PLANNING INGENUITY

STATEMENT OF ENVIRONMENTAL EFFECTS

Demolition of existing structures and construction of a self-storage facility comprising 47 units.

88 Helen Street
Sefton

Prepared for: La Salle Group

REF: M240382
DATE: 16 April 2025

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ANNEXURES

1. Introduction

This Statement of Environmental Effects has been prepared by Planning Ingenuity Pty Ltd for the applicant of the development proposal at No. 88 Helen Street, Sefton. It accompanies a development application to Canterbury-Bankstown Council seeking consent for the 'demolition of existing structures and construction of a self-storage facility comprising of 47 units'.

Specifically, the proposed works involve the construction of forty-seven (47) self-storage units, with twenty-one (21) comprising a mezzanine. The development will include the provision of five (5) at grade parking spaces, including one (1) accessible. Informal parking is proposed adjacent to self-storage units.

As detailed throughout this Statement, the site is affected by flooding, specifically, the 20- and 100-Year Average Recurrence Interval (ARI) flood event. The site is within 15m from Duck River to the east, and is separated from Duck River by a privately owned vacant parcel of land, being Lot 5 DP 260482. This has impacted the design outcome of the proposal, ultimately providing a raised floor level as it pertains to the self-storage facility. This is designed to ensure that the development will not be impacted by flooding and will protect the safety of future occupants, surrounding properties and the general public having no overall adverse impact.

The proposal for a self-storage facility which is permissible in the IN2 Light Industrial zone under the Canterbury-Bankstown Local Environmental Plan 2023 (CBLEP (2023). The proposed use will continue to be permissible following the gazettal of the Employment Zones Planning Proposal. The site is located within close proximity to various land uses and will provide a high-quality industrial development with no significant impacts on the amenity or functionality of adjoining properties or the public domain.

This Statement demonstrates that the development meets the objectives of the Zone and is a desirable outcome for the locality. The proposal complies with core development standards and applicable planning controls of the Canterbury-Bankstown Local Environmental Plan 2023 (CBLEP 2023) and Canterbury-Bankstown Development Control Plan 2023 (CBDCP 2023).

The purpose of this Statement is to address the planning issues associated with the development proposal and specifically to assess the likely impact of the development on the environment in accordance with the requirements of S4.15 of the Environmental Planning & Assessment (EP&A) Act, 1979.

This Statement is divided into six sections. The remaining sections include a background; a locality and site analysis; a description of the proposal; an environmental planning assessment; and a conclusion.

The development application is supported by the consultant reports and plans listed at **Table 1**.

Table 1 Supporting Documentation

Document	Author
Architectural Plans	GGA Architects
Acoustic Report	Acouras Consultancy
Access Report	Access Link Consulting
Arborist Report	DJD Tree Consulting
Ausgrid Letter	Ausgrid
Cost Report	Construction Consultants

Table 1 Supporting Documentation	
Water NSW Correspondence	Department of Climate Change, Energy, the Environment and Water
Flood Report	SGC Consultants
Geotechnical Investigation	GSNE Services Pty Ltd
Landscape Package	Zenith Landscape Designs
Nabers Embodied Emissions Materials Form	GGA Architects
Preliminary Site Investigation	Aargus
Site Survey	W. Buxton Pty Ltd
Stormwater Plans	SGC Consultants
Traffic Report	Hemanote Consultants
Waste Report	La Salle Group

2. Site Analysis and Context

2.1 THE SITE

The subject site is located on the eastern side of Helen Street (**Figure 1**) and is known as No. 88 Helen Street, Sefton with a legal description of Lot X in DP 420237.

Figure 1 Aerial image of the site (Source: Nearmaps)

The site is irregular in shape and is relatively flat in nature. The subject site contains a 100.85m street frontage to Helen Street, a 85.55m southern setback to a neighbouring industrial property and 122.11m eastern setback to privately owned parcel of land and Duck River. The site contains a northern boundary of 17.9m adjoining an undeveloped lot. The subject site contains an overall area of 5,201.8m^2.

The site is located within an industrial area, bordering residential development to the west. The site contains various structures including a brick and metal factory building to the south and a large permanent gazebo and concrete block factory building in the northern extent. The site is currently used for the stockpiling, sale and distribution of timber.

The site contains several mature trees along the frontage to Helen Street. Given the proximity of the site to the Duck River riparian corridor, mature trees adjoin the eastern boundary.

The site contains two (2) easements. Easement X is 6.095m and used for the purposes of drainage. Easement Y, of an identical width, is used for sewerage purposes. Easement Y is managed by Sydney Water and contains a 750mm sewer main. This easement causes a significant burden to the site, consuming an area of approximately 740m^2 (14%) of the site. In accordance with Sydney Water's Technical Guidelines for building over and adjacent to pipe assets, published August 2021 ("SWTG"), specifically section 1.5.1, states *"We won't allow you to build over the following assets: … Non-pressure wastewater (sewer) pipes that have diameters equal to or greater than 750mm, and other critical assets such as tunnels, oviforms and our heritage listed assets; and Easements."* This results in the developer not being able to build over this easement, furthering the burden on the site.

The site is flood affected in the 5% AEP as a result of its proximity to Duck River to the east.

Photographs of the site are provided in **Figures 2-5**, below.

Figure 2 Subject site including gazebo and vehicle entrance viewed from Helen Street (site photo)

Figure 3 Southern extent of the site depicting southern industrial building (site photo)

Figure 4 Northern portion of the subject site depicting industrial building viewed from No. 102 (site photo)

Figure 5 Eastern portion of the site, depicting No. 90 and riparian corridor associated with Duck River (site photo)

2.2 CONNECTIVITY AND ACCESS TO PUBLIC TRANSPORT

The site is located approximately 650m walking distance from Sefton Station that connects the site to Liverpool and the Inner West. Bus stops are located along Hector Street and Carlingford Street serviced by the 911 and N50 bus service providing access to Auburn Station and Town Hall.

2.3 CHARACTER OF LOCALITY & SURROUNDING DEVELOPMENT

The site is located on the fringe of an industrial area traversed by Duck Creek. Immediately to the east of the site, beyond Duck River and the Sydney Water Supply Pipeline is land zoned IN1 – General Industry. Further east and north of the site, located within the Cumberland local government area (LGA) is land zoned E4 – General Industrial. The E4 – General Industrial zone is the reformed IN1 and IN2 zone, and therefore a consistent industrial land use is observed to the east of the site. To the south of the site is industrial zoned land and Sefton local centre adjoining Sefton Railway Station. The local centre is adjoined by high density residential development that lines the railway line. To the west of the site, beyond Helen Street is the R2 – Low Density Residential zone and Sefton High School.

Immediately opposite the site to the west are Nos. 117-127 Helen Street, which contain single and double storey dwellings. These are pictured in **Figures 6-7**. The location of the site adjoining low density residential development sets an intrinsic requirement for a high level of architectural design in the built form and façade as to not diminish the character of the area.

Immediately to the north of the site is dense vegetation comprising the riparian corridor to Duck River (refer to **Figure 8**).

Immediately to the south of the site is No. 86 Helen Street which contains a large industrial warehouse (refer to **Figure 9**). Of note, the neighbouring warehouse archives a front setback of approximately 8.3m and contravenes the 10m DCP control. Further to the south of the site, fronting Helen Street is an industrial warehouse at No. 68. Similarly, the neighbouring warehouse is setback from Helen Street by approximately 8m.

Figure 6 Dwellings along the western extent of Helen Street opposite the site (site photo).

Figure 7 Dwellings along the western extent of Helen Street opposite the site (site photo).

Figure 8 Riparian corridor to Duck River (site photo).

Figure 9 No. 67 Helen Street containing and industrial warehouse (site photo)

Figure 10 Industrial warehouses to the south of the site (site photo)

3. Background

3.1 COUNCIL MEETINGS

The proponent has met with Council multiple times to discuss the proposed development. These meetings are discussed in **Table 2**, below.

Table 2 Council Meetings

Meeting Date	Key Takeaways
12 June 2024	Initial meeting with Council regarding the site, to establish site constraints and to obtain clarity as to how to deal with these constraints. The constraints include flooding (input was given from Council's flood engineer regarding RL's and DCP controls), traffic (input was given from Council's traffic engineer as to access points), Council's Manager of Development and Planning, Ian Woodward who gave general advice regarding general bulk and scale as well as setbacks. This meeting was high level commentary.
23 July 2024	The proponent met with the Council's Stormwater Engineer, Ian Woodward and Stephen Arnold (Team Leader Development and Assessment). At this meeting the Applicant queried a reduced setback given the site constraints. The Council advised that there are variation controls within the DCP but the Applicant would need to demonstrate that they would satisfy the merit assessment outlined in the DCP.
5 February 2025	Client and Planner present at this meeting with Council. The main takeaway points were: • Council did not say no to the newly proposed 5m setback, so long as an architecturally treated building facade and landscaped area that presents well to the adjoining R2 zone and street is provided; Council will not accept butterfly mezzanines. The facade along Helen St doesn't necessarily have to be broken up but should be architecturally treated/designed to present greater articulation.
7 March 2025	The proponent attended a meeting was Council's Development Assessor (Stephen Arnold) and Senior Urban Designer (Bruno Pelucca). This was to address the facade. Two (2) options were proposed to Council, and ultimately Bruno advised that the facade needed some more work. Post meeting, an amended façade was put forward to Bruno who after two exchanges accepted the facade design.

3.2 SITE HISTORY

The site has been the subject of numerous historical approvals. These are summarised in **Table 3**, below.

Table 3 Historic DA Approvals

DA No.	Description	Decision	Determined
DA-594/1988	Freight Forwarders	Approved	11/10/1988
DA-468/1990	Manufacture of Export Packaging-Timber	Approved	-
DA-252/1993	Reapproval for the use of site for timber "manufacturer of pallets,cas"	Approved	-
DA-589/1989	Use of existing premises as a truck carrier establishment	Refused	25/04/1998
DA-424/2007	Addition of office area to existing premises	Refused	11/07/2007

Table 3 Historic DA Approvals			
DA-983/2008	Demolition of Existing Structures and Construction of Two Industrial Units Including Associated Car Parking, Fencing, Landscaping and Signage. In accordance with Section 91 of the Environmental Planning and Assessment Act, 1979, the subject application is Integrated Development. A Controlled Activity Approval issued by the Department of Water and Energy under the Water Management Act 2000 is required.	Approved	25/06/2009

The most recent historical approval at the site is DA-983/2008 for the construction of two (2) industrial units at the subject site. It should be noted this consent was never constructed and inevitably lapsed. Although DA-983/2008 was never constructed, it remains to set a precedence for appropriate development at the site. The relationship between DA-983/2008 and the proposed development is explored in Section 4.7.

4. Description of the proposal

4.1 PROPOSED DEVELOPMENT

The subject application seeks the demolition of all existing structures and for the construction of a self-storage premises comprising 47 units. Of the proposed 47 self-storage units, 21 units contain a mezzanine. The proposed development presents as four (4) buildings separated by an internal driveway. Vehicular access is achieved from the southern extent of the site that fronts Helen Street. Amenities are located within the central building, adjacent to unit 45.

A total of five (5) car parking spaces are provided (including 1 accessible). These designated parking spaces are dispersed throughout the site, located adjacent to the central and rear building. Additionally, a SRV loading bay and turning area is provided at the northern extent of the site. Informal parking will be available to customers at the rear of each storage unit to facilitate ease in loading and unloading.

The built form will address Helen Street and achieves a high level of architectural design and façade articulation. This has been prioritised given the proximity of the site to low density residential dwellings along Helen Street.

As the proposal involves development within 40 metres of a waterway, a Controlled Activity Approval (CAA) under the Water Management Act 2000 will be required. General Terms of Approval (GTA) will need to be requested from WaterNSW.

4.2 DEMOLITION

The proposed development includes the demolition of all existing structures on the site. This includes the removal of the gazebo and industrial buildings at the northern and southern extent of the site.

4.3 BUILT FORM

The proposed development consists of four (4) buildings comprising a combined total of 47 units. The storage units' range in size from 19.48m^2 to 81.68m^2, with larger units comprising a mezzanine. The key built form consideration is the proposals bulk, scale and façade as viewed from Helen Street and the neighbouring dwellings opposite the site. The western façade of the building that immediately addresses Helen Street is articulated with varied façade heights and treatments including mezzanine feature walls of varying colours and dark painted windows. The culmination of these design choices is of a suitable form and palette, complimentary of the residential nature of the area on the western side of Helen Street.

Figure 11 West Elevation (source: GGA Architects)

4.4 ROADS, ACCESS AND PARKING

Vehicular access to the site is via a two-way driveway to Helen Street. The driveway contains an up-ramp at the site entrance due to the elevated nature of the built form within the site. The site contains an internal driveway that wraps around the central building ensuring ease in providing vehicular movements in a forward motion.

The site contains five (5) formal parking spaces, including one (1) accessible parking space. These are located adjacent to the central building and the building that adjoins the sewer easement. A loading bay for a SRV is located adjacent to the central building. A turning area is provided in the northern most corner of the site. Informal parking is proposed with the intention for customers to park at the rear of their respective self-storage unit for ease in loading and unloading. The driveway width is sufficient to accommodate parked cars and traffic flows concurrently.

4.5 LANDSCAPING

Landscaping is provided within the eastern sewer easement (6.1m width) and front setback to Helen Street (5m width). The total combined landscaped area provision for the site is 1,007.84m^2 and equates to 19.3% of the site.

A Landscape Plan has been prepared by *Zenith Landscape Design.* The sewer easement is to be planted with small shrubs complimentary of the adjoining riparian zone and a rock ballast. Consultation has been undertaken with Water NSW to confirm the planting in the sewer easement is appropriate.

Likewise, landscaping within the front setback will comprise mass planting in the form of shrubs and small trees.

