



D-PLAN
URBAN PLANNING CONSULTANTS PTY LTD

STATEMENT OF ENVIRONMENTAL EFFECTS

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**TO DEMOLISH ALL EXISTING
STRUCTURES & CONSTRUCT AN
INDUSTRIAL/WAREHOUSE
BUILDING WITH FRONT FENCING**

**39 HUGH STREET, BELMORE
(LOT 91 DP 9013)**

19/12/2024

D-Plan Urban Planning Consultants Pty Ltd

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1. Compliance Table

1.0 EXECUTIVE SUMMARY

This report accompanies a development application to construct a small industrial building, replacing the existing structures on site. The proposed development comes as a necessity as the site is currently underutilised, with mostly open concrete areas exposed to the elements which also detracts from the streetscape amenity. As such, the purpose of the work is to:

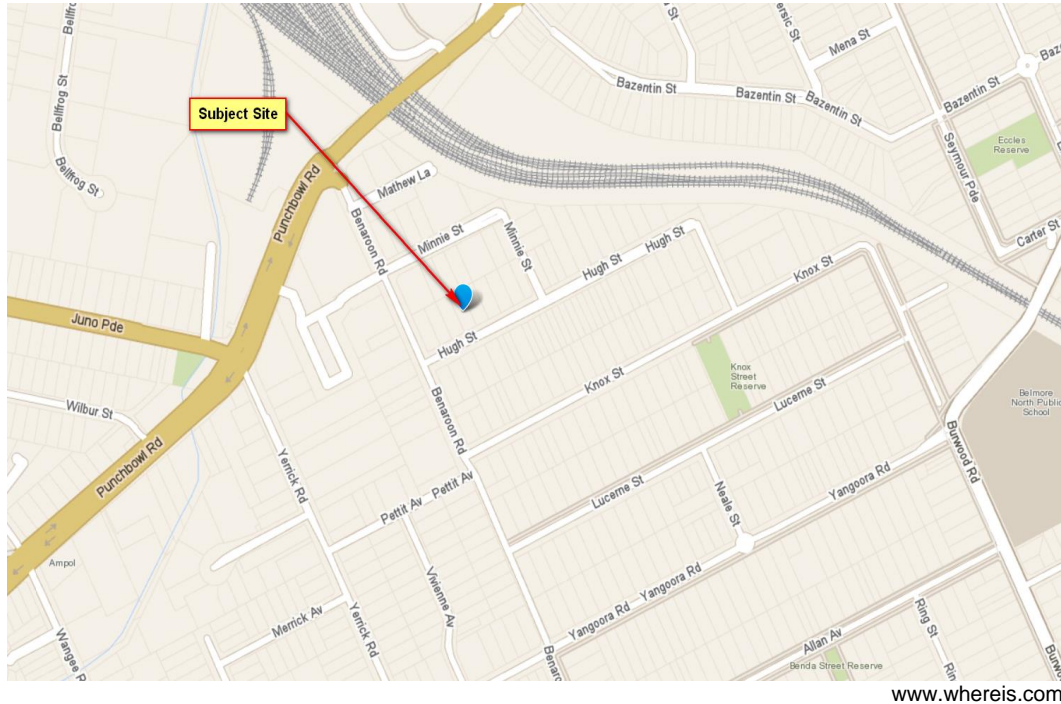
- Redevelop the site with a new industrial/warehouse building;
- Improve the streetscape amenity through good design and landscaping; and
- Accommodate basement car parking.

The urban design qualities of the proposed development will complement the envisaged future character of the locality, without affecting the current streetscape amenity.

The proposal satisfies most of Council's planning requirements and the design promotes best planning practice, resulting in a high-quality development, which warrants approval.

2.0 SITE/LOCALITY DESCRIPTION

The subject land, No. 39 (Lot 91 DP 9013) Hugh Street, Belmore is located on the northern side of the street, between Benaroon Road and Minnie Street. The site is rectangular in shape, with a frontage of 15.24m and a length of 42.67m, comprising a total site area of **650m²**.



Locality Map

The site currently contains an aging building and awning which detracts from the streetscape amenity. The proposed development aims to provide a modern building with improved facilities conducive to current industrial uses and improved presentation to the street.

The immediate locality is characterised by various sized industrial buildings and residential properties on the opposite side of the street.



