

1122 Canterbury Road Roselands NSW 2196

MAXIMUS DEVELOPMENTS AUSTRALIA

TOWN PLANNING / URBAN DESIGN / PROJECT MANAGEMENT

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STATEMENT OF ENVIRONMENTAL EFFECTS

1122 CANTERBURY ROAD ROSELANDS NSW 2196

CHANGE OF USE TO STORAGE PREMISES



PROJECT DETAILS

Legal Description	Lot 138 DP 12431	Property Address	1122 Canterbury Road Roselands NSW 2196
Project Reference	2025-1093		
Date	January 2025	Revision	A
Architect	John Spetiri		

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PROPOSAL

The proposal seeks development consent via a development application (DA) for the change of use to a storage premises on land known as 1122 Canterbury Road, Roselands NSW 2196. This Statement of Environmental Effects (SEE) has been prepared in accordance with the Statutory considerations of Schedule 7 of the Environmental Planning and Assessment Regulation 2021 (as amended). A site inspection has occurred of the site and the immediate surrounding area in preparation of this planning report.

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

Table 1: List of supplementary documentation

Document	Author	Reference	Date
Architectural Plans	John Spiteri	25.103	
Plan of Management / Waste Management Plan	Maximus Developments Australia	Rev A	

Report Summary

Table 2.1: Strategic Context

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

Table 2.2: Evaluation Planning considerations

Planning Considerations	Compliance
State Environmental Planning Policies (SEPP's)	Yes
Canterbury-Bankstown Local Environmental Plan 2021	Yes
Canterbury-Bankstown Development Control Plan 2023	Yes

Table 3.3: Key Impacts and Considerations

Consideration	Comment	Compliance
Character, bulk and scale	No change to existing built form as the proposal seeks a change to use to a storage premises.	Yes
Car parking	The proposal seeks to utilise existing car parking spaces on site located at the rear.	Yes
Trees and landscaping	No change to existing.	Yes
Overshadowing / Solar access	No change to existing as the built form.	Yes
Stormwater	The proposed use seeks a change of use, no change to external building works are proposed.	Yes
Privacy	The proposal is not considered to result in any unreasonable privacy impacts given that the nature of the use.	Yes
Acoustic	The proposal is not considered to result in any unreasonable acoustic impacts given the use. Standard hours of operation are sought between 7.00am – 5.00pm Monday to Saturday. Closed on Sunday.	Yes

Research Background

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

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PART A: SITE DESCRIPTION AND PROPOSAL

Description of subject site

The subject site is legally described as Lot 138 DP12431 and is known as 1122 Canterbury Road, Roselands NSW 2196. The site forms an irregular shaped rectangular allotment with an approximate site area of 541.40sqm. A two storey warehouse is located on site (with the upper level forming a mezzanine level). An access path is located with the front setback which contains landscaped area. Two car parking spaces are located at the rear with two motorcycle spaces. A driveway provides rear access from Dunlop Lane into the building. The ground level comprises of an open area with foyer, accessible toilet and office. The mezzanine level comprises of a meeting room, bathroom and office. The site is zoned E3 Productivity Support within the Canterbury Bankstown Local Environmental Plan 2023.



Fig.1 Photograph of subject site viewed from Canterbury Road, Roselands (Source: J.S, 2025).