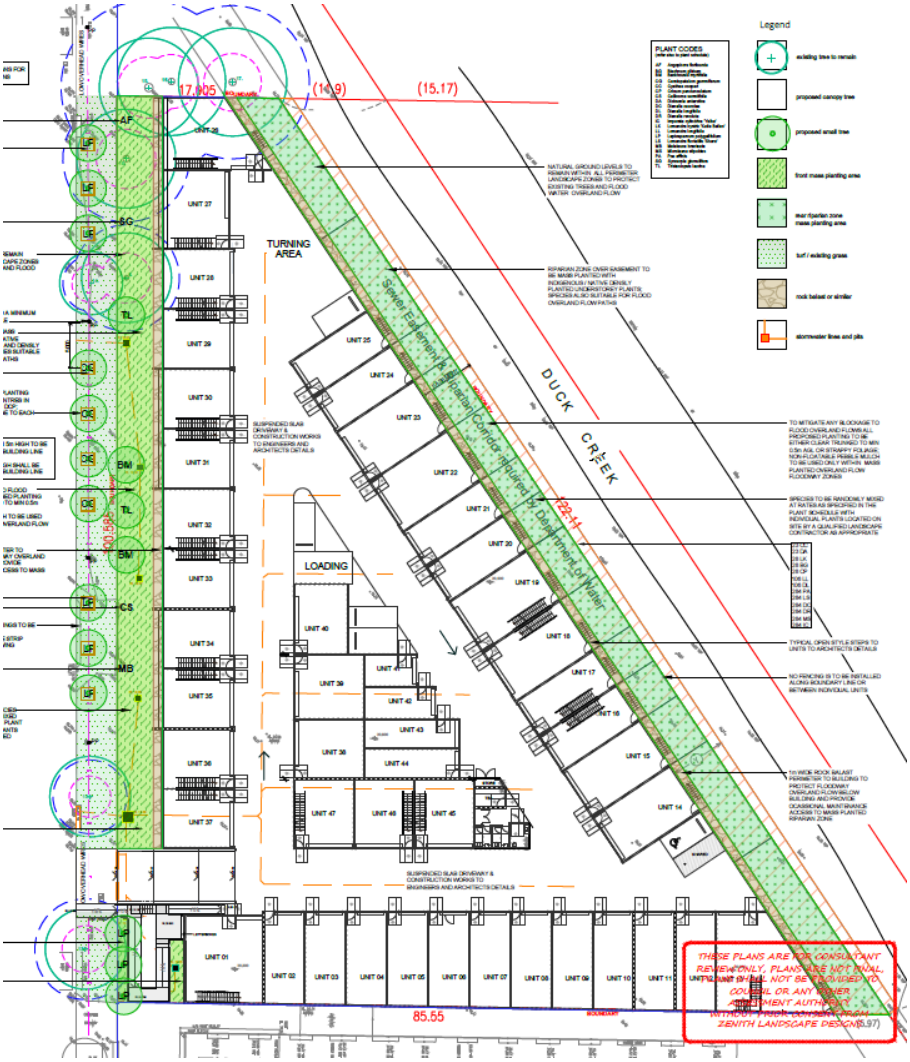

Figure 12 Landscape Plan (source: Zenith Landscape Designs)

4.6 WASTE MANAGEMENT

A Waste Management Plan has been prepared by La Salle Group. During demolition, all friable and non-friable asbestos-containing material shall be handled and disposed of off-site at an EPA licensed waste facility by an EPA licensed contractor in accordance with the requirements of the Protection of the Environment Operations (Waste) Regulation 2014 and the Waste Classifications Guidelines – Part 1 'Classifying Waste (EPA 2014) and any other instrument as amended.

During construction, bins will be provided on site throughout construction, being a combination of skip bins and mobile bins which will be used for the collection of rubbish generated throughout construction.

With regard to ongoing use, given that the proposed development is for a self-storage facility, there will be no waste generation. Furthermore, the fact that there will be no employees on site, each individual owner will be responsible for their own rubbish removal. Self-storage facilities generally will not create any waste, unless there is an office for a building manager. In this case, there is no office proposed for a building manager.

4.7 COMPARISON TO DA-983/2008

The table below provides a comparison of the key data with regard to the proposal and DA-983/2008.

Table 4 Comparison of Proposed Development with DA-983/2008

Item	Control	DA-983/2008	Proposed Development	Comment
Zoning	IN2 – Light Industrial	Industrial units	Self-storage premises	A self-storage premises is a significantly less intensive use than the previous DA and other permissible uses within the light industrial zoning. A self-storage use benefits the immediate community due to: - less noise; - less pollution; - less traffic from large vehicles such as MRV's & HRV's, therefore increased safety; - little to no waste generation. Overall this a net positive.
Front Setback	10m	Part 5m, part 16m	Part 5m, part 7.5m	DA-983/2008 had car parking within the front setback/landscaped area and car parking was permitted within the rear riparian corridor.
GFA	5,215m^2	2,529m^2	2,919.69m^2	The GFA is comparable to that of DA-983/2008.
Building Height	-	12.12m RL to top of building 32.02m AHD	9.38m to roof 10.38m architectural roof features	The proposals height is almost 3m less than that of DA-983/2008. The bulk and scale have been reduced so as to not impose on the existing character along Helen Street which is predominantly of a two-storey nature.
Landscaped Area/Open Space	10m	5m (noting that car parking was in the landscaped area)	5m at the front of the site 6.1m at the rear above sewerage easement.	The proposal will provide high quality, vibrant, and architecturally designed landscape, totaling approx. 1,007.84m^2, equating to 19% of the site area.
Riparian Corridor	15m to top of bank	Approx. 14m separation. (measured from eastern boundary of No. 90 Helen)	Approx. 14m separation. (measured from eastern boundary of No. 90 Helen)	Initial discussions with the Water NSW have commenced. They have indicated that they will be requesting the same setback as previously approved – 6.1m reflective of the sewer easement.

5. Environmental Planning Assessment

5.1 PREAMBLE

This section of the Statement provides a planning assessment of the proposed development covering all relevant heads of consideration under Section 4.15 of the EP&A Act, 1979.

5.2 STATUTORY AND POLICY COMPLIANCE

5.2.1 Water Management Act 2000

The proposed development is nominated Integrated Development as it will require a controlled activity approval under the *Water Management Act 2000* from Water NSW given the works are on waterfront land. This being land within 40m of a watercourse. The site is located immediately adjacent to Duck Creek, a 3rd order watercourse with a 30m riparian watercourse provided on either side.

This matters can be dealt with by Integrated Assessment requirements and General Terms of Approval to be issued by WaterNSW and included in the conditions of development consent.

It should be noted, in the instance of DA-983/2008 general terms of approval were issued. Advice has been sought with a water regulation officer regarding the current proposal. The advice is provided below:

> *As long as the new proposal is consistent with the previous Development Application (DA), where a General Terms of Approval (GTA) was issued.*
>
> *I do not foresee any issues regarding the proposal or the setback from Duck River. However, please ensure there are no significant deviations from the landscape plan included in the original GTA.*

Given the setback to Duck River is comparable to that of the current proposal, it is reasonable to assume that GTAs can be issued in this instance.

5.2.2 Planning Requirements

The relevant matters for consideration under Section 4.15(1)(a) of the EP&A Act, 1979, are identified in the following Table:

Table 5 Section 4.15 Matters for Consideration

EP & A Act, 1979.	Matters for Consideration	OK	See Comments	N/A
S.4.15(1)(a)(i)	SEPP (Resilience and Hazards) 2021	✓	✓	
"	SEPP (Biodiversity and Conservation) 2021	✓	✓	
"	SEPP (Transport and Infrastructure) 2021	✓	✓	
"	SEPP (Industry and Employment) 2021	✓	✓	
"	SEPP (Planning Systems) 2021	✓	✓	

Table 5 Section 4.15 Matters for Consideration			
"	SEPP (Sustainable Buildings) 2022	✓	✓
"	Canterbury-Bankstown LEP 2023	✓	✓
S.4.15(1)(a)(iii)	Canterbury-Bankstown DCP 2023	✓	✓
S.4.15(1)(a)(iv)	Any other prescribed matter: AS 2601-1991: Demolition of structures.	✓	

The matters identified in the above Table as requiring specific comment are discussed below. The primary statutory document that relates to the subject site and the proposed development is *Canterbury Bankstown Local Environment Plan 2023* (CBLEP 2023).

5.2.3 SEPP (Resilience and Hazards) 2021

State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP) commenced on 1 March 2022, repealing and replacing three former SEPPs related to coastal management, hazardous and offensive development and remediation of land.

Of relevance to the proposed development as the following chapter(s):

- *Chapter 4 Remediation of Land*.

Chapter 4 Remediation of Land

Chapter 4 of the Resilience and Hazards SEPP 2021 provides planning controls for the remediation of contaminated land and requires an investigation to be made if land contamination is suspected. The site is not listed as contaminated on the NSW EPA site records register. Historically, land use of the site appeared to have been vacant from 1943 to 1955, subsequently developed for commercial use between 1955 and 1965, with a warehouse on the southern boundary and storage in the northern half. From 1965 to 1986, the warehouse expanded northward and eastward, with an additional warehouse constructed on the northern boundary. After the demolition of the eastern extension in 1996, the site remained unchanged.

The site is not identified as contaminated in accordance with Councils Section 10.7 Certificate. A preliminary Site Investigation (PSI) has been prepared by *Aargus*. The conclusions and recommendations of the PSI are as follows:

- Full chemical characterisation of soils across the site was considered unnecessary due to the consistent fill layer, vegetation surrounding the site was in good condition and preliminary sampling for the most significant chemicals of concern were not found at levels to cause concern.
- Groundwater sampling was not deemed required as no significant chemicals were found on the surface layers that could potentially leach and migrate through surface soils. The most likely pathway would have been surface water flows, and inspection of Duck Creek banks showed vegetation healthy.
- Appropriate QA/QC sampling was not deemed necessary as this was a preliminary assessment and no triggers or concentrations were found to be close to site land use criteria.
- Council and SafeWork NSW record searches was not able to be attained in time but anecdotal evidence by way of discussions with on site staff indicated that no USTs or large alterations from existing activities occurred on site.

It is considered that risks to human health and the environment associated with soil and groundwater are low and the proposed development for self-storage is suitable. Although the conclusions of the PSI post a site visit and desktop

review, the Applicant went to further lengths by conducting soil sampling across 14 boreholes in accordance with the NSW EPA Sampling Design Guidelines (2022). In essence, the PSI provided is a Detailed Site Investigation whereby the conclusion within the Executive Summary was that 'the site is considered suitable for the proposed development as the site is not contaminated.

5.2.4 SEPP (Transport and Infrastructure) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 commenced on 1 March 2022, repealing and replacing four former SEPPs related to infrastructure, transport, education and childcare. Of relevance to the proposed development are the following chapter(s):

- *Chapter 2 Infrastructure*

Chapter 2 Infrastructure seeks to facilitate the effective and timely delivery of infrastructure and protect existing infrastructure from incompatible development. The development has been assessed against the relevant Clauses of Chapter 2, as outlined below. It is noted that the site is in proximity to Sydney Water pipelines.

Table 6 SEPP (Transport and Infrastructure) 2021 – Impacts on Infrastructure

Clause	Requirement	Proposal
Cl 2.48	**Electricity Transmission or Distribution Networks** (2) Before determining a development application (or an application for modification of a consent) for development to which this section applies, the consent authority must— (a) give written notice to the electricity supply authority for the area in which the development is to be carried out, inviting comments about potential safety risks, and (b) take into consideration any response to the notice that is received within 21 days after the notice is given.	Referral to Endeavour Energy may be required as overhead powerlines are located at the front of site along Helen Street.
Cl 2.77	**Development adjacent to pipelines** (1) Before determining a development application for development adjacent to land in a pipeline corridor, the consent authority must— (a) be satisfied that the potential safety risks or risks to the integrity of the pipeline that are associated with the development to which the application relates have been identified, and (b) take those risks into consideration, and (c) give written notice of the application to the pipeline operator concerned within 7 days after the application is made, and (d) take into consideration any response to the notice that is received from the pipeline operator within 21 days after the notice is given.	The site is located approximately 60m from a Sydney Water pipeline. The site is separated from the pipeline by Duck River and industrial land. The site is considered separated from the pipeline to an extent whereby impacts no adverse impacts will occur.
Cl 2.98	**Development adjacent to rail corridors**	Not applicable.

Table 6 SEPP (Transport and Infrastructure) 2021 – Impacts on Infrastructure		
	(2) Before determining a development application for development to which this section applies, the consent authority must— (a) within 7 days after the application is made, give written notice of the application to the rail authority for the rail corridor, and (b) take into consideration— (i) any response to the notice that is received within 21 days after the notice is given, and (ii) any guidelines that are issued by the Planning Secretary for the purposes of this section and published in the Gazette.	
Cl 2.119	(2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that— (a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of— (i) the design of the vehicular access to the land, or (ii) the emission of smoke or dust from the development, or (iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and (c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.	Not applicable.
Cl 2.163	Water Supply Systems (2) Development consent must not be granted to development to which this section applies unless the consent authority is satisfied the development is consistent with the *Guideline for Development Adjacent to the Upper Canal and Warragamba Pipelines*, published by Water NSW in September 2021.	Not applicable.

5.2.5 SEPP (Industry and Employment) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 commenced on 1 March 2022, repealing and replacing two former SEPPs related to the Western Sydney employment area and advertising and signage. Of relevance to the proposed development are the following chapter(s):

- *Chapter 3 Advertising and Signage*

The objectives of the SEPP are to encourage signage that is compatible with the desired amenity and visual character of an area, provide effective communication, and is of high-quality design and finish. Schedule 5 of the SEPP contains assessment criteria for signage in relation to the character of the area, views and vistas, the streetscape and the building to which it relates.

