





 DEVELOPMENT ASSESSMENT REPORT	
Application No.	DA/2023/0393
Address	51-55 Carrington Road MARRICKVILLE
Proposal	Change of use including fitout for mixed use development, comprising a vehicle sales and hire premises and a vehicle repair station and installation of signage.
Date of Lodgement	31 May 2023
Applicant	Eagers Automotive Limited
Owner	Mr George Votsikas Mrs Nickie Votsikas
Number of Submissions	14 submissions
Value of works	\$60,000.00
Reason for determination at Planning Panel	Number of submissions exceeds 10
Main Issues	Traffic generation and safety On-site parking shortfall Noise impacts Streetscape character
Recommendation	Approved with Conditions
Attachment A	Recommended conditions of consent
Attachment B	Plans of proposed development
Attachment C	Plan of Management
	
LOCALITY MAP	
Subject Site 	Objectors 
Notified Area 	Supporters 
 N	
Note: Due to scale of map, not all objectors could be shown.	

1. Executive Summary

This report is an assessment of the application submitted to Council for a change of use including fitout for mixed-use development, comprising a vehicle sales and hire premises, a vehicle repair station, and installation of signage, at 51-55 Carrington Road Marrickville.

The application was notified to surrounding properties and 14 submissions were received in response to the initial notification.

The main issues that have arisen from the application include:

- Traffic generation and safety;
- On-site parking shortfall;
- Noise impacts; and,
- Streetscape character

The proposed traffic generation, on-site parking shortfall, noise impacts, and impacts on the surrounding streetscape character are considered acceptable, subject to recommended conditions to ensure no undue adverse amenity impacts on adjoining properties. The application is acceptable on merit, and therefore, is recommended for approval, subject to recommended conditions.

2. Proposal

The proposal seeks to carry out works to the existing warehouse building at 51-55 Carrington Road, Marrickville, to facilitate a change of use from a food processing plant and warehouse to a development comprising a vehicle sales and hire premises and vehicle repair station.

Specifically, the following works are proposed:

- Internal additions to the eastern building to include seven (7) work bays, five (5) car parking bays, one (1) wash bay, an air compressor and equipment zone, and installation of vehicle hoists;
- Internal alterations to the western building to include two (2) spaces for showroom display vehicles, a fitting area, racking for parts storage, and ongoing use of the existing office premises;
- External alterations including painting to existing metal cladding and face brick work of the eastern building;
- External additions including installation of seven (7) business identification signs including one (1) pylon sign, provision of ten (10) truck parking bays and eight (8) standard vehicle car spaces

The proposed hours of operation are as follows:

- Monday to Friday 7:00am to 6:00pm (Service Centre and Vehicle Sales)
- Saturday 7:00am to 3:00pm (Service Centre) and 7:00am to 5:00pm (Vehicle Sales)

The building at 51-55 Carrington Road is proposed to be used by the following maximum number of staff at any given time:

- 4 to 7 Vehicle Sales staff
- 3 to 4 Service Centre staff
- 10 Workshop staff

3. Site Description

The subject site is located on the western side of Carrington Street, between Cary Street and Renwick Street. The site consists of one (1) allotment and is generally L – Shaped with a total area of 3734sqm. The site has a frontage to Carrington Road of 81 metres and secondary frontages of 31.3 metres to Cary Street and 61.3 metres to Renwick Street.

The site supports a large two storey brick warehouse building. The adjoining properties support single storey dwelling houses and a small single storey commercial premises.

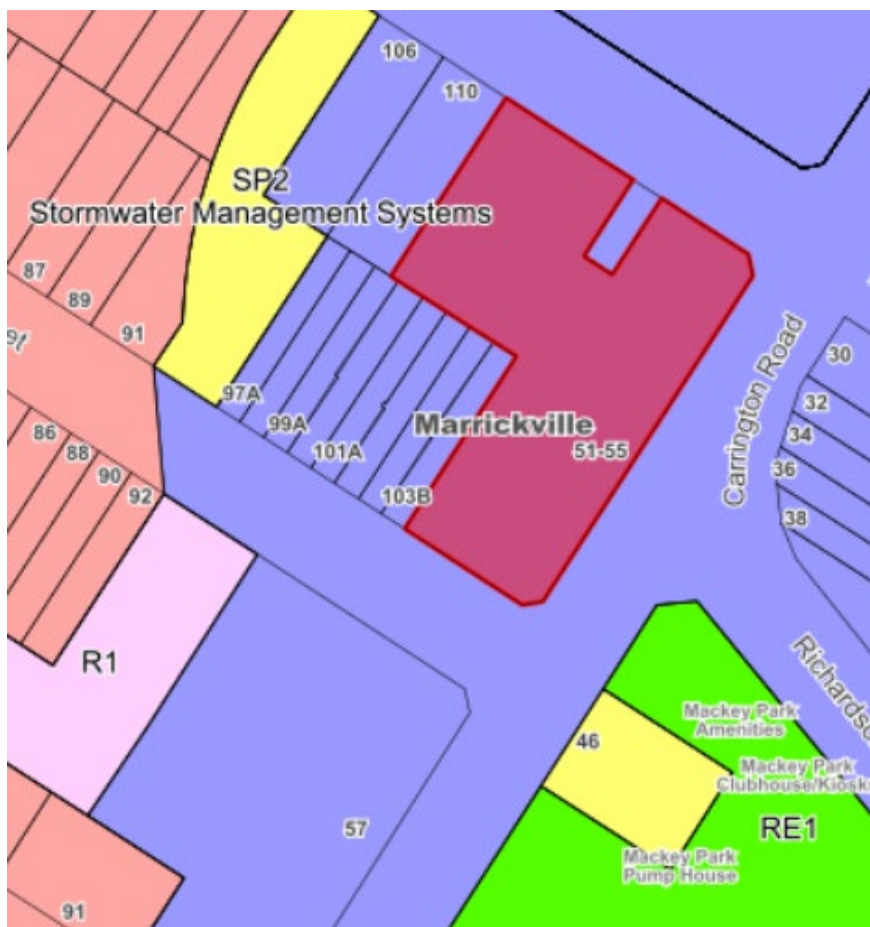


Figure 1: Zoning map indicating location within the E4 – General Industrial zone

4. Background

4(a) Site history

The following application outlines the relevant development history of the subject site and any relevant applications on surrounding properties.

Subject Site

Application	Proposal	Decision & Date
DA201100145.01	Modification to DA201100145 to delete all external approved works, including additions to building, parking redesign, hydraulic works, landscaping, footpath and street works, use existing roof, convert construction of mezzanine floor to timber framed construction and provide new laboratory area on the ground floor	Approved 14/10/2013
DA201100145	Demolition of part of the premises and ground and first floor alterations and additions to a factory to continue the use of the premises for the blending, packaging and warehousing of food supplements with associated offices and research laboratory	Approved 07/07/2011
DA200900482	Change of use and associated works to the premises for blending, packaging and warehousing of food supplements and to erect associated signage	Approved 10/03/2010
PDA200900033	Change of use and associated works to the premises as an industrial/protective coating business, including the installation of a sand blasting chamber and airless blast chamber and four full enclosed spray booths for the painting of structural steel and other protective coating jobs	Letter Issued 15/05/2009
DA200000297	Modification to Development Application No. 523/89 to change hours of operation to Mondays to Fridays 7:00am to 7:00pm, and Saturdays 7:00am to 2:00pm	Approved 21/09/2000
Development Application No. 523/89	Change of use and associated works to the premises for the importing and wholesale distribution of needlecraft, yarns, threads and accessories and assembly of needlecraft kits	Approved 17/10/1989

Surrounding properties

Not applicable

4(b) Application history

Not applicable

5. Assessment

The following is a summary of the assessment of the application in accordance with Section 4.15 of the *Environmental Planning and Assessment Act 1979 (EPA Act 1979)*.

5(a) Environmental Planning Instruments

The application has been assessed against the relevant Environmental Planning Instruments listed below:

- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Industry and Employment) 2021*

The following provides further discussion of the relevant issues:

5(a)(i) ***State Environmental Planning Policy (Resilience and Hazards) 2021***

Chapter 4 Remediation of land

Section 4.16 (1) of the SEPP requires the consent authority not consent to the carrying out of any development on land unless:

*“(a) it has considered whether the land is contaminated, and
(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and
(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.”*

In considering the above, there is no evidence of contamination on the site.

There is also no indication of uses listed in Table 1 of the contaminated land planning guidelines within Council's records. The land will be suitable for the proposed use as there is no indication of contamination.

The subject application proposes a change of use to a vehicle sales and hire premises and a vehicle repair station with associated fit-out and signage only. As such, no ground works or works involving category 1 remediation under *SEPP (Resilience and Hazards) 2021* are proposed at the site.

5(a)(ii) ***State Environmental Planning Policy (Industry and Employment) 2021***

Chapter 3 Advertising and Signage

The following is an assessment of the development under the relevant controls contained in the SEPP.

The application seeks consent for the following signage:

Location	Sign Type	Lettering	Dimension
North-east elevation	Illuminated pylon sign (x1)	“HINO – Adtrans Hino”	1700mm x 6000mm x 410mm
	Illuminated fascia sign (x2)	“HINO”	4000mm x 1000mm
	Non-illuminated fascia sign (x1)	“Adtrans Hino”	4000mm x 1000mm
	Non-illuminated fascia sign (x1)	“Service”	4000mm x 1000mm
South-east elevation	Illuminated fascia sign (x1)	“HINO”	4000mm x 1000mm
	Non-illuminated fascia sign (x1)	“Adtrans Hino”	4000mm x 1000mm

The proposed development is consistent with objectives set out in Section 3 (1) (a) and the assessment criteria specified in Schedule 5 as follows:

Criteria	Assessment
Character of the area	<ul style="list-style-type: none"> The proposed signage is compatible with the desired future character for an industrial, warehouse, and logistics area.
Special areas	<ul style="list-style-type: none"> The proposed fascia signage does not detract from the amenity or visual quality of any open space areas including Mackey Park, the Cooks River foreshore and waterway, or residential areas. The location of the proposed pylon sign on the north-east elevation will face adjacent warehouses where it will have minimal visual impact on surrounding special areas.
Views and vistas	<ul style="list-style-type: none"> The proposed signage does not obscure or compromise important views. The proposed signage does not dominate the skyline.
Streetscape, setting or landscape	<ul style="list-style-type: none"> The scale, proportion, and form of the proposed signage is appropriate to the predominantly industrial character of the streetscape and locality. No signage is proposed to be located on the Cary Street frontage to minimise any adverse visual impact on the residential character of the streetscape.

	<ul style="list-style-type: none"> • The proposed signage is of a simple design and will not contribute to visual clutter. • The proposed pylon sign will not protrude above existing buildings, structures, or tree canopies. • The signage will not impact vegetation.
Site and building	<ul style="list-style-type: none"> • The scale, proportion, and form of the signage is appropriate to the large industrial warehouse building on which the signage is to be located. • The signage respects important features of the building.
Associated devices and logos with advertisements and advertising structures	<ul style="list-style-type: none"> • All elements of the signage have been well integrated into the structure which displays the signage.
Illumination	<ul style="list-style-type: none"> • The subject application proposes the operation of illuminated signage between 7:00am and 12:00am midnight. • The proposed illuminated signage on the southeast elevation and the illuminated pylon sign located at the eastern corner of the site will face adjacent residential properties on Carrington Road. As such, to minimise any adverse impacts on residential amenity caused by the potential light spill, the proposed signage shall be subject to a curfew limiting its operation to between 7:00am and 9:00pm.
Safety	<ul style="list-style-type: none"> • The signage (including proposed illumination) will not reduce the safety of any public road, pedestrians, or bicyclists, and will not obscure sightlines from public areas.

The site is not located in a prohibited area listed within Section 3.8 (1). The proposal is considered acceptable noting the matters for consideration contained within Section 3.11 of the SEPP.

5(a)(iii) Inner West Local Environmental Plan 2022 (IWLEP 2022)

The application was assessed against the following relevant sections of the *Inner West Local Environmental Plan 2022*:

- Section 1.2 - Aims of Plan
- Section 2.3 - Land Use Table and Zone Objectives
- Section 2.7 – Demolition requires development consent
- Section 4.3 – Height of buildings
- Section 4.4 – Floor space ratio
- Section 4.5 – Calculation of floor space ratio and site area
- Section 4.6 – Exceptions to development standards
- Section 5.21 – Flood planning

- Section 6.1 – Acid sulfate soils
- Section 6.3 – Stormwater management
- Section 6.8 – Development in areas subject to aircraft noise

Section 2.3 Land Use Table and Zone Objectives

The site is zoned E4 - General Industrial under the IWLEP 2022.

The proposal seeks consent for a change of use to a *vehicle sales and hire premises* and *vehicle repair station* to the existing building, and the installation of business identification signage.

The IWLEP 2022 defines the proposed development as follows:

Vehicle repair station means a building or place used for the purpose of carrying out repairs to, or the selling and fitting of accessories to, vehicles or agricultural machinery, but does not include a vehicle body repair workshop or vehicle sales or hire premises.

Vehicle sales or hire premises means a building or place used for the display, sale or hire of motor vehicles, caravans, boats, trailers, agricultural machinery and the like, whether or not accessories are sold or displayed there.

Prior to 25 April 2023, i.e. the commencement of employment zones, the subject site was zoned IN2- Light Industrial. As of 26 April 2023, the IWLEP 2022 was amended, this resulted in the site being zoned E4 – General Industrial. As the provisions are transitional rather than savings provisions, the employment zones would come into effect immediately and supersede the previous commercial and industrial zones under the IWLEP 2022.

As a result, the following is noted:

A *vehicle repair station* is permitted with consent having regard to the zoning of the land.

