

Statement of Environmental Effects

67-75 LAWFORD STREET,
GREENACRE

20 DECEMBER 2024



QUALITY ASSURANCE

PROJECT:	Self Storage Facility
ADDRESS:	67-75 Lawford Street, Greenacre
LOT/DP:	Lots 125 - 128 in DP10870
COUNCIL:	Canterbury -Bankstown Council
AUTHOR:	Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
10 December 2024	Draft issue for co-ordination	Draft	SK	BD
20 December 2024	DA Submission	Final	SK	BD

Integrated Development (under S4.46 of the EP&A Act). Does the development require approvals under any of the following legislation?

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

Concurrence

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

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EXECUTIVE SUMMARY

This Statement of Environmental Effects has been prepared in support of a Development Application seeking to amalgamate 4 separate land parcels, removal of 2 trees with low retention value, demolition all existing structures and the construction of a 3 storey industrial building that is to accommodate a self-storage facility at 67-75 Lawford Street, Greenacre.

It is noted that within the development site, the proposal will provide an easement for communication and services.

The key aspects of the proposal are provided below:

Self-Storage Facility:

The self-storage facility will comprise of 211 self-storage units of mixed sizing over 3 levels and the basement, with a total gross floor area of approximately 2,494m² with 13 car parking spaces in either the basement level or at-grade.

The storage area which is secured by roller shutters will permit 24 hour access to storage customers comprises of storage units, centralised one-way parking area within the basement and ground floor.

Furthermore, within the ground floor, the office office/reception area with ancillary retail component, staff room, cleaners' room and WCs located towards the front of the site with a staff area situated towards the rear portion of the site. The retail component entails the sale of ancillary packing and storage materials with the office/reception area.

The site will be staffed including operating the office/retail component of the development between 8:30am and 5:00pm Monday – Friday and comprise of 2 staff at any one time, noting that customers will have access to the premises, via secured swipe cards 24 hours, 7 days a week to access their storage units.

Parking

Development comprises a total of 13 car parking spaces within the basement level and at-grade with the following breakdown:

- Basement Level:
 - 9 car parking spaces
- At-Grade:
 - 4 car parking spaces

2 x existing vehicle cross-over and driveways are to be removed with 3 new vehicle cross-over and driveway proposed including 2 vehicular crossover and driveways within a two-way arrangement, and a separate vehicular cross-over and ramp to the basement situated towards the eastern side of the site.

Residing within the northern edge of an industrial precinct, the development site is located on the end of the bulb of a cul-de-sac and the southern side of Lawford Street, Greenacre. The locality is also within proximity to an educational establishment, Chullora Marketplace, local parks and serviced by local bus stops with services to Strathfield, Burwood, Liverpool and Bankstown, which is within a walking distance from the subject site.

The site itself, once consolidated will result in a large irregular shaped north-south oriented land parcel with a frontage of approximately 54.86m to Lawford Street and a total site area of 2,175.22m² (by calculations).

Subject Site and Planning Background

The subject site, which comprises of 4 separate allotments are the only land parcels along the southern side of Lawford Street zoned industrial and the remaining residential. As such, the proposed development is seeking to provide an appropriate transitional building from industrial to the south to residential to the north.

The site is zoned IN2 – Light Industrial under Canterbury-Bankstown Local Environmental Plan 2023. 'Self Storage Units' are permissible with consent within IN2 zone.

Currently, an industrial building combined with external storage of scaffolding materials and construction materials resides within the subject site. The proposal will significantly improve the streetscape character along the south-western edge of Lawford Street with the removal of an older industrial building and untidiness resulting from external storage of scaffolding and construction materials and replacement of a contemporary 3 storey industrial building with landscaping along the front setback. Furthermore, the proposed development also aims to deliver a transitional built form from industrial to the west to residential to the east, and this would be achieved with providing a front setback arrangement that is more aligned with the existing residential streetscape pattern along the southern side of Lawford Street than the prescribed 10m setback required for industrial developments.

Finally, the proposed land use (self-store facilities) would also be considered to be a more sensitive and sympathetic land use than other typical industrial developments that traditionally resides within industrial precincts in terms of adversely affecting the amenity of surrounding developments by way of noise or emission. An accompanying Noise Impact Assessment has found that the operational noise emission from the proposed self-storage facility would achieve the established criteria at neighbouring residences and commercial receivers.

Furthermore, an accompanying Traffic and Transport Impact Assessment has found that the site can accommodate appropriate levels of visitor and staff parking with the development resulting in minimal increase in peak hour traffic generation, with minimal impact on the surrounding network.

The development seeks to utilise the land in accordance with its industrial zoning whilst also aiming to deliver a contemporary building that will not only improve the existing streetscape character along the eastern edges of Lawford Street but also aims to provide an appropriate transitional building between industrial uses to the west to residential to the east whilst also providing storage solutions to the local community.

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

As detailed further in this statement the development concept is consistent with the planning principles and controls applied to the site and represents an efficient use of well-located land within the northern edges of an established industrial precinct.

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

SELF-STORAGE FACILITIES

The need for safe, secure and accessible storage space has grown over the last few decades, especially with a shift towards apartment and compact homes, and to cater for this demand, self-storage facilities have become more and more common around Australia.

Self-storage facilities are facilities that provide storage solutions via the leasing of a variety of types and size of secured storage spaces that can be leased by members of the public for either short or long term use.

Self-storage facilities can come in different types including specialised storage solutions such as climate controlled storage or sensitive documentation storage, however, the current application is in regards to commercial self-storage facilities.

Furthermore, the Self-Storage Association of Australia, the peak body for the self-storage industry has identified that there are basically 3 types of general storage facility:

- Ranch style – vehicular can park adjacent to their storage unit. All storage units are at ground level
- Multistorey – storage units are located in multistorey buildings, with vehicles parking in a central car park or loading area and accessing units via stairs and lifts
- Mixed – combination of both ranch and multistorey layout

The current application can be best identified as a multi-storey storage unit as storage units are to be located over the multistorey building with vehicular parking to be provided in a central car park in both the basement level and ground floor with access to storage units via lifts.

SITE AND LOCALITY DESCRIPTION

LEGAL DESCRIPTION

The subject site is legally described as Lot 125 - 128 in DP10870, though is more commonly known as 67-75 Lawford Street, Greenacre.