The subject application includes business identification on the western elevation. Signage includes the name of the business and/or logo as well as associated corporate colours. The sign will not be illuminated not will it comprise any moving elements (flashing, rolling etc) and content will be fixed.

Clause 3.1 of the SEPP stipulates its general aims as follows:

> *(1) This Chapter aims:*
>
> *a) to ensure that signage (including advertising)*
>
> *i. is compatible with the desired amenity and visual character of an area, and*
>
> *ii. provides effective communication in suitable locations, and*
>
> *iii. is of high quality design and finish, and*
>
> *b) to regulate signage (but not content) under Part 4 of the Act, and*
>
> *c) to provide time-limited consents for the display of certain advertisements, and*
>
> *d) to regulate the display of advertisements in transport corridors, and*
>
> *To ensure that public benefits may be derived from advertising in and adjacent to transport corridors.*

The proposal is consistent with the Policy aims in that the signage is compatible with the bulk and scale of built forms and signage in the surrounding locality and provides clear and effective communication of the business in an appropriate location including when viewed from each road corridor.

Clause 3.4 of the SEPP identifies development to which the SEPP applies. The proposed development involves signage that will be visible from a public place and therefore the SEPP is applicable.

Clause 3.6 of the SEPP states that the consent authority must not grant consent unless proposed signage is consistent with the objectives of Chapter 3 and the assessment criteria in Schedule 5 of the SEPP. Provided below at Table 3 is detailed compliance with the assessment criteria of Schedule 5 of the SEPP.

Clause 3.7 states that Part 3.3 of the SEPP applies to all signage except for business or building identification signs, exempt signage, and signage on vehicles. The proposed development relates to a “business identification signage”. As such, Part 3.3 is not applicable.

The proposed signage consists of a 2.5m x 2.7m walk mounted signage that reads ‘Lucky 88’ and a Dulux Surfmist background and Aluminium letters in Dulux colour Gold Pearl.

Table 7 SEPP (Industry and Employment) 2021		
Clause	Control	Proposal and Compliance
Schedule 1 – Assessment Criteria		
1. Character of the Area	Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	Yes, as the proposal complies with the objectives of the zone.
	Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There is no particular theme evident in the locality, however proposal provides signage that is compatible with the form and scale of signage in the locality.
2. **Special Areas**	Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	While the site is mapped as being partially affected by riparian lands and watercourse, the proposed signage is not within the mapped affected area. It will not detract from the mapped area nor any heritage items. The form, scale and character which is appropriate for the built forms within the business zoned area.
3. **Views and Vistas**	Does the proposal obscure or compromise important views?	The proposed signage will not obscure or reduce the quality of views and vistas within the locality.
	Does the proposal dominate the skyline and reduce the quality of vistas?	The proposal will not reduce the quality of vistas given the location and scale of signage, and also noting that surrounding vegetation continues to soften and screens the built form and signage as viewed from Helen Street. Proposed signage does not dominate the skyline, being well resolved in its location and scale on elevations.
	Does the proposal respect the viewing rights of other advertisers?	The proposed signage will not obscure the viewing rights of other advertisers or advertising signage within the locality.
4. **Streetscape setting or landscape**	Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	Signage proposed is well resolved in its location, scale and form for each elevation. It forms a minor component of the overall built forms and elevations on site, and is appropriate for the surrounding site context and streetscapes including surrounding built forms, land uses and signage. No significant vegetation is affected by signage, noting that surrounding and nearby large trees will continue to soften and screen the built forms on site in particular as viewed from Helen Street.

Table 7 SEPP (Industry and Employment) 2021		
	Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposal contributes to the visual interest of the streetscape and surrounding context in providing a built form and signage which is compatible with the industrial zoning of the locality and surrounding built forms.
	Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Proposed signage is associated with new additions however demonstrates a well rationalised and simple yet effective design.
	Does the proposal screen unsightliness?	The proposed signage does not screen any unsightliness.
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The sign is erected directly upon the west elevation and does not protrude above the built form. Photomontages submitted under separate cover demonstrate that signage does not protrude above the top of the tree canopy.
	Does the proposal require ongoing vegetation management?	Ongoing vegetation management is not associated with signage.
5. Site and Building	Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	Yes. The proposed signage has been located and scaled in response to the form and scale of the buildings upon which it is erected as well as the scale and form of buildings and signage in the locality.
	Does the proposal respect important features of the site or building, or both?	The proposed signage is located upon a building and is of a scale and form appropriate for the built forms and surrounding site context.
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	Signage has been located, scaled and designed with regard to the form of the buildings and corporate logo and colouring requirements.
6. Associated devices and logos	Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Logos have been designed as an integral part if the signage.
7. Illumination	Would illumination result in unacceptable glare?	The signage will not be illuminated.
	Would illumination affect safety for pedestrians, vehicles or aircraft?	The signage will not be illuminated.
	Would illumination detract from the amenity of any residence or other form of accommodation?	The signage will not be illuminated.

Table 7 SEPP (Industry and Employment) 2021		
	Can the intensity of the illumination be adjusted, if necessary?	The signage will not be illuminated.
	Is the illumination subject to a curfew?	The signage will not be illuminated.
8. Safety	Would the proposal reduce the safety for any public road?	Signage proposed will not reduce the safety for any public road as it is well separated from these roads and does not include any moving components.
	Would the proposal reduce the safety for pedestrians or bicyclists?	No. The proposal will not reduce safety for pedestrians or bicyclists, with signage not including any moving components and not obscuring sightlines.
	Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No. the proposed signage will not obscure any sightlines from public areas.

5.2.6 SEPP (Planning Systems) 2021

- *Chapter 2 State and Regional Development*

Based on the Cost Estimate Report provided with the application and with reference to Schedule 6, the project's CIV of 6.8 million will be below the threshold for declaration as regionally significant development. As such, the consent authority development application will be Canterbury-Bankstown City Council.

5.2.7 SEPP (Sustainable Buildings) 2021

State Environmental Planning Policy (Sustainable Buildings) 2022 was notified in August 2022 and commenced on 1 October 2023.

Chapter 3 of the Policy is relevant to the proposed development. Section 3.1 states the Chapter applies to the erection of a new building if the development has a capital investment value of $5 million or more. Accordingly, the requirements of the Policy have been taken into consideration.

Section 3.2 of the Policy states:

> *"In deciding whether to grant development consent to non-residential development the consent authority must consider whether the development is designed to enable the achievement of a range of sustainability outcomes".*

These outcomes are listed in **Table 6** below:

Table 8 SEPP (Sustainable Buildings) 2022	
Matter for Consideration	Comment
The minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials.	Demolition required as a result of the proposed development is minor and limited to the removal of existing pavement, structures and trees. Given the materials accumulated due to demolition will consist of concrete and

Table 8 SEPP (Sustainable Buildings) 2022	
	gravel, there is limited opportunity to re-use these materials throughout the site.
A reduction in peak demand for electricity, including through the use of energy efficient technology.	The proposed development would be energy efficient. Censored lighting would be implemented in areas throughout the building to ensure energy efficiency.
The generation of storage of renewable energy.	N/A
The metering and monitoring of energy consumption.	N/A
The minimisation of the consumption of potable water.	There would be minimal consumption of potable water given the intended use of the building is for self-storage. There will be no staff on site to contribute to water consumption.

Overall, the use of the premises for self-storage is not intended to accommodate significant amounts of people, machinery or industries that typically contribute to poor energy efficiency. An Embodied Emissions Materials Form has been provided alongside this Application.

5.2.8 Canterbury-Bankstown Local Environmental Plan 2023

Canterbury-Bankstown Local Environmental Plan 2023 (CBLEP 2023) applies to the subject site. Under the LEP, the subject site is within Zone IN2 Light Industrial.

It should be noted the 'New Employment Zones' Planning Proposal by Canterbury Bankstown Council is in the process of finalisation. Once gazetted, this will alter the zoning of the site from IN2 Light Industrial to E4 General Industrial. Under the current and future zoning of the site, a *storage premises* is permissible.

The objectives of the IN2 zone and future E4 zone are demonstrated in the table below.

Table 9 IN2 and E4 Zone Objectives	
Zone IN2 Light Industrial	Zone E4 General Industrial
• *To provide a wide range of light industrial, warehouse and related 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.*	• *To provide a range of industrial, warehouse, logistics and related land uses.* • *To ensure the efficient and viable use of land for industrial uses.* • *To minimise any adverse effect of industry on other land uses.* • *To encourage employment opportunities.* • *To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.* • *To support and protect industrial land for industrial uses.* • *To promote a high standard of urban design and local amenity.*

The proposal is considered to be consistent with the above zone objectives in that the proposal will provide a suitable industrial land use, compatible with the zone. The proposed use is considered low intensity when compared to alternate industrial land uses, ensuring amenity to neighbouring residential development is retained. A high level of urban design is achieved, particularly along the west façade that addresses Helen Street with suitable articulation in the built form, materials and colour palette.

Provided at **Annexure A** is a compliance table which identifies the relevant objectives and development standards that apply to the proposal and undertakes an assessment of the proposed development against those relevant provisions.

5.2.9 Canterbury Bankstown Development Control Plan 2023

Canterbury Bankstown Development Control Plan 2023 (CDCP 2023) applies to the subject site and the proposal has been designed to comply with the requirements of the DCP. The key chapter relevant to the proposed development is Chapter 9 – Industrial Precincts.

Provided at **Annexure B** is a compliance table which identifies the controls that apply to the proposal and undertakes an assessment of the proposed development against those controls. The proposal complies with the majority of controls contained within the DCP. Key DCP variations are provided below and relate to the front setback and landscaping provision. Alternatively, minor non-compliances are addressed in the DCP table in **Annexure B.**

In any case, Section 4.15(3A)(b) of the EP&A Act states that the consent authority is to be flexible in applying the provisions of a DCP to allow reasonable alternative solutions that achieve the objectives of the standard.

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

5.2.9.1 Front Setback

In accordance with Chapter 9, Section 2.2 of the DCP, the front setback to a primary frontage in the Bankstown LGA is required to be 10m.

> *2.2 This clause applies to land within the former Bankstown Local Government Area:*
>
> *(a) Where sites adjoin a state or regional road (refer to Appendix 1), the minimum setback to the primary and secondary street frontages is 15m.*
>
> *(b) Where sites do not adjoin a state or regional road, the minimum setback to:*
>
> > *(i) the primary street frontage is 10m; and*
> >
> > *(ii) the secondary street frontage is 3m.*

The proposed development provides a varying setback of 5m-7.5m to Helen Street.

Section 2.4 of the DCP states Council may consider a variation to the minimum front setback, so long as the following can be demonstrated:

> *2.4 Despite clauses 2.2 and 2.3, Council may vary the minimum setback provided the development:*
>
> *(a) complies with any statutory alignment that applies to the site; or*
>
> *(b) provides adequate space to meet the vehicle access, car parking, loading and landscaping controls; or*
>
> *(c) demonstrates compatibility with the building alignment of neighbouring development or the desired character of the area; or*
>
> *(d) achieves an appropriate bulk and scale.*

It should be noted that the former approval at the site (DA-983/2008) was approved despite bearing a non-compliant front setback of (at minimum) 5m.

Table 8 outlines the proposals alignment with Section 2.4 of the DCP and evaluates Councils satisfaction with the front setback of DA-983/2008.

Table 10 Alignment with Chapter 9, Section 2.4 of DCP

Section 2.4	Proposed Development	DA-983/2008
(a) complies with any statutory alignment that applies to the site; or	Not deemed relevant to the site.	Council did not deem this to be relevant to the site.
(b) provides adequate space to meet the vehicle access, car parking, loading and landscaping controls; or	**Vehicle access:** the proposal is informed by Traffic advice from Hemanote Consultants. The access point has been specifically chosen as it was deemed as the safest access point, which achieves minimum sight distances. Furthermore, the access will be restricted to Small Rigid Vehicles ("SRV's") only, so this furthers the safety of the access point. **Car parking & Loading:** Self-storage premises do not have a specific off street car parking control. However, review was undertaken of studies commissioned by Self-Storage Association in Australia, and based on the Lettable Area, a recommendation of 5 car spaces, including 1 accessible has been allocated for within the proposal. Loading areas have also been provided. **Landscaping controls:** Proposal is non-compliant with the requirement for a 10m landscaped front setback. This proposal will provide landscaping (a 5mx100m strip at the front of the site & 6mx122m strip at the rear of the site, providing in excess of 1,007.84m^2 of landscaping).	Council deemed this to be relevant. The proposed development satisfied this subsection, as vehicle access, car parking, loading and landscaping controls were all satisfied. With regards to landscaping, the previous DA was non-compliant. However, given that the approved development provided over 1400sqm of landscaping (being 27% of the site area), this was deemed as a sufficient justification for breaching the landscaping controls. Furthermore, parking was allowed within the landscaping area and the riparian corridor at the rear of the site.
(c) demonstrates compatibility with the building alignment of neighbouring development or the desired character of the area; or	The neighbouring development to the south (86 Helen St) has a setback of 7.5m, which sets a precedent in the street for buildings encroaching into the minimum front setback. The neighbouring site to the north is a small irregular shaped vacant parcel of land with no building. Due to size and constraints, it is likely that this property will never be developed. The proposal has justification for being compatible with the neighbouring developments. If an average of the 2 neighbouring setbacks approach is undertaken, this would result in an average of 3.75m (7.5m & 0m).	Council deemed this relevant. Given the neighbouring development at 86 Helen St has a front setback of 7.5m, this was accepted as a precedent to breaching the minimum front setback within the precinct.

