

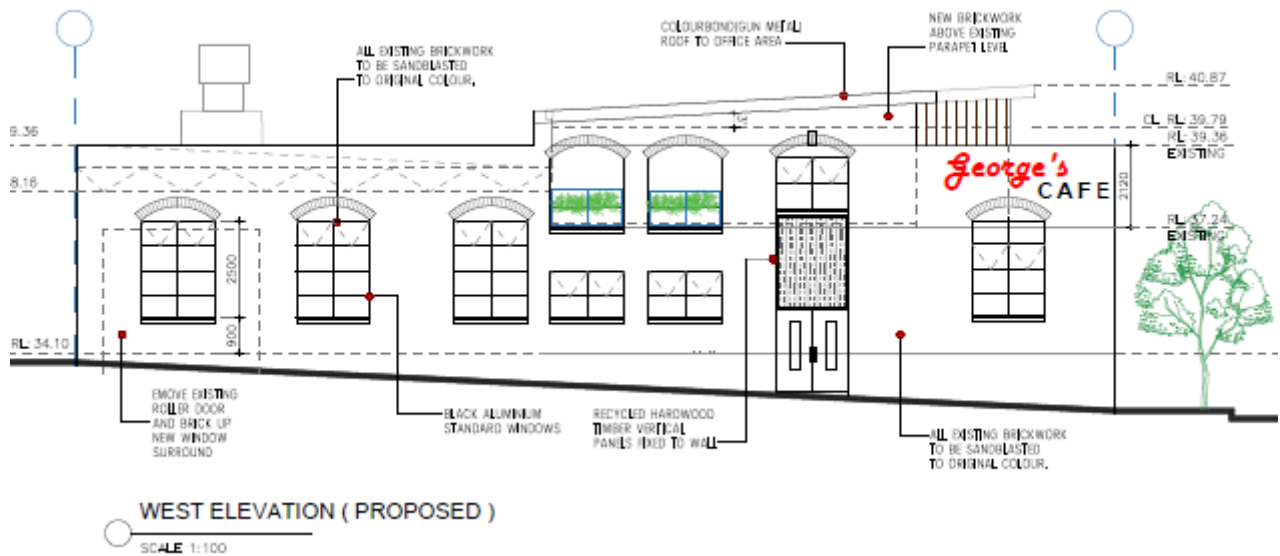
Statement of Environmental Effects

STRATHFIELD COUNCIL
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Tenancy upgrade-

Alterations and additions to a warehouse building and the use and fit out as a new food and drink premises (cafe) at 21-25 Roberts Road, Greenacre.



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1. Introduction

The development application proposes alterations and additions to a warehouse building and the use and fit out as a new food and drink premises (café) at 21-25 Roberts Road, Greenacre.

The proposal is not viewed to have any adverse impacts on the surrounding area and is considered compatible with the surrounding locality.

The proposed works are generally within the same building envelope and footprint of the existing building on-site.

The building façade is considered visually pleasing and a well-articulated design and will not create a negative impact on the character of the area.

There are no visual or acoustic impacts arising from the proposed development as a result of the noise assessment study.

With respect to acoustic amenity, the predicted noise levels and assessment of the site and surrounds, the noise impacts at the residential and commercial receiver locations are predicted to comply with the assessment criteria.

In relation to traffic considerations and the study undertaken, the proposal does not generate any increase in safety risk to pedestrians or drivers because of the access and parking configuration.

The proposed development will not negatively impact the current traffic conditions.

This Statement of Environmental Effects report has been prepared pursuant to Section 4.12 of the Environmental Planning and Assessment Act, 1979 and Clause 50 of the Environmental Planning and Assessment Regulation, 2000.

The proposal will not result in any environmental or other impacts and is worthy of approval.

2. Site Detail

2.1. Location

The site is located at 21-25 Roberts Road, Greenacre and is legally identified as Lots 29 and 30 on DP 14955.