SUBJECT SITE

Within the northern edges of an industrial estate, the development site is located on the end of the bulk of a cul-de-sac and the southern side of Lawford Street, Greenacre.

The site itself, once consolidated will result in a large irregular shaped north-south oriented land parcel with a frontage of approximately 54.86m to Lawford Street and a total site area of 2,175.22m² (by calculations).

Older industrial building and scrap yard with external storage currently resides within the subject site as illustrated by Photograph 1 below.

Photograph 1: Shows the subject site as viewed from Lawford Street



Residing within the northern edges of an industrial estate, the development site bounds a dwelling house to its eastern boundary and a large industrial building to its southern boundary with Lawford Street separating the site from low density housing to the north.

An aerial map extract below demonstrates the development site within the surrounds.

Figure 1: Aerial Map of Subject Site (Source: Six Maps)



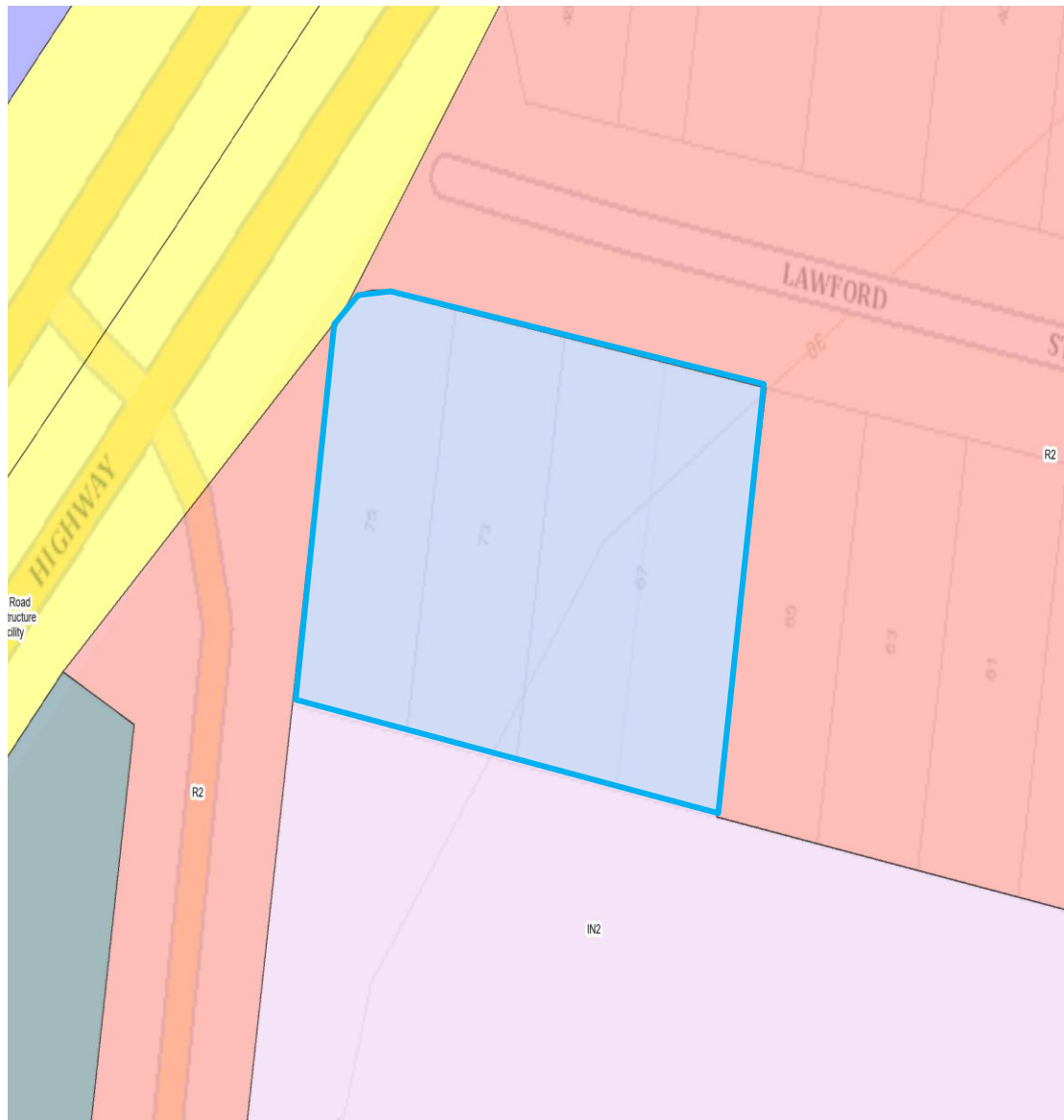
 Subject Site



ZONING

As per zoning map extract in the following page, the subject site is zoned IN2 Light Industrial under Canterbury-Bankstown Local Environmental Plan 2023. 'Self-Storage Units' are permissible with consent within the IN2 Zone.

Figure 2: Zoning Map Extract (NSW Planning Portal Spatial Viewer)