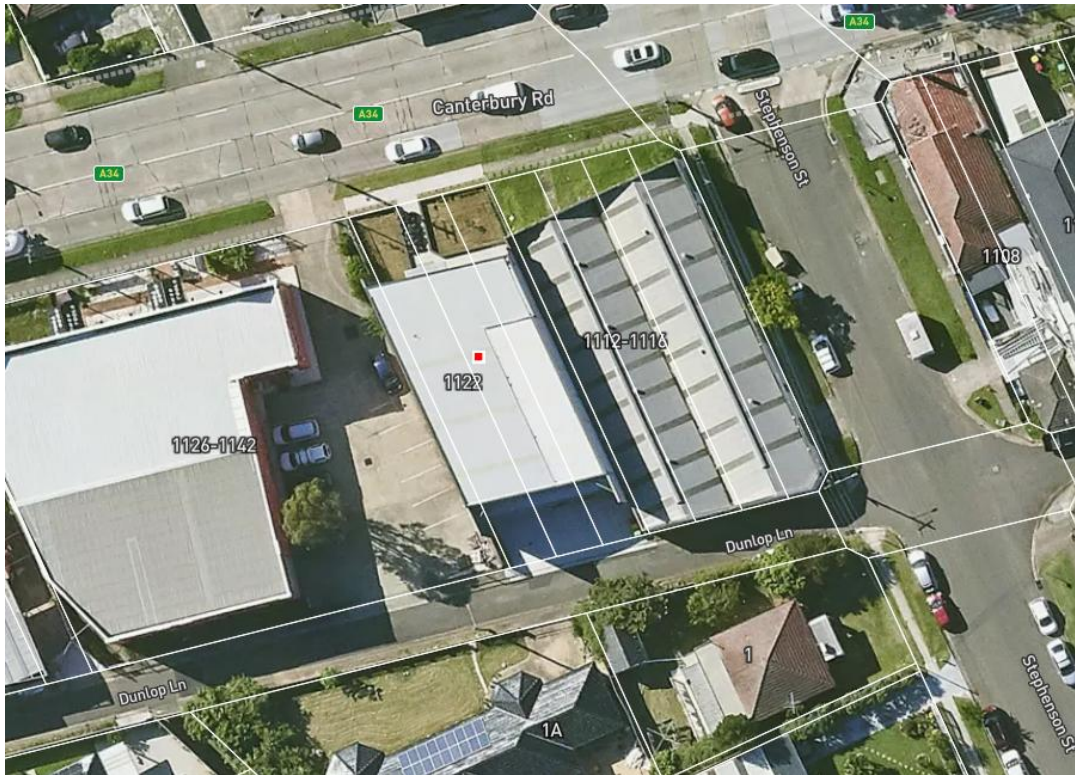


Fig 2. Aerial extract: Subject site and surrounding area (Metromap, 2025).

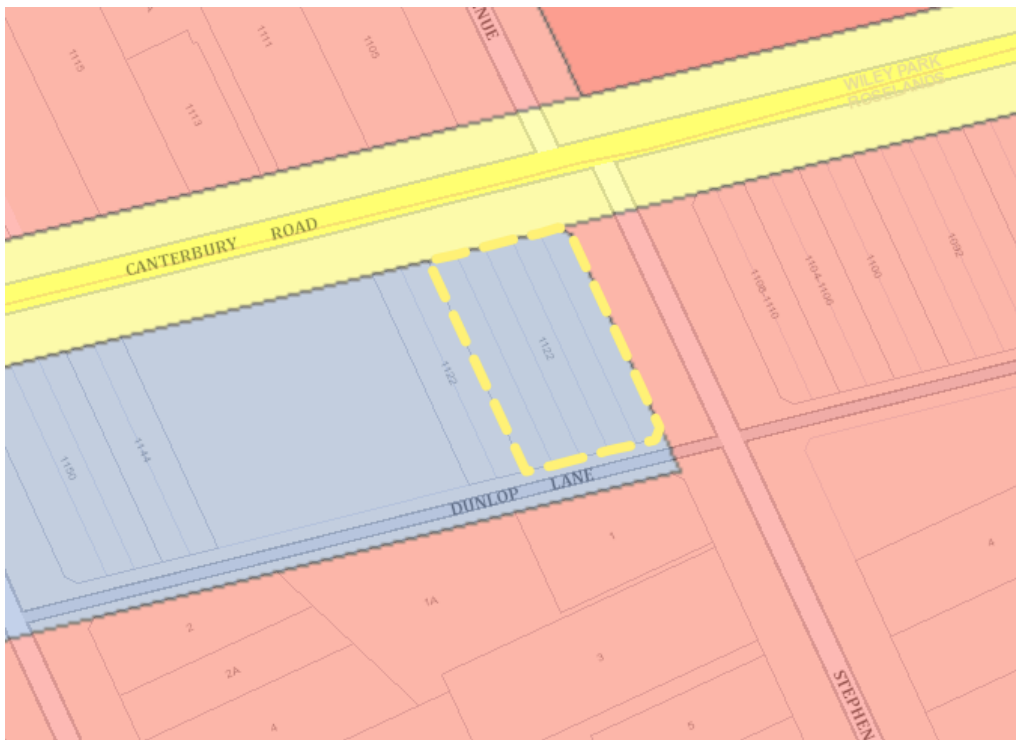


Fig 3. Zoning Extract of subject site which is E3 Productivity Support under the Canterbury-Bankstown Local Environmental Plan 2023 (Source Department of Planning, NSW Planning Portal 2025).

