

COUNCIL ASSESSMENT REPORT

Panel Reference	PPSSNH-444
DA Number	LDA2023/0272
LGA	City of Ryde
Proposed Development (as amended)	<p>Demolition of all existing structures, tree removal, remediation works, civil works, staged construction of a part 2 storey light industrial premises and part 6 storey self-storage premises, ancillary offices, signage and associated landscaping work. Proposed hours of operation for the industrial premises are 24 hours a day 7 days a week and 7:00am to 7:00pm Mondays to Fridays for the ancillary office component. The self storage facility is to operate 24 hours a day, 7 days a week.</p> <p>The works are proposed in two stages in no particular order; however the DA is not lodged as a Staged DA pursuant to Part 4 Division 4.4 of the EP&A Act.</p>
Street Address	461 Victoria Road, Gladesville
Applicant	DFP Planning c/o Bieson Pty Ltd
Owner	Perpetual Trustee Company Limited & The trust Company (Australia) Limited
Disclosures	No disclosures with respect to the <i>Local Government and Planning Legislation Amendment (Political Donations) Act 2008</i> have been made by any persons.
Date of DA lodgement	27 October 2023
Total number of Submissions Number of Unique Objections	<ul style="list-style-type: none"> • Four (4) <p>Note: The amended proposal was not considered to be renotified as the impacts were similar or lesser than the originally notified proposal.</p>
Recommendation	Approval
Regional Development Criteria SEPP (Planning Systems) 2021	\$98,824,000 (including GST)
List of all relevant s4.15(1)(a) matters	<ul style="list-style-type: none"> • Environmental Planning and Assessment Act 1979 • Environmental Planning and Assessment Regulation 2021 • State Environmental Planning Policy (Resilience and Hazards) 2021 • State Environmental Planning Policy (Biodiversity and Conservation) 2021 • State Environmental Planning Policy (Planning Systems) 2021 • Ryde Local Environmental Plan 2014 • City of Ryde Development Control Plan 2014 • City of Ryde Section 7.12 Development Contributions Plan 2020
List all documents submitted with this report for the Panel's consideration	<ul style="list-style-type: none"> • Attachment 1: Proposed (amended) Architectural Plans • Attachment 2: Draft Conditions of Consent • Attachment 3: Copy of Amended Notice of Determination under LDA2015/0214
Clause 4.6 requests	<ul style="list-style-type: none"> • Nil
Summary of key submissions	<ul style="list-style-type: none"> • Noise and vibration from 24/7 operation of the proposed industrial unit; • Pedestrian safety in the vicinity of the subject site; • Proximity of the proposed car parking access driveway with the residential properties along College Street; • Accuracy of acoustic report; and • Amenity impacts on residential properties during construction stages.

Report prepared by	Sohail Faridy, Senior Coordinator Development Assessment
Report date	31 July 2024
Summary of s4.15 matters	
Have all recommendations in relation to relevant s4.15 matters been summarised in the Executive Summary of the Assessment report?	Yes
Legislative clauses requiring consent authority satisfaction	
Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report?	Yes
Clause 4.6 Exceptions to development standards	
If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report?	Not applicable
Special Infrastructure Contributions	
Does the DA require Special Infrastructure Contributions conditions (S7.24)?	No
Conditions	
Have draft conditions been provided to the applicant for comment?	Yes

1. EXECUTIVE SUMMARY

This assessment report considers a development application for the demolition of all existing structures, tree removal, remediation works, civil works, staged construction of a part 2 storey light industrial premises and part 6 storey self storage premises, ancillary offices, signage and associated landscaping work at 461 Victoria Road, Gladesville. Proposed hours of operation for the industrial premises are 24 hours a day 7 days week and 7:00am to 7:00pm Mondays to Fridays for the ancillary office component. The self storage facility proposed hours of operation is also 24 hours a day, 7 days a week.

Previous Approval

The subject site was formally part of a larger site known as 461 – 495 Victoria Road. Approval was granted for this site through LDA2015/0214 for a three stage demolition and construction of a Bunnings Warehouse and Bulky Goods Homemaker Centre. A further approval through LDA2019/211 approved subdivision of Lot 300 DP 1194688 (the Parent Lot) into two Torrens Title lots with Lot 3001 DP 1268213 being the lot encompassing the Bunnings Warehouse building and Lot 3002 DP 1268213 encompassing the residual land which is the site; subject of this assessment report. Following aerial Image 1 shows the subject site and the adjoining Bunnings Warehouse Site.



Image 1 – Aerial Image of the subject site and adjoining Bunnings Warehouse

Amended Proposal

The proposal as originally submitted sought approval for a part 8 storey self storage facility. Following Council's concern relating to excessive GFA, the applicant reduced the proposal to a part 6 storey self storage facility thereby complying with the GFA standards. Further, in response to Council's concerns on the 24/7 operation of the industrial premises, the applicant has agreed to a condition which reduces trading hours to the following:

- *7:00am to 10:00pm Monday to Saturday*
- *8:00am to 10:00pm Sundays and Public Holidays*

These aspects are discussed in detail later in this report.

As part of the original approval (LDA2015/0214), primary access to the subject site was off Victoria Road including several conditions from the then Roads and Transport Authority encompassing road improvement works. Refer to Image 2 below for details on vehicular access. The current development proposes all access to the subject site off College Street. Council's traffic engineering section objected to the proposed vehicular access off College Street and requested the applicant to provide all vehicular access off Victoria Road as previously approved. The DA was referred to Transport for NSW (TfNSW) for comments and for their views on vehicular access off Victoria Road. TfNSW confirmed that no concurrence will be granted for any access off Victoria Road. Council's traffic engineering section has since agreed to the proposed access off College Street, subject to conditions.

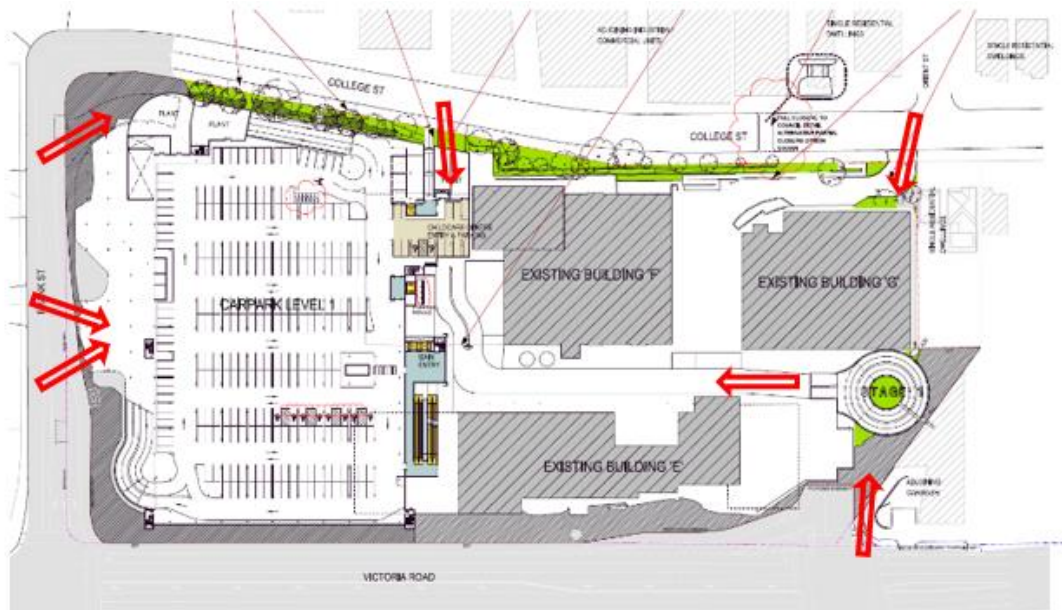


Image 2: Access Arrangements as approved under LDA2015/0214.

Following a preliminary assessment, concerns were raised in relation to proposed access from College Street, overall gross floor area calculations, 24 hours, seven days a week operation of the industrial premises and other concerns including inconsistencies between the proposed works and previous approval encompassing the subject site.

The applicant has addressed those concerns through amended plans and additional details including an offer to accept a condition on reduced trading hours for the industrial premises.

Deferred Commencement Consent

The previous approval under LDA2015/0214 has been activated through the construction and operation of Bunnings Warehouse. That consent also approved several buildings, land uses, civil and public domain works for the area that now forms part of the subject site. It was Council's concern that the current development application is inconsistent with several conditions of development consent under LDA2015/0214. The applicant has offered to accept a condition pursuant to Section 4.17 of the Environmental Planning and Assessment Act 1979 (EP&A Act 1979) to amend relevant conditions of LDA2015/0214. It is a recommendation of this report that any consent granted be in the form of a deferred commencement consent, requiring lodgement of a modification application to amend development consent under LDA2015/0214.

Compliance

The proposal complies with the height and floor space ratio development standards of Ryde Local Environmental Plan 2014 as well as a high level compliance with all relevant controls of the Ryde Development Control Plan 2014. The proposal is also consistent with all other relevant instruments under Section 4.15(1)(a) of the environmental Planning and Assessment Act 1979.

Referral Responses

The application was referred to external and internal departments. All internal departments have supported the proposal subject to conditions.

Local Police and Transport for NSW have also issued their support for the development subject to conditions.

Community notification and advertisement

The application was publicly exhibited between 1 November 2023 and 28 November 2023 in accordance with Council's Community Participation Plan.

Amended plans received during the assessment were not required to be re-exhibited as the amendments were minor and did not result in additional environmental impact.