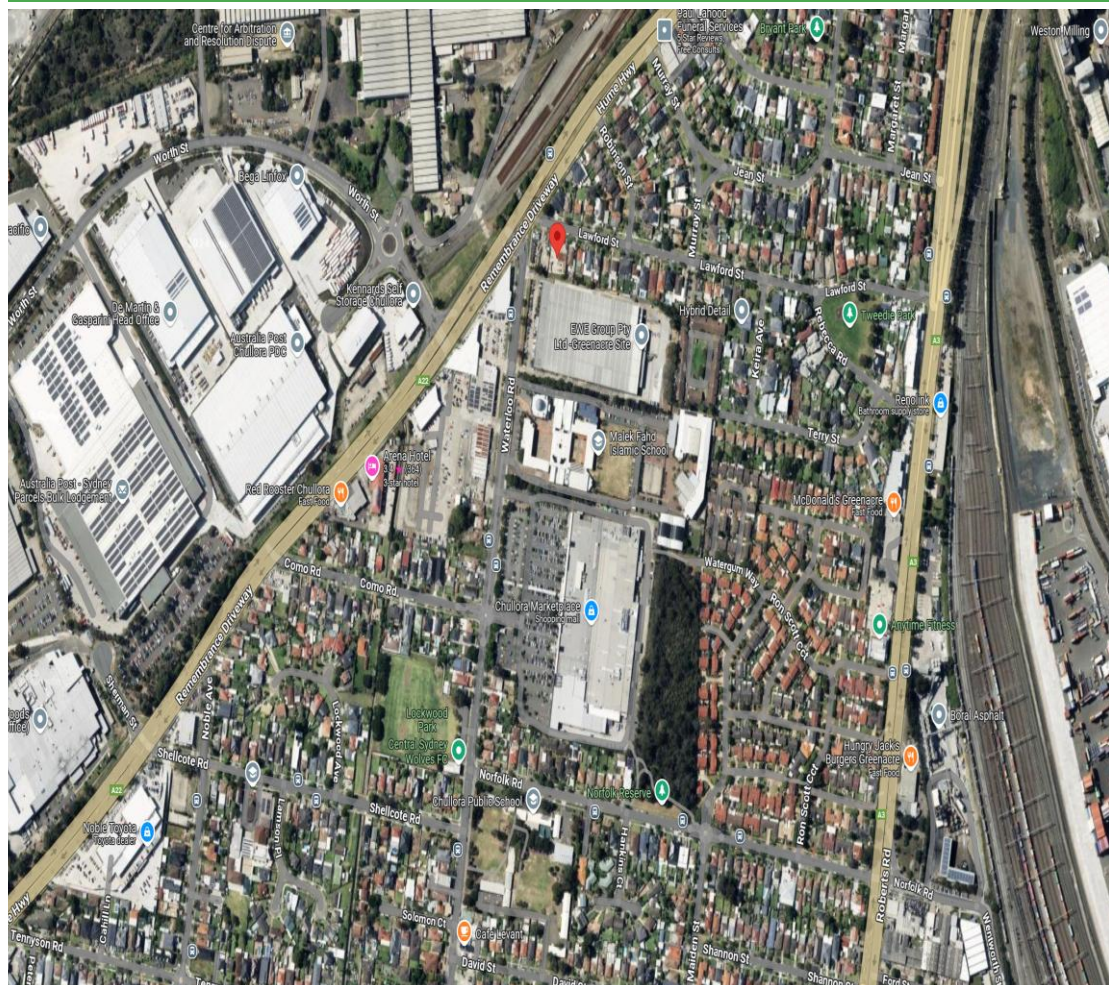


LOCALITY ANALYSIS

Situated within an established industrial estate, the broader locality is also within proximity to an educational establishment, Chullora Marketplace, local parks and serviced by local bus stops with services to Strathfield, Burwood, Liverpool and Bankstown, which is within a walking distance from the subject site.

This is illustrated via an aerial map extract overleaf.

Figure 3: Broader Aerial Map of Subject Site (Source: Google Map)



- Subject Site
 - Educational Facilities
 - Bus Stops
 - Commercial

The development seeks to utilise the land in accordance with the zoning whilst also aiming to deliver a transitional built form from industrial to the west to residential to the east. This will be achieved with the development providing a front setback arrangement that is more aligned with the existing residential streetscape pattern along the southern

side of Lawford Street than the prescribed 10m setback required for industrial developments.

Furthermore, the proposed land use (self-store facilities) would also be considered to be a more sensitive and sympathetic land use than other typical industrial developments that traditionally reside within industrial precincts in terms of adversely affecting the amenity of surrounding developments by way of noise or emission.

Photographs are provided in the following pages that give context to the locality and also the relationship of the development site with adjoining developments.

Photograph 2: Shows existing streetscape along Lawford St looking east





Photograph 3: Shows existing streetscape along Lawford St looking west



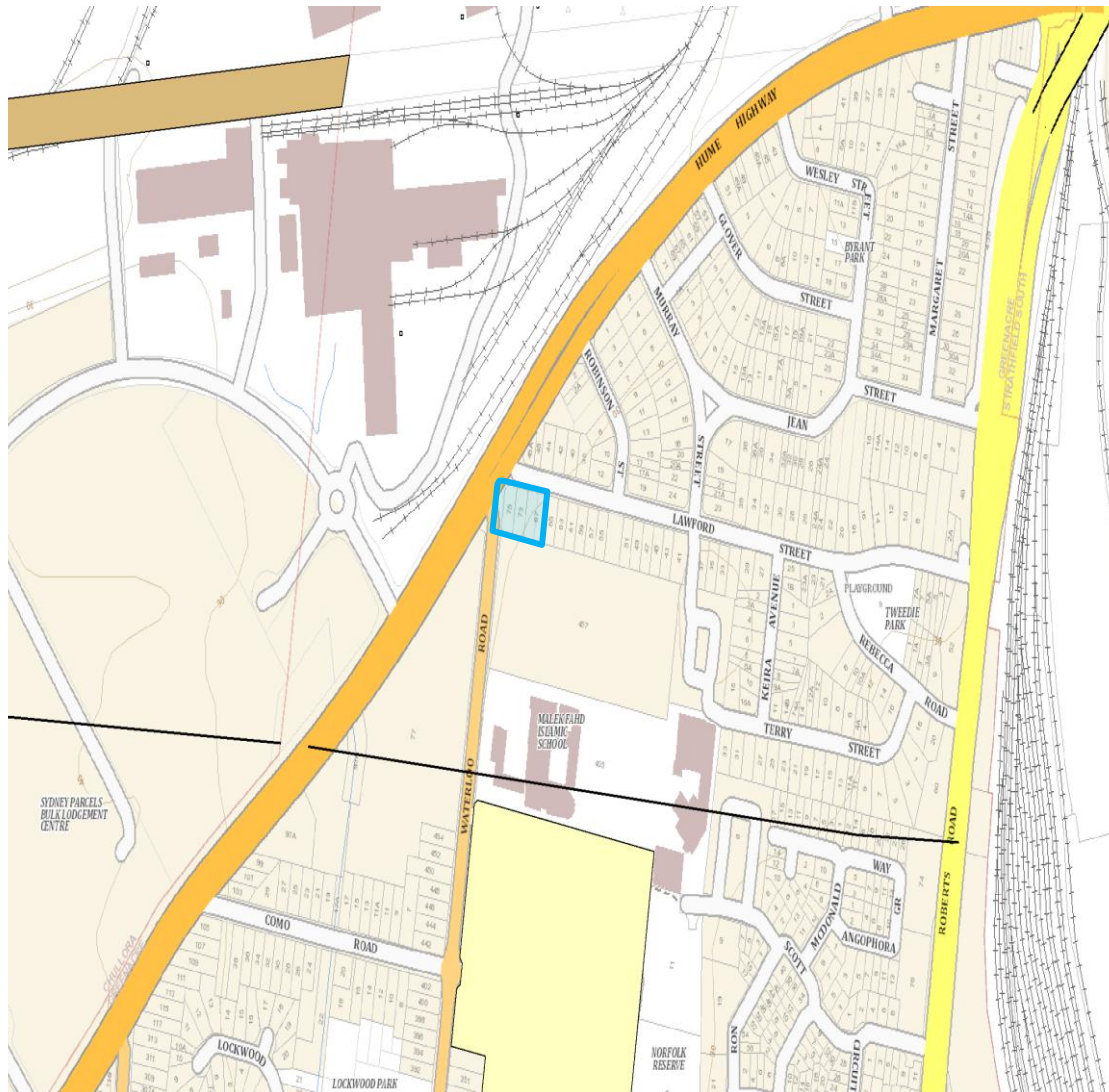
Photograph 4: Shows existing low-density streetscape along the northern side of Lawford St looking northwards