Surrounding Context

The immediate surrounding context is of comprises of a mixture of commercial uses. Residential uses are located further to the south.

Site History

Council's records indicate that the site has been Development Application approved for a warehouse (DA-108/2018) and minor changes (DA-108/2018/A) and Building Information Certificate (BC-39/2024).

Description of proposal

The proposal seeks development consent for the change to a **storage premises** for cars. No works proposed to existing building. Storage premises is defined within the Standard Instrument as *“storage premises means a building or place used for the storage of goods, materials, plant or machinery for commercial purposes and where the storage is not ancillary to any industry, business premises or retail premises on the same parcel of land, and includes self-storage units, but does not include a heavy industrial storage establishment or a warehouse or distribution centre”*.

Table 3: Key summary of proposal

Criterion	Proposed
Hours of operation	Monday-Friday: 9.00am - 5.00pm Saturday and Sunday: Closed
Car parking	Two (2) car parking spaces.
Number of employees:	One (1) person as required. This is appointment only.

**Refer to Plan of Management and Waste Management Plan attachment.*

Use: Building to be used as storage. No signage is proposed as part of this application.

PART B: STATUTORY CONSIDERATIONS

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

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 (AS AMENDED)

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

Table 6: Objects of the Act

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

(g)	To promote good design and amenity of the built environment	No change to existing built form.	Yes
(h)	To promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State	Noted.	Yes
(i)	To provide increased opportunity for community participation in environmental planning and assessment.	To be notified in accordance with the provisions of the Canterbury Bankstown Community Engagement Strategy.	Yes

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

ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATIONS 2021 (AS AMENDED)

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

STATE ENVIRONMENTAL PLANNING POLICIES

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

STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

The subject site forms a commercial building. The proposed seeks a change of use with no excavation works, on this basis it is considered the proposal is not inconsistent with the considerations of the SEPP.

STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

The site located on a classified road and services are existing to the building. The proposed change of use does not alter the rear car or driveway access from Dunlop Lane from the rear. In this regard, the proposal is considered to satisfy the consideration of the SEPP given the nature of the proposal.

CANTERBURY-BANKSTOWN LOCAL ENVIRONMENTAL PLAN 2023 (AS AMENDED)

The proposal has been considered against the following provisions.

Section 1.2 Aims of the Plan

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

1.2 Aims of Plan

(1) This Plan aims to make local environmental planning provisions for land in Canterbury-Bankstown in accordance with the relevant standard environmental planning instrument under section 3.20 of the Act.

(2) The particular aims of this Plan are as follows—

(aa) to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts,

(a) to manage growth in a way that contributes to the sustainability of Canterbury-Bankstown,

(b) to protect landforms and enhance vegetation, especially foreshores and bushland, in a way that maintains the biodiversity values and landscape amenity of Canterbury-Bankstown,

(c) to identify, conserve and protect the Aboriginal, natural, cultural and built heritage of Canterbury-Bankstown,

(d) to provide development opportunities that are compatible with the desired future character and amenity of Canterbury-Bankstown,

(e) to restrict development on land that is sensitive to urban and natural hazards,

(f) to provide a range of residential accommodation to meet the changing needs of the population,

(g) to provide a range of business and industrial opportunities to encourage local employment and economic growth and retain industrial areas,

(h) to create vibrant town centres by focusing employment and residential uses around existing centres and public transport,

(i) to provide a range of recreational and community service opportunities and open spaces to meet the needs of residents of and visitors to Canterbury-Bankstown,

(j) to achieve good urban design in terms of site layouts, building form, streetscape, architectural roof features and public and private safety,

(k) to ensure activities that may generate intensive car usage and traffic are located near public transport that runs frequently to reduce dependence on cars and road traffic,

(l) to consider the cumulative impact of development on the health of the natural environment and waterways and on the capacity of infrastructure and the road network,

(m) to support healthy living and enhance the quality of life and the social well-being and amenity of the community,

(n) to ensure development is accompanied by appropriate infrastructure,

(o) to promote ecologically sustainable development.

Comment: The proposal seeks development consent for a storage premises, given the above the proposal is considered to reasonably satisfy the Aims of the Plan.

The proposal adequately satisfies the underlying E3 Productivity Support objectives as follows;

- To provide a range of facilities and services, light industries, warehouses and offices.*
- To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.*
- To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.*
- To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.*
- To provide opportunities for new and emerging light industries.*
- To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.*
- To support urban renewal and a pattern of land use and density that reflects the existing and future capacity of the transport network.*
- To promote a high standard of urban design and local amenity.*

Comment: Given the above, the proposal is considered to be consistent with the zone objectives given the commercial nature of the use. The proposal does not seek any built form changes. Further that no signage is proposed.

