

# Statement of Environmental Effects

ALTERATIONS AND ADDITION TO AN  
EXISTING SERVICE STATION  
14 -18 MACLAURIN AVENUE,  
EAST HILLS

30 MAY 2025



### Quality Assurance

<b>PROJECT:</b>	<b>Alterations and Additions to an Existing Service Station</b>
<b>ADDRESS:</b>	<b>14-18 Maclaurin Avenue, East Hill</b>
<b>Lot/DP:</b>	<b>Lots 1-3 DP 23046</b>
<b>COUNCIL:</b>	<b>Canterbury-Bankstown</b>
<b>AUTHOR:</b>	<b>Think Planners Pty Ltd</b>

### Document Management

<b>Prepared by:</b>	<b>Purpose of Issue:</b>	<b>Date:</b>
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### Integrated Development (under S4.46 of the EP&A Act). Does the development require approvals under any of the following legislation?

Coal Mines Subsidence Compensation Act 2017	No
Fisheries Management Act 1994	No
Heritage Act 1977	No
Mining Act 1992	No
National Parks and Wildlife Act 1974	No
Petroleum (Onshore) Act 1991	No
Protection of the Environment Operations Act 1997	No
Roads Act 1993	No
Rural Fires Act 1997	No
Water Management Act 2000	No

### Concurrence

SEPP (Biodiversity and Conservation) 2021	No
SEPP (Industry and Employment) 2021	No
SEPP (Planning Systems) 2021	No
SEPP (Precincts – Central River City) 2021	No
SEPP (Precincts – Eastern Harbour City) 2021	No
SEPP (Precincts – Regional) 2021	No
SEPP (Precincts – Western Parkland City) 2021	No
SEPP (Resilience and Hazards) 2021	No
SEPP (Transport and Infrastructure) 2021	No

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## EXECUTIVE SUMMARY

This Statement of Environmental Effects has been prepared in support of a development application to undertake alterations and additions to an existing service station to create a modern single storey service station with ancillary retail component and improved awning at 14-18 Maclaurin Avenue, East Hills.

The original service station was approved under Building Application 2348/57 on the 6<sup>th</sup> of September 1957 by Blacktown Council. The description was as follows;

*“The Erection of a Service Station”*

The key aspects of the current proposal are as follows:

### Alteration and Additions

Development proposed to undertake alteration and addition works to modernise an existing service station with an integrated retail component which will accommodate, bathroom facilities, office spaces and storage. The development also proposes an extension of the awning over the existing pumps.

The proposed works include the following:

- Demolition of ancillary structures including existing awning over fuel bowzers.
- Erection of a single storey extension towards the east, next to the existing office. To facilitate the delivery of an ancillary shop 108m<sup>2</sup>, accessible bathroom, storage and office.
- Extension of an awning to cover existing service pumps.
- A reduction in the scale of the existing workshop component of the development situated within the south-western portion of the site, whereby the existing number of work bays is proposed to reduce from three to one;
- The reconfiguration of the northern portion of the existing workshop building to accommodate an office premise, providing a GFA of 80m<sup>2</sup>;
- The recommissioning of the currently decommissioned two petrol filling bowzers and the construction of a new enlarged canopy over the bowzers;

There are no changes to the existing parking area.

The proposed work also includes façade refurbishing works with refined signage locations.

The site is located on a corner block bounded by three roads, Maclaurin Avenue to the South, Broe Avenue to its Southeast and Thompson Lane to its North, with commercial premises located to its Northeastern boundary. The site is situated on the northern side of Maclaurin Avenue.

The subject site can be best described as a regular allotment with three street frontages. The site has a frontage of 14.735m to Maclaurin Avenue and a depth of 45.055 to Broe Avenue with a splay of 4.805m with a site area of 872.7m<sup>2</sup>.

At present the site is occupied by a car mechanic workshop comprising a petrol bowser and a commercial building containing an office. The site also contains two, one-way vehicular entries one from Maclaurin Avenue and one from Broe Avenue with an exit on Broe Avenue.

The existing building is aging with limited storage arrangement, detracting from the existing streetscape character.

The site is zoned E1 – Local Centre and subject to a maximum building height of 14m and a maximum FSR 2:1 under the Canterbury-Bankstown LEP 2023.

It is noted that ‘*Commercial premises*’ and ‘*Service station*’ are permitted with the E1 Zone.

The proposed alterations and additions have been designed to comply with the key planning requirements including maximum building height and maximum FSR.

The proposed alteration and addition works aim to replace existing aging buildings with more modern built forms that will positively complement and contribute to the urban streetscape character along the three street frontage than what currently exists.

The proposed development will align with the principles of urban consolidation which seek to ensure the efficient use of community infrastructure by providing an updated and modern service station that will continue to service the local community whilst also visitors and travellers along Maclaurin Avenue and Broe Avenue.

Therefore, having regard to the benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, and that the proposal represents an appropriate use of well-located land, the application is submitted to the Council for assessment. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.

## SITE AND LOCALITY

### SUBJECT SITE

The subject site is a combination of Lots 1-3 DP 23046, however, combined, the property is more commonly known as 14-18 Maclaurin Avenue, East Hills.

The site is located on a corner block bounded by three roads, Maclaurin Avenue to the South, Broe Avenue to its Southeast and Thompson Lane to its North, with commercial premises located to its Northeastern boundary. The site is situated on the northern side of Maclaurin Avenue.

The subject site can be best described as a regular allotment with three street frontages. The site has a frontage of 14.735m to Maclaurin Avenue and a depth of 45.055 to Broe Avenue with a splay of 4.805m with a site area of 872.7m<sup>2</sup>.

At present the site is occupied by a car mechanic workshop comprising a petrol bowser and a commercial building containing an office. The site also contains two, one-way vehicular entries one from Maclaurin Avenue and one from Broe Avenue with an exit on Broe Avenue.

The existing site setting has been demonstrated in the photographs overleaf.

**Photograph 1: Subject Site – North East Side seen from Broe Avenue**





Photograph 2: Subject Site – East Side



## DEVELOPMENT HISTORY

The original service station was approved under Building Application 2348/57 on the 6<sup>th</sup> of September 1957 by Blacktown Council. The description was as follows;

*"The Erection of a Service Station"*

**CONSENT TO DEVELOPMENT**

The Council of the Municipality of Bankstown, as the Responsible Authority, hereby consents to the undermentioned development, viz.:

