

162 Alma Road, Padstow NSW 2211

MAXIMUS DEVELOPMENTS AUSTRALIA

TOWN PLANNING / URBAN DESIGN / PROJECT MANAGEMENT

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STATEMENT OF ENVIRONMENTAL EFFECTS

162 ALMA ROAD PADSTOW NSW 2211

DEMOLITION OF EXISTING AND CONSTRUCTION OF SHOPTOP HOUSING



PROJECT DETAILS

Legal Description	Lot 2 DP 22610	Property Address	162 Alma Road Padstow NSW 2211
Project Reference	2024-937		
Date	24 February 2025	Revision	A
Architect	March Designs	Client	

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Principal – Maximus Developments Australia

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PROPOSAL

The proposal seeks development consent via a development application (DA) for demolition of existing and construction of shoptop housing on land known as 162 Alma Road, Padstow NSW 2211. The tenancy is located on the ground floor. This Statement of Environmental Effects (SEE) has been prepared in accordance with the Statutory considerations of Schedule 1 of the Environmental Planning and Assessment Regulation 2000 (as amended). A site inspection has occurred of the site and the immediate surrounding area in preparation of this planning report.

This Statement of Environmental Effects (SEE) is to be read in conjunction with the following accompanying supplementary documentation as listed below;

Table 1: List of supplementary documentation

Document	Author
Survey	
Architectural Plans	Colin De Lore and Associates
BASIX	
Section J Report	
Stormwater Plans	

Report Summary

Table 2.1: Strategic Context

Strategic Direction	Authority	Proposal meets objectives and spirit of plan
A Plan for Growing Sydney	NSW Department of Planning	Yes
Canterbury-Bankstown Community Strategic Plan 2028	City of Canterbury-Bankstown	Yes
Canterbury-Bankstown Local Environmental Plan 2023	City of Canterbury-Bankstown	Yes

Table 2.2: Evaluation Planning considerations

Planning Considerations	Compliance
State Environmental Planning Policies (SEPP's)	Yes
Canterbury-Bankstown Local Environmental Plan 2023	Yes
Canterbury-Bankstown Development Control Plan 2023	Yes

Table 3.3: Key Impacts and Considerations

Consideration	Comment	Compliance
Character, bulk and scale	The proposal seeks a three (3) storey built form which car parking access from the rear.	Yes
Car parking	The proposal seeks to provide car parking access from the rear.	Yes
Trees and landscaping	No trees on site.	Yes
Overshadowing / Solar access	The proposal does not result in any unreasonable overshadowing or solar access impact given the envisaged height of building and floor space permitted which is envisaged for the site.	Yes
Stormwater	The proposed use seeks a change of use, no change to external building works are proposed.	Yes
Privacy	The proposal is not considered to result in any unreasonable privacy impacts given the proposed layout, immediate context and layout of proposed windows which are orientated to the front and rear of the site.	Yes

Research Background

The proposal has taken in consideration with the Environmental Planning and Assessment Act 1979 Environmental Planning and Assessment Regulation 2000 (as amended), State Environmental Planning Policy (Biodiversity and Conservation) 2021, State Environmental Planning Policy (Resilience and Hazards) 2021, State Environmental Planning Policy (Transport and Infrastructure) 2021, State Environmental Planning Policy (Industry And Employment) 2021, Canterbury-Bankstown Local Environmental Plan 2023 and Canterbury-Bankstown Development Control Plan 2023 (as amended).

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PART A: SITE DESCRIPTION AND PROPOSAL

Description of subject site

The subject site is legally described as Lot 2 DP 22610 and is known as 162 Alma Road, Padstow 2211. The site forms a rectangular shaped allotment and is occupied by a two storey shoptop housing with a total site area of 241.5sqm. Car parking is accessed from the rear along Clarendon Lane. The site is zoned B1 Neighbourhood Centre within the Canterbury-Bankstown Local Environmental Plan 2023. The site forms a narrow lot of 6.095m x 39.625m in depth.



Fig.1 Photograph of subject site viewed from Alma, Road Padstow (Source: Maximus Developments Australia, 2024).



