received by Council will be assessed in accordance with the EPA Act, 1979 and other relevant planning controls.

S.4.15(1)(e) The public interest

The proposed development is considered to be compatible with the surrounding development and is consistent with the objectives of the relevant planning controls. Therefore approval of the proposal is considered to be within the public interest.

Conclusion

The proposed development application seeks consent for the proposed construction of two (2) warehouse buildings, strata subdivision associated carparking and landscaping at No.5 Warren Avenue, Bankstown.

The proposed development is permissible with consent and is considered to generally satisfy the controls and objectives of the relevant planning instruments. The proposed development implements a contemporary building design that provides a suitable character and scale within its surrounding context. The design, setbacks and materials of the building have been carefully considered along with any adverse impacts on the adjoining properties.

In summary, the application should be considered on its merit based on the local streetscape.