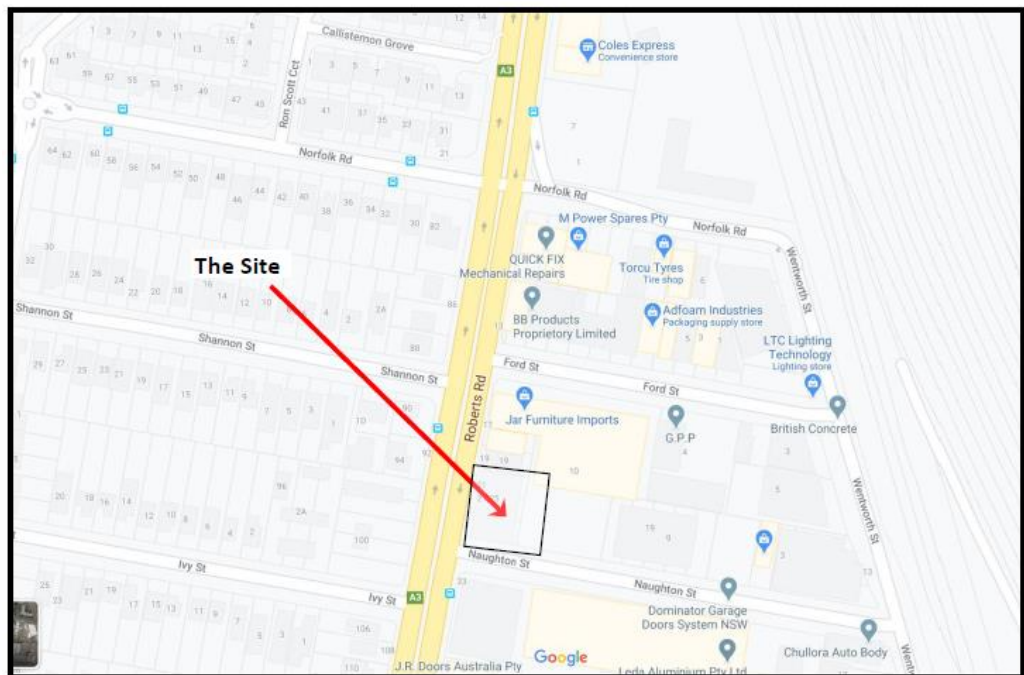
Site improvements consist of a disused and vacant 2 storey warehouse building constructed from brickwork and metal roofing.

The building has a main frontage to Roberts Road and a secondary street frontage to Naughton Street.

Existing car parking spaces and vehicular access is available from Naughton Street.

From a surrounding land use context, the area consists of commercial and industrial premises are located adjacent the northern and eastern site boundaries.

A location plan of the site is provided below.





Location Plan and Aerial Image

Photographs of the subject premises is provided below.





Photographs of the premises.



Educational and residential land uses to the west.

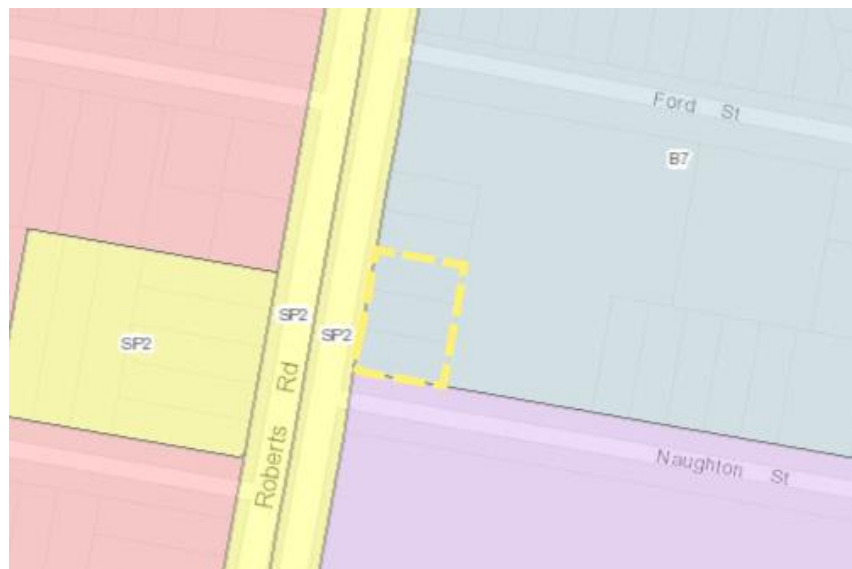


Industrial uses to the south.

2.2. Zoning

The site is zoned B7 – Business Park under Strathfield Local Environmental Plan 2012.

A zoning plan of the site is provided below.



LEP zoning map

3. Development proposal

The development application submitted to Council seeks permission to carry out:

Alterations and additions to an existing warehouse building and the use and fit out as a new food and drink premises (café).