Lot. No. **1, 2 & 3** Section \_\_\_\_\_ Deposited Plan **23046**

Street **CNR. MACLAURIN & BROE AVENUE, EAST HILLS**

Description of Development **THE ERECTION OF A SERVICE STATION**



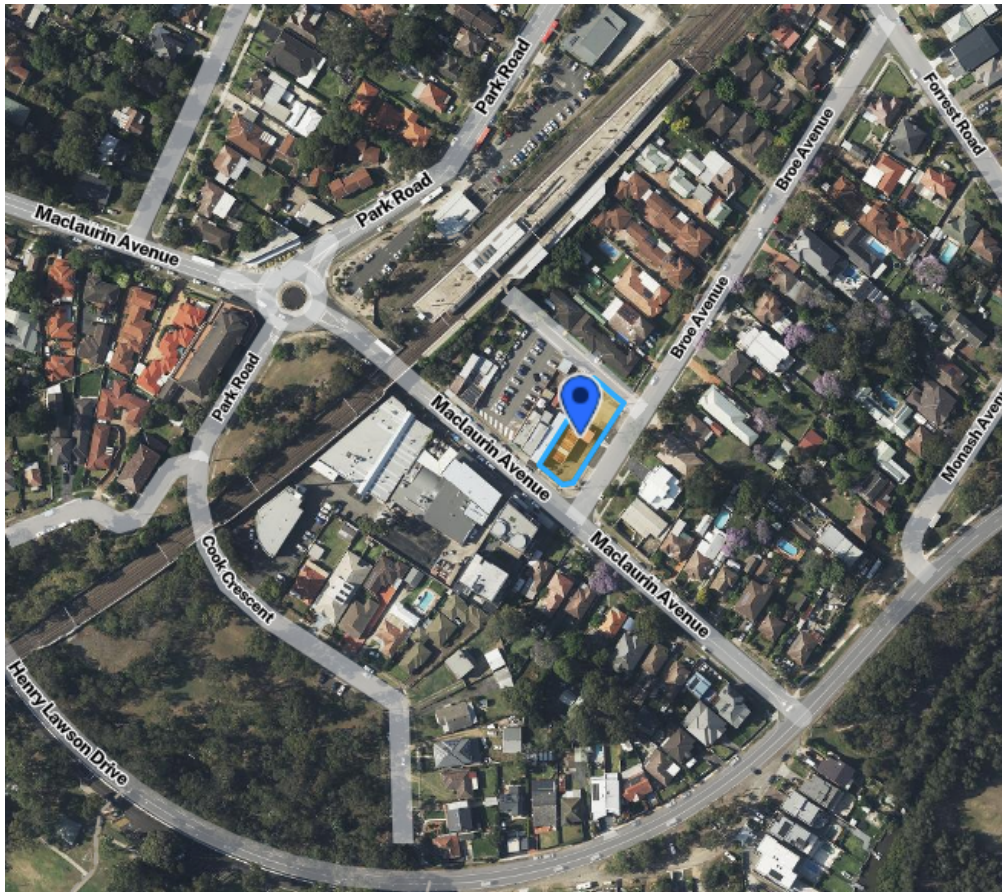
## SUBJECT AREA

The built form character of the locality is dominated by older-style, predominantly one-two storey commercial premises. Thompson Lane separates the site from older residential dwellings interspersed by larger and more modern, two storey dwellings of mixed ages and architectural styles.

The site is located on a corner block bounded by three roads, Maclaurin Avenue to the South, Broe Avenue to its Southeast and Thompson Lane to its North, with commercial premises located to its Northeastern boundary.

Photographs are provided overleaf to give context to the development site and its surrounding area as well as the emerging character that is reflective of the area.

**Figure 1: Aerial Map Extract of Subject Site (NearMap 2023).**



 - Subject Site

Photograph 3: Neighbouring commercial premises to the west (20-24 Maclaurin Ave)



Photograph 4: Dwelling House separated from the site by Thompson Lane (19 Broe Avenue)







Photograph 5: Shows the streetscape of Maclaurin Avenue, viewing to the Southwest



Photograph 6: Shows the streetscape of Maclaurin Avenue, viewing to the Southeast



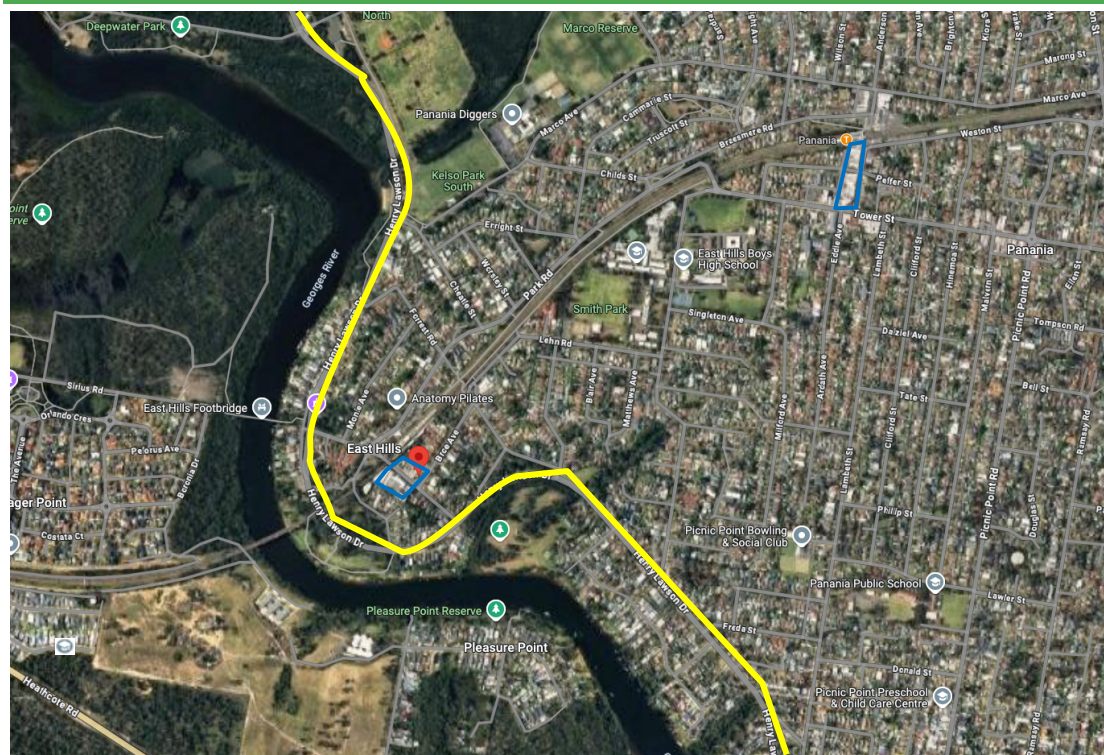
## BROADER LOCALITY

The subject site is within the East Hill Local Centre opposite the East Hills Hotel and within walking distance of East Hills Station. Various other employment and recreational opportunities are also located within commuting distance to the north, west and south of the subject area.

The site is within walking distance to parks including East Hills Park and within a 120m walking distance to East Hills Station and 20m walking distance to bus stops with services between Bankstown Station Central and East Hill Station (Route 924), and Lidcombe (925). The locality is also serviced by key road networks including Henry Lawson Drive.

As such, the development is seeking to utilise the land in accordance with the zoning and take advantage of its proximity to supplementary uses, services and public transport. The below aerial photograph demonstrates the sites location in a broader locality.

**Figure 2: Aerial Map Extract of the Broader Locality (Source: Google Maps)**



 Subject Site
  Educational Establishments
  Key Arterial Roads
  Commercial Shopping Precinct



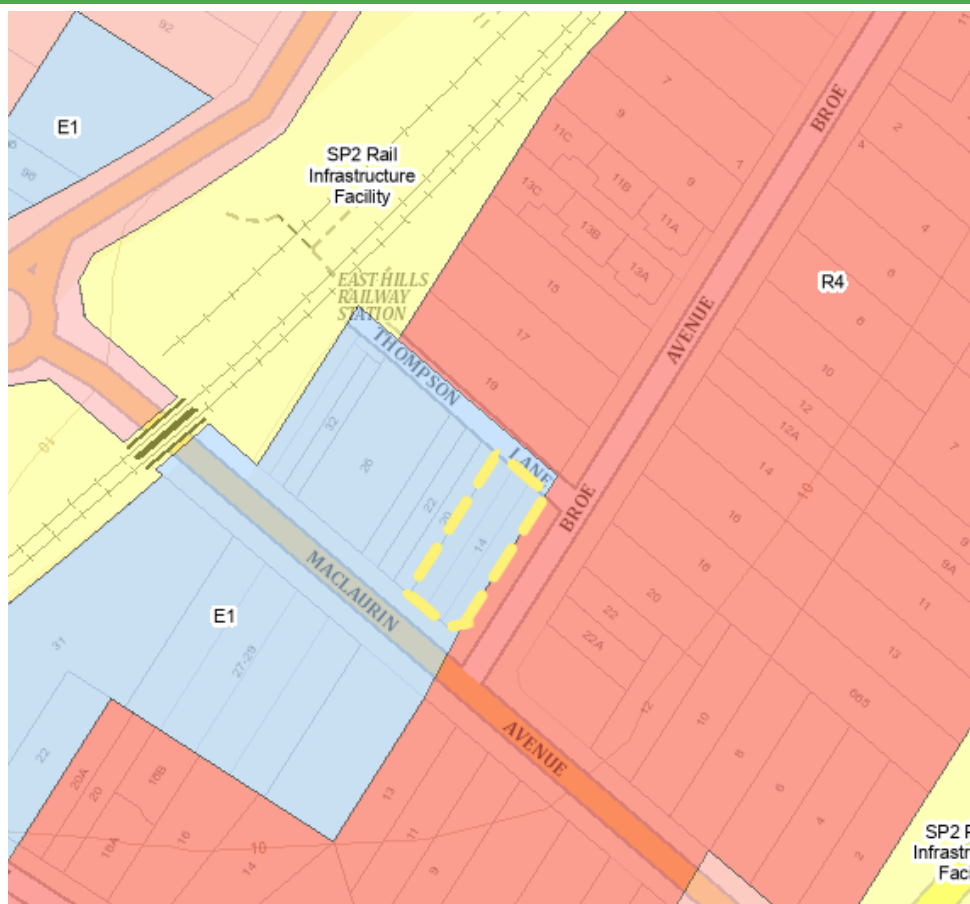
## PRINCIPAL PLANNING LAYERS


### ZONING CONTROL

As evident via zoning map extract, the subject site is zoned E1 Local Centre under the Canterbury-Bankstown Local Environmental Plan 2023.

