

STATEMENT OF ENVIRONMENTAL EFFECTS 84 BRYANT STREET PADSTOW

Proposal: Demolition of existing structures, construction of a 2 storey warehouse, over a basement

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Note:

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1. Executive Summary

This Statement of Environmental Effects has been prepared for submission to the city of Canterbury Bankstown Council (CBC) for a development that is proposing the “*demolition of existing structures, construction of a 2-storey warehouse, over a basement*”. The development site is identified as 84 Bryant Street Padstow, legally identified as Lot 20 DP 732054.

The subject site is zoned IN2 Light Industrial pursuant to the Canterbury Bankstown Local Environmental Plan (CBLEP) 2023. This Statement of Environmental Effects provides a detailed assessment against the relevant development standards and the relevant development guidelines that are applicable to the site in accordance with the provisions of the Environmental Planning and Assessment Act 1979 (EP&A Act).

2. Site and Locality

The subject site identified as 84 Bryant Street Padstow, legally identified as Lot 20 DP 732054. The site is currently benefited by an existing warehouse, which will be demolished as part of the application. The site is a regular shaped allotment, located on the northern side of Bryant Street, to the south of the South Western Motorway and to the west of Fairford Road. The subject site has a total site area of 545.1m², an eastern side boundary of 36.52m, a western side boundary of 35m, a rear northern boundary of 15.37m and a southern boundary to Bryant Street of 15.24m.

The surrounding locality is primarily characterised by a mixed warehouse and industrial environment, consisting of primarily warehouse developments of various ages. The properties within the surrounding locality of the subject site consist of warehouse buildings.

The subject site is located in an IN2 Light Industrial. The surrounding locality IN2 Light Industrial to the west, east and south. To the north of the site, is the South Western Motorway, which is zoned SP2.