Fig.2 Photograph of rear of site (Source: Maximus Developments Australia, 2024).



Fig 3. Aerial extract: Subject site and surrounding area (Metromap, 2024).



Fig 4. Zoning Extract of subject site which is B1 Neighbourhood Centre under the Canterbury-Bankstown Local Environmental Plan 2023 (Source Department of Planning, NSW Planning Portal 2024).

Surrounding Context

The immediate surrounding context is zoned B1 Neighbourhood Centre which forms a block bound by Alma Road to the south, Calderon Lane to the east and north and Faraday Road to the west. This block is considered to form a mixture of older and newer infill shoptop housing.



Fig. 5 Photograph of immediate surrounding context (Source: Maximus Developments Australia, 2024).



Fig. 6 Photograph of immediate surrounding context along Clarendon Lane (Source: Maximus Developments Australia, 2024).



Fig. 7 Photograph of immediate surrounding context along Alma Road (Source: Maximus Developments Australia, 2024).

Site History

Council's records indicate that the site has been historically used for shop top housing.

Description of proposal

The proposal seeks development consent for demolition of existing and construction of shop to housing on land known as 162 Alma Road, Padstow NSW 2211. In detail the extent of works are described as follows;

Demolition of existing building and structures;

Construction of shoptop housing comprising of the following;

Ground floor: office, bathroom, internal stairs, garbage, wc, lift and two (2) tandem commercial parking spaces and two (2) residential space,

Mezzanine: storage area

First floor: Three (3) bedroom unit with rear terrace.

PART B: STATUTORY CONSIDERATIONS

PART 4 DIVISION 4.3 SECTION 4.15 (1)(A)(I) ANY ENVIRONMENTAL PLANNING INSTRUMENT

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 (AS AMENDED)

The proposal has been considered against Section 1.3 Objects of the Act as per below;

Table 6: Objects of the Act

Object Reference	Object	Comment	Satisfies objective
(a)	To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	To the proposal is considered not to result in any adverse impacts in relation to natural and other resources.	Yes
(b)	To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposal is not considered to be contrary to any economic, environmental and social considerations.	Yes
(c)	To promote the orderly and economic use and development of land	The proposal results in results in orderly economic use of which forms a permissible use as shoptop housing	Yes
(d)	To promote the delivery and maintenance of affordable housing,	N/A	N/A
(e)	To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats	No impact to trees.	N/A

(f)	To promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The site is not affected by European or Aboriginal cultural heritage. An interim heritage order does not apply to the site.	N/A
(g)	To promote good design and amenity of the built environment	Compatible built form proposed.	Yes
(h)	To promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State	Noted.	Yes
(i)	To provide increased opportunity for community participation in environmental planning and assessment.	To be notified in accordance with the provisions of the Canterbury Bankstown Community Engagement Strategy.	Yes

As per the table above, the proposal is considered to reasonably satisfy the underlying intent of the Objects of the Act.

ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATIONS 2021 (AS AMENDED)

The application has been prepared in accordance with the Statutory requirements within Schedule 1 and is considered to be acceptable and sufficient for the purposes of assessment.

STATE ENVIRONMENTAL PLANNING POLICIES

The proposal has been considered in accordance with the key considerations of the following applicable State Environmental Planning Policies (SEPP's) as follows;

STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

The subject site has been occupied by shoptop housing based on Council's records and does not have any history of contamination. The proposal does not result in any significant excavation, on this basis it is considered the proposal is not inconsistent with the considerations of the SEPP.

STATE ENVIRONMENTAL PLANNING POLICY (INDUSTRY AND EMPLOYMENT) 2021

The proposal does not seek signage as part of this development application. Future signage may be undertaken within the provisions of Exempt Development.

STATE ENVIRONMENTAL PLANNING POLICY (SUSTAINABLE BUILDINGS) 2022

The development application satisfies the considerations of the SEPP.

CANTERBURY-BANKSTOWN LOCAL ENVIRONMENTAL PLAN 2012 (AS AMENDED)

The proposal has been considered against the following provisions.