Photo – Subject site



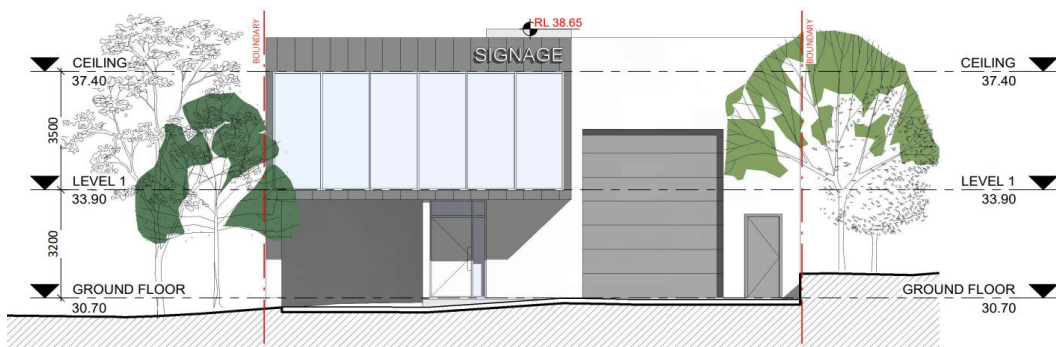
Photo – Streetscape

3.0 THE PROPOSAL

The proposal is to demolish all existing structures and construct an industrial/warehouse building with front fencing.



Artistic Impression



Front Elevation

4.0 RELEVANT PLANNING CONTROLS

4.1 State Environmental Planning Policy (Resilience and Hazards) 2021

Remediation of Land (Chapter 4)

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.*

Given that the proposed development does not involve a change in use from industrial, and standard basement construction is proposed, it is considered that an investigation report is not necessary under the terms of the Policy.

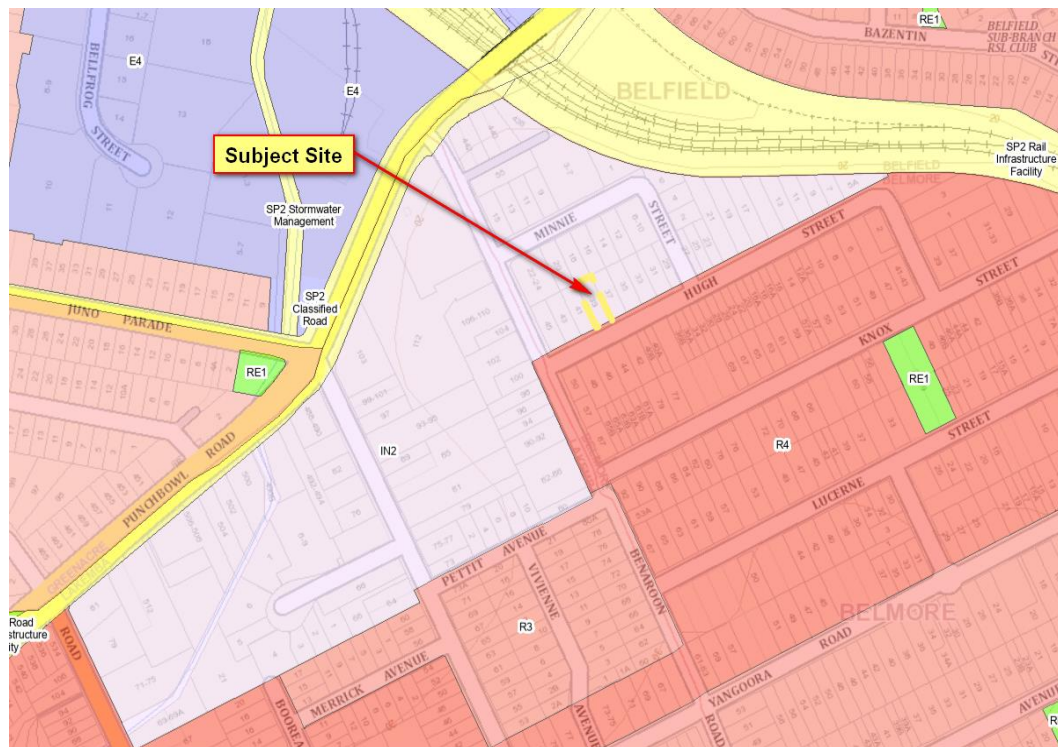
4.2 Canterbury Bankstown Local Environmental Plan 2023

The subject site is within Zone IN2 Light Industrial under Canterbury Bankstown Local Environmental Plan 2023 (LEP). The proposed development (*industrial/warehouse building*) is permissible with the consent of Council provided that the proposal complies with all relevant clauses in the LEP.



industry means any of the following—


- (a) *general industry,*
- (b) *heavy industry,*
- (c) *light industry,*
- but does not include—*
- (d) *rural industry, or*
- (e) *extractive industry, or*
- (f) *mining.*

warehouse or distribution centre means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, and includes local distribution premises.