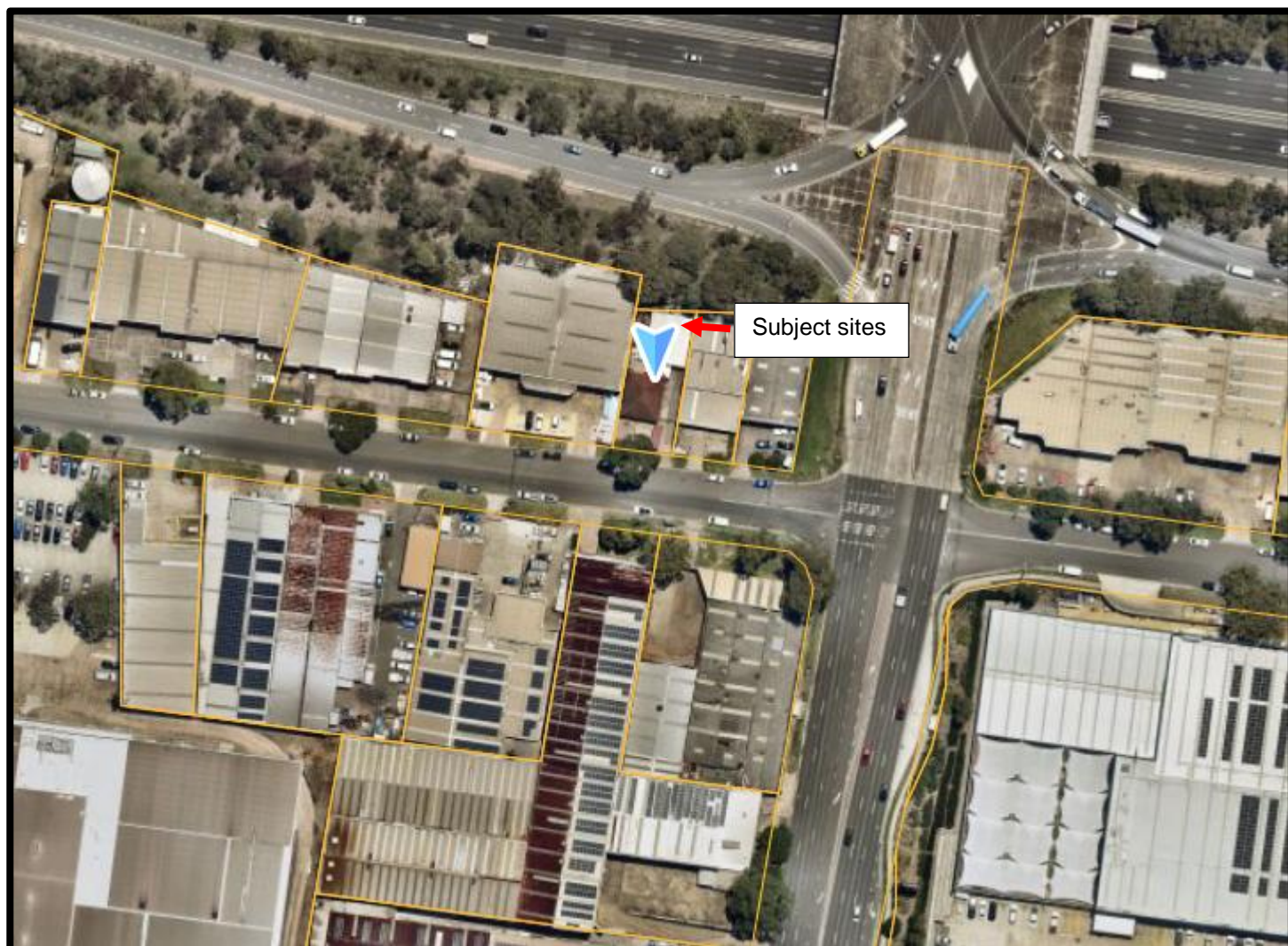


Figure 1: Aerial view of the site identified as 84 Bryant Street Padstow (Near Map 2025)