Table 10 Alignment with Chapter 9, Section 2.4 of DCP		
(d) achieves an appropriate bulk and scale	The proposal is an underdevelopment of the site given the allowable GFA is 5,201m^2 and there is no height limit pursuant to CBLEP. The proposal provides a GFA of 2,919m^2 and equates to 0.56:1. Additionally, bulk and scale is lessened given the large, landscaped area at the front of the site (which will be of high quality) and will be architecturally treated and screened. The western façade has been carefully designed to ensure ample articulation and a good design outcome is achieved to Helen Street.	Council deemed this relevant. It was also determined that the 'impact of the proposed non-complying setback would not be greater than that of the currently existing non-complying setback.' The existing building is setback less than 5m. This was deemed satisfactory.

The front setback precedence along Helen Street is shown in **Figure 14**.

Figure 13 Front setback precedent (Nearmaps)

5.2.9.2 Landscaping/Open Space

In accordance with Chapter 9, Section 2.10 of the DCP, the landscaped area along the primary frontage is required to be 10m.

2.10 Development must provide a landscaped area along the primary and secondary street frontages of a site in accordance with the following minimum widths:

Site area	Sites adjoining a state or regional road Minimum width for landscaped area	Sites not adjoining a state or regional road Minimum width for landscaped area to the primary street frontage	Sites not adjoining a state or regional road Minimum width for landscaped area to secondary street frontage
Less than 600m^2	2.5m	2.5m	2.5m
600m^2–999m^2	3.5m	3.5m	3m
1,000m^2–1,999m^2	4.5m	4.5m	3m
2,000m^2–3,999m^2	6m	6m	3m
Greater than 4,000m^2	10m	10m	3m

Despite this clause, Council may vary the minimum setback provided the development complements a high quality landscaped image of neighbouring development or the desired future character of the area.

As outlined in Section 5.2.8.1, the proposal provides a 5m front setback and therefore 5m wide landscaped area within the front setback.

As outlined above, Council may expect variations to the landscape setback controls if a high level of landscape quality is achieved that complements the surrounding locality.

A total landscaped area of 1,007.84m^2 which equates to 19.2% of the site. A rear 6m wide landscaped setback is provided within the Sydney Water sewage easement. When considering the cumulative landscaped area and quality across the site (front and rear), the deficit in landscaping along the front setback is more than compensated for in the rear portion of the site.

Of equal consideration should be the previous approval (DA-983/2008) which similarly proposed a deficit to the front landscaped setback. Whilst the former approval included approximately 1,400m^2 (27%) landscaped area, this was co-located with parking. We can therefore conclude that the provision of quality landscaping proposed would be comparable to that previously approved.

For further justification regarding landscaping, refer to Table 8 in Section 5.2.8.1.

The site is highly constrained, being of an irregular shape, flood affected and contains a large sewer easement to the rear. In light of this, a variation to the front setback and landscaped setback should be considered appropriate by Council.

5.3 IMPACTS ON NATURAL & BUILT ENVIRONMENT

5.3.1 Topography & Scenic Impacts

The proposed development suitably responds to the site topography. The site is relatively flat and slopes downwards with the lowest elevations registered along the frontage to Helen Street. The proposal has been designed to respond to certain site conditions, namely flooding requiring the built form to be raised. Given the gentle topography of the site, the proposed development will cause no significant impact.

The proposed development will have a positive impact on the appearance of the site and locality. The built form has a contemporary design compatible with the industrial zoning and is complimentary to neighbouring residential development. Despite the raised nature of the built form, it is not considered imposing given the maximum building height of 10.3m.

Landscaping enhances the streetscape, across the front and rear setback which will soften and screen the built form, particularly along Helen Street. The proposed planting within the front setback will consist of shrubs and small to medium sized trees. This culminated with the variance in form and treatments along the front façade will ensure scenic impacts are minimised.

When considering the appropriateness of the development, wight must be given to the existing nature of the built form on the site. The existing warehouse and temporary gazebo are not considered responsive to the topographic and scenic views within the site and broader locality.

The proposal will not result in any adverse topographical or scenic impacts.

5.3.2 Micro-climate Impacts

The proposed development will have no significant impact on the micro-climate of the locality.

5.3.3 Water & Air Quality Impacts

The proposed development will have no significant impact on air or water quality in the locality. The development proposal is accompanied by a sediment and erosion control plan. The plan indicates sediment trap socks and sediment fencing will be established to ensure pollutants are minimised, particularly to the adjoining riparian corridor and Duck River. Additionally, standard conditions of consent relating to construction management will ensure that no silt laden water enters the stormwater system to Helen Street and adjoining watercourse.

A Stormwater Management Plan has been prepared by *SCG Consultants*. The plans confirm stormwater will be collected via a system of pipes and pits and dispelled into the local drainage network along Helen Street. This is complimented by the natural grade of the site that falls towards Helen Street.

The site is flood affected in the 5% AEP event. This is addressed further in Section 5.5.3.

Given the low intensity nature of self-storage, there are anticipated to be no operational air quality impacts. The proposal has been designed to be sympathetic to water and air quality impacts.

5.3.4 Flora & Fauna Impacts

An Arborist Report has been prepared by *DJD Consulting*. The Arborist Report surveyed 19 trees on the site, within the public verge and on neighbouring land. Of these 19 trees, 11 trees are proposed for removal. A total of 2 trees on the site, 3 on Council land and 3 on the neighbouring site are proposed to be retained. Tree protection zones are to be established for all trees retained. All trees surveyed in and around the site are show in **Figure 14.**

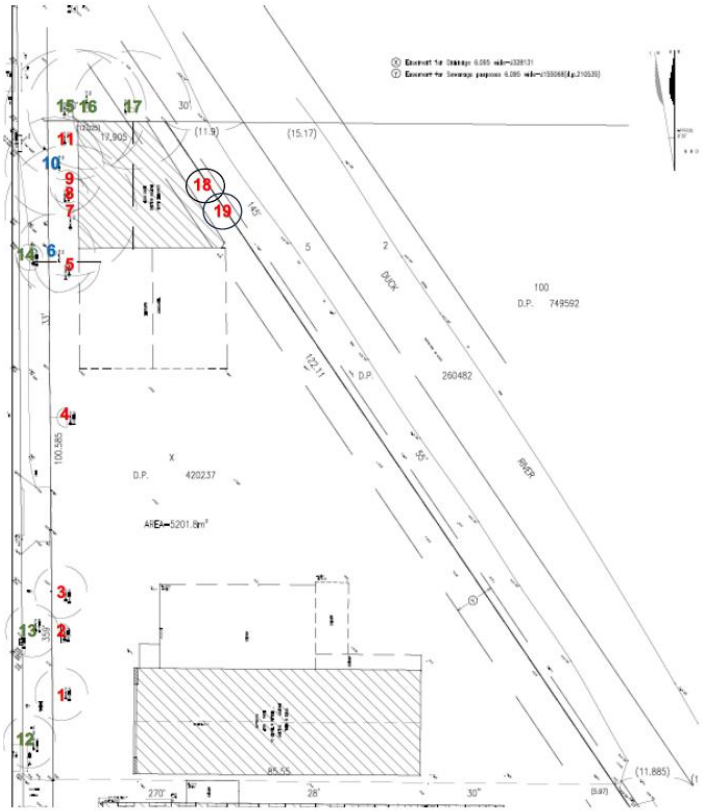

Figure 14 Tree survey (Source: DJD Tree Consultancy)

Compensatory planting is proposed as outlined in the Landscape Plan by *Zenith Landscape Architects.* Landscaping is proposed at the rear of the site for a continues width of 6.1m, over the sewer easement. Similarly, the front setback comprises entirely of deep soil planting for a continuous width of 5m. The rear landscaping will comprise of low-lying shrubs as per the recommendation of Water NSW. This will enable unimpeded access to the sewer pipe as required.

Along the front setback, more dense and varied landscaping is proposed. This consists of a mixture of groundcovers, shrubs, and small to medium trees. Species include Water Gum, Christmas Bush and Soft Tree Fern.

5.3.5 External Appearance & Design

The proposed self-storage development seeks to present a contemporary building of high-quality architectural design. The proposed buildings provide a well-considered street presentation to Helen Street and the residential dwellings that adjoin. This is achieved through the well-designed massing of the buildings and a simple building design that is articulated in form and detail by variation in colours, materials, façade lengths and finishes that break up the built form. These horizontal and vertical elements give the building texture, rhythm and street appeal. Generally, the form, scale and style of the buildings fit within the industrial zoned context of the locality as shown in the photomontage in **Figure 15**.

It should be noted that extensive consultation, as described in Section 3.1 has occurred with Council regarding the façade of the proposal. Council have been presented the scheme in **Figure 15** and have confirmed its appropriateness.

Figure 15 Photomontage of the proposed development viewed from Helen Street (Source: GGA Architects)

5.3.6 Solar Access

Shadow diagrams for the proposed development have been prepared for mid-winter (June 22) and mid-summer at 9am, 12pm and 3pm. These diagrams indicate that the proposed development would provide a legible impact.

Between 9am and 12pm the shadow is largely contained to Helen Street and the neighbouring property to the south at No. 86 Helen Street which contains an industrial building. Between 12pm and 3pm, the shadow impact is to the rear vacant lot and at neighbouring industrial building at No. 86 Helen Street.

There is no shadow impact to the residential dwellings on the western side of Helen Street. Therefore, it can be concluded that overshadowing impacts are negligible.

The shadow diagrams associated with the proposed development are shown in **Figure 16**.

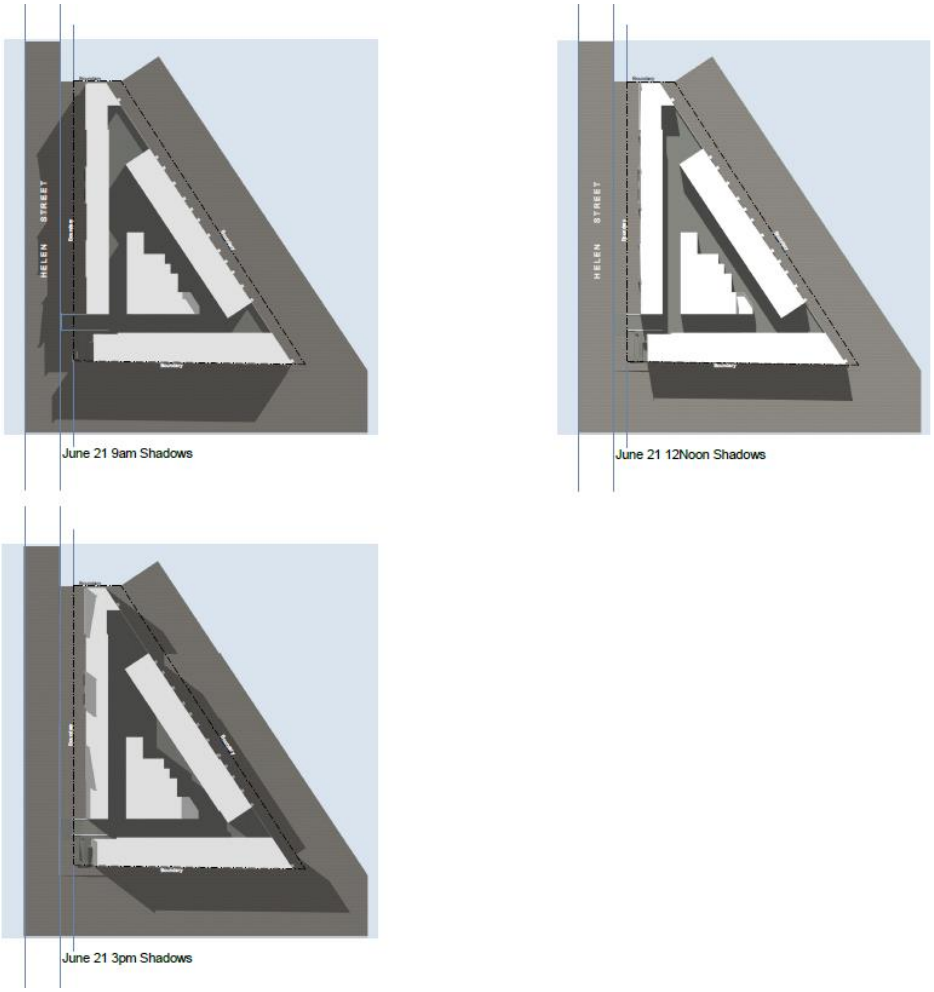

Figure 16 Photomontage of the proposed development viewed from Helen Street (Source: GGA Architects)

5.3.7 Views

There are no significant views of waterways or iconic buildings afforded from buildings in the immediate vicinity of the site. The proposal is of a scale and form reasonably expected at the site and will not result in any significant or unreasonable view loss impact. In fact, the height of the built form is far reduced from that of DA-983/2008.

The treatment along the façade is complimentary of the residential nature of land on the western side of Helen Street. The existing development on the site is of extremely low architectural value, with the proposal anticipated to far improve views and vistas throughout the immediate locality.

5.3.8 Aural & Visual Privacy

The proposed development is located on the edge of an established industrial area, with low density residential development located on the western side of Helen Street.

Self-storage facilities are considered an extremely low intensity land use, yielding minimal vehicle trips and visitors to the site when compared to other industrial uses. Equal weight must be given to the separation of the proposed buildings to neighbouring residential dwellings, equating to approximately 30m. In light of this, there is considered to be no impact

to the privacy of neighbouring low density residential development. Likewise, there is no privacy concern to adjoining industrial land to the south of the site.

With regard to aural privacy, an Acoustic Assessment has been prepared by *Acouras Consultancy.* The report provides the following recommendations to mitigate noise:

- Facade Glazing Requirements – The administration/office should contain 6.38mm laminated glazing with the remaining non-habitable spaces to provide 6mm monolithic glass.
- Building Façade Construction – external walls of office and amenities to be constructed of masonry, concrete and lightweight cladding.
- Mechanical Services - Typically for commercial and industrial projects we would expect the following noise control measures can be implemented:

  – Exhaust and supply fans operate with a VSD.
  – Install acoustic attenuators to the supply and discharge or internally lined ducts to the supply and discharge of the fans.
  – Outdoor plant equipment, such as condensers, chillers, pumps, etc may include the construction of acoustic barriers, enclosures, attenuators and/or acoustic louvres.