Key elements include:

- New entrance, bar, kitchen, servery area, cool rooms, bathrooms and indoor and dining area on ground floor.
- Ancillary staff and manager's office and amenities on first floor.
- 4 ground level car parking spaces.
- Capacity for 128 patrons on ground floor with 68 patrons outdoors and 60 patrons indoors.
- New signage to read George's Café.

The proposed hours of operation:

- Opening hours of 5am to 1am daily.

Staffing:

- 10 persons (7 permanents and 3 casual workers).

All relevant architectural plans and other supporting documents accompany the Development Application.

4. Matters of Consideration

4.1. Section 4.15(1)(A)(I) – any environmental planning instruments

State Environmental Planning Policy No 64—Advertising and Signage

The application proposes new signage to read George's Café as shown on the elevations.

In accordance with Section 8 (a) of SEPP 64, the proposal is viewed consistent with the aims and objectives of the policy for the following reasons.

Compatibility with surrounding character

The signage will be consistent in size, design and content to existing and likely future signage within the industrial zone and the arterial road corridor.

The proposal provides effective communication by enabling the public to locate the local businesses.

Design Quality

The proposal is to be of a high-quality design and finish. In accordance with Section 8 (b) of SEPP 64, consistency with the Assessment Criteria in Schedule 1 of the SEPP is assessed in the table below.

Assessment Criteria	Yes	No	Comments
1 Character of the area			
<ul style="list-style-type: none"> Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? 	X		The proposal is compatible with existing and future character of the locality as there are no adjacent residential dwellings that are to be detrimentally affected.
<ul style="list-style-type: none"> Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	X		The proposal is consistent in design and content with existing signage along the Roberts Road corridor and is a modern form of signage.
2 Special areas			
<ul style="list-style-type: none"> 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, waterway, rural landscapes or residential areas? 		X	The site is not located within or near any such areas.
3 Views and vistas			
<ul style="list-style-type: none"> Does the proposal obscure or compromise important views? 		X	The placement of the signage does not compromise any important views or vistas.
<ul style="list-style-type: none"> Does the proposal dominate the skyline and reduce the quality of the vistas? 		X	The signage does not protrude above the dominant skyline.
<ul style="list-style-type: none"> Does the proposal respect the viewing rights of other advertisers? 	X		The proposed signage does not adversely visually obstruct other advertising structures.
4 Streetscape, setting or landscape			

<ul style="list-style-type: none"> Are the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? 	X		The proposed signage upgrade is consistent in form with signage in the industrial precinct.
<ul style="list-style-type: none"> Does the proposal contribute to the visual interest of the streetscape, setting or landscape? 	X		The purpose of the new signs is to inform motorists of the location of a local business and being of a modern attractive design, the proposal will contribute positively to the visual interest of the streetscape.
<ul style="list-style-type: none"> Does the proposal reduce clutter by rationalising and simplifying existing advertising? 	X		The placement of digital screens is to reduce any further clutter on site.
<ul style="list-style-type: none"> Does the proposal screen unsightliness? 		X	The area does not have unsightly areas within the complex.
<ul style="list-style-type: none"> Does the proposal protrude above buildings, structures or tree canopies in the area or locality? 		X	No, as the existing external wall is to be utilized.
<ul style="list-style-type: none"> Does the proposal require ongoing vegetation management? 		X	No, as there is no vegetation to be affected.
5 Site and building			
<ul style="list-style-type: none"> 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? 	X		The proposal is considered compatible with the scale, proportion and other signage structures.
<ul style="list-style-type: none"> Does the proposal respect important features of site or building, or both? 	X		There are no important features on or within the site that are to be affected.
<ul style="list-style-type: none"> Does the proposal show innovation and imagination with relation to the site or building or both? 	X		The updated digital sign implements a fresh and contemporary design aesthetic.
6 Associated devices and logos with advertisements and advertising structures			
<ul style="list-style-type: none"> Have any safety devices, platforms lighting devices or logos been designed as an integral part of the signage or structure on 	X		Given the nature of the sign i.e. a digital device, this can be satisfied as a condition of consent and therefore can be met.