Figure 3: Front Facade

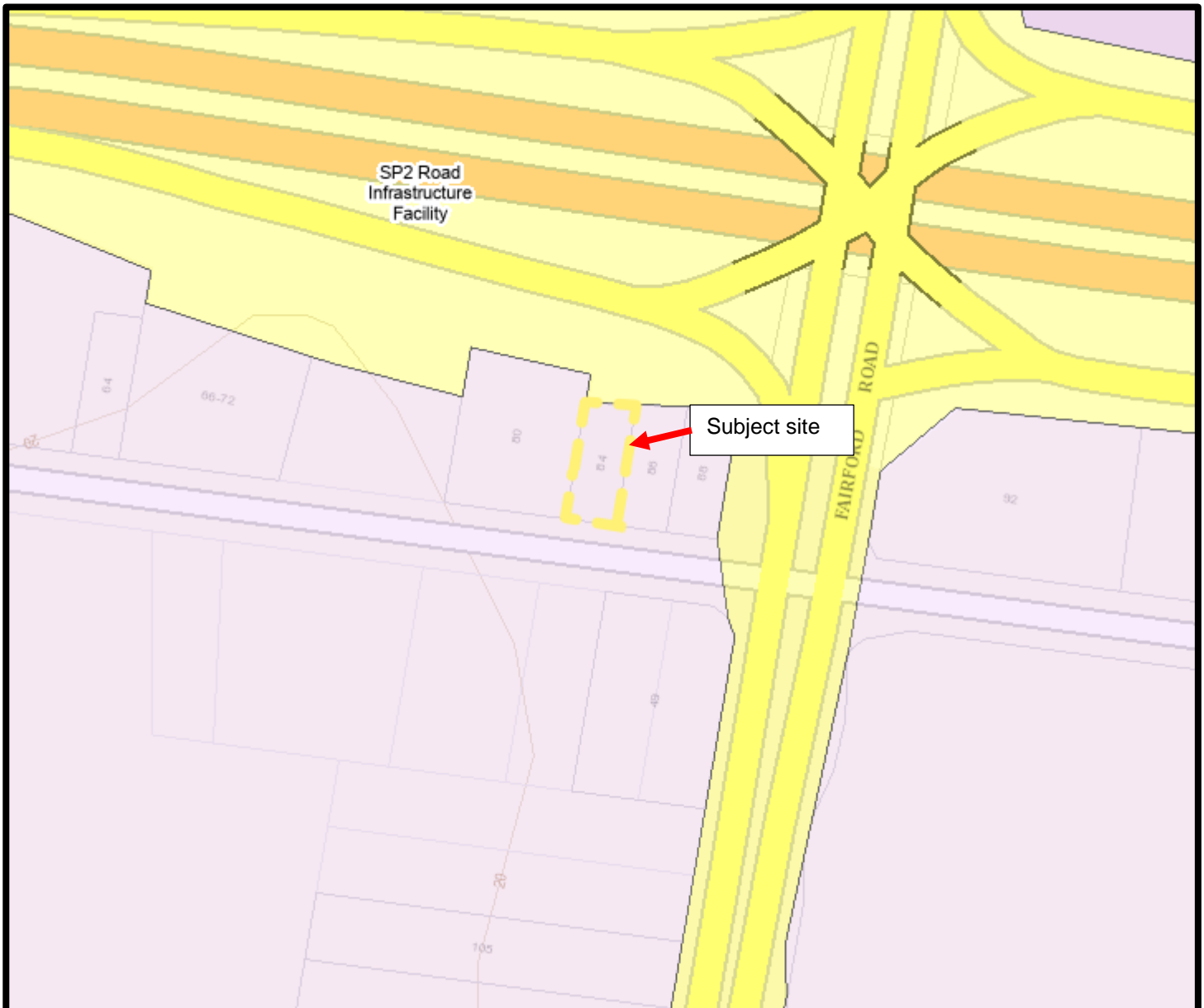


Figure 3: Zoning Map of the area - (Source NSW e-planning portal)

3. Proposed Development

The proposed development consists of:

“Demolition of existing structures, construction of a 2-storey warehouse, over a basement” A detailed description is provided below.

- Access to the site, will be off Bryant Street. The application consists of 2 driveways, one of the driveways is to serve the basement parking area, the other will serve for at grade truck access to the warehouse.
- The basement will consist of 5 vehicle parking spaces, inclusive of 1 disabled space with a shared zone. The basement will also consist of a lift into the main warehouse, bin storage room, a material storage room and a services room.
- The ground floor consists of an entry foyer, with a breakout space for the staff, with a kitchen, amenities and a large warehouse area with a loading bay.
- The first floor consists of a mezzanine office area and amenities.

4. Site Constraints

Site Constraint	Yes/No
Bushfire	No
Flooding	No
Heritage Items	No
Aboriginal heritage	No
Environmentally Significant Land	No
Threatened Species/ Flora/ Habitat/ Critical Communities	No
Acid Sulphate Soils	Yes – Class 5, the proposed works are located more than 500m from a Class 1-4 zone, and are unlikely to lower the watertable beyond 1m.
Flight Paths	No
Railway Noise	No
Road Noise/ Classified Road	Yes – Allotment is south of the South Western Motorway. The application is accompanied by a traffic report, and the site provides access off Bryant Street. Refer to SEPP assessment below.

5. Section 4.15 Planning Assessment

The following planning instruments have been considered in the planning assessment of the subject Development Proposal

- (a) State Environmental Planning Policy (Biodiversity and Conservation) 2021 – Chapter 6, Waterway Catchments
- (b) State Environmental Planning Policy (Resilience and Hazards) 2021 – Chapter 4, Remediation of Land
- (c) State Environmental Planning Policy (Transport and Infrastructure) 2021
- (d) Canterbury Bankstown Local Environmental Plan (CBLEP) 2023
- (e) Canterbury Bankstown Development Control Plan (CBDCP) 2023
 - Section 3.2 – Parking
 - Section 3.3 – Waste management
 - Chapter 9.1 - Industrial Precincts

(a) State Environmental Planning Policy (Biodiversity and Conservation) 2021 – Chapter 6, Waterway Catchment

The subject land is located within the Georges River Catchments and as such State Environmental Planning Policy (Biodiversity and Conservation) 2021 – Chapter 6, Waterway Catchment applies to the application. The SEPP generally aims to maintain and improve the water quality and river flows of the Georges River and its tributaries.