HERITAGE

The site is not identified as a heritage item, it is not located within a heritage conservation area nor is it in the immediate vicinity of any surrounding heritage items as illustrated by the heritage extract map extract below.

Figure 4: Heritage Map Extract (NSW Planning Portal Spatial Viewer)



 Subject Site

As a result, the subject site will not have any associated heritage restrictions.

DESCRIPTION OF PROPOSAL

The Development proposes to undertake a 1 into 4 lot amalgamation, removal of 2 trees with low retention value and demolition of all existing structures in-order construct a 3 storey commercial building that is to accommodate a self-storage facility at 67-75 Lawford Street, Greenacre.

It is noted that within the development site, the proposal will provide an easement for communication and services.

The key aspects of the proposal are provided below:

Self-Storage Facility:

The self-storage facility will comprise of 211 self-storage units of mixed sizing over 3 levels and the basement, with a total gross floor area of approximately 2,494m² with 13 car parking spaces in either the basement level or at-grade.

The storage area which is secured by roller shutters will permit 24 hour access to storage customers comprises of storage units, centralised one-way parking area within the basement and ground floor. Furthermore, within the ground floor, the office/reception area with ancillary retail component, staff room, cleaners' room and WCs located towards the front of the site with a staff area situated towards the rear portion of the site. The retail component entails the sale of ancillary packing and storage materials with the office/reception area.

The site will be staffed including operating the office/retail component of the development between 8:30am and 5:00pm Monday – Friday and comprise of 2 staff at any one time, noting that customers will have access to the premises, via secured swipe cards on a 24 hours, 7 days a week basis to access their storage units.

Parking

Development comprise a total of 13 car parking spaces within the basement level and at-grade with the following breakdown:

- Basement Level:
 - 9 car parking spaces
- At-Grade:
 - 4 car parking spaces

The development will also provide a truck parking spaces at-grade.

A brief description of the various aspects of the proposal is provided below:

Level	Inclusion
Basement Level	<p>Access Arrangements</p> <p><u>Vehicle Access:</u> Access to the basement level is via a graded ramp from the ground floor.</p> <p>Parking</p> <p>A total of 10 car parking spaces.</p> <p>The basement level includes internal circulation areas with turning areas to allow vehicles to enter and exit the basement in a forward direction.</p> <p>Self-Storage Units</p> <p>A total of 24 storage units of mixed sizes.</p> <p>Service</p> <ul style="list-style-type: none"> - 3 x Trolley Bay - Waste room - Plant room <p>Lift core and stairwells, including fire escape stairwell.</p>
Ground Floor	<p>Access</p> <p><u>Vehicle:</u> 2 x vehicle cross-over including the utilisation and alteration of an existing vehicle cross-over plus a new vehicular crossover to introduce a one way circulation vehicular access arrangement and utilisation of existing vehicular cross-over to provide a separate vehicular crossover and graded ramp to provide a two way access to the basement.</p> <p><u>Child Care Facility:</u> Pedestrian pathway to the site from Lawford Street.</p> <p>Parking</p> <p>A total of 4 car parking spaces</p>

	<p>The at-grade parking area includes internal circulation areas with turning areas to allow vehicles to enter and exit in a forward direction.</p> <p>The parking area also includes a designated truck parking area.</p> <p>Self-Storage Units</p> <p>The administrative areas associated with the proposed self-storage unit comprises of the following:</p> <ul style="list-style-type: none"> - Reception / administration area with ancillary staff room - Cleaners room - Accessible WC - Unisex WC - Staff area <p>A total of 24 storage units of mixed sizes</p> <p>Service</p> <ul style="list-style-type: none"> - Waste room - Plant room <p>Lift core and stairwell and includes 2 x fire stairwell egress.</p>
<p>Level 1</p>	<p>Self-Storage Units</p> <ul style="list-style-type: none"> - Foyer - Accessible WC - A total of 81 storage units of mixed sizes. <p>Service</p> <ul style="list-style-type: none"> - 2 x trolley bay - Waste room <p>Lift core and stairwell and includes 2 x fire stairwell egress.</p>
<p>Level 2</p>	<p>Self-Storage Units</p> <ul style="list-style-type: none"> - Foyer - Accessible WC - A total of 81 storage units of mixed sizes. <p>Service</p> <ul style="list-style-type: none"> - 2 x trolley bay - Waste room <p>Lift core and stairwell and includes 2 x fire stairwell egress.</p>

The relevant architectural plans for the proposal have been prepared by Crawford architects whilst supporting reports and documents have been prepared by relevant sub consultants dealing with matters such as traffic and parking, noise, drainage and landscaping.

The development seeks to utilise the land in accordance with the zoning whilst also aiming to deliver a transitional built form from industrial to the west to residential to the east. This will be achieved with the development providing a front setback arrangement that is more aligned with the existing residential streetscape pattern along the southern side of Lawford Street than the prescribed 10m setback required for industrial developments.

Furthermore, the proposes land use (self-store facilities) would also be considered to be a more sensitive and sympathetic land use than other typical industrial developments that traditionally resides within industrial precincts in terms of adversely affecting the amenity of surrounding developments by way of noise or emission. An accompanying Noise Impact Assessment has found that the operational noise emission from the proposed self-storage facility would achieve the established criteria at neighbouring residences and commercial receivers. Furthermore, an accompanying Traffic and Transport Impact Assessment has found that the site can accommodate appropriate levels of visitor and staff parking with the development resulting in minimal increase in peak hour traffic generation, with minimal impact on the surrounding network.