It is noted that '**Commercial premises**' and '**Service station**' are permitted with the E1 Zone.

Figure 3: Zoning Map Extract (Source: Canterbury Bankstown LEP 2023)



 - Subject Site



## BUILDING HEIGHT

The proposed site is subject to a maximum building height of 14m under the Canterbury-Bankstown Local Environmental Plan 2023 as demonstrated below via map extract.

**Figure 4: Building Height Map (Source: Canterbury Bankstown LEP 2023)**

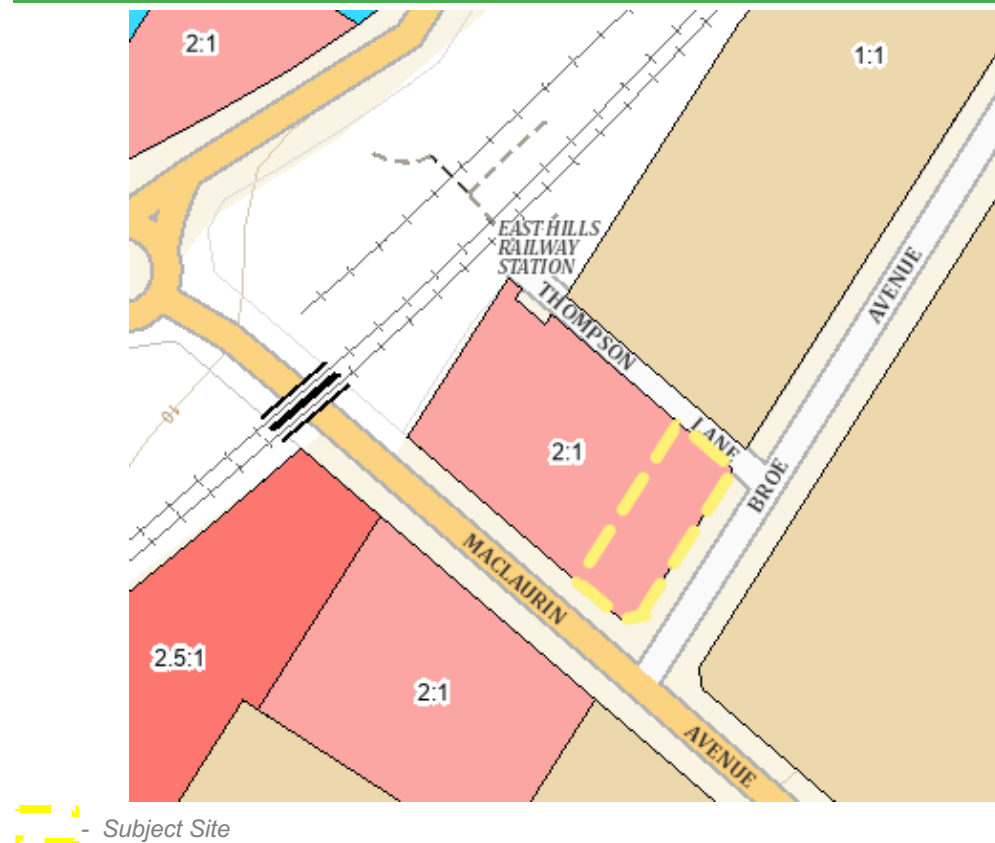


- Subject Site

## FLOOR SPACE RATIO

The proposed site is subject to a maximum floor space ratio (FSR) of 2:1m under the Canterbury-Bankstown Local Environmental Plan 2023 as demonstrated below via the map extract.

**Figure 5: Floor Space Ratio Map (Source: Canterbury Bankstown LEP 2023)**

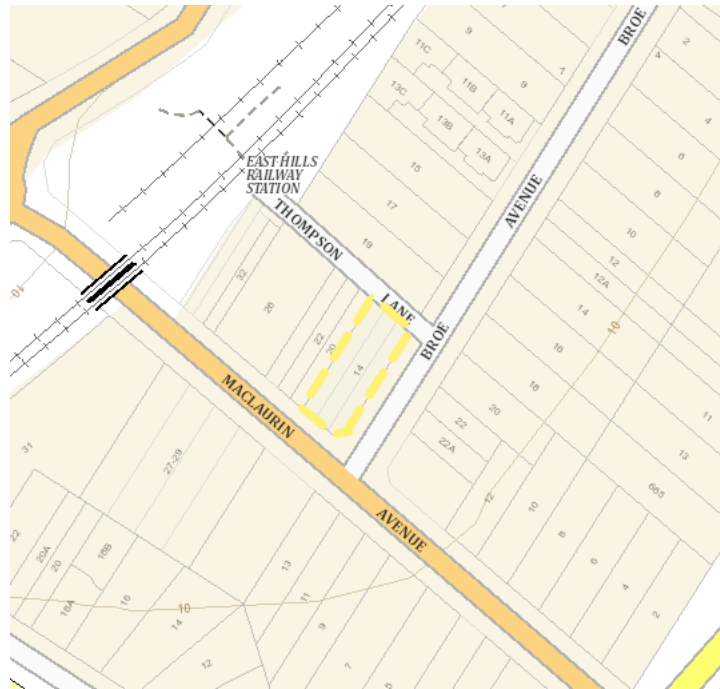




## HERITAGE

The subject site is not identified as a heritage-listed item and it is not within a heritage conservation area as demonstrated below via heritage map extract.

**Figure 6: Heritage Map Extract (Source: Canterbury Bankstown LEP 2023)**



 - Subject Site

There is no heritage item nor heritage conservation area within the vicinity of the subject site therefore the subject site will not have any associated heritage restrictions and any further heritage investigation is not required.

## DESCRIPTION OF PROPOSAL

This development application proposes to undertake alteration to an existing service station to create a modern single storey service station with ancillary retail component on the ground floor and ancillary retail component, ancillary office and storage at 14-18 Maclaurin Avenue, East Hills.

### Alteration and Additions

Development proposed to undertake alteration and addition works to modernise an existing service station with an integrated retail component which will accommodate, bathroom facilities, office spaces and storage. The development also proposes an extension of the awning for the existing pumps.

The proposed works include the following:

- Demolition of ancillary structures including existing awning over fuel bowsers.
- Erection of a single storey extension towards the east, next to the existing office. To facilitate the delivery of an ancillary shop 108m<sup>2</sup>, accessible bathroom, storage and office.
- Extension of an awning to cover existing service pumps.
- A reduction in the scale of the existing workshop component of the development situated within the south-western portion of the site, whereby the existing number of work bays is proposed to reduce from three to one;
- The reconfiguration of the northern portion of the existing workshop building to accommodate an office premise, providing a GFA of 80m<sup>2</sup>;
- The recommissioning of the currently decommissioned two petrol filling bowsers and the construction of a new enlarged canopy over the bowsers;

There are no changes to the existing parking area.

The proposed work also includes façade refurbishing works with refined signage locations.

There will be no change to the operation of the service station including hours of operation and staff numbers. There will be an increased floor for the retail component. The staff numbers of the service station are anticipated to be a maximum of 1-2 staff on site with 2-3 staff for the workshop present on-site. The service station operates 5am to 10pm seven (7) days per week.

### **Signage:**

Signage is proposed as part of this development application, noting the location of initial *Building Identification Signage* has been reflected in the provided elevation plans and includes:

- A sign on the awning extension on the eastern elevation and southern elevation.
- A sign above the new ancillary retail space on the eastern elevation.
- A free standing price board petrol signage to be located on the corner. 1389mm Wide X 3000mm High

### **Waste:**

There will be no changes to the existing waste arrangements. Refer to the attached Waste Management Plan that is to accompany this application for future details regarding the collection and storage of waste.