Section 1.2 Aims of the Plan

The proposal has been considered in accordance with the relevant aims (in bold) as follows;

1.2 Aims of Plan

- (1) This Plan aims to make local environmental planning provisions for land in Canterbury-Bankstown in accordance with the relevant standard environmental planning instrument under section 3.20 of the Act.
- (2) The particular aims of this Plan are as follows—
 - (aa) to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts,
 - (a) to manage growth in a way that contributes to the sustainability of Canterbury-Bankstown,
 - (b) to protect landforms and enhance vegetation, especially foreshores and bushland, in a way that maintains the biodiversity values and landscape amenity of Canterbury-Bankstown,
 - (c) to identify, conserve and protect the Aboriginal, natural, cultural and built heritage of Canterbury-Bankstown,
 - (d) to provide development opportunities that are compatible with the desired future character and amenity of Canterbury-Bankstown,
 - (e) to restrict development on land that is sensitive to urban and natural hazards,
 - (f) to provide a range of residential accommodation to meet the changing needs of the population,

- (g) to provide a range of business and industrial opportunities to encourage local employment and economic growth and retain industrial areas,
- (h) to create vibrant town centres by focusing employment and residential uses around existing centres and public transport,
- (i) to provide a range of recreational and community service opportunities and open spaces to meet the needs of residents of and visitors to Canterbury-Bankstown,
- (j) to achieve good urban design in terms of site layouts, building form, streetscape, architectural roof features and public and private safety,
- (k) to ensure activities that may generate intensive car usage and traffic are located near public transport that runs frequently to reduce dependence on cars and road traffic,
- (l) to consider the cumulative impact of development on the health of the natural environment and waterways and on the capacity of infrastructure and the road network,
- (m) to support healthy living and enhance the quality of life and the social well-being and amenity of the community,
- (n) to ensure development is accompanied by appropriate infrastructure,
- (o) to promote ecologically sustainable development.

Comment: The proposal seeks development consent for shop top housing, given the above the proposal is considered to reasonably satisfy the Aims of the Plan.

The proposal adequately satisfies the underlying B1 Neighbourhood Centre objectives as follows;

- *To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.*
- *To provide for certain residential uses that are compatible with the mix of uses in neighbourhood centres.*
- *To promote a high standard of urban design and local amenity.*

Given the above, the proposal is considered to be consistent with the Zone objectives.

Table : Canterbury-Bankstown Local Environmental Plan 2023

Control	Requirement	Proposal	Complies
Land Use Table	Shop top housing	Shop top housing forms a permissible prescribed use	Yes

		within the zone with development consent. Development consent is sought forming this development application.	
4.3 Height of buildings	11m	Under 11m.	Yes
4.4 Floor Space Ratio	1.5:1	1.22:1	Yes
4.5 Calculation of Floor Space Ratio and Site Area	Calculation to be undertaken as per defined for floor space ratio and site area.	Calculated as per definition clause.	Yes
6.2 Earthworks	Objectives to be satisfied	Minor earthworks proposed to accommodate proposal.	Yes
6.4 Stormwater	Objectives relating to stormwater to be satisfied	To be discharged in accordance with DCP requirements.	Yes
6.6 Essential Services	Objectives relating to essential services to be satisfied; (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.	Essential services such as water, electricity, disposal of sewerage, drainage and suitable vehicular access to be provided.	Yes

6.10 Active Street Frontages	Objectives to be satisfied.	The proposal contains an active street frontage to Alma Road.	Yes
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The proposal complies with the permissibility, zone objectives, Development Standard and considerations under the Canterbury Bankstown Local Environmental Plan 2023.

PART 4 DIVISION 4.3 SECTION 4.15 (1)(A)(II) ANY DRAFT ENVIRONMENTAL PLANNING INSTRUMENT/ DEVELOPMENT CONTROL PLAN

CANTERBURY BANKSTOWN DEVELOPMENT CONTROL PLAN 2023

Chapter 2.1 Site Analysis

The proposed works are considered to be compatible with the immediate surrounding area and uses on site. The form of the proposal responds to the sloping topography on site and results in a form which reinforces the streetscape along Alma Road, Padstow. This aligns with the form of newer three (3) storey infill development along this street.