- Traffic Noise Generation – change in traffic noise would not exceed 2dB and therefore is acceptable.

Providing the recommendations in this report are implemented, the noise from the proposed storage facility is predicted to comply with acoustic requirements of the NSW EPA NPfI and relevant Australian Standards.

5.4 ECONOMIC & SOCIAL IMPACTS

Construction of the self-storage facility is likely to have a positive impact on the amenity of the locality and will provide for positive flow on effects in terms of generating additional activity and setting a high standard of building design for the locality.

The provision of increased self-storage in the Canterbury-Bankstown region is an appropriate response to the identified need for additional capacity to serve the needs of the locality.

The availability of a variety of self-storage units will assist local established businesses by providing secured and convenient premises to secure and store items and equipment rather than require relocation to larger premises, and will similarly assist local residents in allowing for the storage of items in a location outside of their home where desired.

Undertaking the construction works will have some short-term positive economic impacts through employment generation, both direct employment and multiplier effects. Accordingly, it is considered that the proposed development is likely to have only positive social and economic impacts in the locality.

5.5 THE SUITABILITY OF THE SITE

5.5.1 Access to Services

The site is located within an established area with good access to services and public transport. As the site is within an established urban area, electricity, sewer, telephone, and water services are readily available to the subject site. With specific regard to electricity, the Applicant has had preliminary discussions with Ausgrid and has previously received

an offer from Ausgrid to connect to Substation 361126 to supply electricity to the proposed development. Evidence of this discussion with Ausgrid has been submitted alongside this application.

5.5.2 Parking and Access

A Traffic and Parking Assessment has been prepared by *Hemanote Consultants.* Vehicular access to the site is proposed from Helen Street (local road) at the southern extent of the frontage. A two-way access driveway is proposed containing a width of 6.1m. This is considered adequate for a low volume driveway to accommodate an SRV vehicle.

In terms of parking, a total of five (5) formal car parking spaces, including one (1) accessible) are provided on site. The parking provision is based on the Parking and Traffic Study by Stantec 2022/23 which determines appropriate parking rates specifically for self-storage facilities. Based on the Stantec traffic assessment, the provision of five (5) formal parking spaces is suitable. These parking spaces would be used by staff and any new customers to the facility that have not yet been assigned a storage unit.

It is envisaged that informal parking would be adopted for customers with self-storage units. These customers would park at the rear of their respective storage unit to facilitate ease in loading and unloading. Not to mention, that customers/users of the self-storage premises may also park in their respective self-storage unit. The internal driveway is wide enough to accommodate parking adjacent to self-storage lockers without impeding vehicle movements within the site.

A loading bay is provided adjacent to the central building which is adequate to service SRVs.

Given the low intensity nature of self-storage facilities, there is a negligible impact on traffic volumes. It is estimated that 6.6 trips per weekday peak hour and 5.5 trips per weekend peak hour. This equates to 63 daily trips per weekday and 47.2 daily trips per weekend.

The key conclusions of the Traffic Report are as follows:

- *The existing traffic flows on Helen Street, Virgil Avenue, Munro Street and Hector Street are appropriate for three local roads and one regional road, respectively, in a mixed residential and commercial area, where traffic is well controlled without major queuing or delays at the subject site in peak hours, with spare capacity.*
- *The estimated traffic generation from the proposed development has a low impact on existing flows on Helen Street and surrounding streets and will not adversely affect the current operational performance of the subject existing intersections, which will continue to operate at similar levels of service.*
- *The traffic generated by the proposed self-storage facility can be easily accommodated within the existing road layout without adverse impacts on the amenity of the area.*
- *The parking demand for the proposed self-storage facility can be accommodated within the proposed adequate on-site parking facilities, which is in compliance with the findings of the SSAA Parking and Traffic Study 2022/2023.*
- *The on-site vehicular access, car parking layout and vehicular circulation is adequate for the proposed development and in accordance with AS2890.1:2004, AS2890.2:2018 and AS2890.6:2009 (and the updated AS2890.6:2022), where all vehicles are to enter and exit the site in a forward direction.*
- *The subject site has good access to existing public transport services.*
- *The proposed development will not have adverse impacts on parking in the surrounding area.*

5.5.3 Hazards

The site is not in an area recognised by Council as being subject to landslip or bushfire or any other particular hazards other than those discussed below. The proposed development is not likely to increase the likelihood of such hazards occurring and is considered appropriate in this instance.

5.5.3.1 Flooding

The site is in an area identified as being affected in the Duck River Stormwater Catchment Study. The site is in the 5% AEP, 1% AEP and PMF. As a result, a Flood Impact Study has been prepared by *SGC.*

During the 1%AEP event, flooding occurs across the entirety of the site to a depth of approximately 1.3m at the northern extent adjoining Duck River. The maximum level during the 1% AEP is RL 20.0m AHD. In response, the built form inclusive of the self-storage building and internal driveway and parking areas have been raised to RL 20.6m AHD to avoid flood inundation.

The impact of the proposed development has been found to be nil in the adjoining sites.

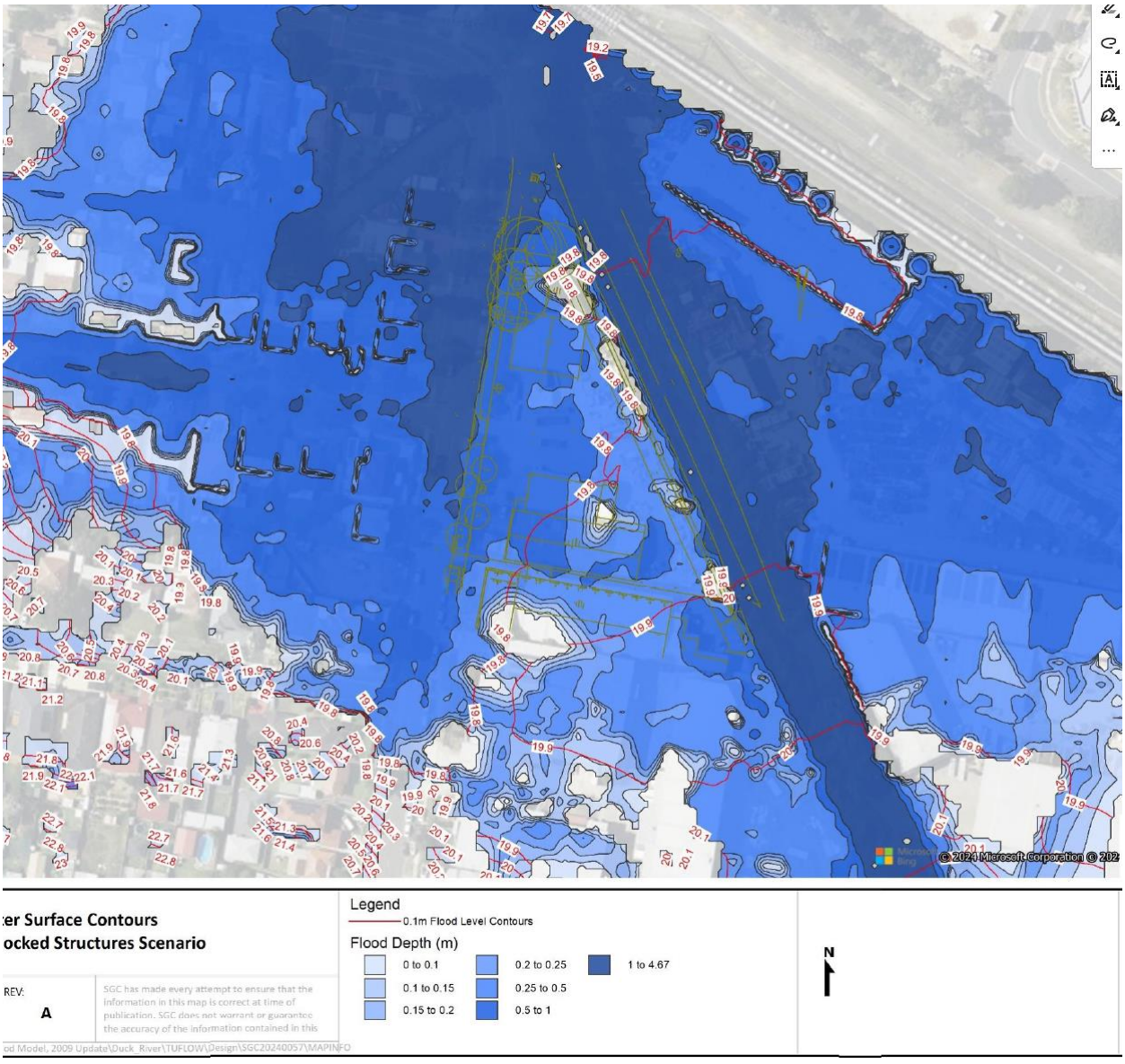

Figure 17 Flood map indicating flood affectation to the site in 1% AEP (Source: SGC)

5.6 THE PUBLIC INTEREST

The proposed development has been designed to relate to the size, shape and context of the site and has been designed to be consistent with the desired future character for development in the area.

The proposed development is permissible in Zone IN2 Light Industrial and generally complies with the relevant planning controls. The proposal will have no significant adverse impacts on the neighbouring properties and no adverse impacts on the environment. The proposal will efficiently utilise an industrially zoned site and support local business and employment generation. The architectural design achieves efficient use of the site and minimises impacts of the development through a high quality and skilful solution for the site that will provide a positive contribution to the local area. Particularly along the façade that addresses low density residential development to the west. The layout achieves safe and efficient movement of vehicles and pedestrians. Accordingly, approval of the proposal is considered to be in the public interest.

6. Conclusion

The proposed development has been assessed in light of Section 4.15 of the EP&A Act, 1979, State Environmental Planning Policies and Council's planning instruments.

The proposal is permissible with consent in the IN2 Light Industrial zone under the Canterbury Bankstown 2023. The proposal is also permissible in the forthcoming E4 General Industrial zone following finalisation of the 'New Employment Zone' Planning Proposal. The proposal meets the relevant objectives and controls of the LEP.

The subject site is flood affected in the 1 in 20, 1 in 100 and PMF events. In response, all internal areas including hardstand driveway and parking areas have been raised above the habitable floor level. Further, the site is constrained by a rear easement, adjoining riparian corridor and irregular shape of the lot.

The proposal incorporates comparable built form features to that of the previous consent (DA-983/2008). This includes the provision of setbacks, landscaping and separation from the Duck River riparian corridor. The proposal is largely compliant with the relevant controls of the DCP. Variation is proposed to the front setback and landscape controls, as justified in Section 5.2.8. These variations indicate that an appropriate degree of flexibility should be applied given the highly constrained nature of the site and precedent set by DA-983/2008.

The proposed development will have no adverse impacts on the topography of the locality. There will be a positive or neutral relationship with adjoining properties and the streetscape in terms of built form and design. There will be no detrimental impacts to air quality, water quality, flora or fauna. The completed development will have minimal solar impacts to neighbouring commercial/industrial and residential buildings.

The traffic generation of the proposed development will be low given the use and is within the capacity of the surrounding road network. The parking arrangement within the building is suitable to the specific nature of the use and will meet the likely needs of people using the storage units.

Undertaking the construction works will have some short-term positive economic impacts through employment generation, both direct employment and multiplier effects.

The site is suitable for the development. There will be no adverse impacts on the amenity of neighbouring properties or the locality. The proposal is considered to represent a suitable form of development anticipated by planning controls. The proposal is considered to be in the public interest and worthy of Council's support.