### **Access**

- Vehicle  
No changes to the existing 1 way entry from Maclaurin Avenue and Broe Avenue exit off Broe Avenue. Vehicular access arrangement from existing vehicular crossover and concrete driveways.
- A new pedestrian pathway along the site's eastern and southern boundary that runs along the site boundary. Direct access to a secondary path that runs along the ground floor building including an entry pathway to both workshop and retail premises.

### **Parking**

- A total of 5 car parking spaces on-site including an accessible car parking space.
- No changes are proposed to the existing carparking arrangement.

### **Service Station**

The alteration and addition to an existing service station includes the following:

- Demolition of ancillary structures
- Erection of a single storey extension towards the east, next to existing office. To facilitate the delivery of an ancillary shop 108m<sup>2</sup>, accessible bathroom, storage and office.
- Extension of an awning to cover existing service pumps.



The relevant architectural plans for the proposal have been prepared by deboke visualisation whilst supporting reports and documents have been prepared by relevant sub consultants.

Design consideration has been given to amenities including aspects such as privacy and solar access, noting the site is within East Hill local centre.

The proposed alteration and addition works of an existing service station will better service the community, noting that the proposed single storey improved service station convenience store will complement and positively contribute towards improving and updating the urban streetscape character along Maclaurin Avenue and Broe Avenue.

## PLANNING CONTROLS

### STATUTORY CONTROLS

The relevant statutory planning controls include:

- State Environmental Planning Policy (Sustainable Buildings) 2022
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Industry and Employment) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021; and
- Canterbury Bankstown Local Environmental Plan 2023

### POLICY CONTROLS

The applicable policy control document is:

- Canterbury Bankstown Development Control Plan 2023;
- Childcare Planning Guidelines; and
- Education and Care Service National Regulations 2012

## CONSIDERATION OF PLANNING CONTROLS

The following summarises the relevant planning controls in relation to the proposal and the compliance of each.

### STATE ENVIRONMENTAL PLANNING POLICY (SUSTAINABLE BUILDINGS) 2022

The Sustainable Building SEPP encourages the design and construction of more sustainable buildings across NSW. It applies to a range of development types, including residential and commercial developments.

The following table identifies the relevant chapters that apply to this proposal.

Chapter	Applicable
2 Standards for residential development – BASIX	No
3 Standards for non-residential development	Yes

Chapter 3 of the SEPP contains controls for the Standards for non-residential development. As the proposal is erection of a new building that has a capital investment value of < \$5 million a BASIX report is not required. Please see below for detailed discussion regarding the application of Chapter 3.

SEPP	Response
<b>3.1 Application of Chapter</b>	
(1) This Chapter applies to development, other than development for the purposes of residential accommodation, that involves—	The proposed development is less than \$5 million. As such, this Chapter <u>does not apply</u> .
(a) the erection of a new building, if the development has a capital investment value of \$5 million or more, or	
(b) alterations, enlargement or extension of an existing building, if the development has a capital investment value of \$10 million or more.	
(2) This chapter does not apply to the following development –	
(a) development that is permitted with or without consent or that is exempt or complying development under—	The development is not prohibited or permitted without consent under relevant SEPPs.
(i) State Environmental Planning Policy (Exempt and Complying Development Codes) 2008, or	

- (ii) State Environmental Planning Policy (Resources and Energy) 2021, Chapter 2, or
- (iii) State Environmental Planning Policy (Transport and Infrastructure) 2021, Chapter 5,

(b) development on land wholly in any of the following zones—

- (i) Zones RU1, RU2 or RU3,
- (ii) Zone E5,
- (iii) Zone IN3,
- (iv) Zones C1, C2 or C3,
- (v) Zones W1, W2, W3 or W4,

The subject site is within E1 zone.

(c) development for the purposes of residential care facilities.

The development is for the purpose of other than residential care facilities.

### 3.2 Development Consent for Non-Residential Development

As noted above – as the proposed development is less than \$5 million this Chapter does not apply.

(1) In deciding whether to grant development consent to non-residential development, the consent authority must consider whether the development is designed to enable the following—

- (a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,
- (b) a reduction in peak demand for electricity, including through the use of energy efficient technology,
- (c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,
- (d) the generation and storage of renewable energy,
- (e) the metering and monitoring of energy consumption,
- (f) the minimisation of the consumption of potable water.

(2) Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.

## STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

This SEPP contains provisions for the coastal area and also those that relate to the assessment of potentially hazardous and offensive development, along with addressing and remediating contaminated land. The following table identifies the relevant chapters that apply to this proposal.

Chapter	Applicable
2 Coastal Management	No
3 Hazardous and offensive development	No
4 Remediation of land	Yes

Chapter 4 of the SEPP contains a state-wide planning framework for the remediation of contaminated land and to minimise the risk of harm.

The following table considers the risk of the site being contaminated:

Matter for consideration	Yes	No
Does the application involve re-development of the site or a change of land use?	X	
Is the development going to be used for a sensitive land use (e.g., residential, educational, recreational, childcare or hospital)?		X
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site?		X
acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment premises, engine works, explosive industry, gas works, iron and steel works, landfill sites, metal treatment, mining and extractive industries, oil production and storage, paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards, service stations, sheep and cattle dips, smelting and refining, tanning and associated trades, waste storage and treatment, wood preservation		
Is the site listed on Council's Contaminated land database?		X
Is the site subject to EPA clean-up order or other EPA restrictions?		X
Has the site been the subject of known pollution incidents or illegal dumping?		X
Does the site adjoin any contaminated land/previously contaminated land?		X
Has the appropriate level of investigation been carried out in respect of contamination matters for Council to be satisfied that the site is suitable to		N/A



accommodate the proposed development or can be made suitable to accommodate the proposed development?

There will be no change of use of the existing land use, noting that the development is limited to undertaking alteration and additions to an existing workshop and service station. Preliminary site Investigation has been prepared for the site and provides the following conclusion;

*“ Based on this assessment, NEO Consulting did not identify significant contamination. If the site is to continue operating as its current land use, then as a minimum the onsite underground infrastructure should be decommissioned and removed offsite. If future development requires change in land use, then a Detailed Site Investigation will be required and will need to include closing of all data gaps, see **section 15.**”*

As outlined in the PSI and above, as the development does not propose a change of land use further investigation is not required and confirms that the site is suitable for the development and the findings of that PSI can be relied upon to confirm the site is suitable for the continued use as a service station as proposed.

## STATE ENVIRONMENTAL PLANNING POLICY (BIODIVERSITY AND CONSERVATION) 2021

This SEPP includes the framework to protect and manage the natural environment within NSW. It aims to establish a planning framework that through supporting the environment delivers community health, overall wellbeing, along with economic and cultural security. It addresses amongst other matters water catchments, waterways, and urban bushland.

It applies to a broad range of infrastructure with the table below identifying relevant chapters to this Development Application:

Chapter	Title	Applicable
2	<i>Vegetation in non-rural areas</i>	Yes
3	<i>Koala habitat Protection 2020</i>	No
4	<i>Koala habitat protection 2021</i>	No
5	<i>River Murray lands</i>	No
6	<i>Water catchments</i>	Yes
13	<i>Strategic conservation planning</i>	No

Chapter 2 of the SEPP contains planning rules and controls from the former Vegetation SEPP relating to the clearing of native vegetation in NSW on land zoned for urban and environmental purposes that is not linked to a development application.

This chapter seeks to protect the biodiversity values of trees and other vegetation in non-rural areas of the state, and to preserve the amenity of non-rural areas of the State through the appropriate preservation of trees and other vegetation.

The subject site is within a well-established retail/ local centre area, having historically been used as a petrol station and commercial use there will be no changes to the existing landscaping arrangement. No trees will be removed as part of this application.

Chapter 6 contains provisions relating to water catchments and is applicable to the subject site as it is within the Georges River Catchment. Appropriate water sensitive urban design and stormwater management features have been included within the proposed development, with erosion and sedimentation control at the construction phase ensuring there is no impacts on water quality. Accordingly, it can be considered that the proposed works will have a minimal impact on water quality, stormwater run-off and sedimentation; and the cumulative environmental impacts on the regulated catchment are negligible.

Therefore, the proposal satisfies the key provisions of the Georges River Catchment.

The following table discusses the relevant requirements of Chapter 6.