which it is to be displayed?			
7 Illumination			
<ul style="list-style-type: none"> • Would illumination result in unacceptable glare? 		X	Illumination will be restricted to levels acceptable in accordance with the Draft Transport Corridor Outdoor Advertising and Signage Guidelines and will not result in unacceptable glare.
<ul style="list-style-type: none"> • Would illumination affect safety for pedestrians, vehicles or aircraft? 		X	Illumination will be restricted to levels acceptable in accordance with the Department of Planning and Environment <i>Draft Transport Corridor Outdoor Advertising and Signage Guidelines</i> and will not result in unacceptable glare.
<ul style="list-style-type: none"> • Would illuminated detract from the amenity of any residence or other form of accommodation? 		X	Given the separation and disassociation of the site from residential developments, illumination will not detract from any residential amenity.
<ul style="list-style-type: none"> • Can the intensity of the illumination be adjusted, if necessary? 	X		Yes, the illumination can be reduced if required.
<ul style="list-style-type: none"> • Is the illumination subject to curfew? 		X	No, if necessary, the illumination can be controlled by an appropriate day night sensor.
8 Safety			
<ul style="list-style-type: none"> • Would the proposal reduce the safety for any public road? 		X	<p>A referral to NSW Roads and Maritime Services (RMS) is required since the site fronts a SP2 Classified Road and conditional upon compliance with RMS road safety requirements.</p> <p>These RMS requirements will be the subject of an assessment by the RMS directly as part of the concurrence process for this Development Application.</p>
<ul style="list-style-type: none"> • Would the proposal reduce the safety for pedestrian or bicyclists? 		X	No, as the signage is not located on the public footway area.
<ul style="list-style-type: none"> • Would the proposal reduce the safety for pedestrians, particularly children, obscuring sightlines from 		X	No, as the signage is not located on the public footway area.

public areas?			
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State Environmental Planning Policy No. 55 – Remediation of Land

Pursuant to Clause 7 of SEPP 55, a consent authority is unable to grant development consent unless it has considered whether the land is contaminated and, if so, whether the consent authority is satisfied that the land is suitable in its contaminated state, or can be remediated to be made suitable for the purposes for which the development is proposed to be carried out.

Considering the existing and historical use of the site for industrial, business and commercial activities, proposed development does not constitute a change of use of the land, therefore the provisions of SEPP 55 are not considered relevant to the proposed development, and no further contamination assessment is required as the use will remain for business and commercial activities.

Strathfield Local Environmental Plan 2012

Permissibility

The subject site is zoned B7 Business Park under Strathfield Local Environmental Plan 2012.

The use of the site as a restaurant or cafe, a type of food and drink premises, is permissible in this zone with consent.

The Objectives of the zone are:

- To provide a range of office and light industrial uses.
- To encourage employment opportunities.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.

The proposal is consistent with the relevant objectives (points 2 and 3) of the zone.

A summary of our assessment of the proposed development against the relevant clauses within the LEP is in the following table.

LEP Clause	Requirement	Analysis
4.3 – Height of Buildings	No change.	N/A
4.4 – Floor Space Ratio	N/A.	N/A
4.6 – Exceptions to development standards	N/A.	N/A
5.10 – Heritage Conservation	N/A.	N/A
6.1 – Acid Sulfate Soils	N/A.	N/A
6.2 – Earthworks	<p>Minor earthworks proposed and is not considered excessive cut/fill.</p> <p>The proposal overall will not have any detrimental effect on the site itself,</p>	Yes
6.4 – Essential Services	<p>The site benefits from existing essential services and are currently available to the site.</p> <p>A Building Code of Australia Report accompanies the Development Application and that the proposed designs readily allows the building to satisfy the performance requirements of the Building Code of Australia.</p>	Yes

Other Instruments

State Environmental Planning Policies (SEPPs)	Compliance with Requirements
SEPP 19 - Bushland in Urban Areas	N/A - no bushland zoned or reserved for public open space is affected.
SEPP 55 - Remediation of Land	No excavation and site works proposed. Therefore, N/A.
SEPP (Building Sustainability Index: BASIX) 2004	N/A - development is not a BASIX affected development.
SEPP (Coastal Management) 2018	<p>The subject site is not identified as a coastal wetland and/or land identified as proximity area for coastal wetlands and/or coastal management area.</p> <p>Therefore, N/A.</p>

SEPP (Infrastructure) 2007	<p>There are no changes to the existing vehicular access points and the site does not front a classified road.</p> <p>Thus, a referral to RMS is unwarranted.</p>
SEPP (Vegetation in Non-Rural Areas) 2017	N/A as no significant vegetation removal is proposed.
SREP (Sydney Harbour Catchment) 2005	<p>N/A.</p> <p>Site is not identified in the relevant map as Land within the Foreshores and Waterways Area or Wetland Protection zone, is not a Strategic Foreshore Site and does not contain any heritage items.</p> <p>Hence, the majority of the SREP is not directly relevant to the proposed development).</p>
Greater Metropolitan Regional Environmental Plan No. 2 - Georges River Catchment	Complies as no changes are proposed to the existing drainage system and the modification raises no issues as no impact on the catchment is envisaged.