The proposed development involves the construction of a warehouse and is unlikely to have a detrimental impact on the environmental quality of the Georges River Catchment and thus is consistent with the relevant objectives of the SEPP.

(b) State Environmental Planning Policy (Resilience and Hazards) 2021 – Chapter 4, Remediation of Land

In accordance with Clause 4.6(1) Council must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated, and 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.

The application is accompanied by a Detailed Site Investigation (DSI), prepared by GeoEnviro, dated 17 March 2025. The report provided recommendations, which will form part of the construction phase of the development.

Based on the conclusions above it is considered that the site is suitable for the proposed development and land use and has adequately addressed Clause 4.6(1) of the SEPP.

(c) State Environmental Planning Policy (Transport and Infrastructure) 2021

The subject site is located on Coronation Parade which is a classified road. Accordingly consideration must be given to the SEPP (Transport and Infrastructure) 2021, Clause 2.118, 2.119 and 2.120. An assessment of the relevant Clauses is detailed below.

2.118 Development on proposed classified road

- (1) *Consent for development for any of the following purposes on land reserved for the purposes of a classified road (but before the land is declared to be a classified road) may be granted only with the concurrence of TfNSW—*
 - (a) *subdivision that results in the creation of an additional lot with dwelling entitlements,*
 - (b) *development with a capital investment value greater than \$185,000,*
 - (c) *development for the purpose of dwellings that are, or any other building that is, to be held under strata title.*

Comment: The proposal involves a warehouse, which does not involve any of the uses

- (2) *Before determining a development application (or an application for modification of a consent) for development to which this section applies, the consent authority must—*
 - (a) *give written notice of the application to TfNSW within 7 days after the application is made, and*
 - (b) *take into consideration any response to the notice that is received within 21 days after the notice is given.*
 - (c) *In deciding whether to grant concurrence to proposed development under this section, TfNSW must take the following matters into consideration—*
 - (a) *the need to carry out development for the purposes of a classified road or a proposed classified road,*
 - (b) *the imminence of acquisition of the land by TfNSW,*
 - (c) *the likely additional cost to TfNSW resulting from the carrying out of the proposed development.*
- (4) *The consent authority must give TfNSW a copy of the determination of the application within 7 days after the determination is made.*
- (5) *The consent authority may grant consent to development to which this section applies without the concurrence of TfNSW if—*

- (a) *the consent authority has given the chief executive officer notice of the development application, and*
- (b) *21 days have passed since giving the notice and the chief executive officer has not granted or refused to grant the concurrence.*

Comment: It is acknowledged that concurrence would be required from TfNSW

2.119 Development with frontage to classified road

(1) *The objectives of this section are—*

- (a) *to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and*
- (b) *to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.*
- (2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*
 - (a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
 - (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
 - (i) *the design of the vehicular access to the land, or*
 - (ii) *the emission of smoke or dust from the development, or*
 - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*

Comment: Whilst the development site has a northern boundary to the Motorway, access to the site will be provided off Bryant Street, with no access proposed off the Motorway. The application is accompanied by a Traffic Management Report, prepared by Loka Consulting Engineers. The traffic report and found the proposed car parking arrangements within acceptable parameters.

