SEPP 1 Variations 1 October 2013 to 31 December 2013

Council DA reference number	Lot number	DP number	Apartment/ Unit number	Street number	Street name	Suburb/Town	Postcode	Category of development	Environmental planning instrument	Zoning of land	Development standard to be varied	Justification of variation	Extent of variation	Concurring authority	Date DA determined dd/mm/yyyy
993/2013/DA-I	1, 13, 14	182766, 1071594, 1071594		10	Phiney	Ingleburn	2565	12: Industrial	LEP2002	4(a) - General Industry Zone	Clause 37 Setbacks within industrial areas	The SEPP 1 objection provided the following justification to vary the Development Standard:	97% 30mtrs to 1mtr	Council	10/12/2013
												1. The main southern railway corridor as it passes through the Campbelltown Local Government Area has a predominantly constant width. However, in the case of the subject land, the adjoining zoned railway corridor is significantly wider than other sections of the corridor as the zoned corridor includes the adjacent Lot 1 DP 1062256, having a width of 20m and variable as the land returns to the northwest.			
												2. Compliance with the development standard is unnecessary as the proposed development observes the required physical setback of 30m to the actual railway line which is generally the point from which an adjacent building or works is to be viewed from within the railway corridor.			
												3. Application of the development standard when measured from the boundary of the additional railway zoned land (land provided in addition to actual rail corridor operational needs) would unreasonably and unnecessarily affect the proper economic development of the subject land.			
												4. Application of the development standard when measured from the actual boundary of the zoned corridor (when also having regard to its unusual and varying alignment at the subject location) is considered unreasonable when the intent of the standard is to provide visual setbacks from the actual point from which a building or works on an adjacent land is viewed from the rail corridor (ie from within a train), and not from the outer extents (boundary) of the railway corridor as its width may or may not vary from place to place along the corridor.			