As a result of the exhibition, a total of four (4) submissions were received which raise the following main issues:

- Noise and vibration from 24/7 operation of the proposed industrial unit;
- Pedestrian safety in the vicinity of the subject site; and
- Proximity of the proposed car parking access driveway with the residential properties along College Street.

The issues raised in the submissions do not warrant the refusal of the application and are addressed in detail later in this report.

The application has demonstrated that the development is consistent with the relevant legislative provisions as applying to the subject site and that the development is in the public interest.

It is recommended that the application be approved subject to conditions.

Section 4.15 Assessment summary

Acoustic Impacts

The applicant, among other, also submitted an acoustic assessment report. The report was peer reviewed by Council's Environmental Health Officer and found acceptable. The Environmental Health Officer recommended a reduction of trading hours of the proposed industrial units. This has been discussed in more detail later in the report and addressed by way of a recommended condition of consent.

Land Contamination

State Environmental Planning Policy (Resilience and Hazards) 2021 requires consideration of whether a site is potentially contaminated and whether any such contamination makes the site unsuitable for the proposed form of development or whether remediation works are required to make the site suitable for the form of development proposed.

The site has a history of industrial uses and the application is accompanied by a Detailed Site Investigation Report prepared by JBS & G Australia Pty Ltd. The report identified acceptable level of contamination that can be remediated for the

proposed industrial land use and also provided a Preliminary Remedial Action Plan. The report however identified certain inaccessible areas of the site where testing could only occur once the existing structures were demolished. This data gap issue was raised with the applicant who submitted a further Data Gap Investigation Report prepared by JBS & G.

Council's Environmental Health section reviewed the Data Gap Investigation Report and found it acceptable. No concerns were raised on site's suitability for the intended use post remediation.

Biodiversity and Conservation

The proposal seeks removal of several trees including two x street trees from College Street. The proposal has been assessed by Council's Tree management Officer as well as the landscape officer and removal of those trees were supported subject to conditions. The proposal includes a Biodiversity Assessment report that concludes that a Biodiversity Development Assessment Report (BDAR) is not required.

2. THE SITE & LOCALITY

The site is located on the northern side of Victoria Road and has street frontage to College Street. The site is legally known as Lot 3002 in DP 1268213. The site has a frontage to College Street of approximately 154m, a frontage to Victoria Road of approximately 130m, a south eastern boundary of approximately 155m and a north western boundary to the Bunnings Warehouse Lot measuring 130m. The site has a total area of approximately 19,3345m².

A recent aerial view of the site is provided in the following Image 3.



Image 3: ***Aerial Image of the subject site and surrounds***

The site is currently occupied by 3 separate buildings that are vacant except a building close to its north western corner (fronting College Street) that is being used as a child care centre. Existing vehicular access to the site is off College Street, close to its intersection with Orient Street and a secondary access off the common driveway with Bunnings Warehouse.

Northern section of College Street has a distinct separation of industrial and residential land uses. About 75% of the site's frontage along College Street has an industrial interface and the remaining 25% has a residential interface as can be seen in Image 3. As part of previous DA (LDA2015/0214) College Street was required to be closed at the industrial-residential interface for a 12 month trial period. The road closure has since been maintained to ensure minimal impacts on residential properties along College Street. This application seeks to maintain and formalise the road closure with turning heads at either ends and formal landscaping. This existing road closure is shown in the following aerial and street images.



Image 4: Aerial Image of the current road closure highlighted with the red circle.

The site is a former quarry and as such the existing ground levels are significantly altered from the original ground levels and as a result the site sits well below Victoria Road and parts of the College Street frontage.

The central part of the site where the buildings, driveways and parking areas are located is between 6m and 15m below Victoria Road level. Due to the change in levels between Victoria Road and the site, the existing buildings do not have a street presentation when viewed from Victoria Road.

In addition, the buildings that are situated at the south-eastern portion of the site are generally located below the level of the College Street frontage as indicated at Image 5 below.



Image 5: *Streetscape presentation of the existing buildings and vehicular crossing as viewed from College Street.*



Image 6: *View of the road closure as seen from College Street frontage of the site.*



Image 7: *Roofscape of existing buildings with Bunnings Warehouse in the background as seen from footpath level of Victoria Road.*

In relation to context, the site is located within, and on the periphery of, an industrial area with residential properties located to the west (on the opposite side of Victoria Road), to the south east and to the east across College Street. No. 18 College Street is the only residential property that adjoins the site and shares a common south eastern side boundary.

The site shares its north western boundary with the recently constructed Bunnings Warehouse that has street frontages along Victoria Road, Frank Street and College Street. Bunnings Warehouse got its vehicular access off Frank Street and College Street.

Ryde Aquatic and Leisure Centre is located to the west of the site on the opposite side of Victoria Road and has a single storey presentation to Victoria Road.

3. THE PROPOSAL

Component	Proposal (as amended)
Demolition	Demolish all existing structures and removal of 26 trees from the subject site. All of these buildings were previously approved for demolition and a number of trees for removal under approved development application, LDA2015/0214.
Civil & Remediation Works	<p>The site is almost entirely paved except some minor areas along the parameter. The proposal seeks to remove the concrete surface, excavation to provide a level building pad, drainage and stormwater infrastructure, retaining walls and landscaping.</p> <p>The proposal also seeks to carry out further testing of the site once the buildings are demolished and remediation works in accordance with a</p>

Component	Proposal (as amended)
	detailed Remediation Action Plan.
Construction	<p>The proposal as amended seeks construction of:</p> <ul style="list-style-type: none"> • A six storey self storage facility with associated parking and driveway ramp; • A two storey industrial building with ancillary office, associated parking, driveway ramp; and • Associated landscaping. <p>Both buildings are attached to each other with separate internalised driveways, loading/unloading areas and parking spaces.</p> <p>The works are proposed in two stages in no particular order; however the DA is not lodged as a Staged DA pursuant to Part 4 Division 4.4 of the EP&A Act.</p>
Proposed Use	<p>The 6 storey self storage premises, as the name suggest will be used as a storage premises to be operated by 'Storage King'.</p> <p>The two storey industrial tenancy is to be used as two separate tenancies or each level can be further split into two separate tenancies. The end user(s) of the industrial tenancies are not specified.</p>
Signage	<p>The proposal includes the following signage:</p> <ul style="list-style-type: none"> • <i>A 4m high pylon sign, being a business directory sign, located near the north-western corner of the Site containing panels for the business logo and names of future tenants;</i> • <i>A 6m high pylon sign located near the new, western driveway of the Site containing the business logo and name of "Storage King";</i> • <i>Four (4) flush wall signs located on the storage premises component of the building containing the business logo and name of "Storage King";</i> • <i>Six (6) flush wall signs located on the industrial and office components of the building containing the business logo and name of "Charter Hall" or for the names and logos of future tenants; and</i> • <i>Several directional signs to guide vehicles accessing the site to the correct tenancies.</i>
Hours of Operation	<p>The proposed hours of operation for the industrial tenancies is as follows:</p> <ul style="list-style-type: none"> • 24 hours, Monday to Sunday for deliveries, loading dock management and non-office workers; and • 7am to 7pm, Monday to Friday for ancillary office. <p>The proposed hours of operation for the storage premises are 24 hours, Monday to Sunday for customer loading and unloading and administrative staff.</p> <p>The proposal as amended seeks following hours of operation for the industrial tenancies:</p> <ul style="list-style-type: none"> • 7:00am to 10:00pm Monday to Saturday • 8:00am to 10:00pm Sundays and Public Holidays
Road Closure, Vehicular Access, Carparking and Loading/Unloading	<p>Permanent closure of College Street with formal turning head, landscaping and pedestrian walkway, consistent with approval under LDA2015/0214. Existing vehicular crossing, close to the intersection of College Street and Orient Street will be made redundant. A new trucks/cars entry will be created just east of the existing Bunnings</p>

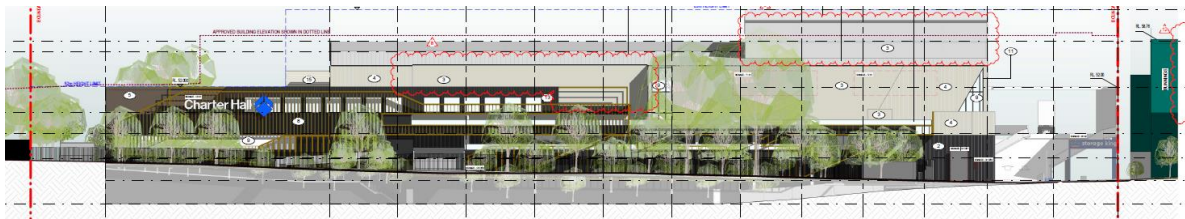


Image 9: North Elevation (College Street)

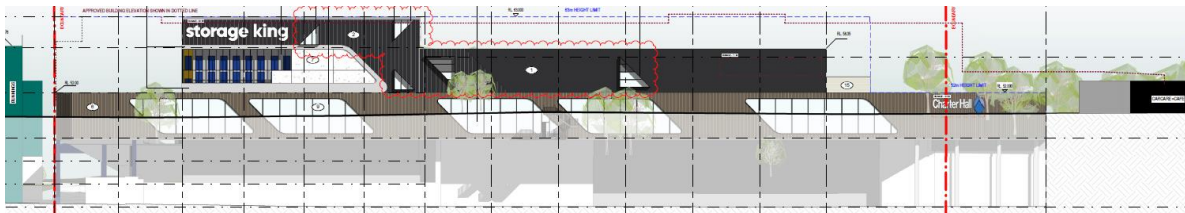


Image 10: South Elevation (Victoria Road) – The blurred section is below the street level.