4.2. Section 4.15(1)(A)(ii) – any draft environmental planning instrument(s)

There are no known draft environmental planning instruments which affect the site in terms of changes to the tenancy.

4.3. Section 4.15(1)(A)(iii) – any development control plan(s)

The relevant matters to be considered under Strathfield Development Control Plan 2005 for the proposed development are outlined.

Development Control	Planning Appraisal
Part D- Industrial Development	
2.15 Commercial Development in Industrial Zones	
Applications for commercial	Complies as the proposed food and drink premises is permissible in the zone with

<p>development in industrial zones will be subject to a merit based assessment.</p> <p>Commercial premises and shops in an industrial zone shall demonstrate that they are:</p> <ul style="list-style-type: none"> · Ancillary to the approved industry; and/or · Intended to serve persons occupied or employed in a landuse otherwise permitted in the zone; and/or · Most suited to the location in an industrial area by virtue of their operation (i.e. they must not be otherwise more appropriately located in a local commercial centre). 	<p>consent.</p> <p>The site is deemed a suitable location to accommodate the food and drink premises as there are no adverse impacts for residential and commercial receiver locations.</p> <p>An environmental noise assessment report was conducted by Acoustic Works and on the condition the recommendations detailed in Section 8 of the report are implemented, the development is predicted comply with NSW Noise Policy for Industry and the Strathfield City Council assessment requirements.</p> <p>These recommendations are repeated below:</p> <p><i>8.1 Onsite activities</i></p> <p>Deliveries of supplies to the store are conducted in accordance with the surrounding commercial/retail properties, with recommended hours of 7am to 6pm weekdays and 8am to 6pm weekends.</p> <p><i>8.2 Waste Collection</i></p> <p>Waste collection be conducted in accordance with the surrounding residential properties with recommended hours of 7am to 6pm weekdays and 8am to 6pm weekends.</p> <p><i>8.3 Onsite mechanical plant</i></p> <p>No information regarding mechanical services was available at the time of the assessment. Any new mechanical plant is designed to comply with the criteria stated in Section 6.3 with an assessment undertaken by qualified acoustic consultant to be conducted prior to installation.</p>
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<p>2.16 Waste Management</p> <p>Refer to Part H – Waste Management.</p>	<p>Complies as a waste management plan accompanies the Development Application.</p> <p>Deemed to comply as conditions of consent.</p>
<p>Part Q: Urban Design Controls</p>	
<p>4.9 Development in the Industrial Zone</p>	
<p>In addition to the general guidelines contained within this DCP Part, the following Essential criteria apply:</p> <ol style="list-style-type: none"> 1) Adequate off-street parking, relative to the likely demand for parking generated by the proposed development, must be provided on-site. 2) The site of the proposed development must be suitably landscaped, particularly between any buildings and the street alignment. 3) The proposed development must contribute to the maintenance or improvement of the character and appearance of the locality. 4) Any proposal shall demonstrate that detailed consideration has been given to the effect of traffic generated from the site and the likely impact on surrounding residential areas, including the identification of appropriate traffic management schemes which 	<p>Refer to traffic report by Park Transit for parking/traffic assessment and advice below.</p> <p>Landscaping areas are shown and deemed adequate.</p> <p>The proposed façade improvements and works allow an improved façade, building presentation and appearance to the public domain.</p> <p>The building will contribute to the character of the locality and is the desired future character for urban renewal to take course.</p> <p>Application of the parking provision rates i.e. 1 car space per 40sq.m GFA to the proposed café accommodating 350sqm (GFA) would result in an 8.75(say 9) parking spaces.</p> <p>The proposed ancillary office located on</p>