A *vehicle sales or hire premises* is a type of *retail premises* which are a type of *commercial premises*, is prohibited within the land use table. The IWLEP 2022 defines the development as the following:

Under the *Standard Instrument (Local Environmental Plans) Order 2006*, a two-year transitional arrangement is included to continue land use permissibility where the transition to employment zones alters land use permissibility. Until 26 April 2025, a land use that is permissible with consent under a former zone (in this instance, the IN2: Light Industrial zone) that will not be permissible under the translated zone will continue to be permissible through the transitional provision. As a *vehicle sales or hire premises* are permissible within the IN2 zone under the IWLEP 2022 prior to the transition to the E4 zone, the commencement of employment zones under the *Standard Instrument (Local Environmental Plans) Order 2006* facilitates the permissibility of the use on the site.

Given the above, the *vehicle sales or hire premises* is permitted with consent.

Section 4 - Principal Development Standards

The following table provides an assessment of the application against the development standards:

Standard	Proposal	Non-compliance	Complies
Height of Buildings Not specified	7.26m	N/A	Yes
Floor Space Ratio Maximum permissible 0.95:1 or 3547.3sqm	0.69:1 or 2570.85sqm	N/A	Yes

5(d) Development Control Plans

The application has been assessed and the following provides a summary of the relevant provisions of Marrickville Development Control Plan 2011.

MDCP 2011 Part of MDCP 2011	Compliance
Part 2.1 – Urban Design	Yes
Part 2.3 – Site and Context Analysis	Yes
Part 2.5 – Equity of Access and Mobility	Yes – see discussion
Part 2.6 – Acoustic and Visual Privacy	Yes – see discussion
Part 2.9 – Community Safety	Yes
Part 2.10 – Parking	Yes – see discussion
Part 2.12 – Signs and Advertising	Yes – see discussion
Part 2.16 – Energy Efficiency	Yes
Part 2.21 – Site Facilities and Waste Management	Yes – see discussion
Part 2.22 – Flood Management	Yes – see discussion
Part 2.23 – Acid Sulfate Soils	Yes
Part 2.24 – Contaminated Land	Yes
Part 2.25 – Stormwater Management	Yes
Part 6 – Industrial Development	Yes – see discussion.
Part 9 – Strategic Context	Yes – see discussion

The following provides discussion of the relevant issues:

Part 2.5 – Equity of Access and Mobility

The subject application proposes the change of use of an existing building with minimal building works only, and as such, will retain the existing accessibility arrangements and features of the site. In accordance with the minimum access requirements for commercial and industrial development listed in Table 1 of Control C11 of the Part, the proposed development is required to demonstrate the following:

- *Appropriate access to and within all areas normally used by the occupants, designed in accordance with the BCA and relevant Australian Standards.*
- *General access for all persons to appropriate sanitary facilities and other common facilities including kitchens, lunch room, shower facilities, indoor and outdoor recreational facilities.*
- *In a car parking area containing 10 or more spaces, one accessible space, designed in accordance with relevant Australian Standards, must be provided for every 10 parking spaces or part thereof.*

A site inspection conducted on 22 August 2023 observed that appropriate access is provided through the principal entrance and to common facilities located on the ground floor. The

application proposes eight (8) car spaces for staff and visitors, and as such, is not required to provide accessible spaces. It is noted however, that a BCA Accessibility Report addressing the proposed development's compliance against the relevant Australian Standards has not been submitted with the application.

To ensure that any 'affected' parts relating to the proposed development has demonstrated satisfactory consideration of the Disability (Access to Premises — Buildings) Standards 2010 and the minimum access requirements listed in Table 1 of Control C11, the proposal will be subject to conditions requiring the submission of an Accessibility Report to be prepared by an accredited Access Consultant prior to the issue of a Construction Certificate.

In summary, subject to compliance with the condition above, the proposal is considered to satisfy the Objectives and Controls of the Part.

Part 2.6 – Acoustic and Visual Privacy

The application proposes the following hours of operation for the building at 51-55 Carrington Road:

- Monday to Friday 7:00am to 6:00pm (Service Centre and Vehicle Sales)
- Saturday 7:00am to 3:00pm (Service Centre) and 7:00am to 5:00pm (Vehicle Sales)

The proposed hours of operation are recommended to be amended to the following hours:

- Monday to Friday 7:00am to 5:00pm (Service Centre and Vehicle Sales)
- Saturday 8:00am to 1:00pm (Service Centre) and 8:00am to 5:00pm (Vehicle Sales)

In determining suitable hours of operation for the proposed vehicle repair station and vehicles sales and hire premises, the assessment has considered the approved hours for surrounding premises within the vicinity, including the following:

Vehicle repair stations and vehicle body workshops

- DA201600395 – 6 Carrington Road, Monday to Saturday, 6am to 7pm, and Sunday, 8am to 6pm
- DA201100034 – 22 Carrington Road, Monday to Saturday, 6am to 7pm, and Sunday, 8am to 6pm
- DA201500267 – 148 Renwick Street, Monday to Saturday, 7am to 6pm
- DA201500268 – 152 Renwick Street, Monday to Saturday, 7am to 6pm

Commercial and light industrial uses adjoining residential uses

- DA201800154.01 – 110 Renwick Street, Monday to Friday, 7:30am to 6:00pm, and Saturday, 8am to 4pm
- DA201500163 – 49 Carrington Road, Monday to Saturday, 6am to 8pm
- DA200800514 – 47 Carrington Road, Monday to Friday, 8am to 4pm, and Saturday, 9am to 4pm

The recommended amended hours are to maintain the existing amenity of neighbouring residences by way of noise and vibration. While the subject application's proposed hours of operation are generally consistent with other commercial/light industrial land uses within the locality, there is currently no precedent for noise generating activities associated with vehicle repair uses situated with an immediate residential interface as proposed (see Cary Street

frontage). Additionally, the proposal involves the use of an outdoor area immediately facing windows of habitable rooms of an adjoining residential dwelling, the amended hours are considered reasonable to manage acoustic amenity issues and minimise any adverse impacts on the occupiers of those residential properties.

The submitted Acoustic Report prepared by GHD and dated 22 March 2023 notes a Noise Emission Assessment was conducted in accordance with NSW Environment Protection Authority's Noise Policy for Industry and assessed against Part 2.6 and 6.2 of MDCP 2011. Based on the results provided, it is considered that the proposal is capable of meeting the relevant acoustic standards and criteria without requiring any additional soundproofing measures, such as the erection of acoustic barriers, so long as the recommendations of the report are implemented in full.

The recommendations read as follows:

Recommendations for management procedures have been provided to ensure compliance with the relevant acoustic criteria is maintained and the acoustic amenity of the nearby receivers is adequately protected.

- *The pressure washer should be selected with a maximum Sound Power Level of 95 dBA or less.*
- *During general operations, the garage roller door nearest R01 (the northern door on Cary Street) and adjacent access door to the main service warehouse should remain closed.*
- *Rattle guns should be limited to the eastern half of the main service warehouse, away from Cary Street. If the rattle gun is required to be operated in the western half of the main service warehouse then both roller doors should be closed.*
- *Where practical, noise generating equipment should be located on the eastern side of the main service warehouse*
- *Trucks parking in the outside parking bays should not be left idling or running any longer than is necessary.*

Furthermore, the Plan of Management outlines additional measures to ensure noise generating vehicle movements and their routes do not adversely impact the amenity of residential areas, which include prohibiting vehicles from turning right when exiting onto Cary Street.

In summary, operation of the premises is acceptable subject to amended operating hours, in addition to operating in accordance with the recommendations of the Acoustic Report as implemented by the Plan of Management, and standard conditions to reinforce that noise levels from the premises to meet the Protection of the Environment Operations Act 1997 and NSW Environment Protection Authority's Noise Policy for Industry and Noise Guide for Local Government. Subject to the imposition of conditions which include a slight reduction in trading hours, the proposal is considered acceptable and will comply with the Objectives and Controls of the Part.

Part 2.10 – Parking

Parking

The subject site is located in Parking Area 3 under this Part. Control C1 requires car parking to be provided at rates detailed in the following table:

Land uses	Car spaces: Parking Area 3
BUSINESS & RETAIL	
Office premises	1 per 60sqm GFA for staff & visitors, being a total of 7 spaces for 389.02sqm GFA
Vehicle sales or hire premises	1 per 200sqm of site area for customers & staff, being a total of 3 spaces for 698.29sqm
INDUSTRY & WAREHOUSE	
Vehicle repair stations	1 per 30sqm GFA, being a total of 48 spaces for 1432.52sqm GFA

The proposed development provides for a total of thirty (30) spaces, including:

- Eight (8) standard vehicle car spaces for staff and visitors;
- Twenty-two (22) spaces for the vehicle repair component, of which seven (7) are designated as work bays and fifteen (15) for parking and storage.

As a result, the following shortfall in parking is proposed:

- Two (2) standard vehicle car spaces for staff and visitors (office and vehicle sales)
- Twenty-six (26) spaces for the vehicle repair component

Notwithstanding the shortfall, the proposed parking arrangement is considered satisfactory for the following reasons:

It is considered that the rates specified for vehicle sales or hire premises and vehicle repair stations are based on data which reflects land uses associated with the sales and servicing of standard cars/vehicles, rather than the small to medium rigid vehicles (trucks) proposed by the subject application. It is also noted that the total GFA for a premises serving trucks would require a rate based on a higher GFA due to their larger size when compared to standard car vehicles.

In lieu of any published data reflecting the potential parking generation associated with the proposed land use, the Assessment of Traffic and Parking Report prepared by Traffic Impact Services and dated March 2023, has formulated parking rates based on the following assumptions:

- Visitor frequency to a rigid vehicle sales or hire premises is comparatively lower than for a standard car premises due to their specialised and commercial use
- Servicing and repair turnover rates for rigid vehicles is comparatively lower than for a standard car premises due to their mechanical complexity. Where the industry standard rate is 3 vehicles per day per work bay for standard cars, this is taken to be the worst-case scenario when applied to rigid vehicles.

In consideration of the analysis outlined above, the provision of thirty (30) spaces is deemed to be acceptable. The vehicle repair station component includes a total of twenty-two (22) spaces, of which seven (7) are designated as work bays. Therefore, fifteen (15) spaces will be available for parking, or three (3) spaces reserved for each work bay, which will be adequate where the worst-case scenario is applicable.

The assessment notes that Control C2 (xii) requires the calculated parking provision for vehicle repair stations be for staff use only and shall not include spaces used for vehicles being serviced, waiting to be serviced, or waiting to be picked up. As such, it is deemed that

the eight (8) spaces provided for staff and visitors will be adequate, given the site's accessibility to public transport services, such as Tempe railway station approximately 500m away, and bus stops at Illawarra Road approximately 800m away.

In addition to the proposed parking spaces, two (2) spaces are proposed for the purposes of new vehicle display as part of the sales or hire premises, and one (1) space is proposed as a wash bay for the vehicle repair station.

It is noted that the number of display spaces specified in Section 3.1 of the Statement of Environmental Effects differs from the spaces indicated in Sheet no. SK01, Rev. 2, prepared by Stanton Dahl Architects. Given that the spaces included in the plans are not depicted in a consistent manner, the spaces specified in the Statement of Environmental Effects shall be held as the accurate number where such a discrepancy is evident.

Given the above, a condition has been placed requiring one (1) space in the new vehicles area be deleted, as shown on Sheet no. SK01, Rev. 2.

Traffic

An assessment of the proposal's potential traffic impact on the local road network was conducted as part of the Assessment of Traffic and Parking Report prepared by Traffic Impact Services. The peak period of demand was identified as Friday between 8:30am to 9:30am, based on a Roads and Traffic Authority survey of ten (10) vehicle sales or hire premises, and research conducted by the traffic engineer of the applicant's current premises in Mascot. It is noted that the results indicate that both Fridays and Saturdays had similar peak vehicle trips, with Fridays being somewhat heavier and therefore selected for assessment.

With reference to the RMS Traffic Generation Developments Guide – 2002, the report has determined the total number of vehicles generated by the proposed development at the site as twenty-six (26) vehicle trips per hour during the main peak period of demand. The likely trip distribution during this time includes the following:

- One (1) rigid vehicle exiting onto Cary Street.
- Fourteen (14) rigid vehicles entering from Renwick Street via Carrington Road.
- Three (3) standard car vehicles exiting onto Renwick Street.
- Eight (8) standard car vehicles entering from Renwick Street.

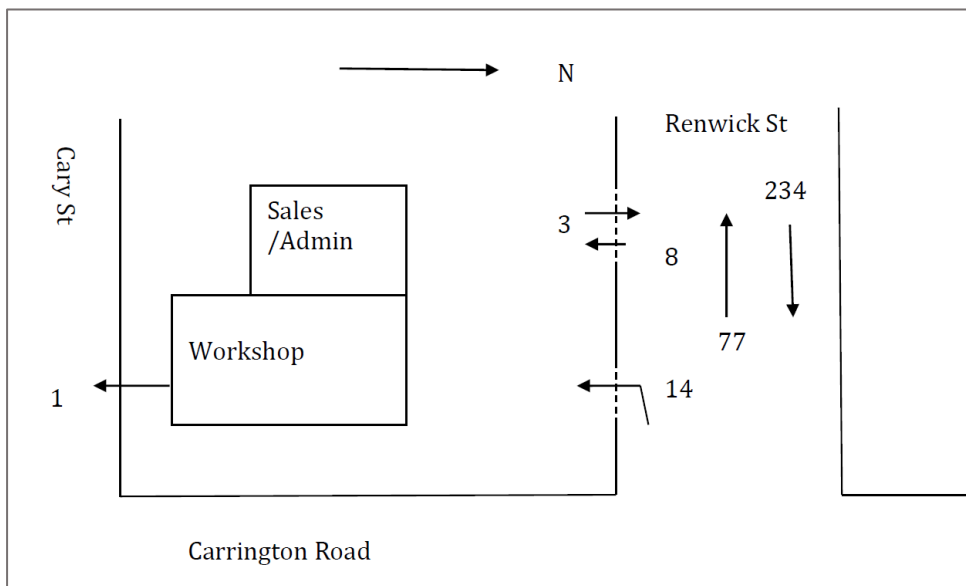


Figure 2 - Traffic Volume Trip Distribution at Renwick Street and Cary Street (8:30am - 9:30am) Source: Traffic Impact Services, March 2023

Based on this, the distribution of traffic during the peak period will be most intense where rigid vehicles are entering from Renwick Street, being one (1) vehicle every four (4) minutes. However, the potential for on-street queuing is considered minimal as the parking provided on-site will be sufficient in the worst-case scenario, being three (3) spaces reserved for each work bay. When compared to the traffic generation of the previous land use, which has been determined as 27 vehicle trips per hour within the same peak period, it is considered that the proposed use will retain a similar level of amenity within the local road network. Therefore, the proposal is considered acceptable.