2.120 Impact of road noise or vibration on non-road development

- (1) *This section applies to development for any of the following purposes that is on land in or adjacent to the road corridor for a freeway, a tollway or a transitway or any other road with an annual average daily traffic volume of more than 20,000 vehicles (based on the traffic volume data published on the website of TfNSW) and that the consent authority considers is likely to be adversely affected by road noise or vibration—*
- (a) *residential accommodation,*
- (b) *a place of public worship,*
- (c) *a hospital,*
- (d) *an educational establishment or centre-based child care facility.*

Comment: The proposal is not a development specified (a)-(d)

- (2) *Before determining a development application for development to which this section applies, the consent authority must take into consideration any guidelines that are issued by the Secretary for the purposes of this section and published in the Gazette.*
- (3) *If the development is for the purposes of residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded—*

- (a) *in any bedroom in the residential accommodation—35 dB(A) at any time between 10 pm and 7 am,*
- (b) *anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.*

Comment: The proposed warehouse, is not a sensitive use, as such an acoustic assessment is not required.

(d) Canterbury Bankstown Local Environmental Plan (CBLEP) 2023

(i) Zoning

The subject site is zoned IN2 Light Industrial pursuant to the Canterbury Bankstown Local Environmental Plan (CBLEP) 2023.

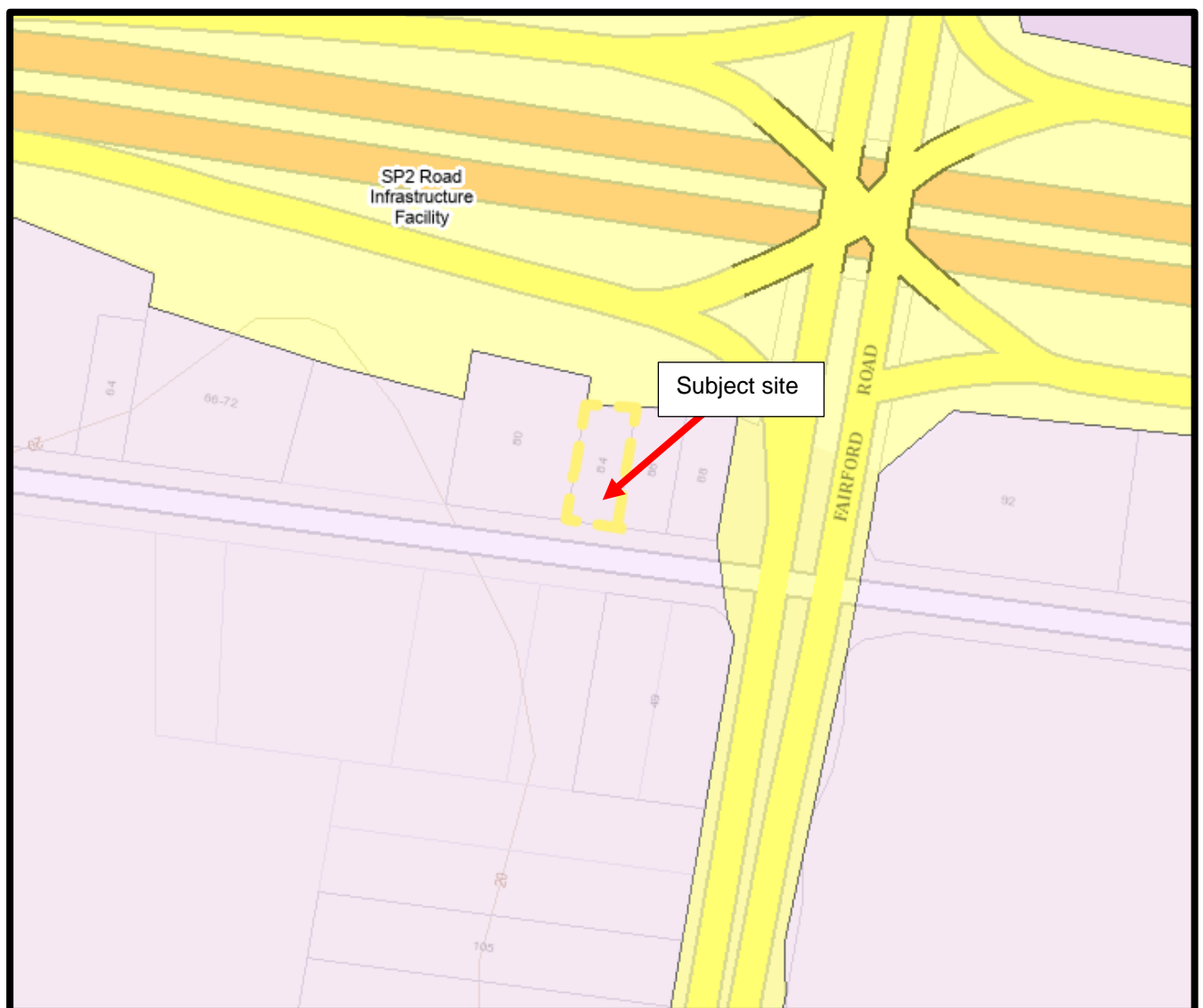


Figure 5: Zoning Map of the area - (Source NSW e-planning portal)

(ii) Permissibility

The development proposes the “*demolition of existing structures, construction of a 2-storey warehouse, over a basement*”.

The proposal involves the construction of a warehouse building. This development element is best defined as a “warehouse and distribution centre”. A warehouse or distribution centre is permissible use with consent in the IN2 zone as indicated in the extract from the CBLEP 2023 below.

3 Permitted with consent

*Agricultural produce industries; Building identification signs; Business identification signs; Depots; Garden centres; Hardware and building supplies; Industrial training facilities; Landscaping material supplies; Light industries; Neighbourhood shops; Oyster aquaculture; Places of public worship; Plant nurseries; Resource recovery facilities; Restaurants or cafes; Roads; Take away food and drink premises; Tank-based aquaculture; Timber yards; Vehicle sales or hire premises; **Warehouse or distribution centres**; Any other development not specified in item 2 or 4*

(iii) Objectives of the Zone

The objectives of the zone are as follows:

- *To provide a wide range of light industrial, warehouse and related land uses.*
- *To encourage employment opportunities and to support the viability of centres.*
