

<b>Subject</b>	Briefing Note to Sydney North Planning Panel
<b>Property</b>	No. 67 Mars Road, Lane Cove West
<b>Description of Proposal</b>	Demolition of existing structures and construction of a light industrial/self-storage building development comprising a total of 19 light industrial units, 44 self-storage units and 244 car parking spaces over three basement levels with associated landscaping
<b>Council/Panel Application No.</b>	DA135/2022 / PPSSNH-383
<b>Lodgement Date</b>	28 October 2022
<b>Indicative Determination Date</b>	Second quarter of 2023
<b>Capital Investment Value</b>	\$51,005,517.00
<b>Applicant / Owners</b>	Robert Del Pizzo (Architex) (Applicant) Lane Cove West Development P/L (Owner)

## 1. Strategic Planning Context

The subject development site is located within the Lane Cove West Business Park which is characterised by low-rise industrial development with warehousing and light manufacturing capabilities. More recently, modern 'industrial park' developments have been built, with multiple tenancies and a clean high-tech character.

## 2. Subject Site

The subject site is known as No. 67 Mars Road, Lane Cove West (Lot 10 DP 1036457) with a total site area of 9,431m<sup>2</sup>. The site is a large regular shaped corner allotment with a frontage of 70.095m to Mars Road and a frontage of 134.67m to Sirius Road. The site has a large cross-fall by approximately 6m from Mars Road towards the rear which had informed the design of the proposal and the relevant access points. At present the large site currently accommodates an aging two storey industrial building and ancillary structures including at-grade car parking area, vehicular cross-over, driveways and fencing as illustrated by the photograph below.



Figure 1: No. 67 Mars at the Intersection of Mars Road and Sirius Road

Located within an established industrial precinct, the site is surrounded by industrial land uses to the north and east with Sirius Road to the west and Mars Road to the south separating the site from other industrial land uses. An aerial photograph is provided below for context of the subject site.



**Figure 2: Aerial Photograph of the Subject Site**

The site is in proximity to Blackman Park with a bus stop located on the site's frontage to Sirius Road with services to Lane Cove with a second bus stop on the southern side of Mars Road with services to Sydney CBD.

### **3. Proposal Timeline**

The proposal timeline (to date and forecast) is provided in **Table 1** as follows:

<b>Table 1 – Proposal Timeline</b>	
<b>Date</b>	<b>Description</b>
28 October 2022	Subject Development Application lodged.
31 October 2022	Public notification of Development Application commenced.
16 November 2022	Public notification of Development Application concluded (no submissions received).
9 January 2023	A request for additional information sent to the applicant requesting the following matters to be addressed: <ul style="list-style-type: none"><li>- Parking and Access.</li><li>- Swept Paths and Access from the Public Road.</li><li>- Traffic Generation</li><li>- Submission of a Remedial Action Plan (RAP).</li></ul>

	<ul style="list-style-type: none"> <li>- Submission of an Environmental Management Plan</li> <li>- Submission of a Construction Noise and Vibration Management Plan.</li> <li>- Submission of a Construction and Demolition Waste Management Plan.</li> </ul>
17 February 2023	<p>Applicant provided additional information to include amended plans addressing the traffic/parking matters.</p> <p>A request that submission of the plans including the RAP to be deferred and conditioned prior to the issue of any Construction Certificate. This request has been further reviewed to be satisfactory by Council to allow for a more intensive examination and assessment of the site with test bore holes after the demolition stage.</p> <p>This request had been supported by a statement prepared by the applicant's contamination consultant who prepared the detailed contamination reports that the contamination could be conditioned instead and that the site would be suitable for redevelopment for such an industrial purpose where demolition would need to occur before further investigations can be completed.</p> <p>A review of aerial photographs indicates that the development site has historically been utilised for light industrial purposes with no known potentially contaminating activities being conducted on the site. If any contaminated material or suspected contaminated material is unearthed during the demolition/construction process, then actions consistent with the relevant legislative requirements and guideline document would be undertaken.</p>
3 May 2023	Briefing of the Sydney North Planning Panel.
Second quarter of 2023	Determination by the Sydney North Planning Panel.