Access and Safety

Three (3) existing driveways are proposed to provide access to the site. Separate access will be provided for standard car vehicles and rigid vehicles, with new vehicles driven to the site for delivery rather than by car carrier. The use of the existing driveways will pose a minimal risk to public safety, as no obstructions to sight lines have been observed which may prevent drivers from viewing pedestrians on the frontage and footpath, or traffic from nearby intersections. Additionally, entry to the site will be restricted to Renwick Street, away from the residential road frontage and an adjacent childcare centre.

While no new driveways are proposed for the site, the location of the existing driveways are considered consistent with the design principles specified under Control C11 and appropriate for the proposed land use. Any potential obstructions to the local road network by on-street queuing or reversing movements will be minimal, subject to conditions imposing the vehicular access arrangements of the Plan of Management, which will regulate vehicular flow in a clockwise direction by utilising separate driveways for ingress and egress. The proposal will also be subject to conditions requiring the removal and replacement of the redundant vehicular crossing at Renwick Street with kerb and gutter, which shall return one (1) on-street parking space for public use.

The application was referred to Council’s Development Engineer who reviewed the proposal and concurs that the site is suitable for the proposed use.

In summary, subject to conditions and the referencing of the Plan of Management in any consent granted, the proposal is considered acceptable as it will comply with the Objectives and Controls of the Part.

Part 2.12 – Signs and Advertising

The subject application proposes a total of seven (7) business identification signs, including three (3) illuminated fascia signs, three (3) non-illuminated fascia signs, and one (1) illuminated pylon sign.

More than one fascia sign is proposed on the northeast and southeast elevations of the existing warehouse with a maximum area exceeding 10sqm. However, the proposal is considered acceptable when considering the extent of signage proposed in comparison to the overall bulk and scale of the building and will not result in visual clutter or detract from the architectural features of the building and locality. While illuminated signage is proposed to be located within view of residential dwellings located on adjacent land, the signage will be subject to conditions restricting its operation between 7:00am to 9:00pm only. It is also noted that while the proposed freestanding pylon sign will exceed the maximum permissible signage area by a minor amount (0.3sqm), the sign is considered to be of an acceptable size when compared to the bulk and scale of buildings in the surrounding streetscape, is compatible with the architecture of the host building, and appropriate for the automotive related uses proposed for the site.

In summary, the proposal is considered acceptable as it will comply with the Objectives and Controls of the Part.

Part 2.22 – Flood Management

A Flood Risk Management Report, prepared by Sparks and Partners Consulting Engineers and dated 27 March 2023 has been submitted with the application. The recommended measures of the report have been referred to Council's Development Engineer who considers them adequate and shall be implemented in the conditions and the referencing of the Plan of Management in any consent granted. As the proposal involves a change of use only with minor associated works, the floor levels of the existing building and car park areas are not required to be raised above the Flood Planning Level (FPL) for the site. As such, no hazardous materials shall be stored at any time below the FPL, and refuge-in-place and evacuation procedures shall be implemented in accordance with the report and Plan of Management.

In summary, the proposal is considered acceptable as it will comply with the Objectives and Controls of the Part.

Part 6 – Industrial Development

Site Layout

The subject application proposes no structural alterations or additions to the configuration of the existing warehouse and site. To address the constraints and opportunities of its industrial/residential interface, the proposal incorporates a designated buffer zone encompassing part of the internal servicing area adjoining the neighbouring residential property at 103B Cary Street. As per the recommendations of the Acoustic Report which shall be implemented by the Plan of Management, the area shown in red will prohibit the use of noise generating equipment including rattle guns within the zone when the door is open, whilst the northernmost roller door closest to the adjoining dwellings will remain permanently closed. The area will permit passive uses only, including the washing and parking of vehicles, with pressure washers limited to a maximum of 95 dBA or less. The use of rattle guns will be

restricted to the easternmost area wholly confined within the building, away from residential properties.

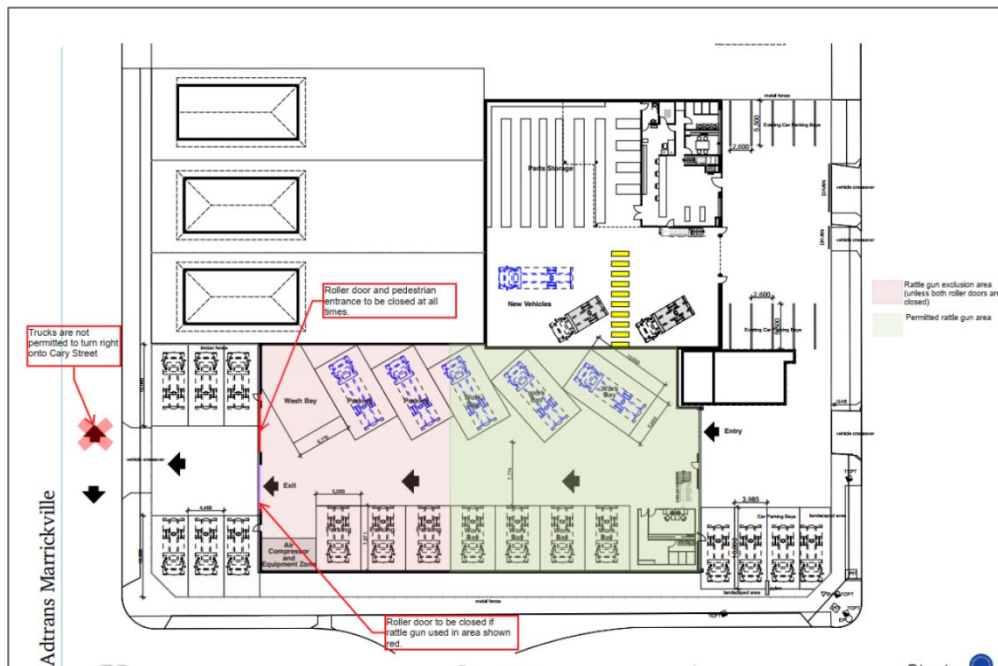


Figure 3 - Buffer zone. Noise protection measures Source: Stanton Dahl Architects, April 2023

Based on the results of the Acoustic Report prepared by GHD and dated 22 March 2023, it is considered that the proposal is capable of meeting the relevant acoustic standards and criteria without requiring any additional soundproofing measures, such as the erection of acoustic barriers, so long as the recommendations of the report are implemented in full. While a schedule of vehicle movements has not been submitted with the application, the Plan of Management will prohibit vehicles from turning right when exiting onto Cary Street to protect the amenity of residential areas, which shall be imposed as a condition in any consent granted. Furthermore, as part of the same condition, signage instructing compliance with the vehicle movements specified above is to be placed within the site, and a condition to this effect has been included in the recommendation.

The proposal will be subject to conditions requiring all vehicles to stand, be stored, or parked wholly within the site, with no vehicles to be left idling if in an uncovered area. Additionally, all visitor access to the site will be restricted to the Renwick Street entrance, away from the residential road frontage. Having considered the width of the road reserve and the amenity of surrounding residential uses, the proposal is subject to conditions and the vehicular access arrangements of the Plan of Management, which will regulate entry and exit from the site in a forward direction with one-way circulation, minimising any disruptions to the flow of on-street traffic.

Therefore, the proposal, subject to recommended conditions, is deemed acceptable as it will minimise any adverse environmental effects on surrounding land uses through the previously mentioned measures.

Building Design and Appearance

The face brickwork of the eastern building is proposed to be painted grey. While Control C25 of the Part requires that any wall abutting residential development to remain unpainted, it is

noted that the existing building was previously painted in a pale grey-white. The proposed works are considered to have minimal impact as it is located at the end of a residential street, surrounded by an established industrial area. It is noted that the total site area comprising of face brickwork on the residential Cary Street frontage is minimal, with the Carrington Road and Renwick Street frontage primarily facing adjacent industrial development. As such, the proposed works is considered compatible with existing development and the desired future character of the area.

In summary, subject to conditions and the referencing of the Acoustic Report and Plan of Management in any consent granted, the proposal is considered acceptable as it will comply with the Objectives and Controls of the Part.

Part 9 – Strategic Context

Precinct 44 – Carrington Road

The precinct is largely industrial in nature, particularly along Carrington Road and roads perpendicular to Carrington Road from its western side. Industrial buildings become interspersed with residential buildings in areas within this precinct located between Carrington Road and Illawarra Road.

The proposed development is considered consistent with the desired future character of the area and has been designed to facilitate efficient parking and access for vehicles that will minimise impacts to streetscape appearance, commercial viability, pedestrian safety, and residential amenity.

5(e) The Likely Impacts

The assessment of the Development Application demonstrates that, subject to the recommended conditions, the proposal will have minimal impact in the locality.

5(f) The suitability of the site for the development

Provided that any adverse effects on adjoining properties are minimised, this site is considered suitable to accommodate the proposed development, and this has been demonstrated in the assessment of the application.

5(g) Any submissions

The application was notified in accordance with the Community Engagement Framework for a period of 14 days to surrounding properties and 14 submissions objecting to the proposal were received in response to the notification.

The following issues raised in submissions have been discussed in this report:

- Traffic generation and safety;
- On-site parking shortfall;
- Noise impacts; and,
- Streetscape character

In addition to the above issues, the submissions raised the following concerns which are discussed under the respective headings below:

Issue: Local road network

Comment: Concerns have been raised regarding the potential adverse impacts on the local road network, particularly to intersections at Cary Street, Carrington Road, Richardson's Crescent, and Renwick Street. The submissions describe the existing intensity of traffic as high, involving frequent unsafe and aggressive driving by motorists, poor visibility at intersections, and a lack of traffic calming measures to ensure pedestrian safety.

While the Traffic report prepared by Traffic Impact Services has noted the distribution of traffic will be highest where trucks are entering the site from Renwick Street via Carrington Road (Figure 2), this route has been deemed to be the best option within the existing road network in the Traffic Report provided. The width of the road reserve will also provide sufficient capacity and visibility for the proposed vehicles to turn without any reverse manoeuvring and is consistent with the existing use of the road network by surrounding industrial uses which include warehousing and distribution. As such, any additional risks to pedestrian safety as a result of the proposal is considered minimal.

Issue: Land use conflicts

Comment: Concerns have been raised regarding the potential conflict between the proposed development and surrounding land uses. The submissions describe a high level of pedestrian foot traffic associated with children walking to the adjacent childcare centre and local schools, commuters walking to Tempe railway station, patrons of soccer games at Mackey Park, and visitors to the Cooks River parklands. It has also been indicated that a substantial amount of this foot traffic is primarily concentrated at two locations: Cary Street alongside Carrington Road in the morning, where trucks are proposed to exit; and at Renwick Street alongside Carrington Road in the evening, where trucks are proposed to enter the site.

However, any potential conflicts between pedestrian activity and the proposed use are considered minimal. As previously noted, the Traffic Report prepared by Traffic Impact Services has assessed the likely trip distribution during the peak period (Friday, 8:30am to 9:30am) to be lightest at the Cary Street exit, with only one (1) trip recorded. Likewise, amended hours of operation have been recommended to cease activities at 5:00pm, to minimise any conflicts with traffic generated by patrons attending Mackey Park at that time. Given the above, it is deemed adequate consideration has been demonstrated ensuring minimal adverse impacts to existing surrounding uses.

Issue: Vehicle repair station traffic generation

Comment: Concern has been raised regarding the number of trips the vehicle repair station component is likely to generate, given the substantial increase in parking proposed compared to the previous land use. As noted, the parking provided will ensure sufficient capacity in the worst-case scenario, being three (3) vehicles accessing the site per day per work bay, or twenty-one (21) vehicles overall for the seven (7) work bays proposed. As the turnover rate for a repair station servicing trucks is expected to be lower than a standard car premises, the number of spaces proposed is considered not indicative.

Issue: On-street parking

Comment: Concerns have been raised regarding the potential adverse impacts to on-street parking. The submissions indicate that there is limited parking available on the street due to the high concentration of employment uses in the area, including business parks, taxi depots, and vehicle repair stations. Given this, the proposal will be subject to conditions requiring the removal and replacement of the redundant vehicular crossing at Renwick Street with kerb and gutter, which shall return one on-street parking space for public use. The proposal will also be

subject to conditions requiring all vehicles associated with the use of the premises to be wholly contained within the site. As such, it is considered that the eight (8) spaces provided for staff and visitors will be adequate, given the site's accessibility to high-frequency public transport services, such as Tempe railway station approximately 500m away, and bus stops at Illawarra Road approximately 800m away.