- *To minimise any adverse effect of industry on other land uses.*
- *To enable other land uses that provide facilities or services to meet the day-to-day needs of workers in the area.*
- *To support and protect industrial land for industrial uses.*
- *To promote a high standard of urban design and local amenity.*

Comment: The development is consistent with the applicable objectives of the IN2 zone, in that its contributing to a variety of industrial uses within the zone and encourages employment opportunities. The proposal provides for a compatible industrial use within a predominant industrial area. The building provides an important additional and an improved streetscape presentation to the street. It provides a built form that encourages and supports industrial uses. The proposal is a modern design that promotes improved urban design.

(iv) Summary of the Development Standards Applicable under the CBLEP 2023

Development Provision	Requirement	Proposed
4.3 Height of Buildings	N/A	Building Height 7.3m
4.4 Floor Space Ratio	Max FSR 1:1	Complies Proposed 0.78:1

(e) Canterbury Bankstown Development Control Plan (CBDCP) 2023

An assessment against the applicable guidelines of the CBDCP 2023, specifically, chapter 3 – General requirements, section 3.2 – Parking and section 3.3 – waste management and Chapter 9.1 Industrial Precincts.

CBDCP 2023 – Chapter 3 – General Requirements		
Chapter 3.2 - Parking		
Control	Required	Complies
Parking Rate		
<p>Purely based on planning definition the premises would be considered a warehouse and distribution centre. The parking rate for a warehouse is as follows;</p> <p><u>Warehouse or distribution centre</u></p> <p>1 car space per 300m² GFA or 1 car space per 2 staff, whichever is the greater.</p> <p>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.</p> <p>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> <p>Comment: Proposal provides an overall GFA of 424.48m². The first floor office comprises of 17% of the total GFA. As such a total of 2 spaces are required. The application provides 5 spaces within a basement. The application is accompanied by a traffic impact assessment, which details the proposed development provides for the correct and sufficient parking.</p>		
Chapter 3.3 – Waste Management		
Section 5 – Industrial Development		
Control	Required	Complies
5.1	Development must provide bin storage and separation facilities within each tenancy and within the communal bin room.	Bin storage provided in basement
5.2	<p>Development must provide an appropriate and efficient waste storage system that considers:</p> <ul style="list-style-type: none"> a) the type of business; b) the volume of waste generated on-site; c) the number of bins required for the development and their size d) additional recycling needs e.g. cardboard, pallets and milk crates; e) waste and recycling collection frequencies. 	A large bin storage area within the basement provided for the warehouse development.