PLANNING CONTROLS

STATUTORY CONTROLS

The relevant Statutory Planning Controls include:

- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- Canterbury-Bankstown Local Environmental Plan 2021

POLICY CONTROLS

The applicable policy control documents is:

- Canterbury-Bankstown Development Control Plan 2021

CONSIDERATION OF PLANNING CONTROLS

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

STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

This SEPP contains provisions for the coastal area and also those that relate to the assessment of potentially hazardous and offensive development, along with addressing and remediating contaminated land.

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

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

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

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

Matter for consideration	Yes	No
Does the application involve re-development of the site or a change of land use?	X	
Is the development going to be used for a sensitive land use (e.g. residential, educational, recreational, childcare or hospital)?		X
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site?		X
acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment premises, engine works, explosive industry, gas works, iron and steel works, landfill sites, metal treatment, mining and extractive industries, oil production and storage, paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards, service stations, sheep and cattle dips, smelting and refining,		

tanning and associated trades, waste storage and treatment, wood preservation	
Is the site listed on Council's Contaminated land database?	X
Is the site subject to EPA clean-up order or other EPA restrictions?	X
Has the site been the subject of known pollution incidents or illegal dumping?	X
Does the site adjoin any contaminated land/previously contaminated land?	X
Has the appropriate level of investigation been carried out in respect of contamination matters for Council to be satisfied that the site is suitable to accommodate the proposed development or can be made suitable to accommodate the proposed development?	NA.

An Environmental Preliminary Site Investigation has been prepared by CEC Geotechnical which found the following:

Based on the results of the desktop study of the Preliminary Site Investigation report and proposed use of the site, CEC Geotechnical concludes that the site is suitable for the proposed development and can be used for industrial development. Despite the risk of contamination associated with industrial operations, uncontrolled fill and asbestos may be present. The site is intended to be developed also for industrial operations. Therefore, CEC Geotechnical considers that no further investigation is required.

STATE ENVIRONMENTAL PLANNING POLICY (BIODIVERSITY AND CONSERVATION) 2021

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

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

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

Chapter 2 of the SEPP contains planning rules and controls from the former Vegetation SEPP relating to the clearing of native vegetation in NSW on land zoned for urban and environmental purposes that is not linked to a development application. This chapter seeks to protect the biodiversity values of trees and other vegetation in non-rural areas of the state, and to preserve the amenity of non-rural areas of the State through the appropriate preservation of trees and other vegetation.

Development proposes to remove two trees situated towards the front of the site, noting that they have been identified as having low retention value via an accompanying Arboricultural Impact Assessment whilst also retaining and protection 1 individual trees within neighbouring property to the south via tree protection zone.

Furthermore, the proposed landscaping arrangement will significantly improve the streetscape character along Lawford Street than what currently exists.

Chapter 6 - contains provisions relating to water catchments, also incorporating clauses from the now-repealed Chapters 7-12 of this SEPP.

This chapter applies as the site is within the Sydney Harbour Catchment area as well as the Georges River Catchment.

In terms of potential impact on existing water catchments, a Stormwater Management Plan has been prepared and is attached as part of this application. The proposed development incorporates Water Sensitive Urban Design (WSUD) principles that seek to minimise and manage the impact of stormwater on site and within the area.

The proposed development appropriately addresses the unique characteristics of the site and will allow for the efficient management of stormwater.

STATE ENVIRONMENTAL PLANNING POLICY (INDUSTRY AND EMPLOYMENT) 2021

This SEPP contains provisions for Western Sydney Employment Area and also those that controls relate to the assessment of advertising and signage. The following table identifies the relevant chapters that apply to this proposal.

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

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

With no signage proposed as part of this application, Chapter 3 which is related to advertising and signage in NSW is not relevant.

STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

The Transport and Infrastructure SEPP 2021 (TI SEPP) provides the framework for the planning and efficient delivery of infrastructure in NSW.

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

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

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

In accordance with this chapter, the application is not required to be referred to Trains NSW as the proposal is not in the vicinity of rail infrastructure. Given the distance from Rail infrastructure and in accordance with this chapter, an acoustic and vibration report is not required to be prepared.

The development site is not located within proximity to a classified road and as a result it is not necessary to consider the provisions of this chapter that requires a consent authority to consider the impact of arterial roads on buildings used for residential purposes.

This chapter identifies several types of development that require concurrence from Roads and Maritime Services where development is identified as ‘traffic generating development’. The current proposal is not identified as traffic generating development as the site does not trigger the threshold requirements.