Clause	Response	
Division 2 Controls on development generally		Complies
6.6 Water quality and quantity	<p>The proposed works will ensure that water leaving the site is appropriately managed and treated before entering the broader stormwater management system. This ensures that any water leaving the site will have at minimum a neutral effect before entering a waterway.</p> <p>Refer to stormwater management plans for details which confirms that post water runoff is anticipated to remain at pre-development scenarios, with pollutant loads meeting water quality control targets.</p>	Yes
6.7 Aquatic ecology	<p>The proposal will have no impact on aquatic ecology and a controlled activity approval is not required, nor is a permit under the Fisheries Management Act 1994.</p> <p>Relevant measures have been included to ensure that during and post development there is no opportunity for sedimentation of a natural waterbody. Refer to Stormwater Management Plans for details.</p>	N/A
6.8 Flooding	A review of Council's flood map confirms that the site is not impacted by flooding. Therefore it is not applicable.	N/A
6.9 Recreation and public access	Not applicable to this DA.	N/A

<b>6.10 Total catchment management</b>	Not applicable to this DA.	N/A
<b>Division 3 Controls on development in specific areas</b>		
<b>6.11 Land within 100m of natural waterbody</b>	The site is not located within 100m of natural waterbody	N/A
<b>6.12 Riverine Scenic Areas</b>	The site is not in a Riverine Scenic Area or a Hawkesbury-Nepean conservation area sub-catchment	N/A
<b>6.13 Hawkesbury-Nepean conservation area sub-catchments</b>	The site is not in a Hawkesbury-Nepean conservation area sub-catchment	N/A
<b>6.14 Temporary use of land in Sydney Harbour Catchment</b>	The development is not classified as a temporary use of land	N/A
<b>Division 4 Controls on development for specific purposes</b>	Development does not fall under the specific purposes listed within Division 4.	N/A
<b>Part 6.3 Foreshores and Waterways Area</b>	The subject site is not located within the Foreshores and Waterways Area.	N/A
<b>Part 6.4 Heritage conservation in Sydney Harbour</b>	The site is not located near Sydney Harbour.	N/A
<b>Part 6.5 Sydney Drinking Water Catchment</b>	The site is not located within the Sydney Drinking Water Catchment	N/A

Based on the above, and with appropriate conditions of consent, it is deemed the proposal will meet the provisions of this Chapter of the SEPP.

## STATE ENVIRONMENTAL PLANNING POLICY (INDUSTRY AND EMPLOYMENT) 2021

This SEPP contains provisions for the employment within the former Western Sydney Employment Area and advertising and signage. The following table identifies the relevant chapters that apply to this proposal.

Chapter	Applicable
2 Western Sydney employment area	No
3 Advertising and signage	Yes

Chapter 3 – Advertising and signage’ contains planning provisions from within the former SEPP 64 for advertising and signage in NSW.

The stated aims of the of the policy are:

- (a) *to ensure that signage (including advertising):*
  - a. *is compatible with the desired amenity and visual character of an area, and*
  - b. *provides effective communication in suitable locations, and*
  - c. *is of high quality design and finish, and to regulate signage (but not content) under Part 4 of the Act, and to provide time-limited consents for the display of certain advertisements, and to regulate the display of advertisements in transport corridors, and (e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.*

- (1) *This Policy does not regulate the content of signage and does not require consent for a change in the content of signage*

The development seeks to provide business identification signage for the child care facility.

Part 3.2 of the SEPP states that:

A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied:

- a) that the signage is consistent with the objectives of this Policy as set out in clause 3 (1) (a), and
- b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.

The proposed signage as shown on the plan is consistent with the objectives of the policy in that the signage:

- (i) is compatible with the desired amenity and visual character of an area, and
- (ii) provides effective communication in a suitable location, and
- (iii) is of high quality design and finish,

As required by the SEPP, an assessment against the criteria contained in Schedule 5 is provided below:

Criteria	Comment
<b>1 Character of the area</b>	
<b>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</b>	The proposed signage is consistent with the prevailing patterns of signage associated with other commercial uses.
<b>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</b>	The proposal is consistent with the theme of the advertising within the locality and is also consistent with the patterns of signage associated with the service station.
<b>2 Special areas</b>	
<b>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</b>	The signage does not detract from the amenity or visual quality of any of the mentioned aspects.
<b>3 Views and vistas</b>	
<b>Does the proposal obscure or compromise important views?</b>	No.
<b>Does the proposal dominate the skyline and reduce the quality of vistas?</b>	The signage does not impact on the skyline or reduce the quality of vistas.
<b>4 Streetscape, setting or landscape</b>	
<b>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</b>	The scale, proportion and form of the signage is appropriate for the streetscape noting the signage is low scale.
<b>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</b>	The signage assists with providing increased visual interest to the streetscape.

<b>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</b>	The proposal involves minimal signage, with the proposed signage being appropriate to identify the operations on the site.
<b>Does the proposal screen unsightliness?</b>	The proposed signage does not screen unsightliness however it is integrated with the design of the building.
<b>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</b>	No.
<b>Does the proposal require ongoing vegetation management?</b>	No.
<b>5 Site and building</b>	
<b>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</b>	The signage is compatible with the scale and proportion of the building and the signage is compatible with other signage in the immediate precinct.
<b>Does the proposal respect important features of the site or building, or both?</b>	Yes, the signage is consistent with the signage theme for the building.
<b>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</b>	The signage is designed to complement the existing building form.
<b>6 Associated devices and logos with advertisements and advertising structures</b>	
<b>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</b>	No
<b>7 Illumination</b>	
<b>Would illumination result in unacceptable glare?</b>	The signage will be illuminated however it would not result in any unacceptable glare. Noting the signage is consistent with any other service stations.
<b>Would illumination affect safety for pedestrians, vehicles or aircraft?</b>	No, the illuminated signage will not impact upon the safety of pedestrians, vehicles or aircraft.
<b>Would illumination detract from the amenity of any residence or other form of accommodation?</b>	No, the illuminated signage will not impact nor detract from the amenity of any residence or accommodation. Noting that the subject site is within a local centre.

<b>Can the intensity of the illumination be adjusted, if necessary?</b>	Yes, the intensity of the illumination can be adjusted as necessary.
<b>Is the illumination subject to a curfew?</b>	Yes, the signage will only be illuminated during the approved operational hours.
<b>8 Safety</b>	
<b>Would the proposal reduce the safety for any public road?</b>	No
<b>Would the proposal reduce the safety for pedestrians or bicyclists?</b>	No
<b>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</b>	No

Given the above, it is considered that the proposed signage satisfies the requirements of the SEPP.

## STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

The Transport and Infrastructure SEPP 2021 provides the framework for the planning and efficient delivery of infrastructure in NSW. It applies to a broad range of infrastructure with the table below identifying relevant chapters to this Development Application:

Chapter	Applicable
2 Infrastructure	Yes
3 Educational establishments and child care facilities	No
4 Major infrastructure corridors	No
5 Three Ports – Port Botany, Port Kembla and Port of Newcastle	No
6 Moorebank Freight Intermodal Precinct	No
Sched. 2 Railways, roads and associated projects – Chapter 2	Yes
Sched. 3 Traffic generating development to be referred to TfNSW – Chapter 2	No
Sched. 8 Design quality principles in schools – Chapter 3	No

Chapter 2 – contains planning rules and controls for infrastructure in NSW, such as for hospitals, roads, railways, emergency services, water supply and electricity delivery. The following considers relevant sections of Chapter 2.