#### 4. Proposal

The Development Application is for the demolition of existing structures and construction of a warehouse/self-storage building development comprising a total of 19 light industrial units, 44 self-storage units and 244 car parking spaces over three basement levels with associated landscaping. Graded vehicular access and pedestrian entry points would be from both Sirius Road and Mars Road. A lift core would provide access to all levels of the development from the basement to the upper levels. The proposed 244 carparking spaces provided has the following breakdown:

- Basement Level 1: 85 car parking spaces including four accessible car parking spaces and 16 truck parking bays;
- Basement Level 2: 85 car parking spaces including four accessible car parking spaces;
- Basement Level 3: 70 car parking spaces including four accessible car parking spaces;
- Level 1: Two accessible car parking spaces; and
- Level 2: Two accessible car parking spaces.

The development also provides 16 motorcycle parking spaces and 28 bicycle parking spaces over the three basement levels.



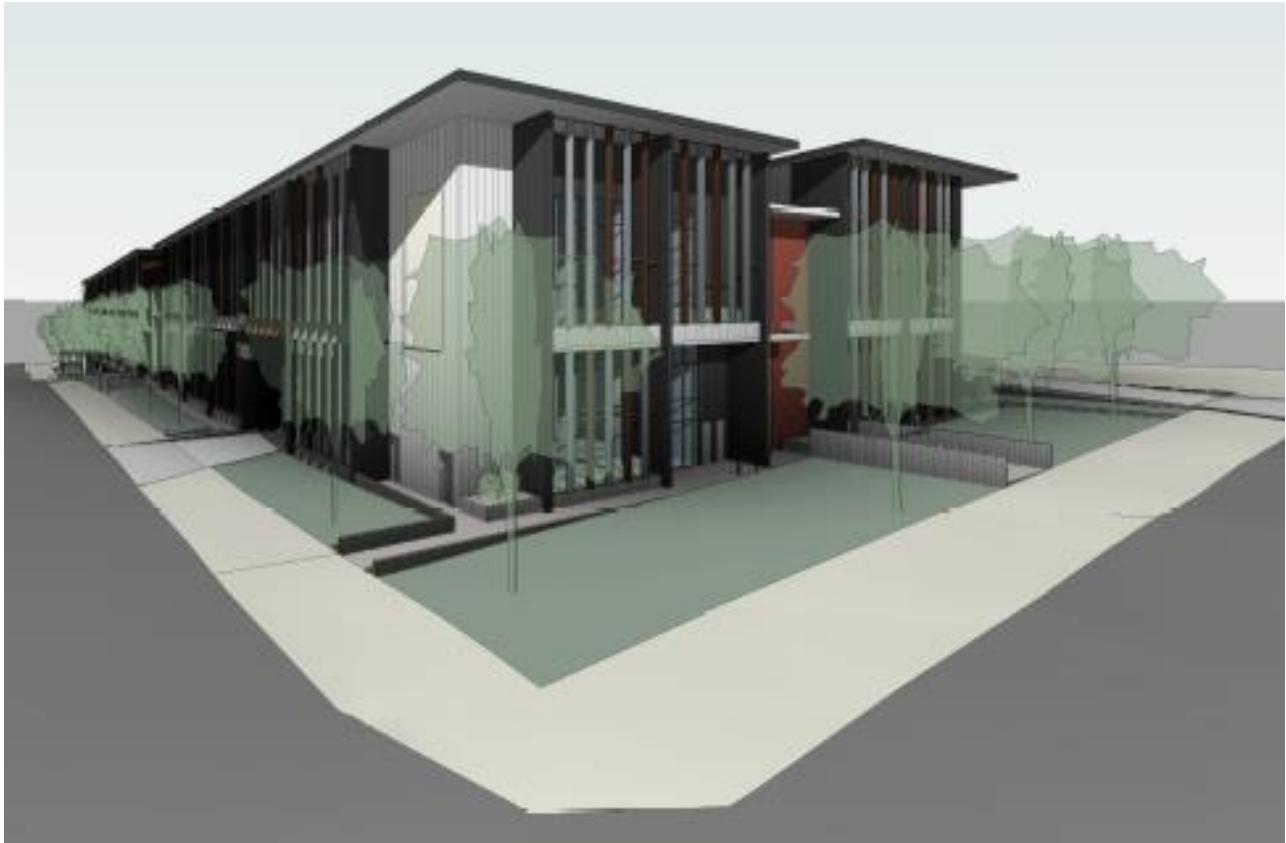


Figure 3: Proposed Photomontage of Proposal

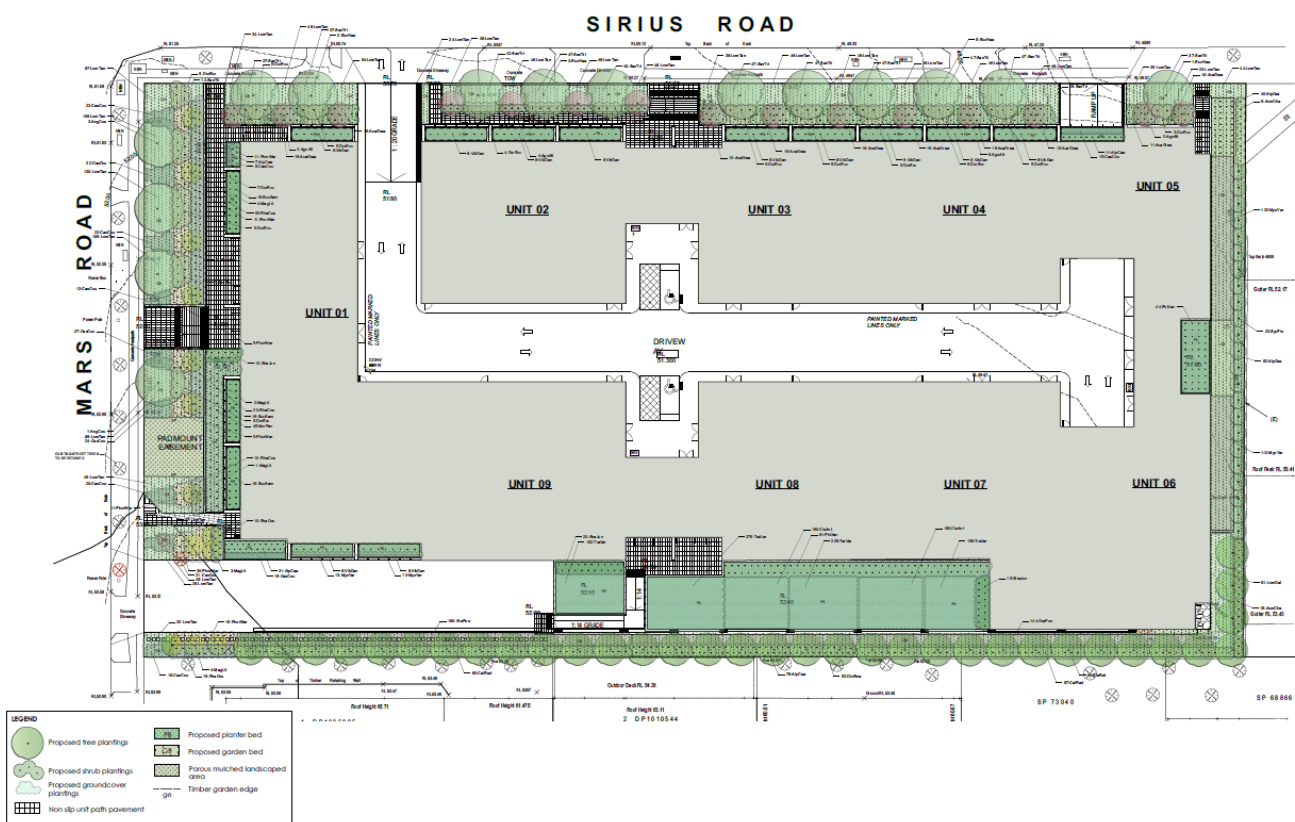


Figure 4: Proposed Landscape Plan

## Key Development Statistics

<b>Table 2 – Proposed Development Statistics</b>	
<b>Component</b>	<b>Description</b>
<b>Number of Storeys</b>	Two storeys with three basement levels
<b>Building Height</b>	Maximum 18m with exception of six vents
<b>Site Area</b>	9,431m <sup>2</sup>