Issue: Noise mitigation measures

Comment: Concerns have been raised regarding the effectiveness of the noise mitigation measures proposed. This includes the implementation of a buffer zone along the areas abutting the adjoining residential dwelling at 103B Cary Street, which only prohibits the use of noise generating equipment in the zone when the roller door of the eastern building is open. The submissions express a preference for all noise generating equipment (including rattle guns, pressure washers, and air compressors) to be restricted to the easternmost section of the building, irrespective of the doors being open or closed. However, based on the results of the Noise Emission Assessment conducted by GHD, it is considered that the proposal will satisfy the relevant acoustic standards and criteria without requiring any additional measures, so long as the recommendations previously noted are adopted in full. Additionally, the duration of time in which the roller doors are to remain closed is likely to be considerable, given the slower turnover rate for the servicing of trucks.

Issue: Compliance

Comment: Concerns have been raised regarding how compliance with the recommended noise mitigation and traffic measures will be enforced and monitored. Given this, to ensure that any issues raised regarding non-compliance have been appropriately addressed, the proposal will be subject to conditions to implement a complaint's management register in accordance with Section 8.0 of the Plan of Management prepared by Creative Planning Solutions.

Issue: Waste collection operations

Comment: Concerns have been raised regarding potential adverse noise impacts caused by waste collection at the site. The proposal is considered acceptable, subject to standard conditions restricting the collection of waste and recycling between 7:00am and 8:00pm weekdays and 9:00am and 5:00pm weekends and public holidays, to avoid noise disruption on the surrounding area.

Issue: Development on land for creative purposes

Comment: Concern has been raised that the proposed use for the subject site should be reserved for creative purposes. It is noted that the site is located in the E4 General Industrial Zone and is on land identified as "Area 19" on the Key Sites Map. As a result, Section 6.21 of the IWLEP 2022 requires development consent must not be granted to business premises or office premises on land identified as "Area 19" unless the consent authority is satisfied that the development will be used for creative purposes. While the application includes a proposal for an office area that will not be used for a creative purpose, it is considered that the area is incidental to the proposed industrial use. Given this, the proposal is not subject to the provisions of the section and is considered an appropriate use for the site and is permissible having regard to the zoning provisions applicable to the land.

5(h) The Public Interest

The public interest is best served by the consistent application of the requirements of the relevant Environmental Planning Instruments, and by Council ensuring that any adverse effects on the surrounding area and the environment are appropriately managed.

The proposal is not contrary to the public interest.

6 Referrals

6(a) Internal

The application was referred to the following internal sections/officers and issues raised in those referrals have been discussed in section 5 above.

Engineer

Acceptable subject to conditions

Environmental Health

Acceptable subject to conditions

Waste Management

Acceptable subject to conditions

Building Certification

No objection

7. Section 7.11 Contributions/7.12 Levy

Section 7.11 contributions are not payable as the proposal is considered not to be an intensification of use, given there is no increase in the existing GFA and a minor increase in the total number of workers from 18 to 21 persons. Section 7.12 levies are not payable for the proposal as the proposed cost of works is under \$200,000.

8. Conclusion

The proposal generally complies with the aims, objectives and design parameters contained in *Inner West Local Environmental Plan 2022* and *Marrickville Development Control Plan 2011*.

The development subject to the imposition of appropriate conditions will not result in any significant impacts on the amenity of the adjoining premises/properties and the streetscape and is considered to be in the public interest.

The application is considered suitable for approval subject to the imposition of appropriate conditions.

9. Recommendation

- A. That the Inner West Local Planning Panel exercising the functions of the Council as the consent authority, pursuant to s4.16 of the *Environmental Planning and Assessment Act 1979*, grant consent to Development Application No. DA/2023/0393 for change of use including fitout for a vehicle sales and hire premises and a vehicle repair station and installation of signage at 51-55 Carrington Road, Marrickville subject to the conditions listed in Attachment A.

Attachment A – Recommended conditions of consent

CONDITIONS OF CONSENT

DOCUMENTS RELATED TO THE CONSENT

1. Documents related to the consent

The development must be carried out in accordance with plans and documents listed below:

Plan, Revision and Issue No.	Plan Name	Date Issued	Prepared by
SK01, Rev. 2	Site Plan	18/05/2023	Stanton Dahl Architects
SK02, Rev. 2	Level 1 Floor Plan	18/05/2023	Stanton Dahl Architects
SK03, Rev. 2	Level 2 Floor Plan	18/05/2023	Stanton Dahl Architects
SK04, Rev. 1	Floor Plan	18/05/2023	Stanton Dahl Architects
SK09, Rev. 1	Elevation	18/05/2023	Stanton Dahl Architects
SK10, Rev. 1	Elevation & Sections	18/05/2023	Stanton Dahl Architects
2, Rev. C	Site Plan	4/04/2023	Sign Manager
4, Rev. C	Proposed Elevations	4/04/2023	Sign Manager
5, Rev. C	Pylon Sign Detail	4/04/2023	Sign Manager
6, Rev. C	Fascia Sign Detail 1	4/04/2023	Sign Manager
7, Rev. C	Fascia Sign Detail 2	4/04/2023	Sign Manager
	Plan of Management	April 2023	Creative Planning Solutions
12603513	Acoustic Report	22 March 2023	GHD
	Assessment of Traffic and Parking	March 2023	Traffic Impact Services
23020_C_RPT FRM	Flood Risk Management Report	27 March 2023	Sparks & Partners Consulting Engineers
	Fitout and Operational Waste Management Plan	May 2023	Creative Planning Solutions

As amended by the conditions of consent.

DESIGN CHANGE

2. Design Change

Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with amended plans demonstrating the following:

- a. The third space (shown in blue) in the new vehicles area, shown on Sheet no. SK01, Rev. 2, prepared by Stanton Dahl Architects and dated 18 May 2023, must be deleted.

FEES

3. Security Deposit - Custom

Prior to the commencement of demolition works or prior to the issue of a Construction Certificate, the Certifying Authority must be provided with written evidence that a security deposit and inspection fee has been paid to Council to cover the cost of making good any damage caused to any Council property or the physical environment as a consequence of carrying out the works and as surety for the proper completion of any road, footpath and drainage works required by this consent.

Security Deposit:	\$11,600.00
Inspection Fee:	\$350.00

Payment will be accepted in the form of cash, bank cheque, EFTPOS/credit card (to a maximum of \$10,000) or bank guarantee. Bank Guarantees must not have an expiry date.

The inspection fee is required for the Council to determine the condition of the adjacent road reserve and footpath prior to and on completion of the works being carried out.

Should any of Council's property and/or the physical environment sustain damage during the course of the demolition or construction works, or if the works put Council's assets or the environment at risk, or if any road, footpath or drainage works required by this consent are not completed satisfactorily, Council may carry out any works necessary to repair the damage, remove the risk or complete the works. Council may utilise part or all of the security deposit to restore any damages, and Council may recover, in any court of competent jurisdiction, any costs to Council for such restorations.

A request for release of the security may be made to the Council after all construction work has been completed and a final Occupation Certificate issued.

The amount nominated is only current for the financial year in which the initial consent was issued and is revised each financial year. The amount payable must be consistent with Council's Fees and Charges in force at the date of payment.

GENERAL CONDITIONS

4. Signage Lighting

Signage lighting must be in accordance with the Department of Planning and Environment's Transport Corridor Outdoor Advertising and Signage Guidelines, dated November 2017.

5. Noise – Consultant's Recommendations

The recommendations contained in the acoustic report prepared by GHD, reference 12603513 dated 23 March 2023 must be implemented. The following shall also be implemented:

- a. The pressure washer shall be selected with a maximum Sound Power Level of 95 dBA or less.
- b. During general operations, the garage roller door nearest R01 (the northern door on Cary Street) and adjacent access door to the main service warehouse shall remain closed.
- c. Rattle guns shall be limited to the eastern half of the main service warehouse, away from Cary Street. If the rattle gun is required to be operated in the western half of the main service warehouse then both roller doors shall be closed.
- d. noise generating equipment shall be located on the eastern side of the main service warehouse
- e. trucks parking in the outside parking bays shall not be left idling.

6. Works Outside the Property Boundary

This development consent does not authorise works outside the property boundaries on adjoining lands.

7. Car Parking

The development must provide and maintain within the site:

- a. 8 standard vehicle car parking spaces for staff and visitors;
- b. 2 small to medium rigid vehicle storage spaces for showroom display;
- c. 7 work bays;
- d. 15 small to medium rigid vehicle parking spaces; and
- e. 1 Carwash bay

8. Waste Management Plan

Prior to the commencement of any works (including any demolition works), the Certifying Authority is required to be provided with a Recycling and Waste Management Plan (RVMP) in accordance with the relevant Development Control Plan.

9. Standard Street Tree Protection

Prior to the commencement of any work, the Certifying Authority must be provided with details of the methods of protection of all street trees adjacent to the site during demolition and construction.

PRIOR TO ANY DEMOLITION**10. Hoardings**

The person acting on this consent must ensure the site is secured with temporary fencing prior to any works commencing.

If the work involves the erection or demolition of a building and is likely to cause pedestrian or vehicular traffic on public roads or Council controlled lands to be obstructed or rendered inconvenient, or building involves the enclosure of public property, a hoarding or fence must be erected between the work site and the public property. An awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling onto public property.

Separate approval is required from the Council under the *Roads Act 1993* to erect a hoarding or temporary fence or awning on public property.

PRIOR TO CONSTRUCTION CERTIFICATE**11. Dilapidation Report – Pre-Development – Minor**

Prior to the issue of a Construction Certificate or any demolition, the Certifying Authority must be provided with a dilapidation report including colour photos showing the existing condition of the footpath and roadway adjacent to the site.

12. Flood Affected Site

Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with plans certified by a suitably qualified Civil Engineer that the works comply with the following specific requirements:

- a. All new electrical equipment and wiring must be waterproofed or installed at or above RL 3.15 m AHD;
- b. A structural engineer's certificate must be submitted stating that the proposed building has been designed to withstand the forces of flood water, debris and buoyancy up to the 1 in 100-year flood level;
- c. The existing ground levels throughout the site must be maintained so as not to alter the existing overland flow path. Details of all obstructions or changes in level within the overland flow paths must be detailed on the plan; and
- d. All fencing within the overland flow path must be of an open type so as to allow for the free flow of water throughout the site so as to maintain existing flows.

13. Flood Risk Management Plan

Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with a Flood Risk Management Plan prepared and certified by a suitably qualified Civil Engineer who holds current Chartered Engineer qualifications with the Institution of Engineers Australia (CPEng) or current Registered Professional Engineer qualifications with Professionals Australia (RPEng). The Plan must be prepared/amended to make provision for the following:

- a. The plan must be generally in accordance with the recommendations of the Flood Risk Management Report prepared by Spark + Partners Consulting Engineers and dated 27 March 2023;
- b. Recommendations on all precautions to minimise risk to personal safety of occupants and the risk of property damage for the total development. Such recommendations must be consistent with the approved development. The flood impacts on the site must be assessed for the 100-year ARI and Probable Maximum Flood (PMF) storm events. The precautions must include but not be limited to the following:
 - i. Types of materials to be used to ensure the structural integrity of the building to immersion and impact of velocity and debris;

- ii. Waterproofing methods, including electrical equipment, wiring, fuel lines or any other service pipes or connections;
 - iii. Flood warning signs/depth indicators for areas that may be inundated;
 - iv. A flood evacuation strategy; and
 - v. On-site response plan to minimise flood damage, demonstrating that adequate storage areas are available for hazardous materials and valuable goods above the flood level.
- c. All works must be designed to comply with the Standard for Construction of Buildings in Flood Hazard Areas in accordance with Section 3.10.3 of the Building Code of Australia. Note that some terms defined in this standard have equivalent meaning to terms used in Council's Development Control Plan as listed below:
- i. Building Code of Australia;
 - ii. Defined flood level (DFL) 100-year Average Recurrence Interval flood level;
 - iii. Defined flood event (DFE) 100-year Average Recurrence Interval flood; and
 - iv. Flood hazard level (FHL) Flood Planning Level (FPL).

14. Light Spill

Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with details demonstrating that any lighting of the premises complies with Australian Standard AS4282:2019: Control of Obtrusive Effects of Outdoor Lighting.

15. Car Wash Bay – Design

Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with certification confirming that all wastewater generated from the car wash bay will be discharged to the sewerage systems in accordance with the requirements of Sydney Water.

16. Sydney Water – Tap In

Prior to the issue of a Construction Certificate, the Certifying Authority is required to ensure approval has been granted through Sydney Water's online 'Tap In' program to determine whether the development will affect Sydney Water's sewer and water mains, stormwater drains and/or easements, and if further requirements need to be met.

Note: Please refer to the web site <http://www.sydneywater.com.au/tapin/index.htm> for details on the process or telephone 13 20 92

17. Plan of Management - Hours of Operation

Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with an amended Plan of Management demonstrating the following:
The hours of operation specified in the Plan of Management prepared by Creative Planning Solutions and dated April 2023, must be amended to the following:

Day of week	Service Centre	Vehicle Sales
Monday	7:00am to 5:00pm	7:00am to 5:00pm
Tuesday	7:00am to 5:00pm	7:00am to 5:00pm
Wednesday	7:00am to 5:00pm	7:00am to 5:00pm
Thursday	7:00am to 5:00pm	7:00am to 5:00pm
Friday	7:00am to 5:00pm	7:00am to 5:00pm
Saturday	8:00am to 1:00pm	8:00am to 5:00pm
Sunday/Public Holiday	Closed	Closed

18. Accessibility Report

Prior to the issue of a Construction Certificate, the Certifying Authority is to be provided with an Accessibility Report prepared by an accredited Access Consultant addressing the requirements of the Disability (Access to Premises - Buildings) Standards 2010.

DURING DEMOLITION AND CONSTRUCTION

19. Documentation of Demolition and Construction Waste

All waste dockets from the recycling and/or disposal of any demolition and construction waste generated from the works must be retained on site.