Division 5 Electricity transmission or distribution			
Subdivision 2 Development likely to affect an electricity transmission or distribution network			
Clause			Complies
2.47	Excavation—corridors and transmission circuits	Not relevant to this application	N/A
2.48	Determination of development applications—other development	It is anticipated that the DA will be referred to the relevant energy provider for comment.	Yes
Division 12 A Pipeline and pipe line corridors			
Subdivision 2 Development adjacent to pipe line corridors			
Clause			Complies
2.77	Determination of Development Applications	Not applicable to this application	N/A
Division 15 Railways			
Subdivision 2 Development in or adjacent to rail corridors and interim rail corridors – notification and other requirements			
Clause			Complies
2.97	Development involving access via level crossings	Not applicable to this application	N/A
2.98	Development adjacent to rail corridors	Site is not located adjacent to a rail corridor.	N/A
2.99	Excavation in, above, below or adjacent to rail corridors	Site is not located near a rail corridor.	N/A
2.100	Impact of rail noise or vibration on non-rail development	Site is not located near a rail corridor.	N/A
2.101	Development within or adjacent to interim rail corridor	Not applicable to this application	N/A
2.102	Major development within Interim Metro Corridor	Not applicable to this application	N/A
2.103	Development near proposed metro stations	Not applicable to this application	N/A
Division 17 Roads and Traffic			
Subdivision 2 Development in or adjacent to road corridors and road reservations			
Clause			Complies
2.116	Development other than road facilities on public roads	The development is not proposed on part of a public road that is to be reclassified as part of this application.	N/A
2.117	Highway service centres in road corridors	Not applicable to this Development application.	N/A
2.118	Development on proposed classified road	Not applicable to this Development application.	N/A

<b>2.119</b>	Development with frontage to classified road	The development does not have a frontage to a classified road	N/A
<b>2.120</b>	Impact of road noise or vibration on non-road development	Not applicable to this Development application.	N/A
<b>2.121</b>	Excavation in or immediately adjacent to corridors	Not applicable to this Development application.	N/A
<b>2.122</b>	Traffic Generating Development	The proposal is not traffic generating development.	N/A

## Division 15 relates to Development in or adjacent to rail corridors and interim rail corridors

The following table discussed the requirements of division 15.

Clause	Response
<b>2.96 Development involving access via level crossings</b> (1) This section applies to development that involves— (a) a new level crossing, or (b) the conversion into a public road of a private access road across a level crossing, or (c) a likely significant increase in the total number of vehicles or the number of trucks using a level crossing as a result of the development.	In accordance with clause 2.96 the development does not propose a level crossing or increase traffic generation across an existing level crossing. Accordingly, no further consideration of this clause is required.
<b>2.97 Development adjacent to rail corridors</b> (1) This section applies to development on land that is in or adjacent to a rail corridor, if the development— (a) is likely to have an adverse effect on rail safety, or (b) involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains, or (c) involves the use of a crane in air space above any rail corridor, or (d) is located within 5 metres of an exposed overhead electricity power line that is used for the purpose of railways or rail infrastructure facilities	The site is not located adjacent to a rail corridor, no further consideration of this clause is warranted.
<b>2.98 Excavation in, above, below or adjacent to rail corridors</b> (1) This section applies to development (other than development to which section 2.100 applies) that involves the penetration of ground to a depth of at least 2m below ground level (existing) on land— (a) within, below or above a rail corridor, or (b) within 25m (measured horizontally) of a rail corridor, or (c) within 25m (measured horizontally) of the ground directly below a rail corridor, or (d) within 25m (measured horizontally) of the ground directly above an underground rail corridor.	The development does not propose any excavation greater than 2m within 25m (horizontally or vertically of a rail corridor). Accordingly, no further consideration of this clause is required.

**2.99 Impact of rail noise or vibration on non-rail development**

(1) This section applies to development for any of the following purposes that is on land in or adjacent to a rail corridor and that the consent authority considers is likely to be adversely affected by rail 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.

(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 10.00 pm and 7.00 am,
- (b) anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.

The development is not subject to rail noise and vibration given the distance to a rail corridor. Accordingly, no further consideration of this clause is required.

**2.100 Development within or adjacent to interim rail corridor**

(1) This section applies to development that is—

- (a) on the land shown as “Zone A” on a rail corridors map and has a capital investment value of more than \$200,000, or
- (b) on the land shown as “Zone B” on a rail corridors map and—
  - (i) involves the penetration of ground to a depth of at least 2m below ground level (existing), or
  - (ii) has a capital investment value of more than \$200,000 and involves the erection of a structure that is 10 or more metres high or an increase in the height of a structure so that it is more than 10m, or
- (c) on the land shown as “Sydney Metro West Tunnel” on a rail corridors map and involves the penetration of ground to a depth of at least 2m below ground level (existing).

The development is not located within or adjacent to an interim rail corridor. Accordingly, no further consideration of this clause is required.

## Division 17 relates to Development in or adjacent to road corridors and road reservations

The following table discussed the requirements of division 17.

Clause	Response
<b>2.115 Development other than road facilities on public roads</b> (1) Development may be carried out with consent on a public road that is unzoned land for any purpose that may be carried out (either with or without consent) on land adjoining the road. (2) Development for any purpose may be carried out by a public authority without consent on a public road that is unzoned land.	The development is not proposed on part of a public road that is to be reclassified as part of this application. Accordingly, no further consideration of this clause is required.
<b>2.116 Highway service centres in road corridors</b> (1) Development for the purpose of a highway service centre may be carried out in a road corridor for a freeway, main road or tollway only with consent	The development is not proposed in a road corridor. Accordingly, no further consideration of this clause is required.
<b>2.117 Development on proposed classified road</b> (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.	The development site is not located on a proposed classified road. Accordingly, no further consideration of this clause is required.
<b>2.118 Development with frontage to classified road</b> (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—	The development site does not have frontage to a classified road. Accordingly, no further consideration of this clause is required.



(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  
(c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.

The proposed development is not sensitive to traffic noise or vehicle emissions.

**2.119 Impact of road noise or vibration on non-road development**

The proposed development is not sensitive to road noise or vibration. Accordingly, no further consideration of this clause is required.

(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.

(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.

**2.120 Excavation in or immediately adjacent to corridors**

(1) This section applies to development that involves the penetration of ground to a depth of at least 3m below ground level (existing) on land that is the road corridor of any of the following roads or road projects (as described in Schedule 2)—

- (a) the Eastern Distributor,
- (b) the Cross City Tunnel,
- (c) the Lane Cove Tunnel,
- (d) the Tugun Bypass,
- (e) the Liverpool—Parramatta Transitway,
- (f) the North-West Sydney Transitway Network,
- (g) the Gore Hill Freeway,
- (h) the Western Distributor,
- (i) Southern Cross Drive,
- (j) the Cahill Expressway,
- (k) General Holmes Drive,
- (l) the Hume Motorway,
- (m) the M1 Pacific Motorway,
- (n) the M2,
- (o) the M4,
- (p) the M5,
- (q) the M4—M5 link,
- (r) the M7,
- (s) North Connex,
- (t) the Sydney Harbour Tunnel,
- (u) the King Georges Road Interchange,
- (v) the Pacific Highway.

The proposal is not located in or immediately adjacent to an identified corridor. Accordingly, no further consideration of this clause is required.

**2.121 Traffic-generating development**

(1) This section applies to development specified in Column 1 of the Table to Schedule 3 that involves—

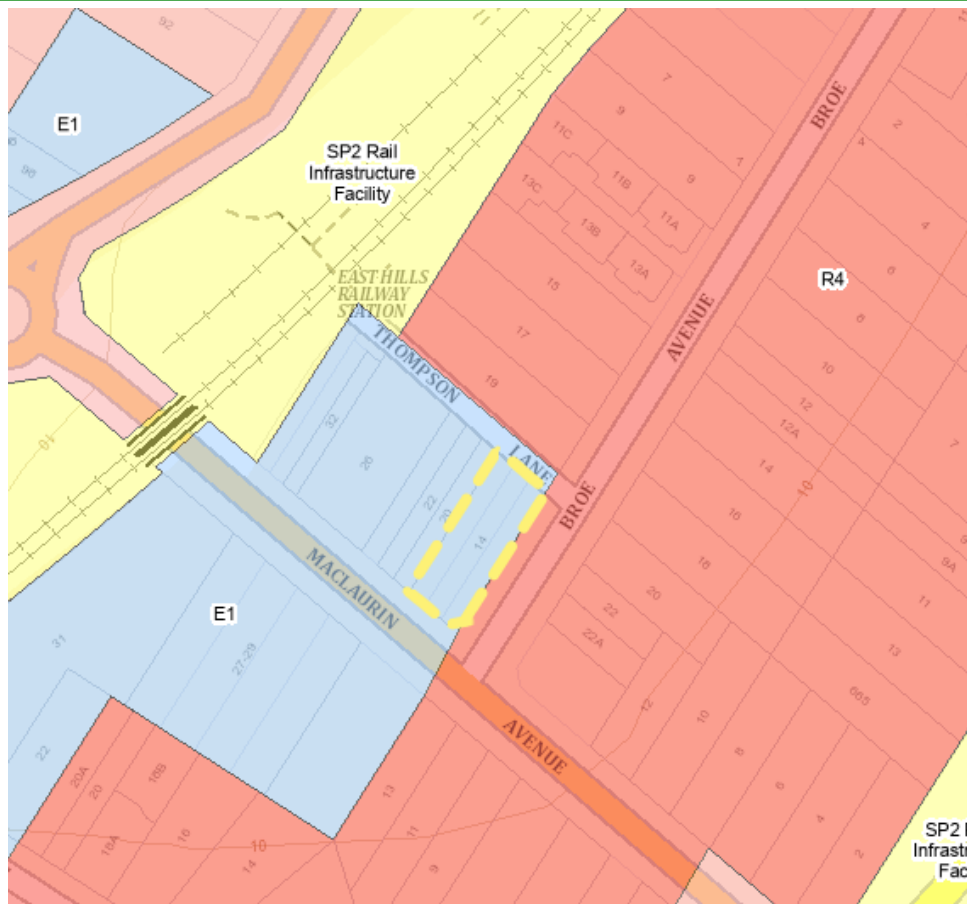
- (a) new premises of the relevant size or capacity,
- or
- (b) an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity.