<p>would mitigate potential impacts of the traffic generated from the development on any residential environ.</p>	<p>the first floor will be used by the staff of the café and is unlikely to generate a traffic/parking demand on its own – therefore, it is not considered as part of the parking calculations. The proposed on-site provision of four (4) car spaces, including two (2) disabled spaces represent a shortfall of 5 car spaces.</p> <p>The parking provision rates specified within the DCP are appropriate for a standalone café; however, the proposed café is located within an industrial area and is highly likely to attract trips from the staff/visitor of the neighbouring industrial developments.</p> <p>To replicate this behaviour, the traffic consultant has reduced the parking demand by 40%.</p> <p>Application of this reduction to the parking provision associated with the proposed café results in an on-site parking requirement of 5 car spaces.</p> <p>As indicated in Section 3 of the traffic report, Naughton Street includes parallel parking which is permitted on the northern side, whereas on the southern side it follows 90-degree configuration and may accommodate up to a total of 70 car spaces.</p> <p>The proposal is likely to increase the on-street parking demand by 1 car space or so. During our consultant’s site visit, they observed more than 1 car space was available during daytime on Wednesday (i.e. representing typical weekday) and on Saturday night, more than 60 car spaces were available.</p> <p>In this regard, the combination of the</p>
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<p>5) Any goods, plant, equipment and other material used in carrying out the proposed development must be suitably stored or screened at the rear of the site.</p> <p>6) The proposal must not detract from the amenity of any residential area in the</p>	<p>available on-street parking provisions and the proposed parking provision of 4 car spaces are suitable to cater for the demand generated by the proposed café.</p> <p>The provision of four (4) car parking spaces for the proposed cafe is considered sufficient to handle the project parking demand.</p> <p>Based on the information provided, the proposal does not generate any increase in safety risk to pedestrians or drivers as a result of the access and parking configuration.</p> <p>The proposed development will not negatively impact the current traffic conditions.</p> <p>An assessment of the car park layout, including the proposed parking spaces and associated aisle width, indicate the car park layout is compliant with the relevant applicable Standards (AS2890.1-2004).</p> <p>In this regard, the combination of the available on-street parking provisions and the proposed parking provision of 4 car spaces are suitable to cater for the demand generated by the proposed café.</p> <p>All loading and delivery of goods is to occur within specified hours of operation.</p> <p>All loading and unloading are to occur from the car parking facility.</p> <p>Deemed to comply as a condition of consent where such items would be positioned so that they are not in view from the street level.</p>
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vicinity.	The proposal will result in a substantial building improvement to streetscape and amenity impacts would be within acceptable limits.
Part B9 Waste Management	Deemed to comply as conditions of consent.

Given the nature of proposed works compliance with non-statutory controls that are applicable is achieved.

4.4. Section 4.15(1)(A)(iiia) – any planning agreement or draft planning agreement

There are no related matters for consideration in terms of a planning agreement or draft planning agreement which affect change in tenancy.

4.5. Section 4.15(1)(B) - the likely impacts of the development

The proposal is compatible with other adjoining commercial activities and land users.

Given there are no adjoining residential activities the proposed development does not impact on any visual privacy matters.

There are no prominent views or vistas in the immediate area which will be affected.

The proposal will contribute to an aesthetically pleasing streetscape and the façade provides for a vast architectural improvement to the site, both visually and in use.

There are no undesirable socio-economic impacts that will result from the proposed change in tenancy.

4.6. Section 4.15(1)(C) - the suitability of the site

The proposal will not increase the demand for public services or facilities as the proposal can comply with the national construction code readily.

It is considered that the proposal will have no significant detrimental effect relating to environmental, social or economic impacts on the locality.

4.7. Section 4.15(1)(D) - any submission made

Submissions are viewed unlikely given the scope of works and which are

likely to have minimal or acceptable impacts.

4.8. Section 4.15(1)(e) - the public interest

The proposal is not contrary to the public interest.

There are no adverse effects on adjoining properties given the site has been zoned to allow for a range of uses including food and drink premises, and this has been demonstrated in this report.

5. Conclusion and Recommendation

The main body of this report reviewed key planning considerations for a consent authority under the heads of consideration of Section 4.15 of the Environmental Planning and Assessment Act 1979.

The proposal has been assessed against relevant planning instruments and the development proposal is found to be generally consistent with applicable provisions on merit.

An environmental noise assessment was conducted and subject to prescribed conditions of consent being imposed, the development is predicted comply with NSW Noise Policy for Industry and the Strathfield City Council assessment requirements.

In relation to traffic considerations, the proposal does not generate any increase in safety risk to pedestrians or drivers because of the access and parking configuration. Sufficient parking onsite and on-streetcar parking can satisfy the parking demand of the food and drink premises.

The proposal is not viewed to have any adverse impacts on the surrounding business development area and is considered compatible with the surrounding locality.

On this basis, it is recommended the Development Application be approved subject to conditions.

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