20. Construction Hours – Class 2-9

Unless otherwise approved by Council, excavation, demolition, construction or subdivision work must only be permitted during the following hours:

- a. 7:00am to 6:00pm, Mondays to Fridays, inclusive (with demolition works finishing at 5pm);
- b. 8:00am to 1:00pm on Saturdays with no demolition works occurring during this time; and
- c. at no time on Sundays or public holidays.

Works may be undertaken outside these hours where they do not create any nuisance to neighbouring properties in terms of dust, noise, vibration etc. and do not entail the use of power tools, hammers etc. This may include but is not limited to painting.

In the case that a standing plant or special out of hours permit is obtained from Council for works in association with this development, the works which are the subject of the permit may be carried out outside these hours.

This condition does not apply in the event of a direction from police or other relevant authority for safety reasons, to prevent risk to life or environmental harm.

Activities generating noise levels greater than 75dB(A) such as rock breaking, rock hammering, sheet piling and pile driving must be limited to:

- a. 8:00am to 12:00pm, Monday to Saturday; and
- b. 2:00pm to 5:00pm Monday to Friday.

The person acting on this consent must not undertake such activities for more than three continuous hours and must provide a minimum of one 2 hour respite period between any two periods of such works.

“Continuous” means any period during which there is less than an uninterrupted 60 minute respite period between temporarily halting and recommencing any of that intrusively noisy work.

PRIOR TO OCCUPATION CERTIFICATE

21. No Encroachments

Prior to the issue of an Occupation Certificate, the Principal Certifier must ensure that any encroachments on to Council road or footpath resulting from the building works have been removed, including opening doors, gates and garage doors with the exception of any awnings or balconies approved by Council.

22. Flood Risk Management Plan - Certification

Prior to the issue of an Occupation Certificate, the Principal Certifier must be provided with Certification by a qualified practising Civil Engineer that all aspects of the flood risk management plan have been implemented in accordance with the approved design, conditions of this consent and relevant Australian Standards.

23. Public Domain Works

Prior to the issue of an Occupation Certificate, the Principal Certifier must be provided with written evidence from Council that the following works on the Road Reserve have been

completed in accordance with the requirements of the approval under Section 138 of the *Roads Act 1993* including:

- a. The redundant vehicular crossing to the site must be removed and replaced by kerb and gutter and footpath. Where the kerb in the vicinity of the redundant crossing is predominately stone (as determined by Council's Engineer) the replacement kerb must also be in stone; and
- b. Other works subject to the *Roads Act 1993* approval.

All works must be constructed in accordance with Council's standards and specifications and AUS-SPEC#2-"Roadworks Specifications".

24. Redundant Vehicle Crossing

Prior to the issue of an Occupation Certificate, the Principal Certifier must ensure that the redundant vehicular crossing located between the crossing servicing the substation and the crossing servicing the western building on the site along Renwick Street has been removed and replaced by kerb and gutter and footpath paving in accordance with Council's Standard crossing and footpath specifications and AUS-SPEC#2-"Roadworks Specifications". Where the kerb in the vicinity of the redundant crossing is predominantly stone the replacement kerb must also be in stone.

25. Car Wash Bay – Trade Waste Agreement

Prior to the issue of an Occupation Certificate, the Principal Certifier must be provided with a copy of the Sydney Water Trade Waste Agreement for the disposal of wastewater from the premises.

26. Smoke Alarms - Certification of upgrade to NCC requirements

Prior to the issue of any Occupation Certificate, the Principal Certifier is required to be satisfied the existing building has been upgraded to comply with the provisions of the National Construction Code (Building Code of Australia) in relation to smoke alarm systems.

ON-GOING**27. Vehicles Accessing the Site**

1. All vehicles must enter and exit the site in a forward direction, via the following routes:
 - a. All trucks must enter the site by turning left from Renwick Street.
 - b. All trucks exiting onto Cary Street must turn left towards Carrington Road.
2. Signage instructing compliance with the vehicle movements specified above are to be placed in an appropriate location within the site, at both the Renwick Street entrance and Cary Street exit.

28. Loading/unloading on site

All loading and unloading are to be conducted within the site at all times.

29. Flood Risk Management Plan

The Flood Risk Management Plan approved with the Occupation Certificate, must be implemented and kept in a suitable location on site at all times.

30. Documentation of Businesses Waste Services

All businesses must have written evidence of all valid and current contracts and/ or tip dockets for the disposal and/ or processing of all waste streams generated from the site.

31. Bin and Reusable Item Storage

All bins and reusable items such as pallets are to be stored within the site.

32. Noise General

The proposed use of the premises and the operation of all plant and equipment must not give rise to an 'offensive noise' as defined in the *Protection of the Environment Operations Act 1997* and Regulations, NSW EPA Noise Policy for Industry and NSW EPA Noise Guide for Local Government.

33. Commercial Waste/Recycling Collection

The collection of waste and recycling must only occur between 7:00am and 8:00pm weekdays and 9:00am and 5:00pm weekends and public holidays, to avoid noise disruption on the surrounding area,

Garbage and recycling must not be placed on the street for collection more than one (1) hour before the scheduled collection time. Garbage bins and containers are to be removed from the street within one (1) hour after collection.

34. Industrial Premises – Mechanical Repairs

All servicing and repairs of vehicles are to be carried out within the boundaries of the site in a covered area. Vehicles awaiting repair, under repair or awaiting delivery, must not be stored, parked or otherwise permitted to stand in a public street.

Panel beating and spray painting, except of a touching up character are strictly prohibited.

Dismantling or wrecking of vehicles must not be carried out on the premises.

All cleaning, washing for degreasing of motor vehicles must be carried out in an approved area set aside for that purpose which must be connected to the sewer where available to the requirements of Sydney Water.

35. Hours of Operation

- a. The hours of operation of the vehicle sales or hire premises must not exceed the following:

Day	Hours
Monday to Friday	7:00am to 5:00pm
Saturday	8:00am to 5:00pm
Sunday/Public Holidays	Closed

- b. The hours of operation of the vehicle repair station premises must not exceed the following:

Day	Hours
Monday to Friday	7:00am to 5:00pm
Saturday	8:00am to 1:00pm
Sunday/Public Holidays	Closed

36. Illuminated Signage Hours

All illuminated elements of signage located on the premises must not exceed the following hours of display:

Day	Hours
Monday to Saturday	7:00am to 9:00pm

37. Plan of Management

The operation of the premises complying at all times with the approved Plan of Management. The Plan of Management is not to be further amended without the prior written approval of the Council. If there is any inconsistency between the Plan of Management and the conditions of this consent, the conditions of consent shall prevail to the extent of that inconsistency.

38. Complaints Register

A complaint's register maintaining a record of all complaints received shall be kept and administered in accordance with Section 8.0 of the Plan of Management prepared by Creative Planning Solutions and dated April 2023.

ADVISORY NOTES

Permits

Where it is proposed to occupy or carry out works on public roads or Council controlled lands, the person acting on this consent must obtain all applicable Permits from Council in accordance with Section 68 (Approvals) of the *Local Government Act 1993* and/or Section 138 of the *Roads Act 1993*. Permits are required for the following activities:

- a. Work zone (designated parking for construction vehicles). Note that a minimum of 2 months should be allowed for the processing of a Work Zone application;
- b. A concrete pump across the roadway/footpath;
- c. Mobile crane or any standing plant;
- d. Skip Bins;
- e. Scaffolding/Hoardings (fencing on public land);
- f. Public domain works including vehicle crossing, kerb & guttering, footpath, stormwater, etc.;
- g. Awning or street veranda over the footpath;
- h. Partial or full road closure; and
- i. Installation or replacement of private stormwater drain, utility service or water supply.

If required contact Council's Road Access team to ensure the correct Permit applications are made for the various activities. Applications for such Permits must be submitted and approved by Council prior to the commencement of the works associated with such activity.

Insurances

Any person acting on this consent or any contractors carrying out works on public roads or Council controlled lands is required to take out Public Liability Insurance with a minimum cover of twenty (20) million dollars in relation to the occupation of, and approved works within those lands. The Policy is to note, and provide protection for Inner West Council, as an interested party and a copy of the Policy must be submitted to Council prior to commencement of the works. The Policy must be valid for the entire period that the works are being undertaken on public property.

Storage of Hazardous and Dangerous Goods

Dangerous and hazardous goods must be stored in accordance with NSW WorkCover requirements and AS1940-2004, The Storage and Handling of Flammable and Combustible Liquids.

Prescribed Conditions

This consent is subject to the prescribed conditions of consent within Sections 69-86 of the *Environmental Planning and Assessment Regulations 2021*.

Storage of Materials on public property

The placing of any materials on Council's footpath or roadway is prohibited, without the prior consent of Council.

Toilet Facilities

The following facilities must be provided on the site:

- a. Toilet facilities in accordance with WorkCover NSW requirements, at a ratio of one toilet per every 20 employees; and
- b. A garbage receptacle for food scraps and papers, with a tight fitting lid.

Facilities must be located so that they will not cause a nuisance.

Infrastructure

The developer must liaise with the Sydney Water Corporation, Ausgrid, AGL and Telstra concerning the provision of water and sewerage, electricity, natural gas and telephones respectively to the property. Any adjustment or augmentation of any public utility services including Gas, Water, Sewer, Electricity, Street lighting and Telecommunications required as a result of the development must be undertaken before occupation of the site.

Other Approvals may be needed

Approvals under other acts and regulations may be required to carry out the development. It is the responsibility of property owners to ensure that they comply with all relevant legislation. Council takes no responsibility for informing applicants of any separate approvals required.

Failure to comply with conditions

Failure to comply with the relevant provisions of *the Environmental Planning and Assessment Act 1979* and/or the conditions of this consent may result in the serving of penalty notices or legal action.

Other works

Works or activities other than those approved by this Development Consent will require the submission of a new Development Application or an application to modify the consent under Section 4.55 of the *Environmental Planning and Assessment Act 1979*.

Obtaining Relevant Certification

This development consent does not remove the need to obtain any other statutory consent or approval necessary under any other Act, such as (if necessary):

- a. Application for any activity under that Act, including any erection of a hoarding;
- b. Application for a Construction Certificate under the *Environmental Planning and Assessment Act 1979*;
- c. Application for an Occupation Certificate under the *Environmental Planning and Assessment Act 1979*;
- d. Application for a Subdivision Certificate under the *Environmental Planning and Assessment Act 1979* if land (including stratum) subdivision of the development site is proposed;
- e. Application for Strata Title Subdivision if strata title subdivision of the development is proposed;
- f. Development Application for demolition if demolition is not approved by this consent;
or
- g. Development Application for subdivision if consent for subdivision is not granted by this consent.

Disability Discrimination Access to Premises Code

The *Disability Discrimination Act 1992* (Commonwealth) and the *Anti-Discrimination Act 1977* (NSW) impose obligations on persons relating to disability discrimination. Council's determination of the application does not relieve persons who have obligations under those Acts of the necessity to comply with those Acts.

National Construction Code (Building Code of Australia)

A complete assessment of the application under the provisions of the National Construction Code (Building Code of Australia) has not been carried out. All building works approved by this consent must be carried out in accordance with the requirements of the National Construction Code.

Lead-based Paint

Buildings built or painted prior to the 1970's may have surfaces coated with lead-based paints. Recent evidence indicates that lead is harmful to people at levels previously thought safe. Children particularly have been found to be susceptible to lead poisoning and cases of acute child lead poisonings in Sydney have been attributed to home renovation activities involving the removal of lead based paints. Precautions should therefore be taken if painted surfaces are to be removed or sanded as part of the proposed building alterations, particularly where

children or pregnant women may be exposed, and work areas should be thoroughly cleaned prior to occupation of the room or building.

Dial before you dig

Contact "Dial Prior to You Dig" prior to commencing any building activity on the site.

Useful Contacts

BASIX Information	1300 650 908 weekdays 2:00pm - 5:00pm	
		www.basix.nsw.gov.au
Department of Fair Trading	13 32 20	
		www.fairtrading.nsw.gov.au
		Enquiries relating to Owner Builder Permits and Home Warranty Insurance.
Dial Prior to You Dig	1100	
		www.dialprior toyoudig.com.au
Landcom	9841 8660	
		To purchase copies of Volume One of "Soils and Construction"
Long Service Corporation	Payments 131441	
		www.lspc.nsw.gov.au
NSW Food Authority	1300 552 406	
		www.foodnotify.nsw.gov.au
NSW Government		www.nsw.gov.au/fibro
		www.diyasafe.nsw.gov.au
		Information on asbestos and safe work practices.

NSW Office of Environment and Heritage	131 555	www.environment.nsw.gov.au
Sydney Water	13 20 92	www.sydneywater.com.au
Waste Service - SITA Environmental Solutions	1300 651 116	www.wasteservice.nsw.gov.au
Water Efficiency Labelling and Standards (VELS)		www.waterrating.gov.au
WorkCover Authority of NSW	13 10 50	www.workcover.nsw.gov.au

Enquiries relating to work safety and asbestos removal and disposal.

Amenity Impacts General

The use of the premises must not give rise to an environmental health nuisance to the adjoining or nearby premises and environment. There are to be no emissions or discharges from the premises, which will give rise to a public nuisance or result in an offence under the *Protection of the Environment Operations Act 1997* and Regulations. The use of the premises and the operation of plant and equipment must not give rise to the transmission of a vibration nuisance or damage other premises.