Chapter 3.1 Engineering Standards

The proposal seeks the disposal of stormwater in accordance with Council's requirements.

Chapter 3.2 Parking

The proposal has been considered in accordance with the key relevant considerations of this subsection.

Clause	Control	Proposal	Complies
2.1	Office premises: 40sqm 1.5 spaces per (3+bedroom dwelling)	Two commercial car parking spaces Two residential car parking space (3 bedroom unit)	Yes
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	Noted.	Yes

	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.		
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	2 commercial car parking spaces provided. 2 residential car parking spaces.	Yes
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	The proposal does not seek any additional car parking spaces which would be calculated in floor space.	Yes
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.		Yes
B1.3.2 Accessible Parking Rate	BCA Class 9	Less than 10 spaces.	N/A

	C5. In a development containing more than 10 spaces, provide 1 (one) accessible parking space for every 25 spaces designed and constructed in accordance with AS 2890.1.		
	<p>Accessible off-street parking rates</p> <p>2.7 Accessible parking is required to be designed and constructed in accordance with the following rates:</p> <p>1 accessible parking space per 50 parking spaces for staff;</p> <p>1 accessible parking space for visitors per 50 parking spaces where a car park has less than 500 spaces;</p> <p>1 additional accessible parking space per 100 parking spaces above 500 spaces for visitors</p>	No accessible spaces provided. Given the lot width and site width.	Yes
Section 3 – Design and Layout	Parking location 3.1 Development must not locate entries to car parking or delivery areas:	Car parking entry from rear laneway.	Yes

	<p>(a) close to intersections and signalised junctions;</p> <p>(b) on crests or curves;</p> <p>(c) where adequate sight distance is not available;</p> <p>(d) opposite parking entries of other buildings that generate a large amount of traffic (unless separated by a raised median island);</p> <p>(e) where right turning traffic entering may obstruct through traffic;</p> <p>(f) where vehicles entering might interfere with operations of bus stops, taxi ranks, loading zones or pedestrian crossings; or</p> <p>(g) where there are obstructions which may prevent drivers from having a clear view of pedestrians and vehicles.</p>		
3.2	<p>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.</p>	Not provided due to lot width.	Yes

3.4	<p>Council may consider tandem parking in the following situations:</p> <p>(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.</p> <p>(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</p>	Tandem configuration due to the narrow allotment width.	Yes
3.5	Tandem parking is not permitted where a high proportion of the users of the car park are visitors or customers.	Not existing.	N/A
3.7	Mechanical parking devices, including	No car lift is proposed.	Yes

	car lifts, will not be supported.		
3.8	Access driveway width and design The location of driveways to properties should allow the shortest, most direct access over the nature strip from the road.	The proposed driveway incorporates the most logical and direct route at rear.	Yes
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.	Existing driveway access to be retained.	Yes
3.12	Minimum headroom dimensions 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. Following minimum headroom dimension has to be maintained in all development. Min headroom Cars and light vans: 2.4m People with disabilities: 2.3m	Adequate headroom for vehicles.	Yes

3.17	Service vehicles are to enter and leave the site in a forward direction.	Service vehicles are to	Yes
3.18	Safety and security 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.	Car parking has been appropriately located and designed given the site dimensions and lot width.	Yes
3.19	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 lines provided.	Yes
3.20	Pedestrian access Parking areas should be designed so that through-traffic is excluded, and pedestrian entrances and exits are separate from vehicular entrances and exits.	Pedestrian access and vehicular access are separated.	Yes
3.21	Lifts and stair lobbies should be	Lift and stair lobbies are to centrally	Yes

	prominently marked to help users find them and to increase personal security.	located and can be marked.	
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.	A single access from rear.	Yes
3.26	Provide a mix of bicycle storage facilities to cater for short and long stay parking	Bicycle storage can be provided within the lower level.	Yes
3.27	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	Can be provided on site.	Yes
3.28	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	Adequate bicycle facilities provided and located on site.	Yes