ANNEXURE A

Canterbury-Bankstown Council LEP 2023 –
Compliance Table

CANTERBURY-BANKSTOWN LOCAL ENVIRONMENT PLAN 2023			
Clause / Control	Requirement	Proposal	Complies?
Zone Objectives & Land Use Table	The objectives of the IN2 Zone are as follows: • To provide a wide range of light industrial, warehouse and related land uses.	A self-storage premises is characterised as a light industrial use given the low intensity nature. The proposal is considered appropriate for industrial development located on the fringe adjacent to residential land uses.	Yes
	• To encourage employment opportunities and to support the viability of centres.	The proposed development would generate short term employment associated with construction and long terms employment associated with operation.	Yes
	• To minimise any adverse effect of industry on other land uses.	The proposal would have limited impacts to the residential development on the western side of Helen Street. The western façade of the building has been designed to a high architectural standard and the low intensity nature will ensure impacts are managed to residential land uses.	Yes
	• To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.	There is considered to be ample services to meet the day to day needs of worked in the locality.	Yes
	• To support and protect industrial land for industrial uses.	The proposal is characterised as an industrial land use.	Yes
	• To promote a high standard of urban design and local amenity.	A high standard of urban design has been achieved, particularly along the western façade that addresses the residentially zoned land. Refer to Section 5.3.5.	Yes
4.3 Height of Buildings	(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. *Maximum height = N/A*	The maximum height of the proposal is approximately 10.38m to the architectural roof features along the west façade and 9.38m to the roofline.	-
4.4 Floor Space Ratio	(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.	The site contains an area of 5,201.8m^2. The GFA of the proposal is 2,919.69m^2 which equates to a FSR of 0.56:1.	Yes

CANTERBURY-BANKSTOWN LOCAL ENVIRONMENT PLAN 2023			
	1:1		
5.10 Heritage Conservation	(4) **Effect of proposed development on heritage significance** The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6). (5) **Heritage assessment** The consent authority may, before granting consent to any development— (a) on land on which a heritage item is located, or (b) on land that is within a heritage conservation area, or (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.	The site is in the vicinity of locally listed heritage I106 – Pressure Tunnel – Shaft No 1 and associated infrastructure. The site is located approximately 55m from the heritage item. Given the site is separated from this item by the Duck River riparian corridor, views of the item from the site and vice versa are entirely obstructed. Therefore, the proposed development would have no impact on heritage significance.	Yes
5.21 Flood Planning	(2) Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development— (a) is compatible with the flood function and behaviour on the land, and (b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and (c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and (d) incorporates appropriate measures to manage risk to life in the event of a flood, and	The site is flood affected in the 5%, 1% and PMF event. A Flood Report has been prepared by *SGC.* In response to the flood affectation at the site, the proposed building and internal driveway have been raised to RL 20.6m AHD, above the maximum flood level during the 1% AEP.	Yes

CANTERBURY-BANKSTOWN LOCAL ENVIRONMENT PLAN 2023			
	(e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses. (3) In deciding whether to grant development consent on land to which this clause applies, the consent authority must consider the following matters— (a) the impact of the development on projected changes to flood behaviour as a result of climate change, (b) the intended design and scale of buildings resulting from the development, (c) whether the development incorporates measures to minimise the risk to life and ensure the safe evacuation of people in the event of a flood, (d) the potential to modify, relocate or remove buildings resulting from development if the surrounding area is impacted by flooding or coastal erosion.		
6.2 Earthworks	(3) In deciding whether to grant development consent for earthworks, or for development involving ancillary earthworks, the consent authority must consider the following— (a) the likely disruption of, or the detrimental effect on, drainage patterns and soil stability in the locality of the development, (b) the effect of the development on the likely future use or redevelopment of the land, (c) the quality of the fill and the soil to be excavated, (d) the effect of the development on the existing and likely amenity of adjoining properties, (e) the source of the fill material and the destination of the excavated material, (f) the likelihood of disturbing relics, (g) the proximity to, and potential for adverse impacts on, a waterway, drinking water catchment or environmentally sensitive area, (h) appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.	Earthworks are proposed, primarily associated with the filling of the site to accommodate the internal driveway and excavation for the building piers. A Geotechnical Report has been prepared by *GSNE Services.* The Geotechnical Report confirms the site contains low to moderate levels of salinity and no groundwater. As outlined in the report, the earthworks are deemed appropriate for the site.	Yes

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6.3 Stormwater management and water sensitive urban design	(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development— (a) is designed to maximise the use of water permeable surfaces on the land having regard to the soil characteristics affecting on-site infiltration of water, and (b) includes, if practicable, on-site stormwater retention for use as an alternative supply to mains water, groundwater or river water, and (c) avoids significant adverse impacts of stormwater runoff on the land on which the development is carried out, adjoining properties and infrastructure, native bushland and receiving waters, or if the impact cannot be reasonably avoided, minimises and mitigates the impact, and (d) includes riparian, stormwater and flooding measures, and (e) is designed to incorporate the following water sensitive urban design principles— (i) protection and enhancement of water quality, by improving the quality of stormwater runoff from urban catchments, (ii) minimisation of harmful impacts of urban development on water balance and on surface and groundwater flow regimes, (iii) integration of stormwater management systems into the landscape in a way that provides multiple benefits, including water quality protection, stormwater retention and detention, public open space and recreational and visual amenity.	A Stormwater Plan has been prepared by *SGC*. The stormwater plan indicates that stormwater will be collected via series of pits and pipes and dispelled into the local drainage network along Helen Street. Stormwater runoff will naturally drain toward the site frontage given the grade of the site. Sediment and erosion control fences will be placed along the frontage.	Yes
6.13 Special provisions for centre-based child care facilities	Development consent must not be granted for the purposes of centre-based child care facilities on land identified as "**Area 1**" on the *Clause Application Map* if the vehicular access to the land is from— (a) a classified road, or (b) a cul-de-sac road or a road where the carriageway between kerbs is less than 10m.	The site is located in Area 1 on the Clause Application Map. A childcare facility is not proposed.	-

ANNEXURE B

Canterbury-Bankstown Council Development Control Plan -
Compliance Table

CANTERBURY BANNKSTOWN DEVELOPMENT CONTROL PLAN 2023			
Clause / Control	Requirement	Proposal	Complies?
Chapter 2.1 Site Analysis			
1. Site Analysis Plan	1.1 Development for the following purposes must submit a site analysis plan: (a) attached dwellings (b) boarding houses (c) manor houses (d) multi dwelling housing (e) multi dwelling housing (terraces) (f) residential flat buildings (g) serviced apartments (h) shop top housing (i) housing estates (j) mixed use development containing dwellings (k) Torrens Title subdivision that proposes three or more lots.	The proposal is for an industrial use being a self-storage facility. A site analysis plan is not required.	-
Chapter 2.2 - Flood Risk Management			
3. Development Controls	<u>Performance Criteria</u> 3.1 The proposed development should not result in any significant increase in risk to human life, or in a significant increase in economic or social costs as a result of flooding. 3.2 The proposal should only be permitted where effective warning time and reliable access is available to an area free of risk from flooding, consistent with any relevant flood plan or flood evacuation strategy. 3.3 Development should not significantly increase the potential for damage or risk other properties either individually or in combination with the cumulative impact of development that is likely to occur in the same floodplain.	The proposed development has been raised to RL 20.6m AHD and is above the maximum flood level during the 1% AEP. Effective warning time would be provided in the event of flooding. If inundation were to occur to Helen Street, a stay in place approach would be adopted. The Flood Report by *SGC* confirms the flood impact to neighbouring properties is not intensified.	Yes Yes Yes

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	3.4 Motor vehicles are able to be relocated, undamaged, to an area with substantially less risk from flooding, within effective warning time.	Vehicles are able to be parking throughout the internal driveway and hardstand area which is raised above the 1% AEP.	Yes
	3.5 Procedures would be in place, if necessary, (such as warning systems, signage or evacuation drills) so that people are aware of the need to evacuate and relocate motor vehicles during a flood and are capable of identifying the appropriate evacuation route.	A shelter in place approach will be adopted.	Yes
	3.6 To minimise the damage to property, including motor vehicles arising from flooding.	The building and internal driveway are raised to minimise damage to property.	Yes
	3.7 Development should not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (e.g. by unsympathetic house-raising) or by being incompatible with the streetscape or character of the locality.	Despite the raising of the built form, the buildings remain aligned with the character of the area. Further, the building height is well reduced from that approved under DA-983/2008.	Yes
	Prescriptive Controls 3.8 Schedules 3 and 4 outline the controls relevant to each of the floodplains to which Chapter 2.2 of this DCP applies.	The Duck River flood plain is not specified in Schedules 3 or 4.	-
5. Fencing	Performance criteria 5.1 Fencing is to be constructed in a manner which does not significantly increase flood damage or risk on surrounding land.	Fencing will not restrict the movement of flood waters.	Yes
	5.2 Fencing shall be certified by a suitably qualified engineer, that the proposed fencing is adequately constructed so as to withstand the forces of floodwaters, or collapse in a controlled manner to prevent the undesirable impediment of floodwaters.	Noted.	-
	Prescriptive controls 5.3 All fencing within a high flood risk precinct, and all fencing in other risk precinct that obstructs flood flow will require an application.	Fencing will not obstruct flood flow.	Yes

<table>
<tr><th colspan="4">CANTERBURY BANNKSTOWN DEVELOPMENT CONTROL PLAN 2023</th></tr>
<tr><td></td><td>5.4 An applicant will need to demonstrate that the fence (new or replacement fence) would create no impediment to the flow of floodwaters. Appropriate fences must satisfy the following: (a) an open collapsible hinged fence structure or pool type fence, or louver fencing; (b) other than a brick or other masonry type fence (which will generally not be permitted); or (c) a fence type and siting criteria as prescribed by Council.</td><td>A suitable condition of consent can be provided with regard to fencing.</td><td>-</td></tr>
<tr><td colspan="4">Chapter 2.3 – Tree Management</td></tr>
<tr><td></td><td><u>Works Requiring Permit</u>
2.2 Development consent is required to remove any tree: (a) located on a site listed as a heritage item in Schedule 5 of the CanterburyBankstown Local Environmental Plan 2023; or (b) located on land included on the Biodiversity Map under the CanterburyBankstown Local Environmental Plan 2023.</td><td>An Arborist Report has been prepared by DJD Tree Consultancy. The Arborist confirms that 11 trees are proposed for removal.</td><td>Yes</td></tr>
<tr><td colspan="4">Chapter 3.2 - Parking</td></tr>
<tr><td>2. Off Street Parking Rates</td><td><u>Off-street parking rates</u>
2.1 Development must use the Off-Street Parking Schedule to calculate the amount of car, bicycle and service vehicle parking spaces that are required on the site.<table><tr><td>Industries</td><td>1 car space per 100m² gross floor area.

Note 1: Where a retailing component is involved and provided this does not exceed 15% of the gross floor area (covering the retail component only), 1 car space per 100m² gross floor area is to be provided.

Note 2: Where an office component is involved and provided this does not exceed 20% of the total gross floor area, 1 car space per 100m² gross floor area is to be provided. Any additional office space will be assessed at a rate of 1 car space per 40m² gross floor area.</td><td>1 space per 20 staff</td></tr></table></td><td>Council do not have a specific DCP parking rate for self-storage facilities. The rate that most closely resembles the proposal is industry. Based on the proposed GFA, 29 car parking space are required and 1 bicycle space given the number of staff will be less than 20.

As per the Traffic Report by Hemanote Consultants, the appropriate parking rate for self-storage facilities should be informed by the Parking and Traffic Study prepared by Stantec in 2022/2023. This report states five (5) onsite parking spaces should be provided.
The proposal provides five (5) formal parking spaces on site including one (1) accessible.</td><td>On Merit</td></tr>
<tr><td>3. Design and Layout</td><td><u>Parking Location</u>
3.1 Development must not locate entries to car parking or delivery areas: (a) close to intersections and signalised junctions;
(b) on crests or curves;</td><td>The vehicle access to the site is located at the southern extent of the frontage.</td><td>Yes</td></tr>
</table>

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	(c) where adequate sight distance is not available; (d) opposite parking entries of other buildings that generate a large amount of traffic (unless separated by a raised median island); (e) where right turning traffic entering may obstruct through traffic; (f) where vehicles entering might interfere with operations of bus stops, taxi ranks, loading zones or pedestrian crossings; or (g) where there are obstructions which may prevent drivers from having a clear view of pedestrians and vehicles. 3.2 Parking areas for people with disabilities should be close to an entrance to development. Access from the parking area to the development should be by ramps or lifts where there are separate levels. 3.3 Where above ground parking is the only solution possible, locate to the rear of buildings.	The accessible parking space is well located. At grade parking is located within the site and masked from the public domain.	Yes Yes
	<u>Alternative Parking Arrangements</u> 3.4 Council may consider tandem parking in the following situations: (a) Industrial development where the users of the car parking will almost all be employees. (b) High density residential flat buildings, shop top housing and mixed use development if the parking users reside in the same dwelling or the employees work in the same premises. (c) Tandem parking for a maximum of two vehicles is permissible in dwelling houses, dual occupancies, attached dwellings, secondary dwellings, semidetached dwellings, multi dwelling housing and multi dwelling housing (terraces) if the parking users reside in the same dwelling.	No tandem parking is proposed.	N/A
	<u>Access and Driveway Width Design</u> 3.8 The location of driveways to properties should allow the shortest, most direct access over the nature strip from the road. 3.9 The appropriate driveway width is dependent on the type of parking facility, whether entry and exit points are combined or separate, the	The driveway provides the most direct access to the site. The driveway width permits two-way access that complies with Aus standards.	Yes Yes

<table>
<tr><td></td><td>frontage road type and the number of parking spaces served by the access facility.</td><td></td><td></td></tr>
<tr><td></td><td>Minimum Headroom Dimensions
3.12 Clear headroom dimension is necessary to make sure that vehicles are clear of mechanical or service obstructions such as fire sprinklers, lighting fixtures and signs. The following minimum headroom dimension must be maintained in all development.
<table><tr><th>Minimum headroom</th><th>Dimension</th></tr><tr><td>Cars and light vans</td><td>2.4m</td></tr><tr><td>People with disabilities</td><td>2.3m</td></tr><tr><td>Small rigid vehicles</td><td>3.6m</td></tr></table></td><td>There are no overhead obstructions to vehicular access.</td><td>Yes</td></tr>
<tr><td></td><td>Loading and Unloading Facilities
3.13 Mixed use development must provide appropriate loading/unloading or furniture pick-up spaces. If no provision is made for the facilities, applications must provide justification why they are not necessary.
3.14 Where rear lane access is not available and the commercial/retail gross floor area of a building is greater than 500m2 , Council requires: (a) at least one off-street parking space for delivery/service vehicles; and (b) additional off-street parking spaces or a loading dock depending on the size, number, and frequency of delivery/service vehicles likely to visit the premises.
3.15 The design of loading docks must: (a) be separate from parking circulation or exit lanes to ensure safe pedestrian movement and uninterrupted flow of other vehicles in the circulation roadways; (b) allow vehicles to enter and leave the site in a safe manner; and (c) have minimum dimensions of 4m by 7m per space.</td><td>Mixed use development is not proposed.

An onsite loading dock is provided for SRV.