Fire Safety Certificate

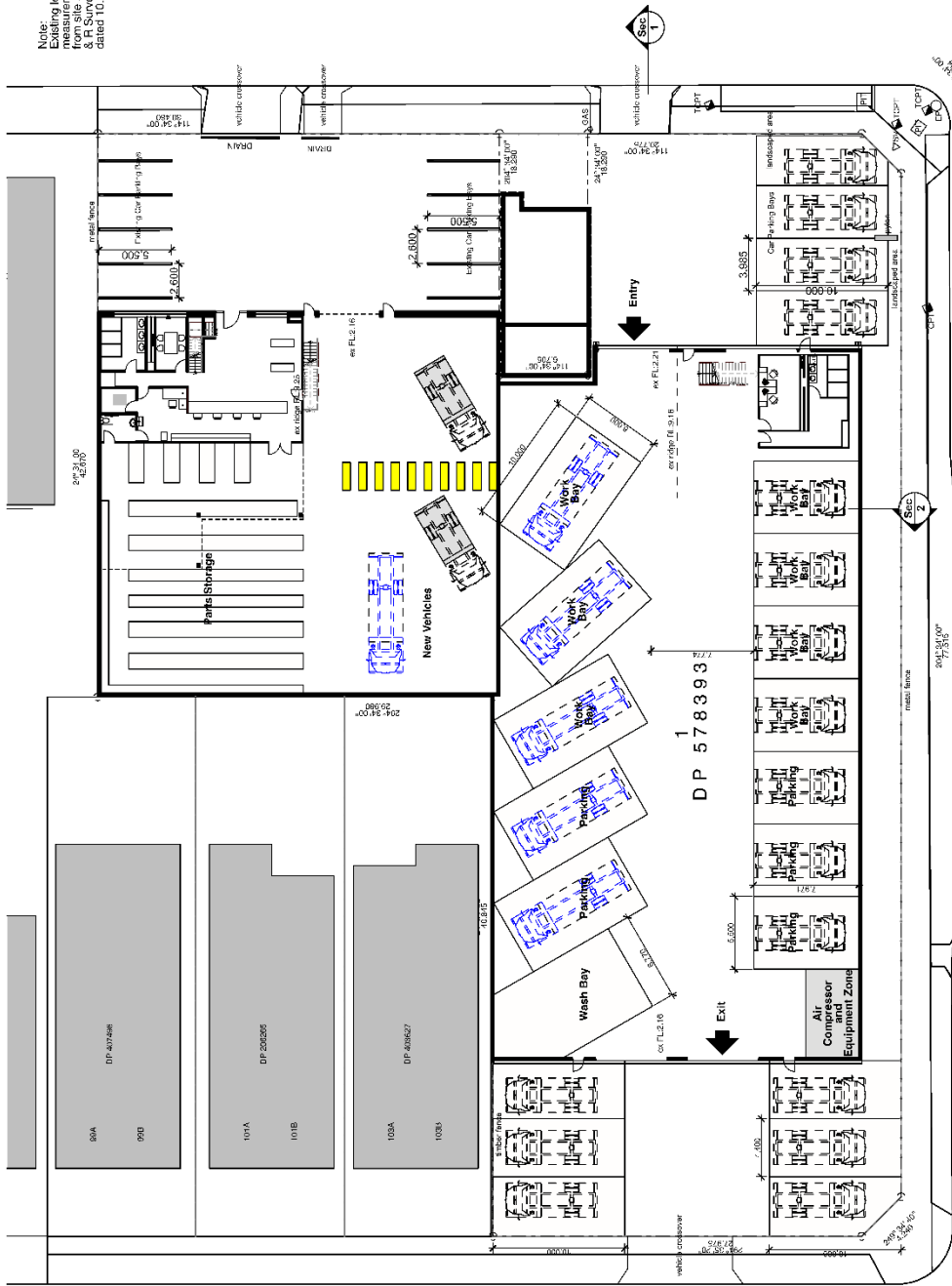
The owner of the premises, as soon as practicable after the Final Fire Safety Certificate is issued, must:

- a. Forward a copy of the Final Safety Certificate and the current Fire Safety Schedule to the Commissioner of Fire and Rescue New South Wales and the Council; and
- b. Display a copy of the Final Safety Certificate and Fire Safety Schedule in a prominent position in the building (i.e. adjacent the entry or any fire indicator panel).

Every 12 months after the Final Fire Safety Certificate is issued the owner must obtain an Annual Fire Safety Statement for each of the Fire Safety Measures listed in the Schedule.

The Annual Fire Safety Statement must be forwarded to the Commissioner and the Council and displayed in a prominent position in the building.

Note:
 Level heights and
 measurements are referenced
 from site survey 804-1002 by G
 & H Surveying Services P/L,
 dated 10/05/2010



Eagers Automotive
 Adtrans Marrickville

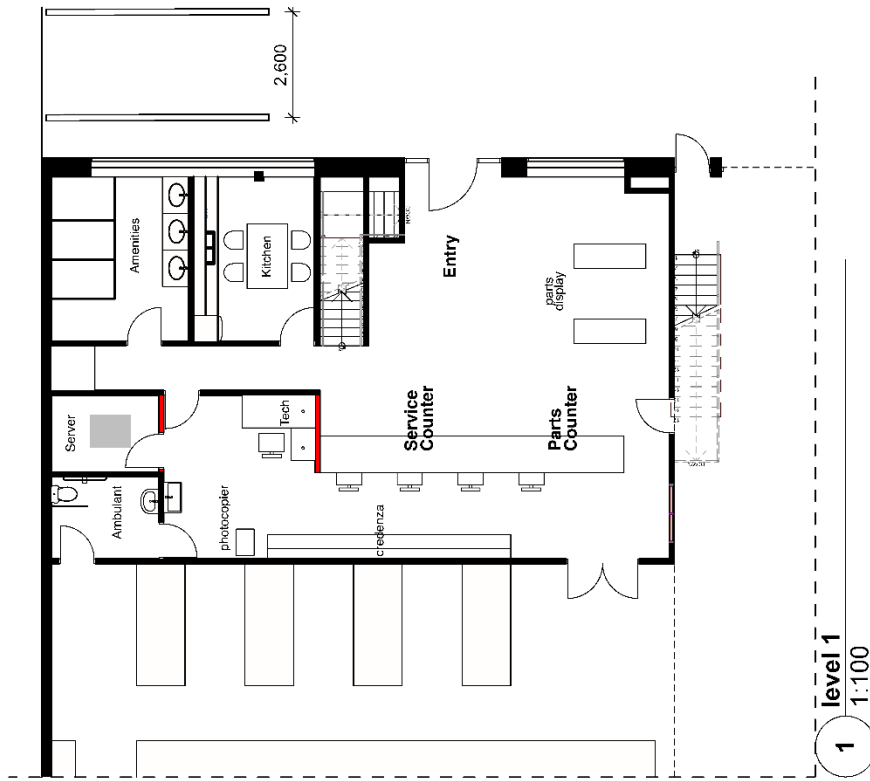
Site Plan
 revision 02
 drawn by AM
 date 18/5/2023
 scale 1:200 as noted @ A3
 page no. SK01



the design includes an enclosed drainage system, all in accordance with the relevant standards and codes of practice. The design is subject to the approval of the relevant authorities. The design is based on the information provided to the architect and is not to be used for any other purpose without the written consent of the architect.

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Adtrans Marrickville



Level 1 Floor Plan
 revision: 02
 drawn by: JAM
 date: 18/5/2023
 scale: 1:100 as noted @ A3
 page no.: SK02

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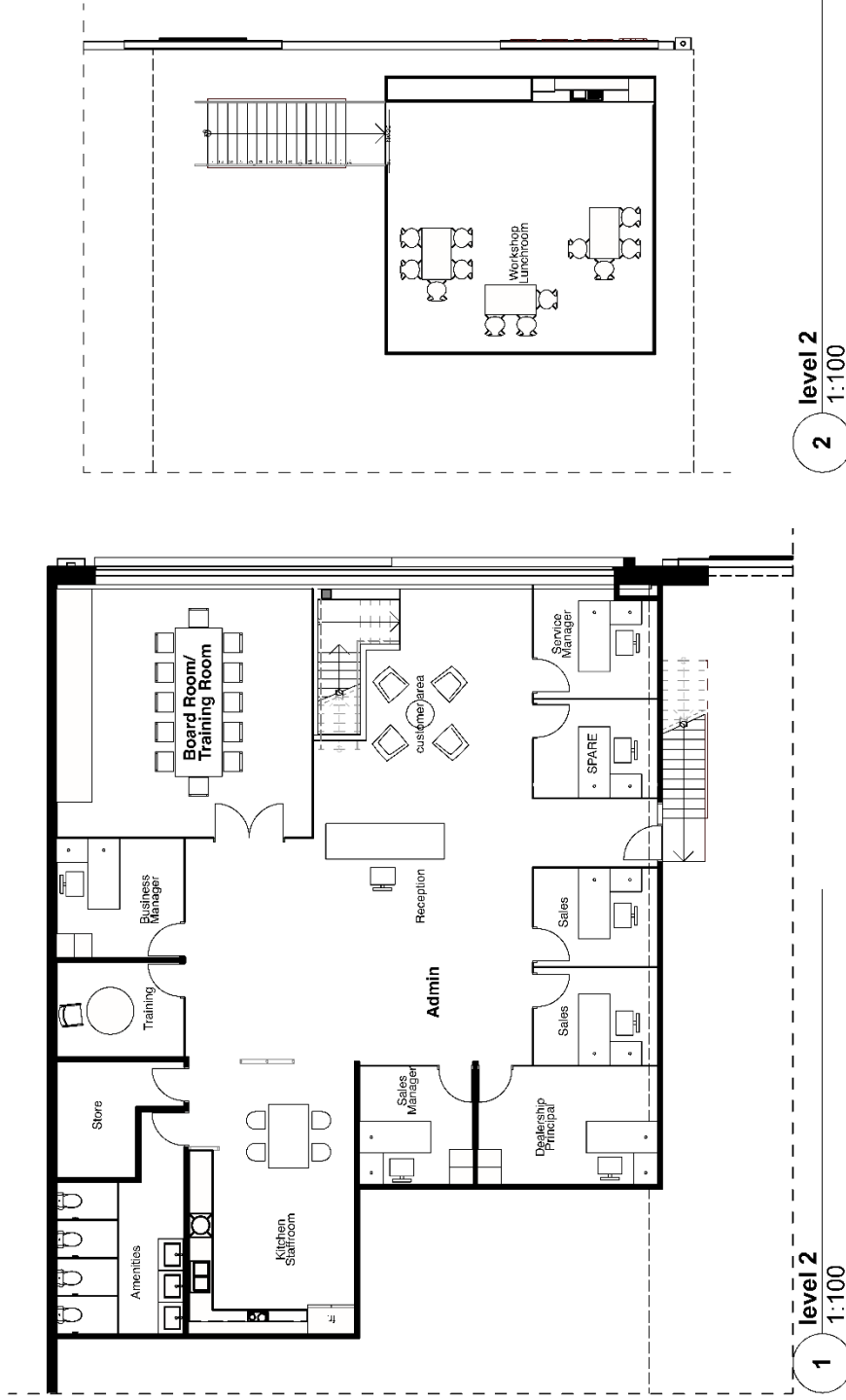
**Eagers Automotive
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the design includes the mechanical, electrical, plumbing, fire, and other services, and is intended to be used in conjunction with the architectural drawings. It is not to be used for any other purpose without the written consent of Stanton Dahl Architects.

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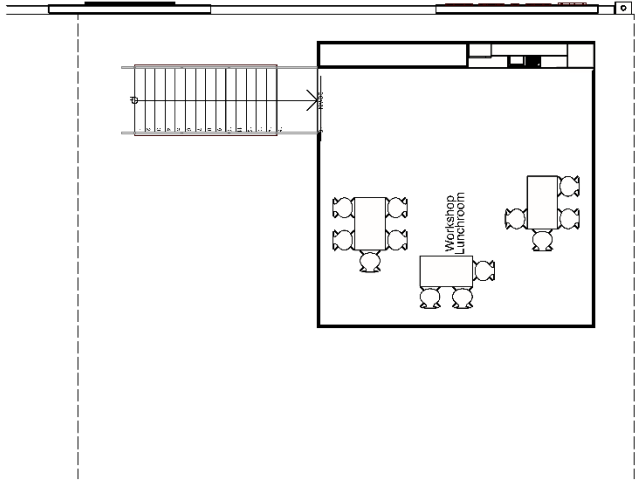
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Eagers Automotive
Adrans Marrickville

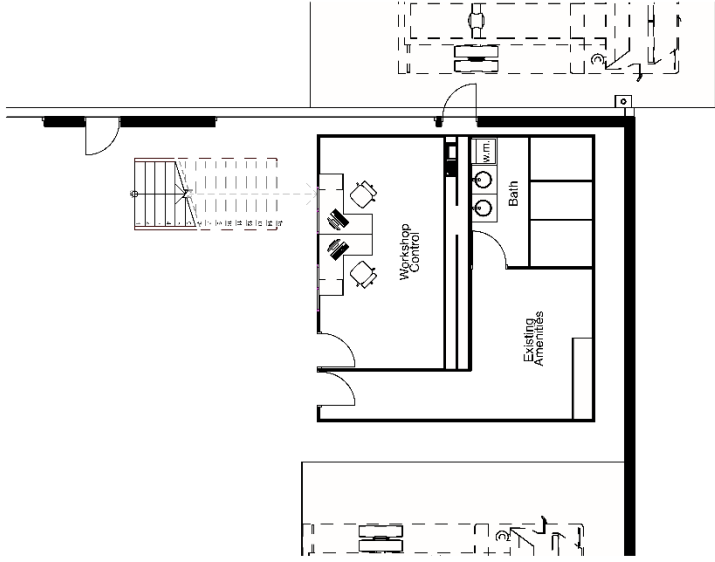
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Floor Plan
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 drawn by: JLM
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the design includes an easement, drainage, sewage, etc. to the local council. Approval of the council is required for the works. All works are to be completed in accordance with the relevant council requirements. All works are to be completed in accordance with the relevant council requirements. All works are to be completed in accordance with the relevant council requirements.