The application does not require a referral to TFNSW given the minor nature of the development.

## CANTERBURY BANKSTOWN LOCAL ENVIRONMENTAL PLAN 2023

As illustrated by Council's zoning map extract below, the development site is zoned E1 – Local Centre and is subject to a maximum permitted building height limit of 14m under Canterbury-Bankstown Local Environmental Plan 2023.

**Figure 8: Zoning Map Extract (Source: Canterbury Bankstown LEP, 2023)**



 Subject Site

**'Service station'** and **'Commercial premises'** are permissible with consent within the E1 Local Centre Zone.

**Service station** means a building or place used for the sale by retail of fuels and lubricants for motor vehicles, whether or not the building or place is also used for any one or more of the following –

- (a) the ancillary sale by retail of spare parts and accessories for motor vehicles,
- (b) the cleaning of motor vehicles,
- (c) installation of accessories,

- (d) *inspecting, repairing and servicing of motor vehicles (other than body building, panel beating, spray painting, or chassis restoration),*
- (e) *the ancillary retail selling or hiring of general merchandise or services of both*

The development proposal is also consistent with the prescribed zone objectives that are stipulated as:

- To provide a range of retail, business and community uses that serve the needs of people who live in, work in or visit the area.
- To encourage investment in local commercial development that generates employment opportunities and economic growth.
- To enable residential development that contributes to a vibrant and active local centre and is consistent with the Council' strategic planning for residential development in the area.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To promote high standard of urban design and local amenity.
- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.

In short, the proposed development provides service centre that will provide valuable childcare services and employment opportunities to people who live and work in the local area.

In addition, the improved service station is of a contemporary design that is consistent with the built form along the Brow Avenue and Maclaurin Avenue.

The table below provides detail on the development standards relevant to the current proposal as well as other relevant LEP provisions.

Canterbury Bankstown Local Environmental Plan 2023 – Compliance Table			
Clause	Controls	Comment	Complies
<b>Zoning</b>	E1 Local Centre	'Service Station' is permitted with consent within the E1 Local Centre Zone.	<b>Yes</b>
<b>Part 2 Permitted or Prohibited Development</b>			
<b>2.3</b>	Zone Objectives and Land Use Table	The proposal is consistent with the zone objectives of the E1 – Local Centre zoning as addressed previously above this table.	<b>Yes</b>

2.6	Subdivision – Consent Requirements	Subdivision does not form part of the proposal.	N/A
2.7	Demolition Requires Consent	Council consent is sought for the partial demolition of the existing workshop to facilitate the alterations and additions.	Yes
Part 4 Principal Development Standards			
4.3	Height of Buildings: <b>14m</b>	<p>A maximum building height of 14m is identified for the site under the Canterbury Bankstown Local Environmental Plan 2023 Height of Buildings Map (digital).</p> <p>No part of the proposal exceeds 14m and as such is consistent with the Council's height control (<i>Refer to the provided Elevations</i>)</p>	Yes
4.4	Floor Space Ratio: <b>2:1</b>	<p>A maximum floor space ratio of 2:1m is identified for the site under the Canterbury Bankstown Local Environmental Plan 2023 FSR Map (digital).</p> <p>An FSR of 0.31:1 is proposed, and as such, is consistent with the provisions of the LEP.</p>	Yes
Part 5 Miscellaneous Provisions			
5.6	Architectural Roof Features	No part of the proposal exceeds 6m as measured from natural ground level, which is well below the maximum building height permitted of 14m. As such, Clause 5.6 does not apply.	N/A
5.10	Heritage Conservation	The subject site is not identified as a heritage-listed item and it is not within a heritage conservation area. Refer to the section on <i>Heritage</i> within this report for further discussion.	N/A
5.21	Flood Planning	The site is not identified as flood prone land. Not applicable.	N/A



## Part 6 Additional Local Provisions

<b>6.1</b>	Acid Sulfate Soils	The subject site is identified as being affected by Class 5 Acid Sulfate Soils on the Canterbury Bankstown LEP 2023 digital map, however the site is not located within 500m of the other Class land, and is unlikely to lower the water table, this clause does not apply to the site.	<b>N/A</b>
<b>6.2</b>	Earthworks	<p>This application seeks Council consent for the excavation of the site as per the attached plans.</p> <p>It is also considered that the proposal will result in an appropriate outcome given the nature of the development, the unique characteristics of the site and the proposed compliance with relevant Council controls.</p> <p>As such, the proposed works will not affect any existing overland flow/flood patterns or provide detrimental run-off to nearby waterways and drinking catchments.</p> <p>It is considered unlikely due to the location of the site, as well as previous development, that excavation will lead to the disturbance of relics.</p>	<b>Yes</b>
<b>6.3</b>	Stormwater Management	<p>The subject site is zoned E1 – Local Centre, and as such, this Standard applies.</p> <p>The proposed development incorporates Water Sensitive Urban Design (WSUD) principles that seek to minimise and manage the impact of stormwater on site and within the area.</p> <p>The proposed development appropriately addresses the unique characteristics of the site and will allow for the efficient management of stormwater.</p> <p>See the attached Stormwater Management Plan for details.</p>	<b>Yes</b>

<b>6.4</b>	Biodiversity	The land is not identified as containing significant terrestrial biodiversity on the Canterbury Bankstown LEP 2023 digital map. Not applicable.	<b>N/A</b>
<b>6.5</b>	Riparian Land	The land is not identified as being located on riparian land or containing a watercourse on the Canterbury Bankstown LEP 2023 digital map. Not applicable.	<b>N/A</b>
<b>6.6</b>	Limited Development on Foreshore Area	The proposal is not within proximity to the foreshore and is not located within the foreshore building line. Not applicable.	<b>N/A</b>
<b>6.7</b>	Aircraft Noise	The site is not identified on the Bankstown Airport or Sydney Airport ANEF maps. Not applicable.	<b>N/A</b>
<b>6.9</b>	Essential Services	The required utility clearances, such as water and sewer, will be obtained prior to works commencing on site and it is anticipated that conditions of consent will reinforce this.	<b>Yes</b>
<b>6.10</b>	Active Street Frontages	The proposed alterations and additions will continue to provide an active street frontage and will enable continued interaction and flow between the service station and the public domain.	
<b>6.15</b>	Design Excellence	The proposal is for an alterations and additions to a service station therefore this provision does not apply.	<b>Yes</b>

## CANTERBURY-BANKSTOWN DEVELOPMENT CONTROL PLAN 2023

All relevant Council controls have been identified and considered in the following compliance table.

Chapter 2: General Controls		
Controls	Comment	Complies
2.1 Site Analysis		
	<p>A Site Analysis has been prepared and is attached as part of this application.</p> <p>The site analysis identifies the relevant considerations required by Council and acknowledges the unique opportunities and constraints of the site.</p>	Yes
2.2 Flood Risk Assessment		
	As per Council's Public Mapping – the development site is not identified as being flood prone land.	N/A
2.3 Tree Management		
	Refer to the discussion under the <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> .	Yes
Chapter 3: General Requirements		
Controls	Comment	Complies
3.1 Development Engineering Standards		
	<p>The proposed development appropriately addresses the unique characteristics of the site and will allow for the efficient management of stormwater.</p> <p>The proposed development incorporates Water Sensitive Urban Design principles that seek to minimise and manage the impact of stormwater on site and within the area.</p> <p>Refer to the attached Stormwater Drainage Plans by <i>deboke engineering consultants</i> for details.</p>	Yes

## 3.2 Parking

### Off-street parking rates

Canterbury Bankstown Development Control Plan 2023, Chapter 3, 3.2 – Parking, requires off-street parking for childcare centres to be provided at a rate of:

**Variation on merit**

- 6 car space per work bay; or if no work bay is provided, 1 car space for each employee.
- where a convenience store is provided, 1 car space per 20m<sup>2</sup> gross floor area.
- where restaurant with greater than 100m<sup>2</sup> of total dining/bar area is provided, 0.15 car space per square meter in excess of 100m<sup>2</sup>.