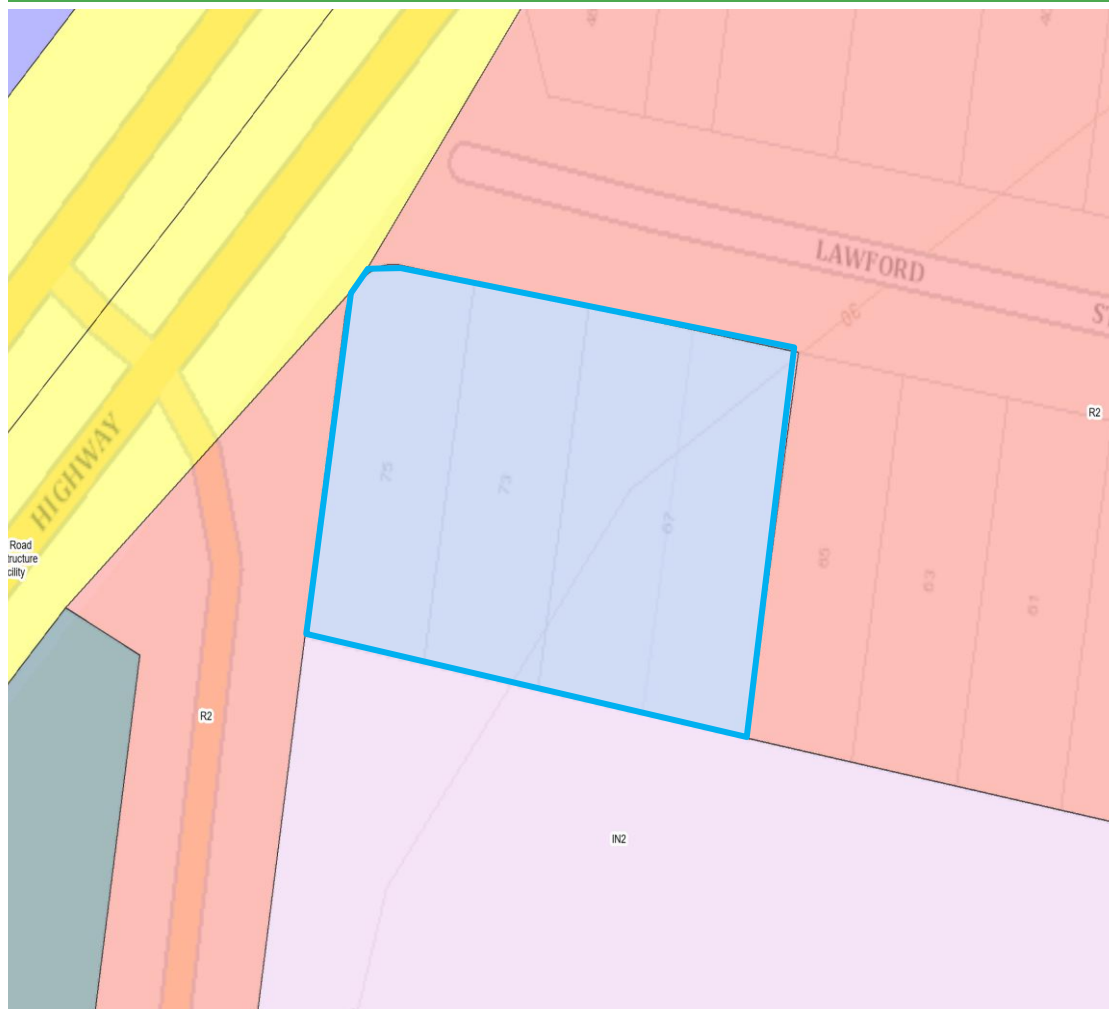
Therefore, concurrence from the RMS is not required. Accordingly, the proposal is not required to be referred to the RMS for comment.



CANTERBURY-BANKSTOWN LOCAL ENVIRONMENTAL PLAN 2023

As shown on the zoning map below, the development site is zoned IN2 – Light Industrial under the provision of the Canterbury - Bankstown Local Environmental Plan 2023.

Figure 5: Zoning Map Extract (NSW Planning Portal Spatial Viewer)



 Subject Site

'Self-storage units' is permissible with consent within the subject site and the proposal is consistent with the definition contained within the LEP:

self-storage units means premises that consist of individual enclosed compartments for storing goods or materials (other than hazardous or offensive goods or materials).

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

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities and to support the viability of centres.*
- *To minimise any adverse effect of industry on other land uses.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To support and protect industrial land for industrial uses.*
- *To promote a high standard of urban design and local amenity.*

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

Canterbury-Bankstown Local Environmental Plan 2023 – Compliance Table			
Clause	Controls	Comment	Complies
Zoning	IN2 – Light Industrial	'Self-Storage Units' are permissible with Council consent in the IN2 – Light Industrial Zone.	Yes
Part 2 Permitted or Prohibited Development			
2.3	Zone Objectives and Land Use Table	The proposal is consistent with the zone objectives of the IN2 – Light Industrial, in that at the completion of the project the development will provide storage solutions to the local community.	Yes
Part 4 Principal Development Standards			
4.3	Height of Buildings	No maximum height limit is identified for the subject site under Canterbury-Bankstown Local Environmental Plan 2023.	N/A
4.4	Floor Space Ratio:	<p>As per Council's Maximum Floor Space Ratio, the development site is subject to a maximum FSR of 1:1.</p> <p>The subject site, once consolidated, will have an area of approximately 2,175.22m², with the development proposing a total GFA of 2,498.17m² and as such will result in a total GFA of 1.148:1.</p> <p>FSR calculations have been undertaken in accordance with Clause 4.5.</p>	Clause 4.6 Variation

A Clause 4.6 Report has been prepared and accompanies this application.			
Part 5 Miscellaneous Provisions			
5.10	Heritage Conservation	There are no heritage restrictions on the site or within its immediate vicinity. Not applicable.	N/A
5.21	Flood Planning	The subject site is not identified as being flood prone. Not applicable.	N/A
Part 6 Additional Local Provisions - Generally			
6.1	Acid Sulfate Soils	The subject site is not identified as containing Acid Sulfate Soils.	N/A
6.2	Earthworks	<p>This application seeks Council consent for the excavation of the site as per the attached plans. This is primarily for the proposed basement excavation and any additional works required to provide the necessary grade across the site to facilitate the overall build.</p> <p>It is considered that the proposed excavation will have minimal adverse environmental or amenity impact. The proposal results in an appropriate outcome when considering the nature of the development and particularly, the unique characteristics of the site regarding site grade.</p> <p>The proposed earthworks will not affect the long-term amenity of the adjoining properties, noting appropriate conditions of consent will manage the associated noise, dust and sediment run-off aspects during proposed construction works.</p> <p>The proposal will not adversely affect or disrupt drainage, with appropriate drainage controls proposed.</p> <p>The proposal does not require additional fill to be brought from off site, with the soil excavated on site unlikely to be contaminated (refer to SEPP Resilience and Hazards 2021 discussion).</p>	Yes

		<p>The site is not identified as flood-prone land, nor is it located in the Sydney Drinking Water Catchment (i.e., SEPP Biodiversity and Conservation 2021). As such, the proposed works will not affect any existing overland flow/flood patterns or provide detrimental run-off to nearby waterways and drinking catchments.</p> <p>It is considered unlikely due to the location of the site, as well as previous development, that excavation will lead to the disturbance of relics.</p>	
6.3	Stormwater management and water sensitive urban design	<p>The proposed development appropriately addresses the unique characteristics of the site and will allow for the efficient management of stormwater.</p> <p>Additionally, the proposal incorporates appropriate setbacks and landscaping that will permit stormwater penetration and will reduce runoff and the impact of stormwater on site and in the area.</p> <p>The proposed development incorporates Water Sensitive Urban Design principles that seek to minimise and manage the impact of stormwater on site and within the area.</p> <p>Refer to attached Stormwater Plans for detail.</p>	Yes
6.4	Biodiversity	Subject site is not identified as 'Biodiversity' on the Natural Resources-Biodiversity Map.	N/A
6.5	Riparian land and watercourses	Subject site is not identified as 'Riparian Land and Waterways' on the Natural Resources - Riparian Land and Waterways Map.	N/A
6.7	Development in areas subject to aircraft noise	The site is not identified on the Bankstown Airport or Sydney Airport ANEF maps.	N/A
6.9	Essential Services	The development site is well serviced by water and sewer.	Yes

CANTERBURY-BANKSTOWN DEVELOPMENT CONTROL PLAN 2023

The table below provides detail on the provisions relevant to the current proposal.