Table: Canterbury-Bankstown Local Environmental Plan 2023

Control	Requirement	Proposal	Complies
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Land Use Table	The site is zoned E3 Productivity Support within the Canterbury Bankstown Local Environmental Plan 2023.	A storage premises forms a permissible prescribed use within the zone with development consent. Development consent is sought forming this development application.	Yes
4.3 Height of buildings	12m	No change to existing building. No increase in building height proposed.	Yes
4.4 Floor Space Ratio	N/A	No change to existing. No change to form.	Yes
4.5 Calculation of Floor Space Ratio and Site Area	Calculation to be undertaken as per defined for floor space ratio and site area.	Calculated as per definition clause.	Yes
6.2 Earthworks	Objectives to be satisfied	No change to existing.	Yes
6.4 Stormwater	Objectives relating to stormwater to be satisfied	No change to existing stormwater disposal.	Yes
6.6 Essential Services	Objectives relating to essential services to be satisfied; (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage, (d) stormwater drainage or on-site conservation,	Essential services such as water, electricity, disposal of sewerage, drainage and suitable vehicular access provided in accordance with the requirements of this clause in relation to the existing building.	Yes

	(e) waste management, (f) suitable vehicular access.		
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The proposal complies with the permissibility, zone objectives, Development Standard and considerations under the Canterbury Bankstown Local Environmental Plan 2023.

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

CANTERBURY BANKSTOWN DEVELOPMENT CONTROL PLAN 2023

Chapter 2.1 Site Analysis

The proposed change of use is considered to be compatible with the immediate surrounding area and uses on site.

Chapter 3.1 Engineering Standards

The proposal does not seek any changes to the building or increase in impervious areas, therefore there is no increase in stormwater impact.

Chapter 3.2 Parking

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

Clause	Control	Proposal	Complies
2.1	Council's controls do not prescribe a car parking rate for a storage premises. A best fit consideration is a warehouse. The guide for Traffic Generating Development makes reference to Warehouses at a rate of 1 car space per 300sqm is recommended which aligns with	Two (2) car parking spaces within rear setback which is unchanged. Two (2) existing motorcycle spaces within the rear setback are unchanged.	Yes

	Councils DCP of 1 space per 300mGFA per 2 staff, whichever is the greater.		
2.2	In calculating the total number of car parking spaces required for development, these must be: (a) rounded down if the fraction of the total calculation is less than half (0.5) a space; or (b) rounded up if the fraction of the total calculation is equal or more than half (0.5) a space; and (c) must include a room that is capable of being converted to a bedroom.	Noted.	Yes
2.3	Development comprising more than one land use must provide the combined parking requirement based on the individual rates of parking for each land use identified in the Off-Street Parking Schedule	Existing car parking rate has been considered in relation to uses on site.	Yes
2.4	Car parking (and associated space such as access aisles) in excess of the Off-Street Parking Schedule	The proposal does not seek any additional car parking spaces which would be	Yes

	will be counted as gross floor area	calculated in floor space.	
2.5	Development not included in the Off-Street Parking Schedule must submit a parking study for Council's consideration. A qualified traffic consultant must prepare the parking study.	Storage Premises are now specified within Council's land use DCP car parking rate however a best fit approach as been considered.	Yes
B1.3.2 Accessible Parking Rate	BCA Class 9 C5. In a development containing more than 10 spaces, provide 1 (one) accessible parking space for every 25 spaces designed and constructed in accordance with AS 2890.1.	Less than 10 spaces.	Yes
	Accessible off-street parking rates 2.7 Accessible parking is required to be designed and constructed in accordance with the following rates: 1 accessible parking space per 50 parking spaces for staff; 1 accessible parking space for visitors per 50 parking spaces	As approved. No changes to car parking proposed.	Yes