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External Perspective
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 drawn by: UM
 date: 18/5/2023
 scale: 1:350, 539 as noted @ A3
 page no.: 5/105

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this design includes the mechanical, drainage, lighting, etc. for the final construction. However, it is not a final construction drawing. It is a design concept and should not be used for construction purposes. All rights reserved. © Eagers Automotive 2023.





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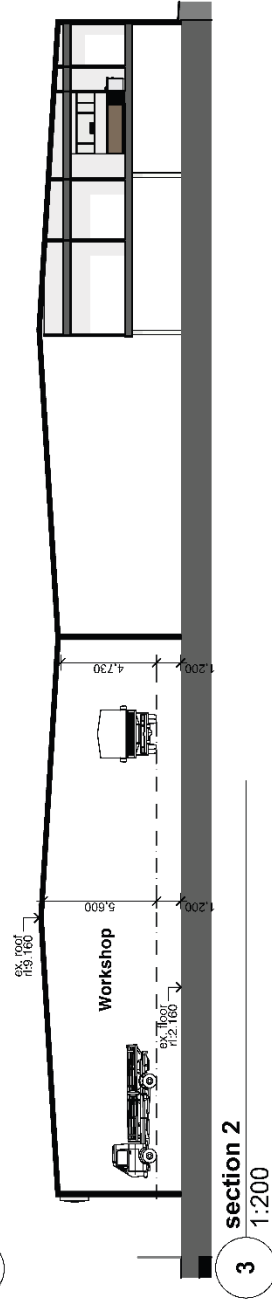
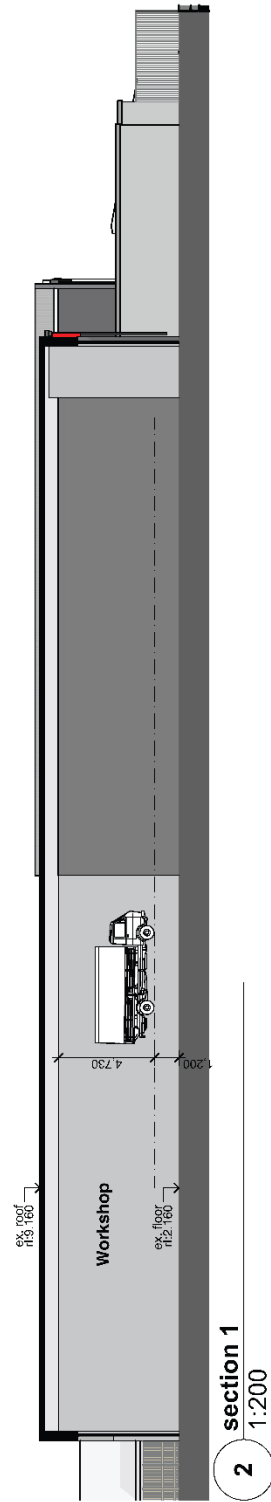
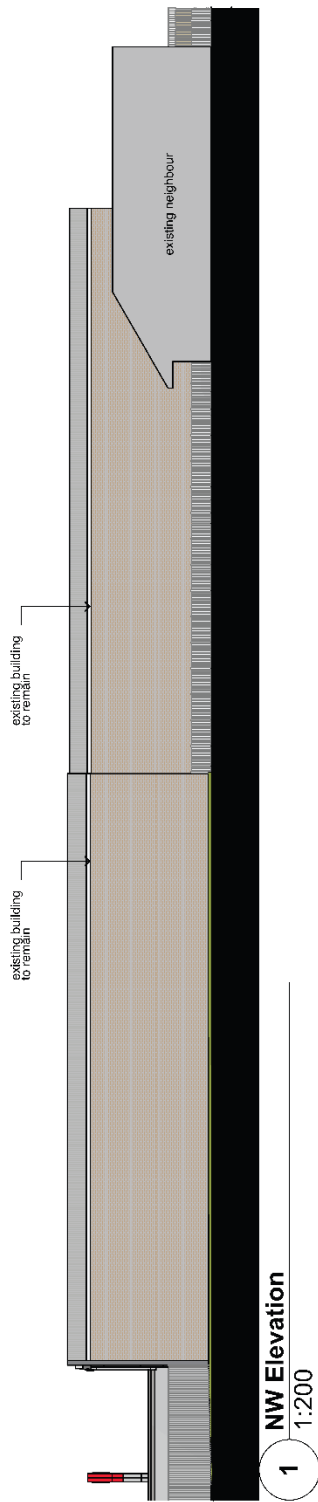
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External Perspective
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Elevation & Sections
 revision: 01 AM
 drawn by: UM
 date: 18/5/2023
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 page no.: SK110

Eagers Automotive
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the content of this plan is for general information only. It is not intended to be used as a basis for any legal or financial advice. The user of this plan is advised to seek professional advice from a qualified professional in the relevant field.



Attachment C – Plan of Management

51-55 Carrington Road, Marrickville

April 2023



Plan of Management

Vehicle Sales and Vehicle Repair Station



51-55 Carrington Road, Marrickville

Prepared for: Eagers Automotive (Adtrans Hino)

Project No: F327

Date: April 2023

Creative Planning Solutions Pty Limited
Level 3, 397 Riley Street, Surry Hills NSW 2010 | 1/6 Tilley Lane, Frenchs Forest NSW 2086
PO Box 1074 Broadway NSW 2007
+61 2 8039 7461 | info@cpsplanning.com.au | www.cpsplanning.com.au
Creative Planning Solutions Pty Limited – ABN: 70 135 093 926

Creative Planning Solutions Pty Limited | Plan of Management

1

Document Set ID: 38205638
Version: 1, Version Date: 28/06/2023

1.0 Introduction

This Plan of Management (POM) is submitted to Inner West Council (Council) as part of a Development Application (DA) which seeks consent for the change of use to a vehicle sales premises and vehicle repair station and the installation of signage at 51-55 Carrington Road (Lot 1 DP 578393).

This POM has been prepared by Creative Planning Solutions Pty Limited (CPS) and is based on the architectural plans prepared by Stanton Dahl Architects and other supporting documentation included in the DA package.

2.1 Purpose of this POM

The purpose of this POM is to:

- Establish performance criteria for various aspects of the operations of premises having regard to the relevant matters under the regulations and legislation;
- Detail the operational specifics of the site which are referenced within the Statement of Environmental Effects (SEE) and other relevant documentation that has been submitted to Council to support the proposal;
- Provide guidelines and management practices for the day-to-day operation of the development;
- Ensure that the ongoing operation of the subject site will not adversely affect the amenity, safety and wellbeing of visitors to the site, surrounding premises or the wider community; and
- Communicate the proposed use of the premises, and to ensure that its operation:
 - Is well managed;
 - Is undertaken with regard to the surrounding area; and
 - Takes a proactive role in being a responsible neighbour within the local area.

A copy of this POM shall be kept at the Premises at all times and immediately produced for inspection upon request by Council Officers or any other relevant authority. A copy of the Development Consent will also be kept with this POM and produced upon request by Council Officers or any other relevant authority. All staff involved with Premises operations or security shall be made familiar with this POM.

This POM is accompanied by the following supporting information:

- Appendix A – Evacuation Procedures

2.0 Business and Operational Information

2.1 Eagers Automotive

Eagers Automotive is Australasia's largest Automotive group in Australia, with over 250 dealerships across Australia and New Zealand. Eagers Automotive propose a Hino Dealership in Marrickville which will offer the following services and products:

Vehicle Sales

A sales team will operate from the subject site; however, they will differ to a traditional car dealership in that only the sale of trucks will occur from site. As only trucks are sold on site customers are often other businesses or government organisations therefore potential purchasers will pre-arrange meetings and it will be very rare for 'window shoppers' to visit the site.

Vehicle Servicing

Similar to traditional car dealerships the proposal will include a vehicle servicing department whereby trucks will be serviced as required. (i.e. every 6-12 months). It is noted that this premises will not offer tyre services and trucks will not be towed to site outside trading hours when broken down. Given the type of vehicle to be serviced it is anticipated that only two (2) will be serviced per day per work bay.

Spare Parts

The Dealership provides an ancillary retail component being the sale of spare parts to the general public and other mechanics. This is common within the automotive industry, however this is not a core function of Adtrans Hino due to trucks mechanics within the area being uncommon.

2.2 Contact information

General contact information (including a phone number, contact form and email address) is available on the Adtrans Hino website (<https://www.adtranshino.com.au/our-location/>) should members of the public need to contact management.

Contact details for the Marrickville site will be published on the same website at the commencement of operations.

2.3 Hours of operation

The Premises will open to the public during the hours stated in the table below. An Acoustic Report has been prepared by GHD to demonstrate that the building's hours of operation are acceptable from a noise impact perspective.

51-55 Carrington Road, Marrickville

April 2023

Day of week	Service Centre	Vehicle Sales
Monday	7am – 6pm	7am – 6pm
Tuesday	7am – 6pm	7am – 6pm
Wednesday	7am – 6pm	7am – 6pm
Thursday	7am – 6pm	7am – 6pm
Friday	7am – 6pm	7am – 6pm
Saturday	7am – 3pm	7am – 5pm
Sunday	Closed	Closed

2.4 Site facilities

Ground floor (workshop):

- Vehicle Hoists
- Vehicle Wash Bay
- Air Pressure Unit
- Waste Storage
- Fire and building services
- Circulation space (corridors, stairs and elevators)
- WC amenities

First floor (workshop):

- Lunchroom

Ground Floor (Office and sales)

- New Vehicle storage
- After Market fitting
- Parts storage
- WC Amenities
- Office
- Front Counter

First Floor (Office and sales)

- Office
- Meeting Rooms
- Lunch Rooms
- WC Amenities

External:

- Hardstand driveway and circulation spaces
- Eight (8) car parking spaces
- Four (4) truck parking bays accessible from Renwick Street (north);
- Six (6) truck parking bays located on the southern side of the existing buildings;
- Seven (7) business identification signs.

2.5 Staffing

2.5.1 Staff numbers and roles

Anticipated staff arrangements to support the vehicle sales and servicing are summarised below. Staffing arrangements are to prioritise the safe and efficient operations of the premises.

- Sales/Admin – Level 1 – 4 full time, 3 part time;
- Service/Admin – Ground – 3 full time, 1 part time;
- Workshop – 10 (1 Workshop Controller, 9 Technicians).

This staffing provision may fluctuate slightly depending upon operational requirements including shift change overs, initial opening periods and reduced staff numbers on Saturday's.

2.5.2 Staff training

All staff will be required to undergo training to ensure they are appropriately qualified to undertake tasks associated with relevant roles. Such training will include familiarity with the contents and protocols of this POM, in addition to other considerations that include (but may not be limited to):

- Workplace practices and procedures,
- Occupational health and safety requirements,
- Emergency events and contacts,
- Evacuation procedures, and
- Identification and reporting of building maintenance issues and potential risks to both customers and employees.

2.6 Maintenance Procedures

The Premises will be maintained at the level of maintenance standard defined by Council to ensure they can be safely and appropriately used by the community. To effectively maintain resources and the condition of the building, National Storage will:

- Undertake building condition audits, to identify building components requiring repair or replacement, and
- Develop and implement maintenance and asset management programs according to the condition audit.

3.0 Parking and access

3.1 Parking provision

A total of eight (8) publicly accessible car parking spaces are proposed to service staffing and visitation to the sales and service office. A total of twenty two (22) truck parking spaces are provided on site (internally and externally).

3.2 Site access

During operating hours (as stated above in section 2.3 of this POM) standard vehicle access to the Premises is obtained via an entry security sliding gate located on northern boundary off Renwick Street; pedestrian access is also integrated into the gate.

3.2.1 Vehicular access

Vehicle access is proposed to be retained via the two existing driveways on Renwick Street. The northern driveway for the workshop is to be entry only and the southern access to Cary Street an exit only. Vehicles exiting the site onto Cary Street will not be permitted to turn right to manage the amenity of nearby residential uses (refer to **Appendix C**). Vehicles will therefore be directed to exit towards Carrington Road before leaving the locality. Overall, the proposed access arrangements ensure all vehicles can enter and exit in a forward direction with one-way circulation throughout the site.

3.2.2 Pedestrian access

Pedestrian access is to be via the access north of the office building. Pedestrian access to the workshop from Renwick Street will not be permitted to reduce risk.

3.2.3 Loading and servicing

Loading will be carried out at within the workshop or new vehicles area, which is separate from the car parking area.

4.0 Safety, Security and Emergencies

4.1 Security

Adtrans Hino utilises a range of security measures to ensure that only customers can access the site during the hours of operation. Adtrans Hino Marrickville will feature the following measures (note this list is not exhaustive):

- Electronic monitoring implemented across all external doors including roller shutters is to be installed to control safe access for staff and customers only. This allows security monitoring and limits site access.
- The buildings are fitted with alarm systems which will sound, and alert central security should unauthorised intrusion be attempted.
- CCTV cameras are to be installed in all primary locations, loading docks, driveways, entrances, exits, offices and car park areas.
- The existing 2.4m high metal security fence is located on all road frontages is to be retained. Gates permitting vehicular and pedestrian access to the site will also be retained.
- External driveway and carpark lighting is to be designed and installed as required by the prescribed conditions of consent.

4.2 Emergency events

4.2.1 Fire

In the event of a fire, then evacuation procedures are to be initiated. Procedures associated with a fire evacuation are contained within **Appendix A**.

4.2.2 Flood

In the event of a flood, then evacuation procedures are to be initiated. Procedures associated with a flood evacuation are contained within **Appendix B**.

4.2.3 Evacuation procedures

The site operator must provide certified evacuation related equipment commensurate with applicable standards; all such equipment is to be certified as required by law.

The site operator must document Emergency Evacuation Plans and have evacuation diagrams on display throughout the entire site. Both the site operator and staff must also conduct emergency drills and provide staff with information about emergency procedures at regular intervals. Emergency evacuation procedures for the site are contained within **Appendix A**.