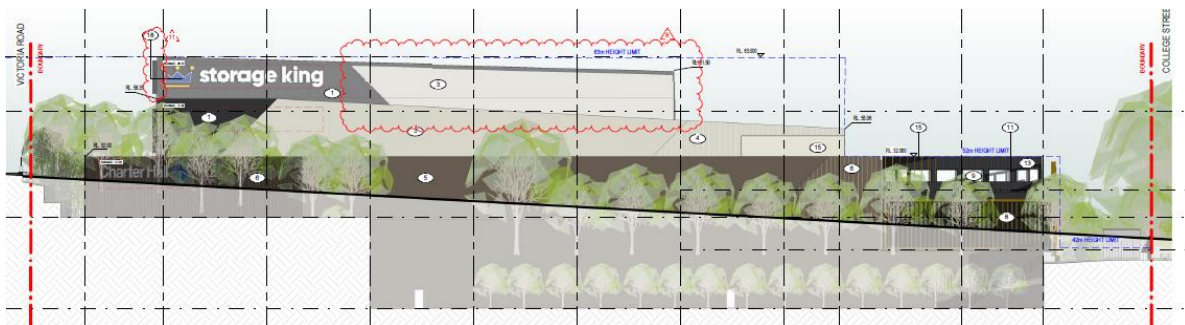


Image 11: East Elevation along part of common boundary with No. 18 College Street

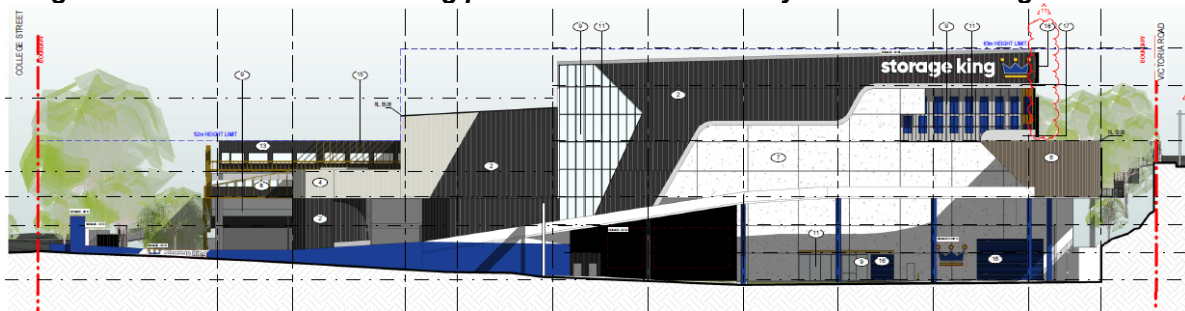


Image 12: West Elevation along the common boundary with Bunnings Warehouse

4. HISTORY

4.1 Site History

The site was formerly part of a larger parcel of land known as 461- 495 Victoria Road, Gladesville. The former Sydney East Joint Regional Planning Panel (SEJRPP) granted development consent through LDA2015/0214 for *demolition of existing structures, bulk earthworks and construction and fitout of a Bunnings Warehouse; construction of a bulky goods Homemakers Centre (no fitout proposed); construction of a child care centre for up to 50 children (no fitout or operational details proposed); two levels of car parking containing 900 parking*

spaces, vehicular access from Frank Street and Victoria Road, temporary vehicular access from College Street, road works in Frank Street, College Street and Victoria Road, trial closure of College Street, removal of trees, landscaping works, stratum subdivision and signage.

The Bunnings Warehouse and building supplies development was to be constructed as Stage 1 and a bulk goods retail development and childcare as Stages 2 and 3. Development application LDA2015/0214 was not a staged development application for the purposes of Part 4 Division 2A (now Part 4 Division 4.4) of the EP&A Act as it then existed; rather the staging was for construction purposes only.

On 12 December 2019, Council approved LDA2019/0211 for subdivision of Lot 300 DP 1194688 (the Parent Lot) into two Torrens Title lots with Lot 3001 DP 1268213 being the lot encompassing the Bunnings Warehouse (the Stage 1 Bunnings Lot) and Lot 3002 DP 1268213 encompassing the residual land to accommodate the approved bulky goods and the childcare centre).

Lot 3002 DP 1268213 is the subject site where the self storage facility and industrial units are proposed through this development application and are the subject of this assessment report.

The approved Bunnings Warehouse and building supplies development (Stage 1) has been completed and occupied and the approved subdivision has been registered. There have been several modification applications approved for the site amending staging of several works among other modifications. The Bunnings Warehouse on Lot 3001 was approved as independent of other works approved for Stages 2 and 3 with regard to vehicular and pedestrian crossings, parking spaces and other site facilities.

This application proposes works that will replace the works approved under LDA 2015/0214. This will necessitate development consent under LDA2015/0214 to be amended such that the original consent and this consent, if forthcoming, remain consistent with each other. This could be done through lodgement of a separate and parallel modification application. The applicant however opted to rely on Section 4.17 of the Environmental Planning and Assessment Act 1979 and offered in writing to accept a condition of consent requiring development consent LDA2015/0214 to be amended such that it is aligned with this development consent in the event of an approval being granted.

4.2 Application History

Application History	
27 October 2023	This development application, LDA2023/0272, as described throughout this report was formally lodged with Council.
13 November 2023 to 13 December 2023	The DA was notified and advertised. 4 submissions were received objecting to the proposal.
21 November 2023	RFI letter was sent to the applicant outlining concerns regarding: <ul style="list-style-type: none">• Inconsistencies with the previous approval under LDA2015/0214;• Land Contamination;

	<ul style="list-style-type: none"> • Floor Space Ratio; and • Vehicular access and traffic related issues.
8 December 2023	The application was reviewed by Council Urban Design Review Panel (UDRP). Several design issues were raised and the applicant was asked, through Council's RFI to address those concerns.
31 January 2024	The application was jointly briefed to SNPP by Council's officers and the applicants.
8 February 2024	A meeting was held with the applicants to discuss Council's RFI and UDRP issues.
6 March 2024	<p>Following confirmation from TfNSW on 'No Vehicular Access from Victoria Road', a second RFI was issued by Council reiterating the issues raised in the first RFI and following additional matters:</p> <ul style="list-style-type: none"> • Access Driveway; • Trip Generation; • Permanent Closure of College Street; • SIDRA Model; • Intersection Impacts; • UDRP Concerns; and • Other Engineering matters.
8 April 2024	Applicant submitted the requested information. The application as amended was not required to be re-notified
21 May 2024	A third RFI was issued advising the applicant to return for a further UDRP meeting, traffic issues, signage details and operating hours of industrial tenancies.
5 June 2024	The applicant declined to attend any additional UDRP meetings sighting all issues raised by the panel has been addressed. The applicant submitted remainder of the requested information. The additional details were not required to be re-notified.

5. PLANNING ASSESSMENT

This section provides an assessment of the DA against section 4.15(1) matters for consideration of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*.

(a) The provisions of-

(i) Any environmental planning instrument:

5.1 Imposition of Condition (Section 4.17 of the EP&A Act – Deferred Commencement Consent)

As referenced earlier in this report, the subject site was part of the larger site including the next door Bunnings Warehouse. Development consent under LDA2015/0214 included several conditions for the subject site in particular relating to demolition of buildings, removal of trees, signage and vehicular crossing details. Approval of this current development application is likely to result in two valid consents relating to same parcel of land with contradicting conditions.

This issue was raised with the applicant during the early assessment stages and Council recommended lodgement of a separate modification application to modify development consent LDA2015/0214 to be amended such that all conditions relating to the subject site are either deleted or amended. The applicant however opted to accept a condition of consent, if a development consent is forthcoming for

this development application, pursuant to Section 4.17(1)(b) of the EP&A Act. The relevant section of the Act reads as under:

4.17(1)(b) it requires the modification or surrender of a consent granted under this Act or a right conferred by Division 4.11 in relation to the [land](#) to which the [development application](#) relates, or

The applicant also provided a copy of development consent under LDA2015/0214 with the conditions to be deleted as strike through and coloured red and amendments inserted as red text. This marked up copy of the consent is attached with this report as Attachment 3. This approach is considered acceptable and Council has marked additional conditions to be deleted as strike through and coloured green and amendments inserted as green text which is attached with this report as Attachment 3.

It is a recommendation of this report that any consent granted be a deferred commencement consent requiring a modification application to be lodged with Council to amend development consent under LDA2015/0214 in a way which is consistent with the marked up copy at attachment 3 of this report.

The Panel should note that approval of this development application will not warrant an automatic modification of development consent under LDA2015/0214; but will only require lodgement of a modification application for Council to assess and determine.

5.2 SEPP (Planning Systems) 2021

Pursuant to Section 2.19 and Schedule 6, Part 2 of SEPP PS, development that has a CIV of more than \$30 million is deemed to be regionally significant development.

The proposed development has a CIV of approximately \$89 million. Accordingly, pursuant to Section 4.5(b) of the EP&A Act, the consent authority for the proposed development will be the Sydney North Planning Panel (SNPP).

5.3 SEPP (Resilience and Hazards) 2021 – Chapter 4 Remediation of Land

The *State Environmental Planning Policy (Resilience and Hazards) 2021* aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. The SEPP specifies when consent is required for remediation of contaminated land.

The development application is accompanied with a Detailed Site Investigation (DSI) and a preliminary Remedial Action Plan (RAP). Both documents express limitations due to certain inaccessible areas of the site. Pursuant to Clause 4.6 of State Environmental Planning Policy (Resilience and Hazards) 2021, Council/SNPP will not have adequate information to determine if the site is contaminated and if the entire site can be remediated to suite the proposed development. This was raised as a concern in Council's RFI to the applicant.