	<p>to the street and within the building;</p> <p>(b) short-stay and visitor parking is at-grade and floor and wall-mounted rails are acceptable;</p> <p>(c) long-stay and resident parking is on the uppermost level of a basement car park;</p> <p>(d) a safe path of travel between bicycle parking and the main entrances/exits is clearly marked;</p> <p>(e) bicycle facilities are not to hinder vehicle and pedestrian movements, or contribute to the likelihood of injury to passing pedestrians;</p> <p>(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</p> <p>(g) standardised information signs are to be used to give directions to bicycle parking areas.</p>		
3.29	<p>Bicycle parking facilities are to be well lit to minimise theft, vandalism, reduce pedestrian</p>	<p>Bicycle parking can be located within lower level storage.</p>	<p>Yes</p>

	hazard and to improve safety of the cyclists.		
3.30	Visitor parking 3.30 Visitor spaces must not be located behind security grills and must be easily accessible.	No visitor parking provided.	Yes
3.31	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.	No visitor parking provided.	Yes
3.32	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.	No visitor parking provided.	Yes
3.33	Basement parking 3.33 Provide ventilation to basement parking. Location and details of mechanical ventilation design must be outlined in applications to Council.	Services located on site and the rear.	Yes
3.34	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.	Car parking located at rear which is logical and commensurate of other developments along Alma Parade.	Yes

3.37	3.37 Provide secure bicycle parking at basement level which is easily accessible from ground level, from apartments and other uses within the development.	Bicycle parking can be located within lower level.	Yes
3.38	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.	Loading areas can undertaken at rear given the dimensions and narrow width of the building.	Yes
3.39	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.	Services located on site and the rear.	Yes

In this regard, the proposal is considered to reasonably satisfy the car parking requirements, pedestrian safety and vehicular movement considerations within this subsection.

Chapter 3.3 Waste Management

It is noted that general waste facilities are provided on site which are located on the ground level and can be brought to for kerbside collection.

Chapter 3.4 Sustainable Development

The proposal seeks the utilisation to of durable materials to prolong the life cycle of the building. Refer to the schedule of materials and finishes.

Chapter 3.6 Signs

No signs proposed.

Chapter 7.4 Neighbourhood Centres

The proposal has been considered in accordance with the key applicable controls as follows;

Clause	Control	Proposal	Complies
C1	Neighbourhood centres will provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood. The built form is generally compatible with the prevailing suburban character and amenity of the surrounding residential areas.	The proposal adopts a low scale form.	Yes
Storey limit			
3.1	Development must comply with the storey limit that corresponds with the maximum building height shown for the site on the Height of Building Map as follows: 136-164 Alma Road 3 storeys no attic	2 – 3 storeys	Yes
Street setbacks			
3.2	3.2 The minimum setback to the primary and secondary street frontages of the site is zero setback for the basement level, the first storey (i.e. the ground floor),	Front setback seeks a nil boundary front setback.	Yes

	and the second storey.		
Side and rear setbacks			
3.3	Where development is adjacent to residential zoned land, Council may increase the minimum setbacks to the side and rear boundaries.	Nil boundary setbacks proposed which are commensurate of other developments along Alma Parade, Padstow.	Yes
3.4	For blank building walls with no window or balcony, the minimum setback to the side and rear boundaries of the site is zero setback for the basement level, the first storey (i.e. the ground floor), and the second storey.	As above.	Yes
3.5	The maximum depth for cross-through dwellings (i.e. single or dual aspect dwellings where the side building walls do not contain a window or balcony) is 14m	Single aspect dwelling proposed with exceeding 14m however contains a lightwell and provides reasonable levels of amenity given the narrow lot width.	Yes, acceptable on merit.
3.6	For building walls with a window or balcony in commercial development, shop top housing, and mixed use development that contains dwellings, the minimum setbacks to the side and rear boundaries of the site are: (a) 3m for the first storey	Nil boundary setbacks to side. 3m to rear.	Yes, merit