4.3 Crime Prevention Through Environmental Design

Acts of vandalism and anti-social behavior include graffiti on and damage to buildings; damage to equipment and other items including furniture, trees and other vegetation, broken glass around buildings and theft of or damage to signage. The facility has been designed with consideration given to Crime Prevention Through Environmental Design (CPTED), a strategy that aims to utilise design to reduce opportunities for crime and anti-social behavior. The key strategies of CPTED and how they have been applied to the design of the facility are outlined below:

4.3.1 Lighting

The lighting around the site is consistent with a commercial development of this nature and the established commercial and industrial environment which surround it. Regular street lighting provides moderate illumination to all road frontages and suitable lighting will be implemented to manage the premises after hours. Consideration in lighting design has been given to limit any potential security hazards across the site.

4.3.2 Signage

Signage onsite will be consistent with regulations for all emergency egress requirements. Access for persons with a disability has also been considered in the design of the development. As the facility will be used for commercial purposes, there will seven (7) signs providing high quality business identification not dissimilar to those existing in the surrounding area.

This signage is compatible with the desired retail, business and industrial activity focus of the locality. A pylon sign will be suitably located along the northern front boundary of the site, similar to other pylon signage within the area. Such signage provides clear intent for the use of the site and will discourage visitation or trespass by those not classed as customers or staff.

4.3.3 Sightlines

Sightlines for people entering and leaving the site as pedestrians and in vehicles will be preserved. The existing vehicle exit points area to be maintained where there are no obstacles, other than power poles, to hinder clear sight or create hiding places.

4.3.4 Isolation

There is no sense of isolation on this site due to its commercial-suburban context, and its location on a key road (Carrington Road). There is also a degree of passive surveillance due to the proximity of neighbouring businesses and passing traffic. In addition, a range of security measure are proposed including electronic camera surveillance and secure access to ensure the security of visitors and staff.

4.3.5 Territorial Definition

The site is clearly defined, with defined transitional zones. There is a clear definition between public and private space. Lighting, signage and landscaping provide clear territorial definition. An existing cyclone security fence powder-coated in black is proposed along the northern, southern and eastern boundaries. Existing gates permitting vehicular and pedestrian access to the premises are to be retained.

5.0 Noise Management

The premises and proposed operation will be conducted in such a manner as to not interfere with or materially affect the amenity of the neighbourhood by reason of noise and vibration.

Noise generating activities are to be undertaken in accordance with the measures recommended within the Acoustic Report prepared by GHD. To achieve this aim, the following measures are to be implemented:

- a) The pressure washer associated with the wash bay is to have a maximum Sound Power Level of 95 dBA or less.
- b) During general operations, the garage roller door nearest R01 (the northern door on Cary Street) and adjacent access door to the main service warehouse are to remain closed.
- c) Rattle guns are to be limited to the eastern half of the main service warehouse, away from Cary Street (being the Renwick Street side of the workshop, Refer to **Appendix C**). Where rattle guns are to be used in the western half of the main service warehouse (the southern half off of the building), then both roller doors are to be closed.
- d) Where practical, noise generating equipment is to be located on the eastern side of the main service warehouse (the side towards Renwick Street)
- e) Trucks parking in the outside parking bays are not to be left idling or running any longer than is necessary.
- f) Trucks are not permitted to turn right onto Cary Street when exiting site, and must turn left towards Carrington Road.
- g) Trucks are not permitted to enter the subject site from Cary Street.

6.0 Cleaning Procedures

5.1 General cleaning practices

General cleaning practices will be undertaken by staff, however some cleaning activities may also be contracted to a private cleaning service.

The contents of this Plan of Management will be passed on to any contracted cleaning services, and it is expected that any such business will follow the requirements of this document where they apply.

5.2 Cleanliness and Waste Management

At all times a high standard of cleanliness and orderliness is required within the site, including all road frontages and the immediate vicinity of the site.

To achieve this aim:

- Any waste material originating from the site is to be collected and disposed of in the site's bins;
- Rubbish is not to be swept into the public domain.
- All outdoor areas will be appropriately maintained to ensure the Premises presents neatly to the public domain and surrounding neighbours.
- Waste and recycling are to be collected once a week by private waste contractors ensuring there is not an overflow of dumpsters.
- Waste liquids (such as oils) are to be stored within a double-bunded waste tank. Waste oils are to be collected every 1-2 months by Southern Oils.

7.0 Waste Management Procedures

Bin collection is to occur from the designated waste storage area, located within the workshop. Any waste originating from the office will be transported from that space to the waste storage area at the conclusion of day.

The utmost care is to be taken to ensure bins are collected and maintained in a quiet and orderly manner to minimise disturbance. The bin storage area is to be kept clean and tidy at all times; any spilled waste is to be removed immediately, to prevent vermin being attracted to this area.

Reference should also be made to the accompanying Waste Management Plan.

8.0 Complaint Management

Contact information will be made available on the company website (<https://www.adtranshino.com.au/enquiries/location/mascot/>). Contact from complainants will be capable of being received during business hours are to be dealt with. Eagers Automotive's in-house legal department will also be involved should the nature of the complaint require it. Any complaints that are received will be managed as follows:

- A documented complaints process will be followed by Adtrans Hino. Any complaints received will include the following information:
 - The name and contact details of the complainant(s), and the means by which the complaint was made (i.e. phone, email, in person, etc.);
 - The nature of the inquiry and/or complaint; and
 - Details and descriptions of the complaint (e.g. for noise complaints, documented information will include the type and duration of the noise, the location of the caller at the time that the complaint is received, the general area where the noise source was located).
- Once the issue is resolved/finalised, the complainant is to be notified.
- The responsible person is to document the status of the enquiry (i.e. open/closed) and what action(s) has been taken to resolve and finalise the issue.

9.0 Deliveries

Delivery vehicles will utilise the site's service and loading arrangements. Deliveries will typically occur between 8:00am to 5:00pm (subject to change). A delivery schedule is to ensure vehicles can access the site efficiently with no queuing or vehicular conflicts on site, or within the adjoining roadways.

Staff will be advised of the delivery schedule and additional care will be taken to ensure that no conflict occurs with the operation of the premises and the movement of vehicles and personnel within all accessible areas of the site.

Reference should also be made to the approved Traffic and Parking Assessment.

10.0 Review

This Plan of Management should be used as a general guide to the day-to-day operations of the premises. It is possible that the POM will be refined by the Development Application process, and then further refined by the manager to suit the business's specific needs and internal policies. For this reason, the detail and contents of this POM should be considered adaptable.

Unless onsite activities require that this document be modified sooner, management will review the POM every twelve (12) months to determine whether the objectives of this document have been achieved. This is considered necessary to assess the effectiveness of the operational management plans and ensure its ongoing relevance to the day to day running of the premises.

The POM must remain consistent with community and Council expectations and the changing requirements of users.

Appendix A: Evacuation Procedures

The following procedures are to be followed in the event of a fire, gas leak, or any other event that requires all staff and guests to immediately vacate the premises.

PROCEDURES

The R.A.C.E. (Rescue, Alarm, Contain, Extinguish) procedure. This will involve:

- Ensuring that all guests are remove immediate danger;
- Raising the alarm;
- Ringing 000 from a safe area; and
- Evacuating all persons to a nominated assembly area(s) and ensuring all persons (including staff) are accounted for.

For evacuations of the premises, the nominated Warden will organise for all present customers and staff to assemble at the evacuation assembly point. The designated evacuation assembly point should be within proximity to the site's road frontages, so that evacuated persons can be easily seen to by emergency personnel if required.

Once it is confirmed that all staff have been accounted for, if safe to do so a nominated member of staff should watch the primary entranceway to prevent unauthorised access to the site if safe to do so.

DUTIES

Manager/Warden:

- If safe, check toilets and storage rooms to ensure that all customers and staff have evacuated.
- Move to assembly area as quickly as possible.
- Where safe to do so, close doors behind you.

General Staff:

- Perform R.A.C.E. procedures where required.
- If safe, collect the staff attendance book to verify that all staff are present and accounted for.
- Direct customers to the assembly area as quickly as possible.
- Once at the emergency evacuation point, liaise with the Warden to confirm that staff and customers are accounted for.

EXIT PROCEDURES

The following points must be considered by all staff:

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- Exit procedures are to be followed, unless they lead to the source of the problem.
- Staff should only consider using a fire extinguisher if it is safe to do so and they are trained in the use of such equipment.
- Staff and customers may not be able to re-enter the building after evacuation for some time if at all.
- Points for the Warden or equivalent to consider:
 - The assembly area may not be safe due to other circumstances (e.g. flooding, building collapse, etc.).
 - Both emergency assembly areas must be identified and brought to the attention of all staff.

Remember that evacuation procedures may apply for a variety of situations. Such situations may include chemical spillage, bomb threat, storm, aircraft crash, earthquake, riot, building collapse, gas leak, hostage and/or or siege situations.

Any drills should incorporate different scenarios, with evacuations being acted out accordingly, highlighting problems that may not have been envisaged.

Appendix A: Flood Emergency Response Plan

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FLOOD EMERGENCY RESPONSE PLAN
51-55 CARRINGTON RD, MARRICKVILLE

Introduction

This Flood Emergency Response Plan (FERP) has been established to define the actions that should be taken in the event of a pending flood at the above location. This plan is designed to proactively outline actions to be taken to prevent loss of life and physical injury to persons on the site. This plan has been prepared regarding the provisions of the Floodplain Risk Management Guidelines and the Floodplain Development Manual (2005). This plan is to be updated every 5 years, as indicated in the NSW Floodplain Development Manual.

Overview of Flood Threat

Council has advised that this property is affected by flooding in the 1% AEP (1 in 100 year ARI) Flood and larger storm events. Flooding occurs along the southern, eastern and northern boundaries, with the flooding determined to be a combination of local overland flows and mainstream flooding from Cooks River. It is determined to range from low to high hazard due to its depth and velocity as it travels from the east to the west. The 1% AEP flood level has been determined to be at approximately 2.450m above sea level, with the lower ground floor being at 2.160m above sea level and the first floor office being approximately 5.65m above sea level. The results in the ground floor becoming inundated in a major flood event, with 0.29m deep flood water, and the first floor office being located 3.2m above the flood level, providing a safety freeboard of 3.2m from the flood waters. In the extreme Probable Maximum Flood (PMF) or 0.002% AEP flood event the food level has been determined to be approximately 3.15m above sea level.


Flood Emergency Procedure

Monitoring

At the first indication of a flood via a Flood Watch alert from the Bureau of Meteorology (BOM), warnings from local emergency services or other sources, the FERP leader is to monitor information from the BOM and/or local emergency services for alerts and direction. The Bureau of Meteorology Flood Watch Area for the address is 57-Cooks River.





During the Flood

If a flood event is confirmed, the FERP leader is to undertake the following procedure:



Suites 6 & 7, 2-6 Hunter Street
PARRAMATTA NSW 2150
Contact 02 9891 5033
admin@sparksandpartners.com.au
sparksandpartners.com.au
ABN 95 161 152 969

Sparks & Partners Consulting Engineers | ABN 95 161 152 969

Refuge In Place

- Inspect the site boundary to Cary St and Renwick St to confirm the level of flood waters.
- Instruct all persons to relocate to the first floor office located on the Renwick St frontage.
- Communicate to the occupants that it is safer to stay inside the building than to leave as the office is located above the most extreme flood event.
- Complete a head count of all occupants.
- Standby at the top of the stairs to ensure no one leaves the building and liaise with emergency authorities for further direction as required.

Evacuation

Should evacuation be instructed by the emergency authorities, the FERP leader is to undertake the following procedure:

- Inspect the conditions in Renwick St, and confirm that there is a safe egress path to the west toward Excelsior Pde;
- Communicate to all occupants that evacuation of the premises is to occur;
- Direct all occupants to the assembly point at the corner of Renwick St and Excelsior Pde, as per the plan provided in Figure 1;
- Complete a head count of all occupants as they leave the premises confirming all area accounted for;
- If an occupant is missing notify the emergency authorities.
- Leave the premises and head to the assembly point in a safe manner.
- Once at the assembly point complete a head count of all occupants confirming all are accounted for.
- If an occupant is missing notify the emergency authorities.

After the Flood

- Confirm with emergency authorities that the flood has passed.
- Complete a head count of all occupants and confirm that all are present and accounted for.
- If an occupant is missing notify the emergency authorities.
- Once it is deemed safe by the authorities inspect the ground floor and in the event that any flood waters are present do not enter and await further direction from emergency authorities;
- Remove any remaining flood water from the site as safe to do so, using sump pumps, mops, brooms and other clean up supplies as required. Ensure safety equipment is worn (such as gloves and boots);
- Begin the assessment of the site for any structural damage. Do not attempt to use electrical or gas systems that may be damaged until clearance is provided from a relevant tradesperson;
- Contact relevant persons to inspect services such as electrical distribution boards and equipment if these have been effected by flood waters;

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- Dry out salvageable goods & equipment and remove any items unable to be saved;
- Conduct a safety walkthrough to inspect other safety hazards or damage that may be present.

Training

Tenants must be made aware of this plan and be inducted by the FERP leader in order to act appropriately in the event of a flood. Tenants shall also be trained to warn visitors to the site in the event of an impending flood, and issue orders as relevant within this plan.

FERP leaders are to learn the contents of this plan, and understand the risks involved in taking any actions during a flood event. They are to know the location of all protective equipment on the site, so orders can be given quickly, and are responsible for recording the damages on site as a result of the flood. Mock drills should be run once a year to ensure the personnel on site can respond efficiently to ensure the safety of everyone.



Figure 1 - Emergency Evacuation Route and Assembly Point

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Appendix C: Noise protection measures



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