The applicant submitted a Data Gap Investigation Report prepared by JBS & G dated 25 March 2024. The report inter alia stated:

JBS&G has previously carried out a Detailed Site Investigation (DSI, JBS&G 20221) for the site that was included as part of a Development Application to City of Ryde Council (Council) for the proposed redevelopment of the site into a new commercial land use complex. The DSI concluded it was unlikely that activities at the site will have contaminated the land to a degree that would prevent the redevelopment of the site for industrial land-use.

The only contamination identified in the DSI was asbestos impacted fill at one location. Based on the findings of the DSI, only an asbestos management plan (AMP) and not a remedial action plan (RAP) would be required to be implemented during site redevelopment. At the time the DSI was undertaken, the central northern portion of the site was occupied by a child-care centre, which was not accessible for intrusive investigation. JBS&G subsequently prepared a preliminary Remedial Action Plan (JBS&G 2023a2) and a Draft Asbestos Management Plan (JBS&G 2023b3) with the one of these documents to be implemented at the site depending on the findings of data gap assessment to be undertaken at the site. A RAP would be prepared if further investigation identified contamination other than asbestos, with an AMP to be implemented if asbestos was identified as the only potential contaminant at the site. The preliminary RAP (JBS&G 2023a) identified data gaps that need to be addressed to determine site suitability, and proposed remediation methods to be adopted in the event that contamination is detected on the site.

The report provided the following conclusion:

- Concentrations of COPCs in soil were below the adopted commercial/industrial assessment criteria; and*
- Concentrations of volatile organic compounds in sub-slab soil vapour were all below adopted commercial/industrial land use criteria; and*
- Asbestos fines detected in in MW01 at 1.8m depth (JBS&G 2022) were present at a concentration exceeding the commercial/industrial land use criterion.*

Based on the findings of the DGI and DSI (JBS&G 2022), it is concluded that the site can be made suitable for the proposed commercial/industrial development subject to implementation of an AMP to mitigate the potential for unacceptable exposure to asbestos during construction and occupation of any future redevelopment.

The preliminary RAP (JBS&G 2023a) previously prepared for the site and submitted to Council is not required and not applicable to the site.

Council's Environmental Health Officers reviewed the Data Gap Investigation Report and previously submitted reports and raised no further concerns with land contamination.

5.4 State Environmental Planning Policy – Biodiversity and Conservation SEPP 2021

Chapter 2 – Vegetation

Chapter 2 of the SEPP aims to protect the biodiversity values of trees and other vegetation in non-rural areas and to preserve the amenity of the area through the preservation of trees and other vegetation. The proposal seeks removal of trees from the subject site and some of the proposed works will also impact on existing trees within the public domain. Council's Landscape Architect has reviewed the proposed development including any impacts on trees within the subject site and raised no objections subject to conditions. Council's Tree Management Officer has reviewed impacts on trees within public domain including removal of two trees along College Street and raised no objections subject to conditions including replacement trees.

It is important to note that a majority of those trees proposed to be removed under current development application were previously approved for removal under LDA2015/0214, except 2 trees along College Street. According to Council's Environmentally Sensitive Areas map the site is not mapped as containing any vegetation of significance.

Chapter 6 – Water Catchment

Chapter 6, 'Water Catchment' of the SEPP applies to the whole of the Ryde Local Government Area. The aims of the Plan are to establish a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshore and waterways by establishing planning principles and controls for the catchment as a whole.

The site is located within the designated hydrological catchment of Sydney Harbour and therefore is subject to the provisions of the above planning instrument. However, the site is not located on the foreshore or adjacent to the waterway and therefore, except for the objective of improved water quality, the objectives of the planning instrument are not applicable to the proposed development.

5.5 State Environmental Planning Policy (Industry and Employment) 2021

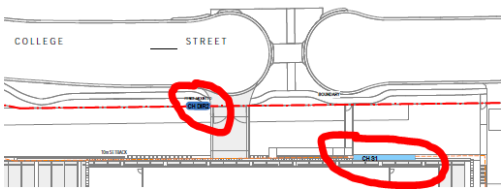
Chapter 3 – Advertising and Signage

The proposed development includes construction of two pylon signs (1 x 4m high and 1 x 6m high) on the College Street frontage and 10 flush wall signs along the four elevations in addition to several directional signage. The SEE provides following details of the proposed signage and their location:

- *A 4m high pylon sign, being a business directory sign, located near the north-western corner of the Site containing panels for the business logo and names of future tenants;*
- *A 6m pylon sign located near the new, western driveway of the Site containing the business logo and name of "Storage King";*

- Four (4) flush wall signs located on the storage premises component of the building containing the business logo and name of “Storage King”;
- Six (6) flush wall signs located on the industrial and office components of the building containing the business logo and name of “Charter Hall” or for the names and logos of future tenants; and
- Several directional signs to guide vehicles accessing the site to the correct tenancies.

The proposed signage can be generally classified as “business identification signage” which requires to comply with the aims and objectives of Section 3.1 of State Environmental Planning Policy (Industry and Employment) 2021 (SEPP) and the assessment criteria within Schedule 5 of the SEPP. The following table contains the relevant assessment criteria of Schedule 5.

Schedule 1 Clause	Control	Proposal
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?	<p>The character of area in the vicinity of the site includes a mixture of commercial, industrial and residential land uses. The proposal includes signage associated with the storage facility, reserved spaces for future industrial tenancies, building owners details and various directional signs. The signage proposed comprises corporate logos and names.</p> <p>Two of the proposed signs being a directory board referred as CHDIR2 and a flush wall sign referred as CHS1 are located along College Street at the interface with residential properties.</p>  <p>Image 13: Location of CHDIR1 and CHS1</p> <p>These signs are considered to impact on the residential amenity of properties directly in front of the subject site. Accordingly, it is recommended that a condition be imposed restricting any illumination of these signs to be limited to the approved hours of operation of the premises. The applicant has expressed their general acceptance to such condition (Refer Condition No. 143).</p> <p>Subject to the above condition being</p>

Schedule 1 Clause	Control	Proposal
		imposed, the proposed signage is considered acceptable with regard to the character of light industrial activities and the surrounding employment area.
	Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There is no particular theme of signage that relates to the site, or the area and the proposal (subject to condition) is not inconsistent with signage reasonably expected in an employment area.
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?	The proposal is not located in an environmentally sensitive area, heritage or other conservation area. The site adjoins a residential area; however, significant landscaped buffers separate the site from the adjoining residential properties. In addition, a condition, as discussed above, is recommended to be imposed on any consent granted, restricting illumination of proposed signage facing residential properties across College Street.
3. Views and Vistas	Does the proposal obscure or compromise important views?	No important views are compromised.
	Does the proposal dominate the skyline and reduce the quality of vistas?	No, given the scale of the proposal.
	Does the proposal respect the viewing rights of other advertisers?	No obscuring of views of adjoining advertisers.
4. Streetscape setting or landscape	Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	Subject to restriction on illumination, as discussed above, the scale and form of the advertisement is compatible with the scale of the proposed building which is considered to be acceptable.
	Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposal incorporates the branding of Storage King and Charter Hall as well as reserve spaces for future industrial tenants. The proposed signage scheme is not considered unacceptable in the circumstances of the setting of the site.
	Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal introduces new signage to the site in a manner that is reasonable to the scale of the building.
	Does the proposal screen unsightliness?	NA
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No
	Does the proposal require ongoing vegetation	The directory board and directional signage will require ongoing vegetation

Schedule 1 Clause	Control	Proposal
	management?	management.
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 proposal is appropriate to the scale of the proposed building.
	Does the proposal respect important features of the site or building, or both?	There are no significant or important features of the building or site.
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage is suitable to the proposed building at the site subject to condition.
6. Associated devices and logos with advertisements and advertising structures	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?	NA
7. Illumination	Would illumination result in unacceptable glare?	As discussed above, two of the signage has the potential to impact on the amenity of residential properties across College Street. A condition is recommended to restrict any illumination of the aforementioned signage.
	Would illumination detract from the amenity of any residence or other form of accommodation?	Refer to discussion above.
	Can the intensity of the illumination be adjusted, if necessary?	A consent condition is recommended to be imposed in this respect (Refer Condition No. 161).
	Is the illumination subject to a curfew?	No.
8. Safety	Would illumination affect safety for pedestrians, vehicles or aircraft?	No safety impacts as a result of the illumination.
	Would the proposal reduce the safety for any public road?	No, the signage is located within the property boundary.
	Would the proposal reduce the safety for pedestrians or bicyclists?	No, the signage is located within the property boundary.
	Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No, the signage is located within the property boundary.

The proposed signage is generally considered acceptable with the exception of a directory board and a flush wall sign along College Street frontage. Illumination of those signs is considered to impact on the residential amenity of properties across

College Street. A condition is recommended to be imposed on any consent granted requiring any illumination to be available during operational hours of the premises only (Refer Condition No. 144).

5.6 State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 2 – Infrastructure

Pursuant to Schedule 3 of the State Environmental Planning Policy (Transport and Infrastructure) 2021; an industrial development that exceeds 20,000m² of GFA is considered a traffic generating development that would need to be referred to Transport for New South Wales (TfNSW).

A referral to TfNSW has been sent that also sought their position on potential access to the site from Victoria Road as approved under LDA2015/0214. TfNSW provided their concurrence on 24 January 2024 supporting the proposed development subject to conditions and refusing to grant any concurrence for access from Victoria Road.

It is important to note that the proposal as amended has a reduced floor area of 18,894m². Due to lesser or similar impacts, the proposal is not required to be referred again to TfNSW.