Canterbury - Bankstown Development Control Plan 2023			
Clause	Controls	Comment	Complies
Chapter 2 – Site Considerations			
Chapter 2.1	Site Analysis	A Site Analysis has been prepared for the proposal and is attached as part of this application.	Yes
Chapter 2.2	Flood Risk Management	N/A - the development site is not identified as being flood prone land.	N/A
Chapter 2.3	Tree Management	<p>Development proposes to remove two trees situated towards the front of the site, noting that they have been identified as having low retention value via an accompanying Arboricultural Impact Assessment whilst also retaining and protection 1 individual trees within neighbouring property to the south via tree protection zone.</p> <p>Furthermore, the proposed landscaping arrangement will significantly improve the streetscape character along Lawford Street than what currently exists.</p> <p>Refer to attached Arboricultural Impact Assessment and Landscape Plan for more detail.</p>	Yes
Chapter 3 – General Requirements			
Chapter 3.2	Parking	<p>Section 2 – Off-Street Parking Rates</p> <p>There are no specific parking rates for storage premises. As per the accompanying Traffic and Transport Impact Assessment, the closest use to fit the storage definition was “industries” which has a rate of 1 space per 100sqm GFA. However, there were no parking rates that reasonably provided for storage premises use which would cause an overprovision.</p> <p>A study titled “<i>Study Results and Findings / Self Storage Facility Traffic and Parking Study</i>” by Aurecon in 2009 and 2012</p>	Yes

underwent a comprehensive assessment of over 32 self-storage businesses across Australia. It took data from operating sites, including what parking and traffic generation occurs across these sites. Focusing on the parking provision, self-storage provides for two distinct areas including office (administration) and retail function and the storage areas made up of the various sized units. This development accounts for both functions and will need to provide parking accordingly. Therefore, the recommendation from the study for the proposed size of the site is based on 95th percentile parking accumulation as follows:

- Office parking – 1 car parking space
- Storage parking area – 2 car parking spaces
- Staff parking – 2 car parking spaces
- Trailer/ute parking – 1 car parking space

The site provides for 4 x ground level car parking spaces and 9 basement car parking spaces. The ground level car parking would be used by visitors and retail functions as they are provided outside the secured zone.

Accessible parking needs to be provided based on calculating the total number of parking space as per Table D3.5 in the National Construction Code. Disability Discrimination Act notes compliance with AS2890.6:2022 for accessible parking. On the basis of the class of facility, one parking spaces will be required which has been provided as accessible car parking as required.

In terms of parking and traffic impacts, the accompanying Traffic and Transport Impact Assessment which concluded the following:

- *A total of 13 off-street car parking spaces and compliant accessible car parking are proposed*

- Site can accommodate appropriate levels of visitor and staff parking, and are compliant with relevant standards
- Waste and large vehicle servicing will operate from within the site via a managed one-way loop, which is wide enough to cater for 12.5m Heavy Rigid Vehicles

Refer to Traffic and Transport Impact Assessment which accompanies this application for more detail.

Section 3 – Design and Layout

Parking Location & Sight Distance Requirement

2 x existing vehicle cross-over and driveways are to be removed with 3 new vehicle cross-over and driveway proposed including 2 vehicular crossover and driveways within a two-way arrangement, and a separate vehicular cross-over and ramp to the basement situated towards the eastern side of the site, noting all gradients and widths are deemed to be in accordance with AS2890.2.

Yes

A 12.5mn HRV can manoeuvre in the way-way clockwise direction through ground floor.

Refer to Traffic and Transport Impact Assessment which accompanies this application for more detail.

Access Driveway Width and Design

Parking bays are provided in accordance with AS2890.1. As such there will be adequate manoeuvring areas within the carpark for set-down and pick-up activities, with all vehicles able to enter and exit the site in a forward direction.

Yes

Chapter 3.3	Waste Management	A Waste Management Plan is attached as part of this application.	Yes
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		<p>Notwithstanding it is noted that waste is to be appropriately managed during the demolition and construction stages of development.</p> <p>Refer to attached Waste Management Plans for detail.</p>	
Chapter 3.4	Sustainable Development	Has been designed to comply where relevant.	Yes
Chapter 3.5	Subdivision	No subdivision is proposed as part of this application.	N/A
Chapter 3.6	Signs	No signage is proposed as part of this application.	N/A
Chapter 3.7	Landscape	Existing tree within neighbouring property are to be protected and retained, noting development proposed landscaping within an industrial context.	Yes
Chapter 4 – Heritage			
		There are no heritage restrictions on the site or within its immediate vicinity. Not applicable.	N/A
Chapter 9 – Industrial Precincts			
Section 1	Introduction	<p><u>Desired Character</u></p> <p>Considering historical development of the locality and zoning patterns, the subject site comprises of 4 land parcels residing on the northern edges of an industrial precinct and interfaces residential zoned land parcel to its immediate eastern boundary and also residential development north of Lawford Street.</p> <p>As such, the development is aiming to deliver a transitional building from industrial to the west to residential to the east. This will be achieved with the development providing a front setback arrangement that is more aligned with the existing residential streetscape pattern along the southern side of Lawford Street than the prescribed 10m setback required for industrial developments.</p>	Yes