The loading dock is well located and provides dimensions of 6.5m x 3.5m which is sufficient for a SRV.</td><td>N/A

Yes

On Merit</td></tr>
</table>

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	3.16 Access to and from the service area is to be convenient with a lift or ramp provided. 3.17 Service vehicles are to enter and leave the site in a forward direction.	At grade access is provided. This can be achieved.	Yes Yes
	Safety and Security 3.18 Sloping ramps from car parks, garages and other communal areas are to have at least one full car length of level driveway before they intersect pavements and carriageways.	At least one full car length is provided before the ramp slopes upward within the site.	Yes
	Sight Distances 3.19 For all development, adequate sight distance must be provided for vehicles exiting driveways. Clear sight lines are to be provided at the street boundary to ensure adequate visibility between vehicles on the driveway and pedestrians on the footway and vehicles on the roadway.	Clear sight lines are provided.	Yes
	Pedestrian Access 3.20 Parking areas should be designed so that through-traffic is excluded, and pedestrian entrances and exits are separate from vehicular entrances and exits. 3.21 Lifts and stair lobbies should be prominently marked to help users find them and to increase personal security.	Pedestrian access via stairs and a ramp is provided. Noted, this can be conditioned.	Yes -
	Bicycle Parking 3.25 For non-residential development that requires over ten staff bicycle parking spaces, provide one shower and change room per ten staff bicycle parking spaces. 3.26 Provide a mix of bicycle storage facilities to cater for short and long stay parking. 3.27 Bicycle racks or stands placed in open public areas that provide only means to lock one wheel of a bicycle to a fixture is not an acceptable secure arrangement. Devices requiring a wheel to be removed are also not acceptable.	No bicycle parking is deemed to be required given the self-storage use at the site.	-

CANTERBURY BANNKSTOWN DEVELOPMENT CONTROL PLAN 2023			
	3.28 Development must incorporate the following elements into the design and location of bicycle parking: (a) all facilities are clearly visible and as close as possible to the main entrances/exits to the street and within the building; (b) short-stay and visitor parking is at-grade and floor and wall-mounted rails are acceptable; (c) long-stay and resident parking is on the uppermost level of a basement car park; (d) a safe path of travel between bicycle parking and the main entrances/exits is clearly marked; (e) bicycle facilities are not to hinder vehicle and pedestrian movements, or contribute to the likelihood of injury to passing pedestrians; (f) access paths to bicycle parking are a minimum of 1.5m wide for one-way access path to allow the passage of a pedestrian pushing a bicycle; and (g) standardised information signs are to be used to give directions to bicycle parking areas. 3.29 Bicycle parking facilities are to be well lit to minimise theft, vandalism, reduce pedestrian hazard and to improve safety of the cyclists.		
	<u>At Grade Parking</u> 3.42 Screen or enclose at-grade parking with landscaping, structures or by wrapping the car park with retail or other active uses. 3.43 Avoid car parking areas and access driveways characterised by large expanse of bare concrete. 3.44 Use a combination of different surface materials to delineate pedestrian thoroughfares, vehicular access and parking areas. 3.45 Use perforated paving materials (for example, paving units with wide bands of gravel aggregates) that allow infiltration of stormwater. 3.46 Trees are to be planted at the ratio of one tree per five car park places allocated. Species are to be selected for their ability to thrive where compaction and deoxygenation are characteristic of the soils.	At grade parking is located in the middle and back of the site and is adequately screened. Noted. Varied materials are proposed. Noted. Five (5) parking spaces are proposed, and more than one (1) tree is proposed for planting.	Yes - Yes - Yes

CANTERBURY BANNKSTOWN DEVELOPMENT CONTROL PLAN 2023			
	3.47 For proposed car parks of capacity 40 cars or more, raised landscape island beds of minimum dimensions 2m by 4m shall be provided to break up row of cars, spaced at every ten car places for placement of a canopy tree.	Not applicable.	N/A
Chapter 3.3 - Waste Management			
5. Industrial Development	<u>All industrial development types</u> 5.1 Development must provide bin storage and separation facilities within each tenancy and within the communal bin room. 5.2 Development must provide an appropriate and efficient waste storage system that considers: (a) the type of business; (b) the volume of waste generated on-site; (c) the number of bins required for the development and their size; (d) additional recycling needs e.g. cardboard, pallets and milk crates; (e) waste and recycling collection frequencies. 5.3 Development is to consider potential future uses, particularly where separate waste containers may be required for industrial process type waste and bunding of bin storage areas. 5.4 Where development involves multiple tenancies, the design of development must ensure each tenancy will be able to obtain a Trade Waste Licence. 5.5 Bin storage areas are to integrate with the overall design and functionality of development and are to locate within the building envelope to enable these areas to be screened from view from the public domain. 5.6 The design of the bin storage area must comply with the requirements of the applicable Waste Design for New Developments Guide. 5.7 An on-site collection point is to be nominated for development. The location of the collection point must allow collection vehicles to enter and exit the site in a forward direction and allow all vehicle movements to comply with the Australian Standard AS 2890.2. The location of the collection point must ensure waste servicing does not impact on any access points, internal roads and car parking areas.	Refer to Waste Management Plan by La Salle Groupe.	Yes

CANTERBURY BANNKSTOWN DEVELOPMENT CONTROL PLAN 2023			
	5.8 Waste collection frequency is to be a minimum of once per week. Higher collection frequency may be required for development with larger waste generation rates and to ensure bin storage areas are kept clean, hygienic and free from odours. Higher collection frequencies must not impact on neighbouring residents in relation to noise, odour and traffic.		
Chapter 3.4 – Sustainable Development			
2. Water Conservation	2.1 Proposals for new development with a gross floor area less than 5,000m2 and proposals for extensions to existing developments below 5,000m2 seeking to expand by 50% or more of the existing floor area must comply with Requirement W1. 2.2 Proposals for new development or extensions with a floor area greater than or equal to 5,000m2 of gross floor area must comply with Requirements W1 and W2. Requirement W1: Use of water efficient fixtures 2.3 The following requirement is mandatory and must be incorporated into the building design: All taps, showerheads, toilet suites (cisterns, urinals) used in the development must be rated to at least 4 stars under the National Water Efficient Labelling and Standards (WELS) Scheme (refer below). National water conservation rating and labelling scheme The Water Efficient Labelling and Standards (WELS) Scheme is administered by the NSW and Australian Government and is designed to make more efficient use of Australia's potable water supply. The following star ratings are required for compliance with this DCP: (a) shower heads 3 stars – 8 litres or less per minute; (b) basins taps 6 stars – 4.5 litres or less per minute; (c) toilet cisterns 4 stars – 4 litres or less per flush.	Refer to Nabers Embodied Emissions materials Form. Water efficient fixtures can be provided. A suitable condition can be applied.	Yes Yes
3. Energy Minimisation	3.1 Proposals for new development where the total gross floor area is below 5,000m2; and extensions to existing uses below 5,000m2 that involve an increase in 50% or more of the existing gross floor area must comply with Requirements E1 and E2. Requirement E1: Energy efficient building design		

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	3.2 The design and orientation of buildings must maximise solar access and natural lighting by: (a) Orientating the building so that its longest side is on the east west axis (where possible). (b) Maximising the number of windows on the northern face of the building and minimising glazed areas on the eastern and western walls of the building (i.e. providing for most of the glazed areas on the northern face of the building). (c) Fitting warehouses with skylights to 10% of the roof area. (d) Considering and including where feasible the following features: skylights, clerestory windows, light wells, light tubes, atriums and similar features. 3.3 Development must incorporate a hot water heating system that is energy rated to at least 4 stars. The preferred system is either a gas boosted solar system, or a 5 star gas system, with appropriate insulation to the tank and pipes (refer to box for a list of different types of water heaters that have a rating of 4 stars or higher).	Natural light and ventilation have been maximised. However, given the extremely low intensity nature of the development, it is anticipated that naturally the building will be sustainable. A suitable condition can be applied.	Yes -
Chapter 3.6 - Signs			
2. Location and Design	<u>Signs in Zones B5, B6, IN1 and IN2</u> 2.5 Council may allow development to have a pylon sign provided: (a) it is limited to one pylon sign for each site boundary that adjoins a classified road; (b) the sign is predominantly rectangular in shape with a vertical proportion; (c) the envelope of the sign is 4m or 9m in height (to encourage two consistent heights rather than a variety of heights) and a maximum 2m in width; (d) the sign only identifies the businesses on the site and the street number to assist customers and visitors. 2.6 Council may allow development to have other business or building identification signs provided: (a) The total sign area on sites with a single street frontage does not exceed 1m2 per 2m of the street frontage.	No pylon signs are proposed. A single sign is proposed with dimensions 2.5m x 2.7m.	N/A Yes

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	(b) The total sign area on sites with more than one street frontage does not exceed 0.5m2 per 2m of the street frontages. (c) Signs are suitably integrated with the architectural style of the building	The proposed sign adopts a material and colour palette succinct with the building façade.	Yes
	Prohibited signs 2.8 Council prohibits the following signs: (a) flashing signs, flashing lights, signs which incorporate devices which change colour, a sign where movement can be recognised by a passing motorist; (b) signs that extend over street boundaries, other than those permitted in conjunction with shops, or the like, where such buildings are erected on the street alignment; (c) signs which would adversely affect existing traffic lights; (d) signs which are not permanently fixed to the site; (e) signs made of canvas, calico or the like.	Signs will not be flashing. Sige is on building wall. No impact to traffic light. Sign is permanently fixed. Sign not made from canvas or calico.	Yes Yes Yes Yes Yes
	Design 2.9 Corporate colours, logos and other graphics must achieve a high degree of compatibility with the architecture, materials, finishes and colours of the building and streetscape. 2.10 Building identification signs and business identification signs that are painted or attached to a building must not screen windows and other significant architectural features of the building. 2.11 Signs are not to dominate in terms of scale, number, proportion and form or any other attributes. 2.12 The amount of signs may be limited due to the cumulative impact on a locality or a building. 2.13 The design and place of signs are not to adversely impact on the amenity of residential sites. 2.14 Signs are to be designed for easy maintenance.	A high degree of compatibility is achieved. No screening of windows will occur. The sign is modest in scale. A single sign is proposed. The sign will no impact amenity of residential dwellings. The signage is easily maintained.	Yes Yes Yes Yes Yes Yes

CANTERBURY BANNKSTOWN DEVELOPMENT CONTROL PLAN 2023			
	2.15 Development must remove signs that are no longer necessary or unsightly to avoid clutter. 2.16 Signs are not to include offensive or objectionable material in the content of an advertisement (such as discriminatory messages, promotion of unlawful or anti-social behaviour, encouraging excessive consumption of alcohol, pornography, or offensive language).	All existing signage will be removed. No offensive of objectional material proposed.	Yes N/A
3. Illumination and Reflectance	3.1 The following criteria apply to non-digital illuminated signs illuminated by fluorescent and/or incandescent bulbs whether internally illuminated or lit from the exterior: (a) Signs must comply with the luminance requirements in Table 3a. (b) For night time use, signs (whether internally illuminated or lit from its exterior) must not cast a shadow on areas that were previously lit and that have a special lighting requirement, e.g. pedestrian crossings. (c) The light sources for illuminated signs must focus solely on the sign and: (i) be shielded so that glare does not extend beyond the sign (ii) with the exception of back lit neon signs, have no light source visible to passing motorists with a light output greater than that of a 15W fluorescent/ LED bulb. (d) The level of reflectance of a sign, and its content, is not to exceed the 'minimum coefficients of Luminous intensity per unit area for Class 2A material', as set out in the Australian Standard AS/NZS 1906.1, Retroreflective materials and devices for road traffic control purposes will not be approved.	The signage will not be illuminated. Signage is not highly reflective.	N/A Yes
Chapter 3.7 – Landscape			
2. Landscape Design	<u>Existing vegetation and natural features</u> 2.1 New landscaping is to complement the existing street landscaping and improve the quality of the streetscape.	Refer to Landscape Plan by *Zenith Designs*. No excavation is proposed in landscaped areas within the rear easement and front setback.	Yes Yes

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	2.2 Development, including alterations and additions, is to minimise earthworks (cut and fill) in order to conserve site soil. Where excavation is necessary, the reuse of excavated soil on site is encouraged. <u>Design and Location of Landscape</u> 2.3 The landscape design is to contribute to and take advantage of the site characteristics. 2.4 The landscape design is to improve the quality of the streetscape and communal open spaces by: (a) providing appropriate shade from trees or structures; (b) defining accessible and attractive routes through the communal open space and between buildings; (c) providing screens and buffers that contribute to privacy, casual surveillance, urban design and environmental protection, where relevant; (d) improving the microclimate of communal open spaces and hard paved areas; (e) locating plants appropriately in relation to their size including mature size; (f) softening the visual and physical impact of hard paved areas and building mass with landscaping that is appropriate in scale; (g) including suitably sized trees, shrubs and groundcovers to aid climate control by providing shade in summer and sunlight in winter. 2.5 The landscape of setbacks and deep soil zones must: (a) provide sufficient depth of soil to enable the growth of mature trees; (b) use a combination of groundcovers, shrubs and trees; (c) use shrubs that do not obstruct sightlines between the site and the public domain; and (d) where buffer or screen planting is required, use continuous evergreen planting consisting of shrubs and trees to screen the structure, maintain privacy and function as an environmental buffer. <u>Trees</u>	Refer to Landscape Plan by *Zenith Designs.* Landscaping is provided along the entirety of the front setback that will contribute to the streetscape. A 5m deep soil/landscaped setback is provided within the front setback. A 6.1m landscaped area is provided at the rear associated with the sewer easement. Refer to the Landscape Plan by Zenith Landscape Architects. Trees have been retained. Refer to Arborist Report by DJD Tree Consultancy.	Yes Yes Yes Yes