5.7 Ryde Local Environmental Plan (LEP) 2014

This section provides a detailed assessment of the proposed development against Ryde LEP 2014 and its relevant development standards.

Permissibility

The site is zoned E3 Productivity Support under the provisions of Ryde Local Environmental Plan 2014 (RLEP 2014). The proposal seeks approval for self storage facility and light industrial uses, which are permissible uses with consent in that zone.

RLEP 2014 offers following definitions of the proposed land uses:

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

Note—

Self-storage units are a type of **storage premises**—see the definition of that term in this Dictionary.

storage premises means a building or place used for the storage of goods, materials, plant or machinery for commercial purposes and where the storage is not ancillary to any industry, business premises or retail premises on the same parcel of land, and includes self-storage units, but does not include a heavy industrial storage establishment, local distribution premises or a warehouse or distribution centre.

light industry means a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash,

(a) *high technology industry,*
(b) *home industry,*
(c) *artisan food and drink industry,*
(d) *creative industry.*

The map displays the E3 and E4 areas in the City of Sydney. The E3 area is highlighted in blue with diagonal hatching, and the E4 area is highlighted in yellow. The map shows various streets including Frank St, Victoria Rd, Weaver St, Searle St, Orient St, and College St. The E3 area is bounded by Frank St to the north, Victoria Rd to the west, and Weaver St to the south. The E4 area is bounded by Frank St to the north, Victoria Rd to the west, and Weaver St to the south. The map also shows numerous residential lots with their respective lot numbers.

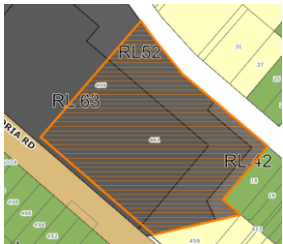
Zone Objectives

- *To provide a range of facilities and services, light industries, warehouses and offices.*
- *To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.*
- *To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.*

- To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.
- To provide opportunities for new and emerging light industries.
- To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.
- To promote sustainable development, including public transport and working environments.
- To encourage industries involved in research and development.

The proposed self storage facility is generally considered consistent with the above objectives. A light industrial use, while subject of a future development application, is considered to remain consistent with the objectives of the zoning.

Other relevant provisions of RLEP 2014 are discussed in the following table:

Standard	Permitted	Proposed	Compliance	Variation
4.3 Height of Buildings	The subject site has three different height RLs. 	The proposal is consistent with the height standards.	Yes	N/A
4.4 Floor Space Ratio (Site Area: 2,879m ²)	1:1	0.98:1 (18,894m ²)	Yes	N/A
5.10 Heritage Conservation Area	The site is not within a conservation area and is not identified as an item of heritage. The entire length of Victoria Road, including site's interface is listed as item of heritage significance. The Description in RLEP 2014 lists it as 'Great North Road' (Item 54). The proposal is not considered to impact on the road alignment or existing improvements as no works are proposed on the road itself.		The proposal is not considered to adversely impact on heritage significance of Victoria Road.	N/A
6.1 Acid Sulfate Soils	(1) the objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.		The subject site is not identified to have any acid sulfate soil affectation.	N/A
6.2 Earth Works	This clause requires consideration of the impact of earthworks in relation to		Yes	N/A

Standard	Permitted	Proposed	Compliance	Variation
	environmental functions, processes, neighbouring uses, cultural and heritage items and features of the surrounding land. The proposed earth works are relatively minor and not considered to detrimentally impact the surrounding environment and heritage significance of Victoria Road which is a heritage item. The applicant was referred to Council's Geo Tech consultant who did not raise any issues with the proposed development subject to conditions.			
6.4 Stormwater Management	Council's Development Engineer did not raise any issues with the proposed stormwater management plan subject to conditions. Council's City Works Team that looks after drainage and other related issues in public domain, did not raise any drainage related issues subject to conditions.		Yes	N/A

5.8 Draft Environmental Planning Instruments

There are no draft instruments relevant to the site and proposed development.

5.9 Ryde Development Control Plan (DCP) 2014

The proposal has been assessed against the following relevant sections of the Ryde DCP 2014:

- Part 2 Community Participation Plan and Procedure
- Part 6.5 Victoria Road, Gladesville
- Part 7.2 Waste Minimisation and Management
- Part 8.2 Stormwater and Floodplain Management
- Part 8.3 Driveways
- Part 9.1 Signage
- Part 9.2 Access for People with Disabilities
- Part 9.3 Parking Controls

Part 6.5 Victoria Road, Gladesville

This part of the DCP comprised part of a Planning proposal for 461- 495 Victoria Road Gladesville. When the Planning Proposal was publicly exhibited in 2013; significant community interest was expressed in relation to traffic impacts. On 28 April 2015 the traffic study and community response was reported to Council. Taking into account all submissions; Council resolved to adopt the Bunnings Gladesville Traffic and Parking Study recommendations. The most relevant parts of Council's resolutions are reproduced below:

Council Resolution – Road Closure and Site Specific Aspects

At its meeting of 28 April 2015 Council resolved as follows:

- (a) That Council exercise the delegation issued by the Minister for Planning and Infrastructure to make the planning proposal to amend the land use zone applicable to 461-495 Victoria Road from IN2 Light Industrial to B5 Business Development and the permissible height under Ryde Local Environmental Plan (LEP) 2014 applicable to the site from 10m to RL63, RL52 and RL 42 (stepping down from 12-15m on Victoria Road to approximately 7-17m on College Street).
- (b) That in making the LEP amendment Council will adjust the exhibited map site boundaries to reflect the Victoria Road widening in accordance with recent subdivision approval to create LOT 300 DP 1194688, 461-495 Victoria Road, Gladesville.
- (c) That Council adopt the following for inclusion in the Bunnings Gladesville Traffic and Parking Study:
- Trial full closure of College St to be implemented prior to Bunnings commencing construction (at no cost to council by Bunnings). The trial shall be reviewed after 12 months of operation of the Bunnings store and the results reported back to Council at that time. The applicant shall cover the full cost of the traffic review, surveys and any supporting technical studies;
 - That Council adopt a site specific Development Control Plan for 461-495 Victoria Road Gladesville amended in accordance with the above changes in the Bunnings Gladesville Traffic and Parking Study.


The above resolutions have been implemented through preparation of this site specific DCP, rezoning of the land, redefined height standards and trial closure of College Street. This application seeks permanent closure and creation of two turning heads either side of road closure along College Street.

Provided in the following Table are the other relevant provisions and assessment of the proposal's compliance with those provisions.

Part 6.5 of Ryde DCP – Victoria Road Gladesville		
Control	Proposal	Compliance
2.0 Design Quality	The proposal provides a degree of design quality that is consistent with the expectations of the DCP as the development has an appropriate presentation to each street frontage and integrates environmental sustainability with urban design. The development has an acceptable relationship to the nearby residential properties and provides a scale of development when viewed from each street frontage that is consistent with the anticipated form of development at the site.	Yes

Part 6.5 of Ryde DCP – Victoria Road Gladesville		
Control	Proposal	Compliance
	Site planning and about 10m setback along College Street, will create a buffer zone to the adjoining residential properties and will offer an acceptable level of amenity for the nearby residential properties.	
<p>1.1 Built Form</p> <p>Provide an active frontage to Victoria Road in the form of building entries, display windows and retail addressing the street.</p>	<p>The proposal does not provide building entries and an active frontage along Victoria Road that is consistent with the idea of an active frontage within a local centre, however, the design of the proposal provides for a degree of street presentation and incorporates a range of street facing large windows that provide an engaging presentation to the high volume road. This is considered an acceptable outcome in view of site's topography and a significant drop from Victoria Road.</p>	Yes
<p>Development on corners must address all street frontages. Entries, windows and other architectural elements should be placed to reinforce the corner.</p>	N/A	N/A
<p>Provide Architectural articulation and modulation and design elements to minimise blank wall lengths and the bulk and scale of the building.</p>	<p>The building steps down the site to the east and south east that assist with the scale of existing low density residential development in the vicinity. The building generally avoids large blank walls and offers well-articulated and interesting façade along all elevations in particular along the street frontages and at the interface with the existing Bunnings Warehouse.</p>	Yes
<p>Provide solar protection, including awnings, recessed windows, roof overhangs, external shutters and screens to the western and northern elevations of the buildings.</p>	<p>The proposed northern elevations are generally associated with the self storage facility and the proposed car park. The proposal is considered acceptable from any adverse solar impacts.</p>	Yes
<p>Car parking, driveways, ramps, loading docks and associated vehicular entry/exit structures shall be incorporated into the building façade design and screened from view to improve aesthetic appearance.</p>	<p>Carpark entries and loading areas are suitably incorporated into the design of the building as they are clearly identifiable and well integrated.</p>	Yes