		<p>Furthermore, the proposed land use (self-store facilities) would also be considered to be a more sensitive and sympathetic land use than other typical industrial developments that traditionally resides within industrial precincts in terms of adversely affecting the amenity of surrounding developments by way of noise or emission. An accompanying Noise Impact Assessment has found that the operational noise emission from the proposed self-storage facility would achieve the established criteria at neighbouring residences and commercial receivers.</p>	
Section 2	Building Form and Landscape	<p>2.1 DCP stipulates that the sum total area of building(s) on the ground floor level must not exceed 70% of the site area (1,033m² or 47%).</p> <p><u>Street Setbacks</u></p> <p>2.2 DCP prescribes a primary street frontage of 10m where sites do not adjoin a state or regional road.</p> <p>Furthermore, Clause 2.4 of the DCP stipulates that Council could vary the minimum setback provided that the development can demonstrate compatibility with the building alignment with neighbouring development or the desired character of the area.</p> <p>The development proposes a front setback of 8.59m to Lawford Street.</p> <p>The majority of land parcels along the southern side of Lawford Street comprise of R2 zoned low density housing. With the development aiming to provide a built form more sensitive to its neighbouring residential zoned land parcels to the west, the proposed front setback would be more appropriate than the prescribed 10m setback, which would greatly interrupt the existing front setback pattern along the southern side of Lawford Street than that proposed, noting that the dwelling houses, the DCP prescribes a front setback of 5.5m to the ground floor and 6.5m to the first floor.</p>	<p>Yes</p> <p>On Merit</p>

As such, in-order to deliver a more appropriate transitional development between industrial to the west to low density residential, the proposed 8.59m front setback is considered to achieve a better building alignment of neighbouring developments and therefore the proposed setback arrangement is considered appropriate and the variation worth of Council support.

Side and Rear Setbacks

2.5 The development proposes a side setback of 7m to a residential zoned land parcel to its eastern side boundary and a minimum rear setback of 1.352m which is then further setback 4.7m to its rear boundary, noting that the proposed side and rear setback arrangement is considered appropriate, noting that the setback arrangements not only provides an appropriate building separation to neighbouring residential zoned land parcels but will also ensure that the existing dwelling within 65 Lawford Street will continue to receive a minimum of 3 hours of sunlight between 8am and 4pm at mid-winter with 50% of its allocated private open space also receiving 3 hours of sunlight between 9am and 5pm at the equinox. Refer to attached shadow diagrams for more information.

Yes

Development Adjacent to Residential Zones

2.7 The development proposes a land use (self-store facilities) would be considered to be a more sensitive and sympathetic land use than other industrial developments that traditional resides within industrial precincts in terms of adversely affecting the amenity of surrounding developments by way of noise or emission.

Yes

Open Spaces

2.10 For site within an area between 2,000m² – 3,999m², and do not adjoining a state or regional road, the minimum

Yes

		landscaping that is to be provided along the primary frontage is 6m.	
		Where appropriate, the development provides landscaping of 6m with the primary frontage (excluding easement, access and parking infrastructure).	
		<p>2.11 Development proposes to remove two trees situated towards the front of the site, noting that they have been identified as having low retention value via an accompanying Arboricultural Impact Assessment whilst also retaining and protection 1 individual trees within neighbouring property to the south via tree protection zone. Furthermore, the proposed landscaping arrangement will significantly improve the streetscape character along Lawford Street than what currently exists.</p> <p>Refer to attached Arboricultural Impact Assessment and Landscape Plan for more detail.</p>	Yes
		<p>2.12-2.13 Designed to comply, noting the site's industrial context. Refer to attached Landscape Pla for more detail.</p> <p><u>Employment Amenities</u></p>	Yes
		<p>2.15 DCP prescribes an outdoor employee amenity area with a minimum area of 25m².</p> <p>Comply, development provides appropriate employment area with a minimum area >25m².</p>	Yes
		<p>2.16 Comply, the employee amenity area is located away from sources of intrusive noise, dust, vibration, heat, fumes, odour or other nuisances.</p>	Yes
Section 3	Building Design	The development proposes a contemporary 3 storey building exhibiting good design in terms of architectural treatment and provides a balanced composition of materials, colours and textures.	Yes

The proposed facades are to be modern in nature and will deliver a modern architectural appearance of the proposed 3 storey industrial building.

The roof design is to also be contemporary, of high quality materials and consistent with roof forms of other industrial developments within the subject industrial estate.

The development will address its frontages whilst strongly addressing Lawford Street including windows on the upper floors, with landscaping along the front setback aimed to soften the impact of hard surfaces to the public domain.

Furthermore, considering the site interface with residential development, the development proposes to deliver a transitional built form from industrial to the west to residential to the east with a more sympathetic front setback than that required by the DCP with generous building separation to neighbouring residential dwellings to the east.

The reception/retail component of the self-storage units on the ground floor has incorporated shopfront style windows with clear glazing as per the DCP.

General

Yes

Parking will be provided in accordance with attached Traffic and Transport Impact Assessment.

Appropriate landscaping is to be provided along the front setback in accordance with attached Landscape Plan.

The current development will significantly improve the streetscape character along the south-western edge of Lawford Street with the removal of older industrial buildings and untidiness resulting from external storage and the construction of a contemporary 3 storey industrial building with landscaping along the front setback.

		<p>Furthermore, the proposed development also aims to deliver a transitional built form from industrial to the west to residential to the east with a more sympathetic front setback than that required by the DCP with generous building separation to neighbouring residential dwellings to the east.</p> <p>Finally, the proposed land use (self-store facilities) would be considered to be a more sensitive and sympathetic land use than other industrial developments that traditionally resides within industrial precincts in terms of adversely affecting the amenity of surrounding developments by way of noise or emission.</p>	
Section 4	Environmental Management	<p>The proposed land use (self-store facilities) would also be considered to be a more sensitive and sympathetic land use than other typical industrial developments that traditionally resides within industrial precincts in terms of adversely affecting the amenity of surrounding developments by way of noise or emission.</p> <p>An accompanying Noise Impact Assessment has found that the operational noise emission from the proposed self-storage facility would achieve the established criteria at neighbouring residences and commercial receivers.</p>	Yes
Section 5	Site Facilities	<p><u>Storage Areas</u></p> <p>Comply – considering the nature of the proposed land use (self-storage facility), the development is to not store or use hazardous materials.</p> <p><u>Building Design (Utilities and Building Services)</u></p> <p>Comply – the location and design of utilities & building services are illustrated on the attached architectural plans.</p> <p>Where appropriate, utilities and building services are to be integrated into the building design.</p>	<p>Yes</p> <p>Yes</p>

Front Fences

Comply – the proposed front fence along Lawford Street is to have a maximum height of less than 1.8m. Yes

Fencing arrangement is comparable with other industrial development within the subject industrial estate

CONCLUSION

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

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

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