Zoning Map

Relevant Clause	Comment	√/X
<p>Clause 2.3 - Zone Objectives</p> <ul style="list-style-type: none"> To provide a wide range of industrial and warehouse land uses. To encourage employment opportunities. To minimise any adverse effect of industry on other land uses. To support and protect industrial land for industrial uses. To promote a high standard of urban design and local amenity. 	<p>A permissible form of development is being provided on an allotment of land that subject to good design can accommodate an industrial/warehouse building with adequate car parking, loading and waste facilities.</p> <p>Consideration has been given to the existing and likely future character of the area and it is considered that the proposed development will complement both the existing and future character of the locality through the provision of an aesthetically pleasing, appropriately scaled building and landscaping.</p>	√
<p>Clause 4.3 – Height of Buildings</p> <p>The Height of Building Map indicates that the site is not subject to a height limit.</p> 	N/A	N/A
<p>Clause 4.4 – Floor Space Ratio</p> <p>The FSR Map indicates a maximum FSR of 1:1 for the subject site.</p> 	<p>The proposal complies with this clause, having an FSR of 0.74:1.</p>	√

<p>Clause 4.6 – Exceptions to development standards</p> <p>Consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument.</p>	<p>In this regard, NO variation requests are required as the proposal complies with all development standards contained in the LEP.</p>	√
<p>Clause 5.10 - Heritage Conservation</p>	<p>The subject site is not listed as a heritage item or located in the visual context of any heritage-listed items.</p>	√
<p>Clause 5.21 – Flood Planning</p> 	<p>A tiny portion at the rear of the site is identified as PMF, and after discussion with Council's Officers, was taken into account in the Hydraulic Details Plan.</p>	√
<p>Clause 6.1 - Acid Sulfate Soils</p>	<p>According to the Acid Sulfate Soils Map, the subject site is not within any category which may limit excavation of the kind proposed (i.e., the site works would not affect the structural viability of the building due to the existing soil conditions).</p>	√
<p>Clause 6.2 - Earthworks</p>	<p>Standard basement construction is required to establish the building platforms at the required levels.</p> <p>The Hydraulic Details Plan demonstrates that stormwater can be appropriately drained, as such, no detrimental impacts are envisaged.</p> <p>The proposal aims to achieve the highest and best use of the site, therefore, the future needs of the community are being accommodated for.</p> <p>Excavated material taken from the site is unlikely to be contaminated, therefore, reuse would be acceptable.</p> <p>The design of the proposed development takes into account the preservation of amenity to nearby properties, particularly in relation to controlled stormwater drainage and reasonable ground floor levels.</p> <p>Being an established industrial area, it is unlikely that any relics will be found on the site.</p> <p>There are no natural water courses in the immediate vicinity of the subject site.</p>	√

4.3 Canterbury Bankstown DCP 2023

Industrial Precincts

Site Cover

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

In this regard, the building occupies an area of 422m² or **65%**, which complies with the control.

Street Setbacks

The subject site falls within the former Canterbury Local Government Area, as such, the following setback requirements apply:

- (a) The minimum setback to the primary street frontage is **5m**.
- (b) The minimum setback to the secondary street frontage is 2m.

The proposed development will result in a front setback of **12m**, with a cantilevered first-floor protrusion providing articulation, which complies with the control.

Side and Rear Setbacks

The subject site adjoins other industrial properties, as such, there is no need for a side and rear setback.

Development Adjacent to Residential Zones

The subject site does not adjoin a residential zone, however, there are residential properties on the opposite side of the road, as such, the following considerations are relevant, viz:

- whether any proposed building is compatible with the height, scale, siting and character of existing residential development within the adjoining residential zone – **the proposed development is of an appropriate bulk and scale, complementing the scale of buildings on adjoining and nearby allotments.**
- *whether any goods, plant, equipment and other material used in carrying out the proposed development will be stored or suitably screened from residential development* – **there is sufficient storage space within the building and appropriate conditions of consent will ensure the ongoing orderly use of the site.**
- *whether noise generation from fixed sources or motor vehicles associated with the proposed development will be effectively insulated or otherwise minimised* – **the proposal provides sufficient off-street car parking within a basement level and fixed sources of noise can also be contained within the building.**
- *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* – **subsequent use applications and appropriate conditions of consent will mitigate any potential adverse impacts associated with the use of the industrial building.**

Open Space

The DCP prescribes and minimum primary street frontage landscaped area (strip) of 3.5m. It also states:

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.