Part 6.5 of Ryde DCP – Victoria Road Gladesville		
Control	Proposal	Compliance
Car park and vehicular ramp screening is to ensure that vehicular headlights do not shine into residential living spaces and residential outdoor open space.	Car ramps and entry points do not give rise to light spill from the site to the residential properties. Multi storey carpark along College Street frontage has appropriate screening, shielding any light overspill for the residential properties along College Street.	Yes
Noise attenuation, sound walls and screens designed to minimise the transmission of noise to residential properties in College Street and Orient Street shall be sympathetically integrated into the design of the building to improve aesthetic appearance and unify other facade elements.	The combination of the building setbacks and the limited openings to the south as well as the likely future use of the buildings for light industries, will ensure that there are no unreasonable acoustic impacts on residents.	Yes
Plant and service areas shall be incorporated into the building façade or architecturally screened so that they are not visible from the public domain or neighbouring sites.	Plant and service areas are integrated into the building or are visually screened.	Yes
The building shall incorporate a variety and finishes which create visual interest and are durable.	Finishes proposed are suitable for the proposed development.	Yes
A design quality statement shall be submitted together with the DA that details to the satisfaction of Council; i. How the design meets the Built Form requirements of this DCP ii. How the building relates to and enhances its context iii. Colour and materials selection	Documentation submitted with the application demonstrates compliance with the requirements of the DCP. The application has also been reviewed by Council's Urban Design Review Team who raised concerns on several design aspects of the proposal. The applicant has since amended the proposal and provided additional information addressing the concerns raised by UDRP. The proposal in its revised form has an appropriate built form and scale and it is considered consistent with the general built character of the area. The application was not re-referred to UDRP as the applicant was not willing to attend.	Yes
1.2 Height Building height is to be in accordance with the LEP height limits.	The proposal complies with the applicable LEP height standards.	Yes

Part 6.5 of Ryde DCP – Victoria Road Gladesville		
Control	Proposal	Compliance
<p>1.3 Setbacks Building setbacks are to be in accordance with the building setback image which requires</p> 	<p>The proposed building complies with the required setbacks.</p>	<p>Yes</p>
<p>1.4 Site Landscaping Landscaping is to be designed to screen the building, (including car parking, loading docks, waste collection and ramp structures) in order to enhance the presentation and architectural quality of the development and to also provide for a landscape buffer for adjoining residential properties that will contribute to neighbours amenity</p> <p>Retain on site mature trees where appropriate and practicable, and incorporate additional large growing screen trees as key elements of a landscaping plan that seeks to reduce the visual presence of the buildings.</p> <p>Soft landscaping of an appropriate scale is to be provided along the Victoria Road frontage to reduce and soften the visual impact of the buildings, create interest in the streetscape whilst also facilitating active frontage and “Safer by Design” principles.</p>	<p>Parameter landscaping is proposed along eastern, south eastern and southern boundaries of the site to screen the buildings and access ramps from the adjoining residential properties. The landscaping proposed is appropriate to provide a suitable buffer to the residential properties.</p> <p>Some existing trees are to be retained adjacent to College Street and a range of trees, shrubs and ground covers are proposed in the boundary setbacks to each street frontage to soften the appearance of the buildings.</p> <p>Landscaping is proposed within the setback to Victoria Road and includes a range of trees, shrubs and ground covers. Council's Consultant Landscape Architect has endorsed the proposed landscape plan.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>

Part 6.5 of Ryde DCP – Victoria Road Gladesville		
Control	Proposal	Compliance
Provide deep soil zone, water capture and recycling in the landscaped area in accordance with City of Ryde Water Sensitive Urban Design Guidelines.	The development contains deep soil areas within each boundary setback and capacity to capture rainwater for reuse on site.	Yes
<p>2.5 Solar Access</p> <p>The development of the land shall not reduce solar access to the habitable rooms (excluding bath, laundry rooms and the like) and private open space areas of any nearby residential development in College and Orient Streets to less than 3 hours of sunlight between 9am and 3pm in midwinter.</p>	<p>Shadow impacts do not affect and properties in Orient Street as they are located to the north-east of the site.</p> <p>The shadow diagrams submitted with this application indicate that shadows cast between 9.00am and 3.00pm will not impact on residential properties that front College Street including No. 18 College Street that shares a boundary with the site.</p>	<p>Yes</p> <p>Yes</p>
<p>1.5 Visual Privacy</p> <p>Windows may not directly face into nearby residential properties.</p> <p>Apply screens or other façade treatments to parking areas, access, loading docks, storage and waste collection areas, and the like to minimise viewing into and from adjoining residential properties and the public domain</p>	Windows and balconies proposed along the residential interface (to the north east and south east) are either proposed with screen or they are separated by more than 30m from the residential properties. The proposal is considered acceptable from visual privacy issues.	Yes
<p>1.6 Acoustic Privacy</p> <p>Provide appropriate acoustic attenuation between the site and neighbouring properties</p> <p>The use of premises and any plant, equipment and building services associated with a premises must not:</p> <p>i. Create an offensive noise as defined by the Protection of the Environment Operations Act and</p> <p>ii. Add significantly to the background noise experienced in the locality. Council may require a statement of compliance.</p>	<p>The proposal seeks approval for a self storage facility and unidentified use of industrial tenancies (subject to a future approval). The proposal also seeks approval for 24/7 operation of those uses.</p> <p>The design of the self storage facility including location, setbacks, ensures that any associated acoustic impacts will be acceptable.</p> <p>The proposal also seeks approval for 24/7 operation of the industrial premises with an unidentified user. This is not considered acceptable as the impacts cannot be fully appreciated without knowing the full operational details. The issue was raised with the applicant who offered to accept a condition restricting the hours of operation of the</p>	Yes, subject to condition

Part 6.5 of Ryde DCP – Victoria Road Gladesville		
Control	Proposal	Compliance
	<p>industrial premises to:</p> <ul style="list-style-type: none"> 7:00am to 10:00pm Monday to Saturday 8:00am to 10:00pm Sundays and Public Holidays <p>The above reduced hours are considered acceptable.</p> <p>Council's Environmental Health Officer agrees with the findings of the submitted Acoustic Report subject to no approval for 24/7 operation of the unknown industrial use.</p>	
<p>3.1 Access and Public Domain Where a development proposal includes new floor space that exceeds 2000 sqm; a pedestrian and road safety audit and management plan must be prepared and submitted with the Development Application</p> <p>A public domain plan must be prepared by a suitably qualified landscape architect/designer and submitted with the Development Application to the satisfaction of the Local Road Authority.</p>	<p>The applicant provided specific responses to this control without specifically providing a Pedestrian and Road Safety Audit Management Plan. It is considered that this aspect has been adequately addressed by 2015 consent (see conditions 45 & 106 of LDA2015/0214).</p> <p>Council's City Infrastructure Team and Landscape Architect supports the public domain works proposed as part of this application including works to the College Street frontage.</p>	<p>Subject to Condition</p> <p>Yes</p>
<p>3.2 Public Domain Provide landscaped nature strips as part of the public domain. These may include trees and ground covers or grass verge as appropriate.</p> <p>New street trees are to be provided along the Victoria Road frontage</p>	<p>A detailed landscape plans is submitted which has been reviewed by City Infrastructure Team and Landscape Architect and found acceptable.</p> <p>Trees cannot be provided along Victoria Road frontage, however new trees are proposed elsewhere on the site and public domain along College Street; are considered acceptable.</p>	<p>Yes</p> <p>Yes</p>
<p>3.3 Urban Elements and Finishes including road network and footpaths.</p>	<p>The proposal is generally considered consistent with these controls. Council's City Infrastructure team found the proposed public domain works as acceptable subject to conditions.</p>	<p>Yes</p>
<p>3.4 Signage Signage is to designed to comply with the provisions contained in Part 9.1 Signage</p>	<p>The signage is demonstrated to generally comply with the requirements of Part 9.1 of the DCP.</p>	<p>Yes</p>

Part 6.5 of Ryde DCP – Victoria Road Gladesville		
Control	Proposal	Compliance
of this DCP		
Signage may not dominate the Victoria Road façade of the development.	Signage is a significant part of the appearance of the building, however, it is appropriate in the context of the proposed buildings.	Yes
<p>4.1 Traffic Management</p> <p>Prior to the issue of a Construction Certificate for new works on the subject site, the closure of College Street (in both directions) at approximately the boundary between the R2 Low density residential zone and the IN2 Light Industrial zone is to be implemented by the developer at no cost to Council and to the satisfaction of the Local Road Authority.</p> <p>The proponent shall provide a quarterly traffic management report to the Local Road Authority for the first 12 months of site operations to document any traffic and parking issues arising that have affected the external road system and how they have been or are proposed to be mitigated.</p>	<p>As discussed earlier in this report, the temporary road closure has been in place for a long time and this application seeks to make the road closure permanent in accordance with this requirement. Appropriate conditions are recommended to be imposed on any consent granted.</p> <p>This control is no longer considered relevant to this development application.</p>	<p>Yes, subject to Condition</p> <p>N/A</p>
<p>4.2 Vehicular Access</p> <p>No vehicular entries or exits to the site are to be located on College Street.</p> <p>A new vehicular entry/exit is to be provided on Victoria Road at the signalised intersection at Tennyson Road. This access is to be implemented at stage 1 of the on site development.</p> <p>Vehicular entries and exits are to be provided on Frank Street and implemented at stage 1 of the development.</p>	<p>Vehicular entrances and exits are provided from College Street. Council's Traffic Engineering Team initially raised concerns with this arrangement, however the applicant advised that TfNSW is not prepared to grant any access off Victoria Road.</p> <p>Council made its own enquiries and TfNSW advised that the position that TfNSW (former RTA) had in 2015; has since been changed and no access will be granted from Victoria Road.</p> <p>These access points have been provided as part of the previous approval under LDA2015/0214 for the Bunnings Warehouse and are not relevant with this application.</p>	<p>No, but acceptable as TfNSW is not supporting any access off Victoria Road.</p> <p>N/A</p>