5.3	Development is to consider potential future uses, particularly where separate waste containers may be required for industrial process type waste and bunding of bin storage areas.	Development can be easily adapted for different uses.
5.4	Where development involves multiple tenancies, the design of development must ensure each tenancy will be able to obtain a Trade Waste Licence.	Only 1 tenancy is proposed.
5.5	Bin storage areas are to integrate with the overall design and functionality of development and are to locate within the building envelope to enable these areas to be screened from view from the public domain.	Bin storage within the basement
5.6	The design of the bin storage area must comply with the requirements of the applicable Waste Design for New Developments Guide.	Designed to comply
5.7	An on-site collection point is to be nominated for development. The location of the collection point must allow collection vehicles to enter and exit the site in a forward direction and allow all vehicle movements to comply with the Australian Standard AS 2890.2. The location of the collection point must ensure waste servicing does not impact on any access points, internal roads and car parking areas.	Refer to submitted traffic assessment.
5.8	Waste collection frequency is to be a minimum of once per week. Higher collection frequency may be required for development with larger waste generation rates and to ensure bin storage areas are kept clean, hygienic and free from odours. Higher collection frequencies must not impact on neighbouring residents in relation to noise, odour and traffic.	A minimum of 1 per week with designated contractor will be organised.

CBDCP 2023 – Chapter 9 – Industrial Precincts		
Chapter 9.1 – General Requirements		
Section 2 – Building Envelopes and Landscape		
Control	Required	Complies
2.1 – Site Cover	The sum of the total area of building(s) on the ground floor level must not exceed 70% of the site area.	Site coverage is at 63%
2.2 – Street Setbacks	<p>This clause applies to land within the former Bankstown Local Government Area:</p> <p>(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.</p> <p>(b) Where sites do not adjoin a state or regional road, the minimum setback to:</p> <p>(i) the primary street frontage is 10m; and</p> <p>(ii) the secondary street frontage is 3m.</p>	<p>The site backs onto the motorway, however it's the rear boundary of the allotment</p> <p>A minimum 11.1m setback is proposed off Bryant Street. No secondary frontage applies</p>
2.5 – Side and Rear Setbacks	<p>Council may require minimum 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>	The application proposes Nil setbacks from side and rear, as there are no residential zones within the property vicinity
2.6 – Solar Access	The design of buildings must ensure that:	No dwellings adjoin the development site

	<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>	
2.7 – Development Adjacent to Residential Zones	N/A	N/A
2.8 – Setbacks to Riparian Corridors	N/A	N/A
2.9 – Development Adjacent to Channelled Watercourses	N/A	N/A
2.10 – Open Space	Sites less than 600m ² require a landscaped area 2.5 wide along the primary frontage	A centralised 2.5m wide landscaped area is provided along Bryant Street
2.11 – Trees	<p>Development must:</p> <p>(a) retain and protect any existing trees identified by Council on the site and adjoining sites; and</p> <p>(b) must not change the ground level (existing) within 3m of the base of the trunk or within the dripline, whichever is the greatest.</p>	No existing trees on site.

2.12 – Tree Planting	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.	Tree planting can be accommodated within the primary street frontage.
2.15 – 2.16 Employment Amenities	<p>Development must provide an outdoor employee amenity area with a minimum area of 25m². This area should include a combination of grass, plantings, pavement, shade, and seating to allow employees to engage in a pleasant working environment.</p> <p>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>	Proposal provides for employment amenities within the building. The subject allotment backs onto the Motorway and fronts Bryant Street. Provision of an outdoor area is not considered appropriate as the provision of an outdoor area will not serve the purpose of a proper amenities area for employees. In lieu of the outdoor area a well designed and located lunch area is provided for employees within the building.