In this instance, a 2m Landscaped Area is provided, with quality landscaping as indicated on the accompanying Plans prepared by a suitably qualified practitioner. Additional landscaping is also provided adjacent to the side boundary. Overall, the proposal will result in a significant improvement to the streetscape amenity.

Employee Amenities

An area within the front setback is available for employees, to effectively enjoy during breaks. Portable furniture will be made available for use when required.

Building Design

The desired architectural character for industrial development in Belmore is illustrated in the DCP. In this regard, designs are to incorporate attractive, 'contemporary' architectural themes.

Buildings are to use architectural elements to articulate facades and minimise large expanses of blank walls. The use of a variety of materials, colours and textures is encouraged. Architectural elements are to achieve the following:

- (a) *unite the facades with the whole building form;*
- (b) *compose the facade with an appropriate scale and proportion that responds to the use of the building and the desired contextual character;*
- (c) *combine high quality materials and finishes;*
- (d) *consider the architectural elements shown in the illustration depicted in the DCP; and*
- (e) *consider any other architectural elements to Council's satisfaction.*

The proposed development has a complementary architectural theme to other recently constructed buildings in the locality and is of an appropriate bulk and scale for the industrial zone.

The proposed development incorporates contemporary, modern architectural themes, which establishes a **base element** through the effective use of colours and design features.

Windows and structural elements are defined to provide interest in the building form, rather than the roller door opening, which is made subservient with a recessive tone. A projecting cantilevered upper level also adds interest and creates a shadow line to punctuate certain sections of the façade.

Overall, it is considered that the façade design achieves the desired outcome for industrial development and will hopefully establish a trend which will be followed when adjoining allotments are redeveloped.

Details of finished surface materials, including colours and textures are provided with the application.



Artistic Impression

Safety and Security

Design guidelines outlined in the Crime Prevention through Environmental Design (CPTED) were considered and incorporated as follows:

- Front entry is visible from the street and secured;
- Lighting;
- Prominent street numbering; and
- Scope to provide quality landscaping within the front setback.

Environmental Management

A development must comply with Chapter 9 - Section 4 of the DCP.

The DCP deals with acoustic privacy, pollution control and open space, and details the requirements for industrial development. The proposed development will not contravene any of the requirements in this section of the DCP.

Acoustic Privacy - the premises will be used as a industrial/warehouse, a use which does not generate excessive levels of noise. As such, it is considered that noise can be contained within the confines of the building.

Pollution Control - the proposed use of the premises is unlikely to require pollution control measures to be implemented. Nevertheless, a condition of consent can be included, ensuring compliance with the requirements of the NSW Environment Protection Authority.

Open Space - the amount of open space available for landscaping is considered to be suffice and will achieve the objectives outlined in the DCP as follows:

- Softening the visual impact of hard surface areas and car parking spaces.
- Defining the public and private domain.

Site Facilities

As detailed on the plans, a waste storage area is available within the site.

Appropriate conditions of consent can be included to ensure that suitable lighting (if required) is used on the façade of the building and within landscaped areas.

Front Fences

The proposed low scale open style front fence does not exceed a height of 1.8m, allowing passive surveillance opportunities of the public domain. The proposed fencing will complement the overall development.



Signs

The Architectural Plans detail likely signage which satisfies the requirements contained in the DCP (i.e., *the total sign on sites with a single street frontage does not exceed 1m² per 2m of street frontage*).

The likely signage is well within the prescribed formula (see accompanying plans).

A separate application will be submitted in relation to the signage.

Parking

The required number of car parking spaces for a development must comply with this part of the DCP.

In this regard, the proposed building will be used as an industrial/warehouse, which generates car parking at a rate of:

- Industries (Factory) – 1 car space per 100m² (GFA)
- Warehouse - 1 space per 300m² (GFA).

Based on the above generation rates the following car parking provision is required, viz:

Use	Rate	Floor Area	Requirement
Light Industrial	1 space/100m ² GFA	334m ²	3.3 spaces
Office (<20%)	1 space/100m ² GFA	88m ²	0.9 spaces

Required Car Spaces - 4.2 spaces (say 4 spaces)
Provided - 5 spaces

It should be noted that a bicycle space and a disabled car space have also been provided.