Part 6.5 of Ryde DCP – Victoria Road Gladesville		
Control	Proposal	Compliance
<p>Ensure vehicular entries, vehicular circulation and loading docks are designed in accordance with Australian Standards AS 2890.1, 2, 3, 5, and 6 Parking Facilities.</p> <p>All kerbs, driveway crossings, carriageway median strips and the like shall be generally in accordance with the relevant sections of Schedule 1: Public Domain Technical Details attached to this DCP Part.</p>	<p>The submitted Traffic and Parking Assessments demonstrate compliance and Council Engineering officers are in agreement with the report recommendations.</p> <p>To be required by condition.</p>	<p>Yes, subject to condition</p> <p>Yes, subject to condition</p>
<p>4.3 Car Parking</p> <p>Provide a parking optimisation and implementation plan for Frank Street and College Street to counteract any loss of parking due to the Bunnings development Implementation of the parking optimisation plan:</p> <ul style="list-style-type: none"> i. is to occur prior to the commencement of on-site operations and the issue of any occupation certificate (whether interim or final) ii. be at no cost to Council and to the satisfaction of the Local Road Authority <p>b. Ensure car parking areas and ramps are designed in accordance with Australian Standards AS 2890.1, 2, 3, 5, and 6 Parking Facilities.</p> <p>c. Off street car parking is to be provided in accordance with Ryde DCP Part 9.3 and must provide adequate parking for employees and patrons.</p>	<p>This is not considered relevant as the Bunnings Warehouse has been completed and operational for several years.</p> <p>As submitted by applicant and verified by Council staff.</p> <p>The proposal provides 131 parking spaces for the industrial component and 16 for the self storage facility. Council's Development Engineer advised that the industrial component would require a total of 132 spaces while self storage facility will require a total of 14 spaces. They recommended allocation of 1 self storage parking to the industrial component. Considering the minor departure and physical separation of self storage facility; such minor variation is considered acceptable and a redistribution of parking is not considered warranted.</p>	<p>N/A</p> <p>Yes, subject to condition</p> <p>Yes</p> <p>Yes</p>

Part 6.5 of Ryde DCP – Victoria Road Gladesville		
Control	Proposal	Compliance
d. Where possible, parking, loading docks ramps and driveways shall be located underground or under cover and within the building envelope. As a minimum, a high quality architectural screen is required so that these facilities are not visible from the public domain and so that acoustic intrusion and headlights from vehicle movements is minimised for residential properties in College Street and Orient Street.	Parking, loading areas and access ramps are located within the building footprint and are located as appropriate to the topography of the site. Screening is employed where necessary to ensure that the ramps, parking and loading areas are not readily visible from the public domain.	Yes
e. Parking is to be accessible to all stages and components of the eventual development. All vehicular site entries and exits are to access all vehicular parking areas.	The works are proposed in two stages with no particular order. However the associated parking and access ramps will be provided to whichever stages is constructed first. The staging and parking arrangement has been reviewed and accepted by Councils Traffic Engineer.	Yes
f. Parking within the development is to be designed so as to minimise impacts on the road network such as queuing in Frank Street and Victoria Road.	Access points and parking arrangements have been considered by Council's Traffic Engineering team and no issues are raised in relation to queueing.	Yes
<p>5.2 Stormwater Management</p> <p>a. Stormwater management system is to be designed and provided in accordance with the requirements of the:</p> <p>i. City of Ryde DCP 2014 - Part 8.2 Stormwater and Floodplain Management and supporting documents</p> <p>ii. City of Ryde Water Sensitive Urban Design Guidelines (WSUD)</p> <p>iii. Stormwater and Floodplain Management Technical Manual</p> <p>b. A detailed site specific flood study report and stormwater drainage plan are required to be submitted with the</p>	<p>Stormwater Design has been submitted with the application. Subject to conditions, Council's Senior Development Engineer supports the proposed design.</p> <p>.</p>	Yes, subject to conditions.

Part 6.5 of Ryde DCP – Victoria Road Gladesville		
Control	Proposal	Compliance
Development Application, demonstrating compliance with the requirements of DCP Part 8.2 Stormwater Management. The study should consider the downstream draining system in the analysis. In addition, a design solution is required to ensure the downstream properties will not be subject to increased risk of flooding after the development. If required the downstream stormwater pipe system shall be amplified to the current standard.		

Part 2 Community Participation Plan and Procedure

The application was notified in accordance with Council's participation plan and total of 4 submissions, objecting to the proposed development were received. The submissions received are addressed later in this report.

Part 7.2 – Waste Minimisation and Management

A Waste Management Plan has been provided with the proposal. Council's Environmental Health Section reviewed the waste management plan and found it acceptable.

Part 8.2 – Stormwater and Floodplain Management

Council's Senior Development Engineer has reviewed the proposal and raised no objections subject to conditions.

Part 9.1 – Signage

Part 9.1 of the DCP relates to signage. The following business identification signs are proposed in association with the development.

- *A 4m high pylon sign, being a business directory sign, located near the north-western corner of the Site containing panels for the business logo and names of future tenants;*
- *A 6m high pylon sign located near the new, western driveway of the Site containing the business logo and name of "Storage King";*
- *Four (4) flush wall signs located on the storage premises component of the building containing the business logo and name of "Storage King";*
- *Six (6) flush wall signs located on the industrial and office components of the building containing the business logo and name of "Charter Hall" or for the names and logos of future tenants; and*

Several directional signs to guide vehicles accessing the site to the correct tenancies.

Sign location plan and details are provided in the following images:

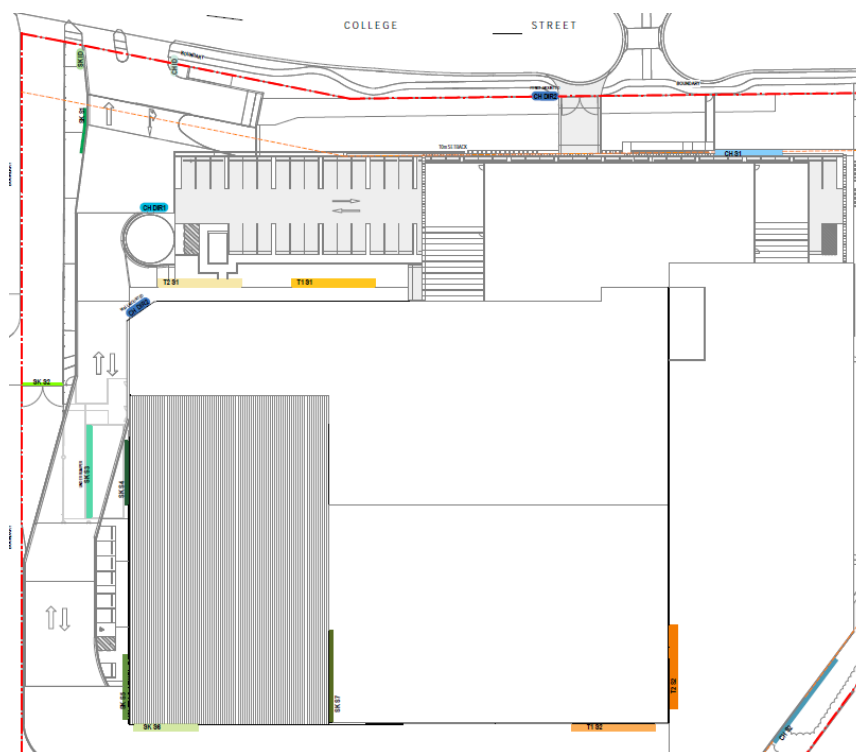


Image 15: Proposed signage location plan

CH ID	CHARTER HALL VEHICULAR IDENTIFICATION PYLON	SK ID	STORAGE KING VEHICULAR IDENTIFICATION PYLON
CH DIR1	CHARTER HALL VEHICULAR DIRECTIONAL TOTEM	SK S1	STORAGE KING SIGNAGE TYPE 1
CH DIR2	CHARTER HALL VEHICULAR DIRECTIONAL TOTEM - CARPARK	SK S2	STORAGE KING SIGNAGE TYPE 2
CH S1	CHARTER HALL SIGNAGE TYPE 1 - BACKLIGHT	SK S3	STORAGE KING SIGNAGE TYPE 3
CH S2	CHARTER HALL SIGNAGE TYPE 2 - BACKLIGHT	SK S4	STORAGE KING SIGNAGE TYPE 4
T1 S1	TANENT 1 SIGNAGE TYPE 1	SK S5	STORAGE KING SIGNAGE TYPE 5
T1 S2	TANENT 1 SIGNAGE TYPE 2	SK S6	STORAGE KING SIGNAGE TYPE 6
T2 S1	TANENT 2 SIGNAGE TYPE 1	SK S7	STORAGE KING SIGNAGE TYPE 7
T2 S2	TANENT 2 SIGNAGE TYPE 2		

Image 16: Proposed signage details

The acceptability of the signage at the site has been considered previously in this report in relation to the requirements of Industry and Employment SEPP. In relation to the relevant provisions of the DCP, the signage performs as follows:

- Clause 2.1 – Signage Content: The proposed signs are generally business identification signs and directional signs which are permissible with consent under Ryde LEP 2014. The signs include the name of the business and the logos and where additional wording is proposed this is considered to be incidental to the corporate logo.
- Clause 2.2 – Language - All signs are in English which is consistent with the control.
- Clause 2.3 - Number of Signs – This control seeks to reduce visual clutter as a result of the signage. The signs are sporadic and do not occupy a significant portion of the façade, generally, between 2 and 3 signs per façade of the building. This type of signage is consistent with the corporate branding and is suitable for the site.
- Clause 2.4 - Design, safety maintenance - The flush wall signs are sized appropriately having regard to the size of the walls that they will be located. The wall signs convey a simple message of the business and associated logos/corporate branding, future occupiers and are consistent with the intent of the DCP.

Having signage panel for future occupiers, incorporated into the building façade are considered a good design approach and this will prevent future signs to be added that generally appears as tacked on additions.