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	2.6 Development must consider the retention of existing trees, including street trees, in the building design. 2.7 Development must plant at least one canopy tree for every 12m of front and rear boundary width and: (a) Canopy trees are to be of a minimum 75 litre pot size. (b) Use deciduous trees in small open spaces, such as courtyards, to improve solar access and control of microclimate. (c) Place evergreen trees well away from the building to allow the winter sun access. (d) Select trees that do not inhibit airflow. (e) Provide shade to large hard paved areas using tree species that are tolerant of compacted/deoxygenated soils. 2.8 Development must provide street trees that will contribute to the canopy where possible.	Refer to Landscape Plan by *Zenith Designs*. Extensive tree planting is proposed along the front setback.	Yes Yes
Chapter 9 - Industrial Precincts			
2. Building Form and Landscape	<u>Site Cover</u> 2.1 The sum of the total area of building(s) on the ground floor level must not exceed 70% of the site area. <u>Street setbacks</u> 2.2 This clause applies to land within the former Bankstown Local Government Area: (a) Where sites adjoin a state or regional road (refer to Appendix 1), the minimum setback to the primary and secondary street frontages is 15m. (b) Where sites do not adjoin a state or regional road, the minimum setback to: (i) the primary street frontage is 10m; and (ii) the secondary street frontage is 3m. 2.3 This clause applies to land within the former Canterbury Local Government Area: (a) The minimum setback to the primary street frontage is 5m. (b) The minimum setback to the secondary street frontage is 2m.	The sum of the buildings on ground level does not exceed 70% of the site. The site is located in the former Bankstown LGA and adjoins a local road. A continuous front setback of 5m is provided. Not applicable.	Yes On Merit (refer to Section 5.2.7) N/A

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	2.4 Despite clauses 2.2 and 2.3, Council may vary the minimum setback provided the development: (a) complies with any statutory alignment that applies to the site; or (b) provides adequate space to meet the vehicle access, car parking, loading and landscaping controls; or (c) demonstrates compatibility with the building alignment of neighbouring development or the desired character of the area; or (d) achieves an appropriate bulk and scale.	As demonstrated in Section 5.2.7, the proposed development aligns with the building alignment of neighbouring industrial buildings and comparable to that approved under DA-983/2008. Further, appropriate access, parking, loading and landscaping provision is provided.	Yes
	<u>Side and rear setbacks</u> 2.5 Council may require minimum setbacks to the side and rear boundaries of the site: (a) to maintain reasonable solar access or visual privacy to neighbouring dwellings; or (b) to avoid an easement or tree dripline on the site or adjoining sites; or (c) to comply with any multi-level risk assessment undertaken for a development that ascertains the need for an appropriate setback or buffer zone between the development and any adjoining or neighbouring land within a residential zone.	Nil setback is provided to the side boundaries which is considered appropriate given the context and constraints to the site.	Yes
	2.6 The design of buildings must ensure that: (a) At least one living area of a dwelling on an adjoining site must receive a minimum three hours of sunlight between 8.00am and 4.00pm at the midwinter solstice. Where this requirement cannot be met, the development must not result with additional overshadowing on the affected living areas of the dwelling.	The site does not immediately adjoin residential development and therefore no impacts occur.	Yes
	(b) A minimum 50% of the required private open space for a dwelling that adjoins a development receives at least three hours of sunlight between 9.00am and 5.00pm at the equinox. Where this requirement cannot be met, the development must not result with additional overshadowing on the affected private open space.	No overshadowing is caused to residential development.	Yes

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	Development adjacent to residential zones 2.7 In determining an application that relates to a site adjoining land in Zone R2, R3 or R4, Council must take into consideration the following matters: (a) whether any proposed building is compatible with the height, scale, siting and character of existing residential development within the adjoining residential zone; (b) whether any goods, plant, equipment and other material used in carrying out the proposed development will be stored or suitably screened from residential development; (c) whether the proposed development will maintain reasonable solar access to residential development between the hours of 8.00am and 4.00pm at the midwinter solstice; (d) whether noise generation from fixed sources or motor vehicles associated with the proposed development will be effectively insulated or otherwise minimised; (e) whether the proposed development will otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting, fumes, gases, smoke, dust or odours, or the like; and (f) whether any windows or balconies facing residential areas will be treated to avoid overlooking of private yard space or windows in residences.	The site is located in the vicinity of the R2 zone, located on the opposite side of Helen Street. The bulk and scale of the proposal has bene far reduced from that approved under DA-983/2008 and presents as a two (2) storey structure that largely aligns with the built form character within the residential zone. The proposal is for self-storage with all storage proposed internal to the buildings. Refer to Acoustic Report by *Acouras*. The proposal is an extremely low intensity land use with minimal impacts. Windows along the west façade will not cause privacy impacts given these are located in storage units.	Yes Yes Yes Yes Yes
	Setbacks to riparian corridors 2.8 Development must achieve a minimum setback of 15m from a riparian corridor (measured from the top of the watercourse banks) and must revegetate the riparian corridor to Council's satisfaction.	The proposed development achieves an estimated 14m setback from the top of bank of the riparian corridor (taken to be eastern boundary of No. 90 Helen Street). This is comparable to the that approved under DA-983/2008. The proposed development does not intrude on the rear	On Merit

	Development adjacent to channelled watercourses 2.9 Development must provide access to channelled watercourses for maintenance and repair.	Sydney Water sewerage easement and is well separated from the riparian corridor. Particularly when compared to the current development on the site. Duck River is not channelled.	N/A
	Open space 2.10 Development must provide a landscaped area along the primary and secondary street frontages of a site in accordance with the following minimum widths: **Site area** / **Sites adjoining a state or regional road – Minimum width for landscaped area** / **Sites not adjoining a state or regional road – Minimum width for landscaped area to the primary street frontage** / **Sites not adjoining a state or regional road – Minimum width for landscaped area to secondary street frontage** Less than 600m²: 2.5m / 2.5m / 2.5m 600m²–999m²: 3.5m / 3.5m / 3m 1,000m²–1,999m²: 4.5m / 4.5m / 3m 2,000m²–3,999m²: 6m / 6m / 3m Greater than 4,000m²: 10m / 10m / 3m Despite this clause, Council may vary the minimum setback provided the development complements a high quality landscaped image of neighbouring development or the desired future character of the area. 2.11 Development must: (a) retain and protect any existing trees identified by Council on the site and adjoining sites; and (b) must not change the ground level (existing) within 3m of the base of the trunk or within the dripline, whichever is the greatest. 2.12 Development must plant at least one street tree at 5m intervals along the length of the primary and secondary street frontages. Council may vary this requirement in response to proposed tree species, site constraints limit their inclusion or a street tree already exists in good condition.	The site contains a primary frontage only. The site is greater than 5,000m² and therefore a 10m wide landscaped area is to be provided along the frontage. The proposal provides a 5m landscaped setback to Helen Street. However, additional planting is provided along the rear boundary (6.1m wide) to compensate for the shortfall in landscaping. The total landscaped area is 1,007.84m². Front landscaping = 454.19m² Rear landscaping = 552.48m² Refer to the Landscape Plan by *Zenith Designs.* Refer to Arborist Report by DJD Tree Consultancy. The ground level is landscaped areas will not be drastically altered. Refer to the Landscape Plan by *Zenith Landscape Architects.*	On Merit (refer to Section 5.2.8) Yes Yes Yes

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	2.13 Development must plant trees in the landscaped area at a minimum rate of one canopy tree per 30m2 of the landscaped area. The canopy tree must be capable of achieving a mature height greater than 5m. 2.14 Where development proposes an outdoor car park with 20 or more car parking spaces, the car park design must include at least one tree per 5 car parking spaces to the following specifications: (a) a tree must be a single trunk species to allow a minimum visibility clearance of 1.5m measured above the ground level (existing); and (b) a tree must be planted in an island bed that is a minimum 2m in width and 4m in length.	Refer to the Landscape Plan by *Zenith Designs.* Only 5 parking spaces are proposed.	Yes N/A
	<u>Employee amenities</u> 2.15 Development must provide an outdoor employee amenity area with a minimum area of 25m2 . This area should include a combination of grass, plantings, pavement, shade, and seating to allow employees to engage in a pleasant working environment. 2.16 Development must locate the employee amenity area away from sources of intrusive noise (such as loading and servicing, and heavy machinery), dust, vibration, heat, fumes, odour or other nuisances.	No employees are to be located on site.	Yes
3. Building Design	<u>Facade design</u> 3.1 Development must articulate the facades to achieve a unique and contemporary architectural appearance that: (a) unites the facades with the whole building form; (b) composes the facades with an appropriate scale and proportion that responds to the use of the building and the desired contextual character; (c) combines high quality materials and finishes; (d) considers the architectural elements shown in Figure 3a; and (e) considers any other architectural elements to Council's satisfaction.	Extensive consultation has occurred with Council during the design phase (refer to Section 3.1) to ensure the façade addressing Helen Street is appropriate. The faced presents as a united built form. The bulk and scale of the building has been reduced from that approved under DA983/2008. The façade features a range of high quality materials and finishes. Architectural elements including contemporary roof design and protected wall elements are incorporated. Refer to the Architectural Plans by *GGA.* Predominantly glazed facades are not proposed.	Yes Yes Yes Yes Yes Yes

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	3.2 Development may have predominantly glazed facades provided it does not cause significant glare nuisance. 3.3 Industrial retail outlets must incorporate shopfront style windows with clear glazing so that people can see into the premises and vice versa. Council discourages the use of obscure or opaque glass, or other types of screening. 3.4 Where development proposes a portal frame or similar construction, Council does not allow the 'stepping' of the parapet to follow the line of the portal frame.	Not applicable. Not applicable.	N/A N/A
	<u>Facade design (corner sites)</u> 3.5 The street facade of development on a corner site must incorporate architectural corner features to add visual interest to the streetscape. Facade design (materials) <u>3.6 Development must use:</u> <u>(a) quality materials such as brick, glass, and steel to construct the</u> facades to a development (Council does not permit the use of standard concrete block); and (b) masonry materials to construct a factory unit within a building, and all internal dividing walls separating the factory units. Despite this clause, Council may consider a small portion of the street facade to comprise metal sheet or other low maintenance material provided it complies with the Building Code of Australia. <u>Roof design</u> <u>3.7 Development must incorporate an innovative roof design that:</u> (a) achieves a unique and contemporary architectural appearance; and (b) combines high quality materials and finishes. <u>Safety and security</u> 3.8 The front door to buildings should face the street. 3.9 The administration offices or industrial retail outlets must locate at the front of buildings.	The site is located on a corner. The architectural features wrap around the corner to ensure visual interest is maintained. Refer to colour and material palette. A factory unit is not proposed. The roof design is flat with western façade treatments extending above the roofline. The proposal is for self-storage with doors facing the internal driveway for ease of access. Windows within some self-storage units overlook the street.	Yes Yes N/A Yes Yes

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	3.10 Windows on the upper floors of a building must, where possible, overlook the street. 3.11 Access to loading docks or other restricted areas in buildings must only be available to tenants via a large security door with an intercom, code or lock system. 3.12 Unless impractical, access to outdoor car parks must be closed to the public outside of business hours via a lockable gate. 3.13 Development must provide lighting to the external entry paths, common lobbies, driveways and car parks using vandal resistant, high mounted light fixtures. 3.14 Where the site shares a boundary with a railway corridor or an open stormwater drain, any building, solid fence, or car park on the site should, wherever practical, be setback a minimum 1.5m from that boundary. The setback distance must be: (a) treated with hedging or climbing vines to screen the building, solid fence, or car park when viewed from the railway corridor or open stormwater drain; and (b) the hedging or climbing vines must be planted prior to the completion of the development using a minimum 300mm pot size; and (c) the planter bed area must incorporate a commercial grade, sub-surface, automatic, self-timed irrigation system; and (d) the site must be fenced along the boundary using a minimum 2m high chainwire fence; and (e) the fence provides an appropriate access point to maintain the landscaping within the setback area; and (f) where a car park adjoins the boundary, hedging or climbing vines must also be planted along the sides of any building or solid fence on the site that face the railway corridor or open stormwater drain.	Noted. This can be conditioned. Noted. This can be conditioned. Noted. This can be conditioned. Not applicable.	Yes Yes Yes Yes N/A
	<u>General</u> 3.15 Council must take into consideration the following matters for development in the industrial zones:		

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	(a) whether the proposed development will provide adequate off-street parking, relative to the demand for parking likely to be generated; (b) whether the site of the proposed development will be suitably landscaped, particularly between any buildings and the street alignment; (c) whether the proposed development will contribute to the maintenance or improvement of the character and appearance of the locality; (d) whether access to the proposed development will be available by means other than a residential street but, if no other means of practical access is available, the consent authority must have regard to a written statement that: (i) illustrates that no alternative access is available otherwise than by means of a residential street; and (ii) demonstrates that consideration has been given to the effect of traffic generated from the site and the likely impact on surrounding residential areas; and (iii) identifies appropriate traffic management schemes which would mitigate potential impacts of the traffic generated from the development on any residential environment; (e) whether goods, plant, equipment and other material used in carrying out the proposed development will be suitably stored or screened; (f) whether the proposed development will detract from the amenity of any residential area in the vicinity; and (g) whether the proposed development adopts energy efficiency and resource conservation measures related to its design, construction and operation.	Adequate parking is provided in line with the Traffic Report by *Hemanote Consultants.* The site is adequately landscaped – refer to Landscape Plan by *Zenith Designs.* When compared to the current development on the site, the proposal will undoubtably improve the character of the area. The site contains a single frontage to Helen Street, which provides access to industrial and residential land uses. Confirmation of the appropriateness of access to the site from Helen Street is provided in the Traffic Report by *Hemanote Consultants.*	Yes Yes Yes Yes Yes
4. Environmental Management	<u>Acoustic privacy</u> 4.1 Development must: (a) consider the Noise Policy for Industry and the acoustic amenity of adjoining residential zoned land; and (b) may require adequate soundproofing to any machinery or activity that is considered to create a noise nuisance.	Refer to the Acoustic Report by *Acouras Consultancy.* Refer to the Acoustic Report by *Acouras Consultancy.*	Yes Yes

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	Pollution control 4.2 Development must adequately control any fumes, odour emissions, and potential water pollutants in accordance with the requirements of the relevant public authority	The proposal is for self-storage, with minimal pollution encountered.	Yes