	<p>where a car park has less than 500 spaces;</p> <p>1 additional accessible parking space per 100 parking spaces above 500 spaces for visitors</p>		
Section 3 – Design and Layout	<p>Parking location</p> <p>3.1 Development must not locate entries to car parking or delivery areas:</p> <p>(a) close to intersections and signalised junctions;</p> <p>(b) on crests or curves;</p> <p>(c) where adequate sight distance is not available;</p> <p>(d) opposite parking entries of other buildings that generate a large amount of traffic (unless separated by a raised median island);</p> <p>(e) where right turning traffic entering may obstruct through traffic;</p> <p>(f) where vehicles entering might interfere with operations of bus stops, taxi ranks, loading zones or pedestrian crossings; or</p> <p>(g) where there are obstructions which</p>	<p>Driveway entry existing from Dunlop Lane. No changes proposed.</p>	<p>Yes</p>

	may prevent drivers from having a clear view of pedestrians and vehicles.		
3.2	Parking areas for people with disabilities should be close to an entrance to development. Access from the parking area to the development should be by ramps or lifts where there are separate levels.	Parking area at rear.	Yes
3.4	Council may consider tandem parking in the following situations: (a) Industrial development where the users of the car parking will almost all be Employees (b) High density residential flat buildings, shop top housing and mixed use development if the parking users reside in the same dwelling or the employees work in the same premises. (c) Tandem parking for a maximum of two vehicles is permissible in dwelling houses, dual occupancies, attached dwellings, secondary dwellings, semi-detached	No change proposed to existing car parking configuration.	Yes

	<p>dwellings, multi dwelling housing and multi dwelling housing (terraces) if the parking users reside in the same dwelling</p>		
3.5	<p>Tandem parking is not permitted where a high proportion of the users of the car park are visitors or customers.</p>	<p>Not existing.</p>	<p>N/A</p>
3.7	<p>Mechanical parking devices, including car lifts, will not be supported.</p>	<p>No car lift for parking is proposed.</p>	<p>Yes</p>
3.8	<p>Access driveway width and design The location of driveways to properties should allow the shortest, most direct access over the nature strip from the road.</p>	<p>The proposed driveway incorporates the most logical and direct route to the street as existing.</p>	<p>Yes</p>
3.9	<p>The appropriate driveway width is dependent on the type of parking facility, whether entry and exit points are combined or separate, the frontage road type and the number of parking spaces served by the access facility.</p>	<p>Existing driveway contains a double width.</p>	<p>Yes</p>
3.12	<p>Minimum headroom dimensions Clear headroom dimension is necessary to make sure that vehicles are clear of</p>	<p>No basement proposed.</p>	<p>N/A</p>

	mechanical or service obstructions such as fire sprinklers, lighting fixtures and signs. Following minimum headroom dimension has to be maintained in all development. Min headroom Cars and light vans: 2.4m People with disabilities: 2.3m		
3.17	Service vehicles are to enter and leave the site in a forward direction.	Car parking as existing. No change.	Yes
3.18	Safety and security Sloping ramps from car parks, garages and other communal areas are to have at least one full car length of level driveway before they intersect pavements and carriageways.	Car parking as existing. No change.	Yes
3.19	Sight distance requirement 3.19 For all development, adequate sight distance must be provided for vehicles exiting driveways. Clear sight lines are to be provided at the street boundary to ensure adequate visibility between vehicles on the driveway and	Adequate sight lines provided as existing.	Yes

	pedestrians on the footway and vehicles on the roadway.		
3.20	Pedestrian access Parking areas should be designed so that through-traffic is excluded, and pedestrian entrances and exits are separate from vehicular entrances and exits.	Direct pedestrian access provided. No physical works proposed.	Yes
3.21	Lifts and stair lobbies should be prominently marked to help users find them and to increase personal security.	Stair and lobbies as existing.	Yes
3.22	In split-level/multi-level car parks, a stairway should be located at the split-level, to provide pedestrian access between these levels and eliminate pedestrians having to use vehicular ramps.	On grade car parkin as existing.	Yes
3.26	Provide a mix of bicycle storage facilities to cater for short and long stay parking	Not applicable.	Yes
3.27	3.27 Bicycle racks or stands placed in open public areas that provide only means to lock one wheel of a bicycle to a fixture is not an acceptable secure	Can be provided on site.	Yes