<b>Gross Floor Area</b>	11,360m <sup>2</sup>
<b>Floor Space Ratio</b>	1.2:1
<b>Landscape Area</b>	2,789m <sup>2</sup> or 29.6% of the site area
<b>Number of Units</b>	44 self-storage units with an overall GFA of 2,710m <sup>2</sup>  19 industrial/warehouse units with an overall GFA of 7,520m <sup>2</sup>
<b>Vehicular Access</b>	Two 2-way vehicular access points from both Sirius Road and Mars Road
<b>Parking</b>	244 vehicles – see car parking breakdown above  16 motorcycle parking spaces  28 bicycle parking spaces  16 truck parking bays

## 5. Preliminary Assessment

### A. Lane Cove Local Environmental Plan (LCLEP) 2009

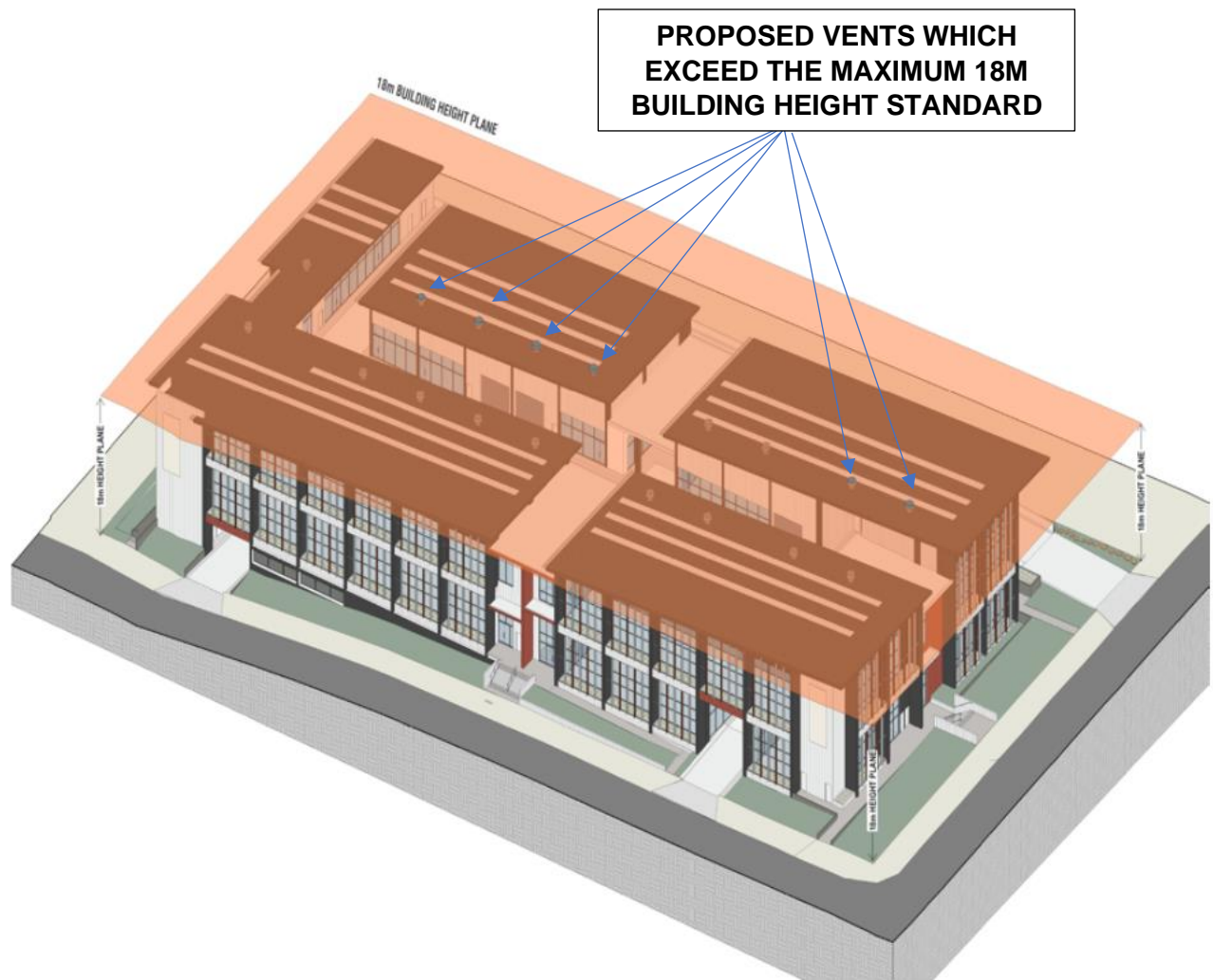
The proposal has been assessed against the relevant provisions of LCLEP 2009 and the following matters are relevant:

#### **Building Height Development Standard**

The proposed development is compliant with the numerical maximum 18m Building Height development standard of Lane Cove LEP 2009. A maximum building height of 18m is proposed with exception of six vents along the eastern portion of the development as shown below within the building height plane diagram. It is noted that as per the building height definition that 'chimneys, flues, and the like' are excluded from the definition. These ventilation elements would be akin to a flue or chimney element and can be excluded.

For abundance of caution, the applicant had submitted a detailed Clause 4.6 written justification which has been reviewed and is found to be satisfactory. The proposed height is supported on the basis that the proposed development would be compatible with the character of the industrial locality including the built form or massing of other adjoining or surrounding existing industrial buildings.

It is noted that the proposed vents are recessed so that they are not readily visible from the street level and would not cause additional overshadowing onto the public domain space. Given the context of the site and the nature of the proposed building, the proposed height would not have significant adverse impacts onto surrounding properties.



**Figure 5: Proposed 18m Building Height Plane**

### **Floor Space Ratio (FSR) Development Standard**

The proposed development is not compliant with the numerical maximum 1:1 Building Height development standard of Lane Cove LEP 2009. A maximum FSR of 1.2:1 is proposed on the subject site representing a 20% variation. The applicant has submitted a detailed Clause 4.6 written justification which has been reviewed and is found to be satisfactory. The variation to FSR is in part due to the proposed excavated areas below natural ground levels to create the proposed self-storage units and as such would not produce any additional visual, bulk and scale impacts. The proposed FSR at or above natural ground level would be 0.832:1.

The use of these areas would provide a beneficial use to the intended commercial operation and the community by providing better service and offer better amenity without adversely impacting on surrounding buildings or industrial operations. The proposed variation is supported on the basis that the additional floor space created by the proposed development would support the delivery of a modern high-quality warehouse/storage space and provide a significant contribution to employment within the Lane Cove Industrial Precinct.

## **B. Lane Cove Development Control Plan (LCDCP) 2009**

The proposal has been assessed against the relevant provisions of LCLEP 2009 and it achieves full compliance in particular in relation to minimum building setback, car parking and landscaping requirements. The proposal is supported on this basis.

### **6. Submissions**

The proposal was notified in accordance with Council policy and no submissions have been received.

### **7. Next Steps**

The next step is to obtain a determination date from the Sydney North Planning Panel from the briefing meeting and to report to the panel for determination with a likely **recommendation of approval** subject to conditions (tentatively scheduled within the second quarter of 2023).