The application is accompanied by a Traffic & Parking Assessment Report, prepared by CJP Consulting Engineers which concludes the following:

In summary, the proposed development involves the demolition of the existing light industrial facility on the site and the construction of a new light industrial facility within the subject property at 39 Hugh Street, Belmore.

Off-street parking is proposed for a total of 5 cars (including 1 accessible space), 1 bicycle and 1 SRV loading bay. Vehicular access to the site is proposed via a new 5.5m wide entry/exit driveway located at the eastern end of the Hugh Street site frontage.

Based on the findings contained within this report, the following conclusions are made:

- *the proposed development is expected to generate in the order of approximately 6 vehicle trips during the weekday morning and afternoon peak periods*
- *when compared to the existing uses on the site, the proposed development is expected to result in a nett change in traffic generation potential of zero (0) vehicle trips during the weekday morning and afternoon peak periods*
- *the estimated level of traffic is minimal and not expected to result in any unacceptable traffic implications to the surrounding road network, nor will any road or infrastructure upgrades be required*
- *the proposed development makes provision for 5 car spaces (including 1 accessible parking) and 1 bicycle space, which satisfies the Council's DCP and BCA requirements*
- *the proposed development makes provision for a designated loading area within the building, capable of accommodating up to 1 x SRV truck, which is considered acceptable for a building the size of the proposed*
- *the proposed vehicular access, parking, circulation and loading area design complies with the relevant requirements of the AS2890 series*

In light of the foregoing assessment, it is therefore concluded that the proposed development is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.

4.4 Other Requirements

Energy Efficiency

To satisfy the requirements of the DCP, a Section J (BCA) Report accompanies the application, providing a comprehensive energy efficiency assessment, covering mechanical and electrical services (ventilation, controls/cooling/heating/lighting) plus fabric involving glazing, shading and insulation.

The assessment indicates that the building would satisfactorily achieve the required outcomes.

If considered necessary, appropriate conditions of consent can be included to ensure the abovementioned commitments are implemented.

Waste Minimisation & Management

A Waste Management Plan is submitted as a separate document to accompany the application. The plan adopts the principles of ***Avoid Reuse Recycle and Dispose*** to minimise landfill waste.

Stormwater Drainage

Council's goal is to develop long term improvements to the health of waterways, which in turn enhances the ecological integrity of the system, whilst balancing the need to manage flooding, waste water and stormwater. To achieve this goal the proposed development provides the following:

- A Hydraulic Details Plan, which demonstrates that stormwater will be collected and discharged to the street; and
- Erosion and sedimentation control measures will be implemented during construction.

Loading and Unloading

There is sufficient space on-site for the loading and unloading of goods. Truck movements for all categories are easily accommodated within the site to enable ingress and egress to and from the site to be in a forward direction.

4.5 Non-Compliance

Apart from the Landscaped area strip being less than the specified width, the proposed development complies with all other relevant LEP and DCP requirements.

5.0 CONCLUSION

The proposed industrial/warehouse building will provide a much-improved outcome for the site and locality in general, than the current outdated building. Re-development of the site should occur as the current building and awning detract from the streetscape amenity.

In terms of design, the proposed development incorporates contemporary, modern architectural themes, which is the desired architectural character for industrial development in the Canterbury Bankstown LGA.

The proposal satisfies most of Council's planning requirements and the design promotes best planning practice, resulting in a high-quality development that will complement existing industrial buildings in the street and hopefully set a trend for improvement on adjoining sites.

Consideration has been given to matters listed in Section 4.15 (previously Section 79C) of the Environmental Planning and Assessment Act 1979, concluding that the proposed development warrants approval.

David Bobinac
Town Planner

ATTACHMENT 1

COMPLIANCE TABLE

Control	LEP/DCP Requirement	Development Proposal	Complies
Site Area	N/A (existing allotment)	650m ²	N/A
Width	N/A (existing allotment)	15.24m	N/A
Floor Space Ratio	1:1	0.74: 1	Yes
	650m ² (max)	481m ²	Yes
Site Cover	70% (max)	65%	Yes
<u>Setbacks</u>			
Front	5m (min)	12m	Yes
Side/Rear	Nil	Nil	Yes
Parking	1 space per 100m ² of GFA 1 space per 300m ² of GFA	5 spaces	Yes
Landscaping	3.5m wide along frontage	2m	No (variations accepted)