	<p>arrangement.</p> <p>Devices requiring a wheel to be removed are also not acceptable</p>		
3.28	<p>3.28 Development must incorporate the following elements into the design and location of bicycle parking:</p> <p>(a) all facilities are clearly visible and as close as possible to the main entrances/exits to the street and within the building;</p> <p>(b) short-stay and visitor parking is at-grade and floor and wall-mounted rails are acceptable;</p> <p>(c) long-stay and resident parking is on the uppermost level of a basement car park;</p> <p>(d) a safe path of travel between bicycle parking and the main entrances/exits is clearly marked;</p> <p>(e) bicycle facilities are not to hinder vehicle and pedestrian movements, or contribute to the likelihood of injury to passing pedestrians;</p> <p>(f) access paths to bicycle parking are a minimum of 1.5m</p>	<p>Adequate bicycle facilities provided and located on site.</p>	<p>Yes</p>

	wide for oneway access path to allow the passage of a pedestrian pushing a bicycle; and (g) standardised information signs are to be used to give directions to bicycle parking areas.		
3.29	Bicycle parking facilities are to be well lit to minimise theft, vandalism, reduce pedestrian hazard and to improve safety of the cyclists.	Can be provided on site.	Yes
3.30	Visitor parking 3.30 Visitor spaces must not be located behind security grills and must be easily accessible.	Not proposed.	Yes
3.31	3.31 Clearly mark and signpost visitor parking, and locate on the ground floor where possible, so that it is easy to find and access.	Car parking at rear unchanged.	Yes
3.32	3.32 Visitor parking should be located near the main pedestrian entrance to the building and can be located in front of the building alignment, but not encroach upon the front setback areas.	As above.	Yes
3.33	Basement parking 3.33 Provide ventilation to basement parking.	No basement.	N/A

	Location and details of mechanical ventilation design must be outlined in applications to Council.		
3.34	3.34 Design and integrate basement parking so as not to accentuate the scale or bulk of a building, or detract from the streetscape or front setback character.	Not proposed.	N/A
3.37	3.37 Provide secure bicycle parking at basement level which is easily accessible from ground level, from apartments and other uses within the development.	Not proposed.	N/A
3.38	3.38 Keep all loading docks, parking areas and driveways clear of goods and do not use for storage, including garbage storage, so that free movement is available at all times.	No change to existing layout.	Yes
3.39	3.39 Locate and design so that impacts such as noise, exhaust fumes and headlight glare, are minimised on adjoining residential uses or residential zoned land.	No change to existing layout.	Yes

8.2 Canterbury Road Enterprise Corridor

It is noted that the controls contained within this subsection relate to the proposed envisaged built form. The proposal relates to change of use which does not seek any built form changes to the existing approved warehouse building. The height of building, setbacks, floor space and presentation to the public domain are to be retained. The existing facades and modulation treatment are also to be retained. No signage is proposed as part of this application. Given the above, the proposal is considered to achieve a high level of compliance and is considered to result in a reasonable planning outcome which is commensurate of other storage premises within the locality.

SECTION 4.15 EVALUATION (3A)

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

(a) if those provisions set standards with respect to an aspect of the development and the development application complies with those standards—is not to require more onerous standards with respect to that aspect of the development, and

(b) if those provisions set standards with respect to an aspect of the development and the development application does not comply with those standards—is to be flexible in applying those provisions and allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development, and

(c) may consider those provisions only in connection with the assessment of that development application.

In this subsection, standards include performance criteria

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

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

Natural Environment Impacts

No unacceptable unreasonable natural environmental impacts are generated by this proposal given the nature of the use the change of use which is located internally within a building. No reduction to landscape is within front setback proposed.

Built Environment Impacts

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

Economic Impacts

The proposed change of use to a storage premises is not considered to result in any unacceptable economic impacts given the proposed use as a storage premises of which forms a permissible use within the zone. This is considered to result in the creation of employment which is an economic benefit.

Social Impacts

The proposed change of use seeks to development consent for a storage premises. The proposal is not considered to result in any unacceptable social impacts. The hours of operation are considered to be reasonable and commensurate with that of other storage premises within metropolitan Sydney.

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

Suitability of the site

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

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

Public Interest

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

PART C: CONCLUSION

The proposed change of use to a storage premises is considered to be appropriate as the considerations against the Statutory provisions have been met. The proposal satisfies the Environmental Planning and Assessment Act 1979 (as amended), Environmental Planning and Assessment Regulation 2021 (as amended), State Environmental Planning Policy (Biodiversity And Conservation) 2021, State Environmental Planning Policy (Resilience And Hazards) 2021, State Environmental Planning Policy (Transport And Infrastructure) 2021, Canterbury Bankstown Local Environmental Plan 2023 and Canterbury Bankstown Development Control Plan 2023. It is considered that the proposed change of use which seeks no change in physical works results in a reasonable planning outcome.

Kind regards,

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Principal

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