SECTION 3 – BUILDING DESIGN

3.1-3.4 – Façade Design	<p>Development must articulate the facades to achieve a unique and contemporary architectural appearance that:</p> <ul style="list-style-type: none"> (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>Development may have predominantly glazed facades provided it does not cause significant glare nuisance.</p>	The proposed façade, provides a design that is responsive to the streetscape and considers appropriate glazing to the street where required. The built form incorporates articulation at the street façade
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3.5 – Façade Design (Corner Sites)	N/A	N/A
3.6 – Façade Design (Materials)	<p>Development must use:</p> <p>(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</p> <p>(b) masonry materials to construct a factory unit within a building, and all internal dividing walls separating the factory units.</p> <p>Despite this clause, Council may consider a small portion of the street facade to comprise metal sheet or other low maintenance material provided it complies with the Building Code of Australia.</p>	<p>Building incorporates high quality and durable materials, include concrete finishes, with black aluminium framed doors and windows.</p>
3.7 – Roof Design	<p>Development must incorporate an innovative roof design that:</p> <p>(a) achieves a unique and contemporary architectural appearance; and</p> <p>(b) combines high quality materials and finishes.</p>	<p>Building's roof design accommodates a traditional roof design for the industrial built form, responsive to the surrounding industrial character.</p>
3.8-3.14 – Safety and Security	<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>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</p>	<p>Proposed front door faces Bryant Street</p> <p>Proposed at the first floor facing the street</p> <p>Proposed</p> <p>Can be addressed via condition</p> <p>Car park within basement</p>

	<p>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 from that boundary. The setback distance must be:</p> <p>(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;</p> <p>(b) the hedging or climbing vines must be planted prior to the completion of the development using a minimum 300mm pot size; and</p> <p>(c) the planter bed area must incorporate a commercial grade, sub-surface, automatic, self-timed irrigation system; and</p> <p>(d) the site must be fenced along the boundary using a minimum 2m high chain wire fence; and</p> <p>(e) the fence provides an appropriate access point to maintain the landscaping within the setback area; and</p> <p>(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>and access to employees only.</p> <p>Can be addressed via conditions</p> <p>N/A</p>
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(f) Section 4.15(1)(a)(iii) –Any Planning Agreement or Draft Planning Agreement

There is no planning agreement or draft planning agreement applying to the site.

(g) Section 4.15(1)(a)(iv) –The Regulations

The applicable provisions of the *Environmental Planning and Assessment Regulation 2021* has been considered in the assessment of this application and it is considered the proposal is consistent with the EP&A Regulation 2021.

(h) Section 4.15(1)(b) – The Likely Impacts of the Development

It is considered that the proposal will have limited impacts on the existing and future character of the locality. The proposal provides for a development that will easily cater for a suitable residential development that will not compromise the amenity of the surrounding locality. The proposal provides for a suitable lot size and has demonstrated it can accommodate a built form and dwelling design that is consistent with the objectives and intent of the current development standards under the CBLEP 2023 and relevant guidelines of the CBDP 2023.

(i) Section 4.15(1)(c) – The Suitability of the Site for the Development

The subject development is permissible in the zone and the proposal satisfies the key planning controls for site as detailed above and is generally considered to be suitable for the site.

6. Conclusion

The application has been assessed against the relevant provisions of the EP&A Act 1979, applicable development standards of the CBDP 2023 and relevant guidelines of the CBDP 2023. It is considered the development proposing the “*demolition of existing structures, construction of a 2-storey warehouse, over a basement*” at 84 Bryant Street Padstow, legally identified as Lot 20 DP 732054., is a suitable form of development consistent with the development standards applicable to the site and is a development form that is consistent with the existing and future character of the area.

The proposal provides for a development that is consistent with the prevailing commercial character in the immediate locality and is consistent with the objectives of the IN2 –zone applicable to the site.