

Canterbury-Bankstown Development Control Plan 2023 Assessment		
Control	Compliance	Comment
Chapter 2 – Site Considerations		
Chapter 2.2 – Flood Risk Management		
The proposed development should not result in any significant increase in risk to human life, or in a significant increase in economic or social costs as a result of flooding.	YES	The subject site, or part of the subject site, is within the flood planning area (FPA) and consequently the probable maximum flood (PMF). As part of previous Civil Engineering investigations on the subject site for the approved built form, the built form is not located in a flood storage area, floodway, flow path, high hazards area or high risk area. Therefore, given the proposed development relates works located within the existing built form, further flooding investigations are not considered necessary.
Development should not significantly increase the potential for damage or risk other properties either individually or in combination with the cumulative impact of development that is likely to occur in the same floodplain.	YES	As above.
Chapter 3 – General Requirements		
Chapter 3.2 – Parking		



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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.	YES	Refer to the Traffic Report prepared by Transport and Traffic Planning Associates and provided as Appendix 2 . The requirement for the office use of 249m ² in accordance with Council's DCP is 6.2 spaces while a guide to the parking requirement for Self-Storage use is provided by the Self-Storage Association of Australia Supplementary Traffic and Parking Study (Aurecon, 2016). The criteria in that document concludes that a Self-Storage facility of 6,000m ² to 9,500m ² requires a parking provision of 13 spaces. Thus, the assessed total required parking provision for the development on the central and northern part of the site is some 20 car spaces and it is proposed to provide a total of 27 spaces including 1 accessible space in satisfaction of the requirements.
Chapter 9 – Industrial Precincts		
Chapter 9.1 – General Requirements		
<u>General Industrial Precinct</u> The General Industrial Precinct will continue to support successful employment and economic activity as its primary role. This precinct is vital to Canterbury-Bankstown's position and future economic success in the Central River City, and will continue to offer residents jobs closer to home. The built form will be mostly contemporary industrial development set on large lots within a safe and high quality environment. Non-industrial development will be limited to land uses that are compatible with the primary employment role of the precinct.	YES	The proposed development seeks to facilitate the expansion of the existing storage premises use on the subject site. It is considered that the proposed development will facilitate the
Chapter 9.2 – Building Form and Landscape		



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Conversion of Car Parking Spaces into Self-Storage Units

128 Milperra Road, Revesby

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<u>Site Cover</u> The sum of the total area of building(s) on the ground floor level must not exceed 70% of the site area.	YES	The existing GFA of the ground floor area is 1,522m ² and an additional 536m ² of GFA is proposed at ground floor level. Therefore, 2,058m ² of ground floor area on a site of 7,712m ² equates to 26.6% of area at ground floor level.
<u>Street Setbacks</u> 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.	YES	The subject site adjoins Milperra Road which is listed as a state road. The proposed works will be located internally, and no alterations are proposed to the existing setbacks of the built form located on the subject site.
<u>Side and rear setbacks</u> Council may require minimum setbacks to the side and rear boundaries of the site: (a) to maintain reasonable solar access or visual privacy to neighbouring dwellings; or (b) to avoid an easement or tree dripline on the site or adjoining sites; or (c) to comply with any multi-level risk assessment undertaken for a development that ascertains the need for an appropriate	YES	As set out above, the proposed works will be located internally, and no alterations are proposed to the existing setbacks of the built form located on the subject site.



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setback or buffer zone between the development and any adjoining or neighbouring land within a residential zone.		
<u>Open Space</u> Site area greater than 4,000m ² adjoining a state or regional road, the minimum width for landscaped area is 10m. 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.	YES	There is no tree or vegetation removal proposed as part of the subject DA. The proposed works relate to the conversion of car parking spaces into self-storage units and will be internal. The existing provision of open space and landscaped area will remain unchanged as part of the subject DA.
Chapter 9.3 - Building Design		
<u>Façade Design</u> Development must articulate the facades to achieve a unique and contemporary architectural appearance that: (a) unites the facades with the whole building form; (b) composes the facades with an appropriate scale and proportion that responds to the use of the building and the desired contextual character; (c) combines high quality materials and finishes; (d) considers the architectural elements shown in Figure 3a; and	YES	The proposed works are located internally, and the façade will be retained as existing.



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(e) considers any other architectural elements to Council's satisfaction.		
<u>Facade design (corner sites)</u> The street facade of development on a corner site must incorporate architectural corner features to add visual interest to the streetscape.	YES	The subject site is identified as a corner site, and the existing façade addresses both frontages. It is considered that the existing façade design creates visual interest within the subject site. As previously discussed, the proposed works are located internally and will not alter the existing facades.
Chapter 9.4 – Environmental Management		
<u>Acoustic Privacy</u> Development must: (a) consider the Noise Policy for Industry and the acoustic amenity of adjoining residential zoned land; and (b) may require adequate soundproofing to any machinery or activity that is considered to create a noise nuisance.	NOT APPLICABLE	It is considered that the conversion of car parking spaces into self-storage units will not give rise to acoustic impacts and further investigations are not considered necessary.
<u>Pollution Control</u> Development must adequately control any fumes, odour emissions, and potential water pollutants in accordance with the requirements of the relevant public authority.	NOT APPLICABLE	The proposed development will not result in fumes, odour emissions, or potential water pollutants and further investigations are not considered necessary.