	(i.e. the ground floor). Council may allow a setback less than 3m provided it complies with the Building Code of Australia; and (b) 3m for the second storey.		
3.7	For building walls with a window or balcony in residential flat buildings, the minimum setback to the side and rear boundaries of the site is 5m for all storeys.	Side setback: Nil Rear setback: 9.98m to rear	Yes, on merit.
Setbacks within the site			
3.8	The minimum setbacks between two or more habitable buildings on the site are: (a) 9m between the external enclosing walls of dwellings; and (b) 6m between the balconies, above ground decks, and the like of dwellings	More than 9m between buildings.	Yes

Given the above, the proposal is considered to achieve a high level of compliance and is considered to result in a reasonable planning outcome which is commensurate of other shoptop housing within the locality.

SECTION 4.15 EVALUATION (3A)

(3A) Development control plans If a development control plan contains provisions that relate to the development that is the subject of a development application, the consent authority:

- (a) if those provisions set standards with respect to an aspect of the development and the development application complies with those standards—is not to require more onerous standards with respect to that aspect of the development, and*
- (b) if those provisions set standards with respect to an aspect of the development and the development application does not comply with those standards—is to be flexible in applying those provisions and allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development, and*
- (c) may consider those provisions only in connection with the assessment of that development application.*

In this subsection, standards include performance criteria

Comment: In relation to the above, is considered to achieve a high level of compliance.

PART 4 DIVISION 4.3 SECTION 4.15 (1)(B) THE LIKELY IMPACTS OF THAT DEVELOPMENT, INCLUDING ENVIRONMENTAL IMPACTS ON BOTH THE NATURAL AND BUILT ENVIRONMENTS, AND SOCIAL AND ECONOMIC IMPACTS IN THE LOCALITY

Natural Environment Impacts

No unacceptable unreasonable natural environmental impacts are generated by this proposal given the nature of use within commercial business context.

Built Environment Impacts

The proposal is also considered to satisfy and meet the key objectives and intent and requirements of the planning controls given that no external works are proposed. In this regard, the proposal is not considered to result in any unacceptable unreasonable adverse built environment impacts. The proposal achieves compliance with the applicable Development Standards.

Economic Impacts

The proposal is not considered to result in any unacceptable economic impacts given the proposed use shop top housing of which forms a permissible use within the zone.

Social Impacts

The proposal seeks to development consent for shoptop housing. The proposal is not considered to result in any unacceptable social impacts. The hours of operation are considered to be reasonable and commensurate with that of other places of public worship within metropolitan Sydney.

PART 4 DIVISION 4.3 SECTION 4.15 (1)(C) THE SUITABILITY OF THE SITE FOR THE DEVELOPMENT

Suitability of the site

The proposal is considered to be suitable for the subject site and forms a permissible use within the Canterbury Bankstown Local Environmental Plan 2023. The proposal is considered to be appropriate as the proposal adequately satisfies and does not offend the underlying objectives of the applicable planning controls as stated within this report.

PART 4 DIVISION 4.3 SECTION 4.15 (1)(E) THE PUBLIC INTEREST

Public Interest

The proposed development is considered to be in the public interest for the reasons contained within this report. As previously stated the proposal adequately satisfies the underlying planning objectives of the controls and results in a reasonable planning outcome for the site with no material adverse impacts to the immediate adjoining area.

PART C: CONCLUSION

The proposed shoptop is considered to be appropriate as the considerations against the Statutory provisions have been met. The proposal satisfies the Environmental Planning and Assessment Act 1979 (as amended), Environmental Planning and Assessment Regulation 2000 (as amended), State Environmental Planning Policy (Biodiversity And Conservation) 2021, State Environmental Planning Policy (Resilience And Hazards) 2021, State Environmental Planning Policy (Transport And Infrastructure) 2021, State Environmental Planning Policy (Sustainable Buildings) 2022, Canterbury Bankstown Local Environmental Plan 2023 and Canterbury Bankstown Development Control Plan 2023. It is considered that the proposal results in a reasonable planning outcome.

Kind regards,

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