#### Officer premises

1 car space per 40m<sup>2</sup>

The proposed development is required to provide a total of 15 off street parking spaces with the following breakdown.

#### Work bays

(6x1) = 6 parking spaces

#### Convenience store

133m<sup>2</sup>/ 20m<sup>2</sup> = 6.6 (7) parking spaces

#### Office premises

80m<sup>2</sup>/40m<sup>2</sup> = 2 parking spaces

The proposed development provides a total of five car spaces and results in a shortfall of 10 spaces in accordance with the CBDP 2023.

A traffic report has been prepared and attached as part of this application which concludes as follows in relation to parking.

#### *3.3.3 Discussion on Suitability of Parking Provision*

*The proposed off-street car parking yield is supported in the subject instance for the following reasons:*

- *Section 3.2.1 of this report concludes that the existing / previous site uses are assessed to have generated a historical reliance on the surrounding public parking infrastructure of 11 spaces in accordance with CBDP 2023;*
- *Section 3.2.2 of this report concludes that the proposed development*

*generates a potential reliance on the surrounding public parking infrastructure of 10 spaces in accordance with CBDP 2023;*

- *The proposed development is accordingly expected to reduce the historical reliance of on surrounding public parking infrastructure generated by previous site use/s;*
- *The proximity of the site within the vibrant East Hills town centre, accommodating a myriad of other complementary retail and commercial offerings, is such that visitors to the subject development are highly likely to visit other uses within the centre in a single trip; and*

- *The site is located within very close walking distance to bus services operating along Broe Avenue and rail services operating out of East Hills Railway Station.*

*It is accordingly expected that employees of the subject development will utilise the surrounding public transport infrastructure to access destinations throughout the Sydney metropolitan area. In consideration of the above, the proposed development is not anticipated to result in any unreasonable impacts on the surrounding public parking supply, capacity or amenity, over and above that capable of being generated by the existing/historical site uses.*

As mentioned above, the proposed car parking spaces are adequate for the service station.

#### Bicycle parking space

Service Station

1 space per 5 staff

Office Premises

1 space per 300m<sup>2</sup> GFA

The proposed development is required to provide a total of 2 bicycle parking spaces with the following breakdown.

Refer to the attached Traffic and Parking Impact Assessment Report, prepared by *Stanbury Traffic* for greater detail.

#### **Design and Layout**

The parking areas have been designed in accordance with the requirements of this section, refer to the architectural plans and the attached Traffic and Parking Impact Assessment Report, prepared by *Stanbury Traffic* for greater detail.

**Yes**



### 3.3 Waste Management

	<p>Appropriate waste storage areas are provided on site, within a designated waste storage area to be located on the basement floor in the north western corner.</p> <p>A Waste Management Plan is attached as part of this application and provides further detail.</p> <p>The attached Waste Management Plan also identifies the waste likely to be generated as part of this proposal, and how it will be appropriately managed during the construction stages of the development.</p> <p>See the attached Waste Management Plan and architectural plans for further detail.</p>	<b>Yes</b>
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### 3.4 Sustainable Development

	<p>The proposed development incorporates design elements to increase energy efficiency and reduce the consumption of natural resources.</p> <p>This includes the incorporation of appropriate design features including additional glazing, and larger window sizes to the north, that will permit adequate solar penetration as well as natural ventilation of the proposed childcare facility.</p> <p>It is noted that due to potential privacy concerns, all windows on the eastern elevations have been strategically placed, with higher sill heights, and in turn minimising the opportunity for natural light.</p>	<b>Yes</b>
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### 3.5 Subdivision

	No subdivision is proposed.	<b>N/A</b>
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### 3.6 Signs

	<p>The proposal incorporates 4 signs integrated with the built form as follows:</p> <ul style="list-style-type: none"> <li>- A sign on the awning extension on the eastern elevation and southern elevation.</li> <li>- A sign above the new ancillary retail space on the eastern elevation.</li> <li>- A free standing price board petrol signage to be located on the corner. 1389mm Wide X 3000mm High</li> </ul> <p>This is consistent with the DCP provisions that seek to ensure limitation on signage in commercial zones and the size and scale is suitable in a commercial context and for the nature of the use.</p> <p>The illuminated, digital corner signage will comply with the luminance requirements as per councils controls.</p>	<b>On Merit</b>
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### 3.7 Landscape

	<p>The proposal is for an alterations and additions to an existing service station, no changes are proposed to the existing landscaping. Not applicable.</p>	<b>N/A</b>
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## Chapter 7 Commercial Centre

Clause	Controls	Comments	Complies
<b>Section 2 – Active Street Frontages</b>			
<b>2.1</b>	Building design (active street frontages)	The proposed alterations and additions will continue to provide an active street frontage and will enable continued interaction and flow between the service station and the public domain.	<b>Yes</b>
<b>2.7</b>	Building design (car parking)	No changes to the existing car parking arrangement. Noting that this application is accompanied by a traffic impact report which concludes the existing arrangement is suitable for the proposal.	<b>Yes</b>

Clause	Controls	Comments	Complies
2.10	Building design (pedestrian entrances)	Entrances have been located on the primary street frontage. Noting the proposal is for an alteration and additions to an existing service station.	Yes
2.12	Building design (utilities and building services)	Please see the submitted architectural report for details regarding the required building services rooms and utility rooms.	
2.14	Building design (substation)	No changes to the existing substation location.	
<b>Section 7 – Materials and Finishes</b>			
7.1 -7.5	<p><b>7.1</b> .Development must incorporate quality, textured and low maintenance materials such as brickwork in the building elevations.</p> <p><b>7.2</b> Development must avoid large expanses of white render or other finishes which increase the visual bulk of buildings. Where rendered finish is proposed, it must be in combination with at least two other finishes and should not be the predominant finish in the façade.</p> <p><b>7.3</b> Use varied materials and contrasting colours to: (a) highlight feature elements; (b) delineate vertical articulation dimensions; or (c) reduce the impact of other building elements (e.g. reducing the dominance of upper floors or masking unsightly building services).</p> <p><b>7.4</b> Glazing in combination with quality external materials is appropriate for ground floor retail. Reflective glass to shopfronts is not permitted.</p> <p><b>7.5</b> The security door or grille to a shopfront facing the street must be transparent or an open grille type</p>	<p>The proposal is for an alterations and additions to an existing service station the proposed façade is consistent with what is existing and is low maintenance and continues to comply with this provision.</p> <p>The proposal avoids large expanses of any rendering and is consistent with this provision of the DCP.</p> <p>Noted.</p> <p>The proposal is for an alterations and additions to an existing service station and therefore is not applicable.</p> <p>Noted.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>

Clause	Controls	Comments	Complies
	<i>shutter. Solid roller doors or shutters are not permitted.</i>		
<b>Section 7.4 – Neighbourhood Centres</b>			
<b>3.1</b>	Storey limit (not including basements)	The proposed development does not protrude the maximum permissible building height and is consistent with this control.	<b>Yes</b>
<b>3.2</b>	Street setbacks	The proposal is for an alteration and addition to an existing service station and is consistent with this provision.	<b>Yes</b>
<b>3.3 – 3.7</b>	Side and rear setbacks	The proposal is for an alterations and additions to the existing service station, and does not alter the rear setback.	<b>Yes</b>

## CONCLUSION

Following a review of the relevant planning controls, it is concluded that the proposed development is consistent with the objectives, planning strategies and detailed controls of these planning documents.

Consideration has been given to the potential environmental and amenity impacts that are relevant to the proposed development and this report addresses these impacts.

Having regard to the benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, the application is submitted to Council for assessment and granting of development consent. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.