- Clause 2.5 – Illuminated Signs - Some of the proposed signs will be illuminated internally, or backlit panels. Proposed illumination is generally considered acceptable with the exception of CH DIR2 a directory board next to the college Street proposed vehicular crossing and CH S1 a flush wall sign close to No. 18 College Street. Illumination of these signs outside of business hours is considered to impact on the amenity of nearby residential properties. A condition is recommended for these signs to be switched off by the closing time of industrial premises being 10pm on every night. The applicant has expressed their general agreement to accept such condition.
- Clause 2.6 – New Buildings and Multi-Tenant Buildings - The signage locations, sizes and design has taken account of the proposed buildings and integrated into the design (as discussed above).
- Clause 2.7 - Corporate Branding - The proposed signs are defined as business identification signs and include some corporate branding. The controls require one such corporate branding sign per elevation and a maximum area of 0.6m². The signage proposed is suitable to the proportions of the building and as detailed above are acceptable with regard to the principles of Industry and Employment SEPP.

- Clause 2.8 – Other Prohibited Signs - The proposed signage does not fall into any of the prohibited signage categories listed in this clause of the DCP.
- Clause 3.2 - Business zones - The site is zoned E3 Productivity Support and the DCP controls for the Business zones are of relevance to the proposal.
- Clause 3.2.2 – Extent of Signage Permitted - The DCP allows:
 - 1.5m² of signage per 1m of frontage of the property to the street; and
 - A signage area of 15% of the side and rear elevations.

In relation to each street frontage and elevation, the proposal performs as follows:

Street/Elevation	Frontage /Elevation Area	DCP Permitted Area	Proposed
College Street	154m	231m ²	161.44m ²
Victoria Road	130m	195m ²	154.96m ²
South eastern boundary	155m. Elevation area = 2099m ²	15% of 2099m ² = 314.85m ²	54.25m ²
North western boundary	130m. Elevation area = 2397m ²	15% of 2397m ² = 359.55m ²	180.67m ²

The proposed signage area along each elevation is well within the maximum permitted signage area. Furthermore, the proposed signage scheme is supported for the following reasons:

- The restrictions applicable to signs under Clause 2.7 of Part 9.1 of the DCP2014 is more suited to the forms of development anticipated in business zones including rows of shops where signage should reasonably be restricted to one sign per façade. The proposal has a frontage to a high volume road and involves a significant development that incorporates appropriate signage and corporate logos that is applied to proposed and future land uses. The proposed signage is spread over the four facades and does not result in any noticeable visual clutter given the length of the building at each façade;
- The signs are designed as an integral part of the façade design and blend with the choice of material and colour scheme.

5.10 Planning Agreements OR Draft Planning Agreements

The application is not the subject of any planning agreements or draft planning agreements.

5.11 Section 7.12– Development Contributions

Council's current Section 7.11 Development Contributions Plan 2020 effective 1 July 2020 requires a contribution for the provision of various additional services required as a result of increased development density.

In the event approval is granted to the development, the following contributions would be payable and enforced by condition of consent:

<u>Non-Residential</u>	Value of Development	% Rate	Contribution Amount
S7.12 Contribution Calculation	\$98,824,000.00	1%	\$988,240.00

6. ANY MATTERS PRESCRIBED BY THE REGULATIONS

All matters prescribed by the regulations have been considered in the assessment of the application.

7. THE LIKELY IMPACTS OF THE DEVELOPMENT

Most of the impacts associated with the proposed development have already been addressed in the report. The additional impacts associated with the development or those issues requiring further consideration are discussed below.

Staging of the Development

The applicant is seeking consent for the development in its entirety, however, due to the scale of the proposed development, the works are proposed in two stages in no particular order. The DA is however not lodged as a Staged DA pursuant to Part 4 Division 4.4 of the EP&A Act. The proposed staging plan is illustrated in following Image 17.

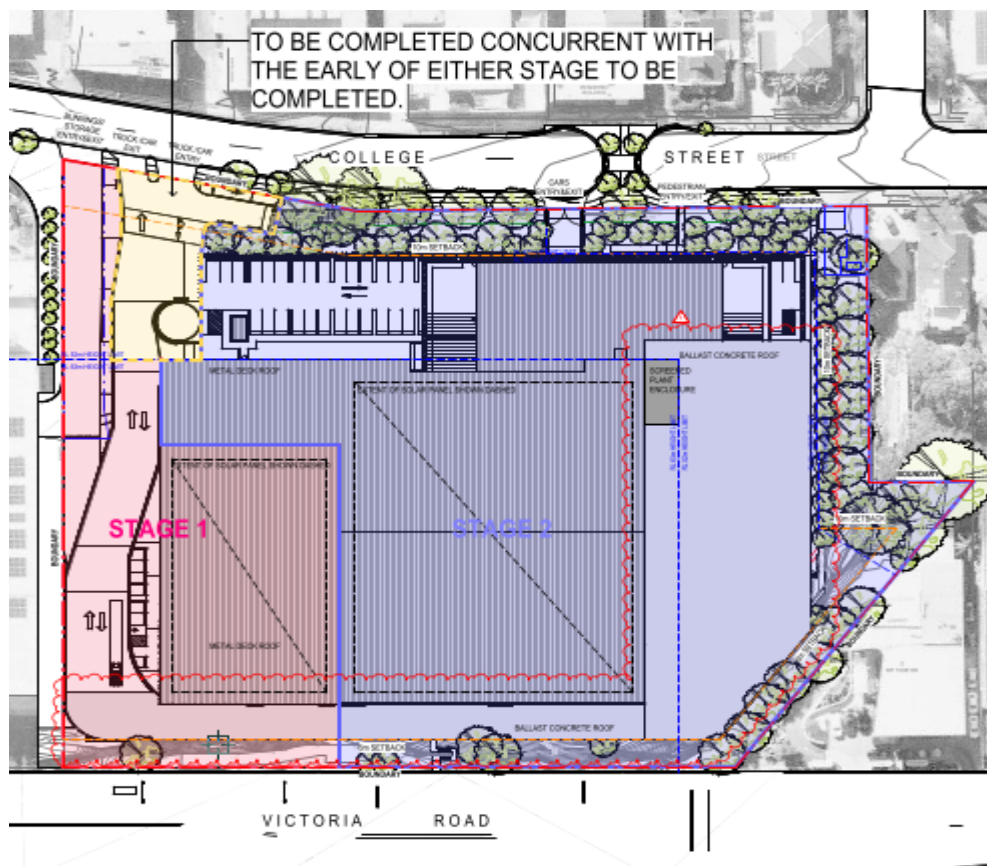


Image17: Proposed Staging Plan

Construction of large projects to be completed in several stages is not uncommon so long as each stage is completed in such a way that it can operate at its own without depending on works to be completed at later stages. In this regard, as noted in above image 17, the primary access road will be constructed concurrent with either of the stage that is completed first. As such staging of the proposed works is not considered to create any amenity impacts for the adjoining residential and commercial/industrial properties or the safe operation of the proposed development.

24/7 Operation of the Proposed Industrial Tenancies

The proposal among other, seeks approval for construction of two (2) industrial tenancies with potential to be used as four (4) separate tenancies. The proposal also seeks 24 hours, 7 days operation of these industrial tenancies. Use of those industrial tenancies or end users are not provided. A blanket 24/7 operation of industrial premises, without knowing the full operational details and potential impacts on nearby residential properties is considered unreasonable.

Council's Environmental Health Officers have reviewed the proposal including the submitted acoustic report prepared by SLR Consulting Australia Pty Ltd, dated 14 December 2022 and provided, inter alia the following comments:

Operational noise is expected to comply with the project noise trigger levels for the light industrial tenancies and the storage space. Operational noise levels have been modelled as "predicted mitigated operational noise". The mitigation measures include noise barriers of various heights at the property boundaries, limiting truck entries between 10pm-7am to the Western entry only, and broadband reverse beepers for trucks and forklifts. All mitigation measures are detailed in table 22 of the report.

EH feel that the predicted noise levels have been modelled with mitigation measures included as the operation will not otherwise comply with the noise criterion.

Considering the proximity to residential, EH is not confident that the modelling appropriately represents operational noise from the future tenancies as the effects of the actual 24/7 use could alter dramatically with different tenants. The actual operational noise emitted by selected tenants could affect the required mitigation measures.

Therefore, it is recommended that the predicted noise levels from the operation of the future tenants is assessed in separate applications.

The applicant, through Council's RFI was informed that Council will not be supportive of a blanket 24/7 operation of the industrial tenancies. The applicant responded by providing supporting arguments for 24/7 operation of the industrial tenancies and also offered to accept a reduced hours condition if Council is not supportive of 24/7 operation. The applicant offered to accept a condition for the following hours of operation for the industrial tenancies:

- *7am to 10pm Monday to Saturday*
- *8am to 10pm Sundays and Public Holidays*

The above hours are considered more reasonable and it is recommended that any forthcoming approval endorse the above reduced trading hours for the industrial tenancies.

Signage

Two of the proposed signs, referred as CH DIR2 and CH S1, along College Street are internally illuminated. In view of their proximity to residential properties across College Street, any illumination needs to be restricted. This report recommends any illumination of these signs to be restricted to the approved trading hours of the industrial premises.

Impact on the amenity of adjoining residential properties

The site specific controls of the Ryde DCP 2014 contained at Part 6.5 have been constructed with regard to minimising adverse impacts on the adjoining residential property at No. 18 College Street and the properties in the vicinity of the site. This includes provisions relating to setbacks, privacy, overshadowing and landscaping.

As detailed throughout this report, the subject application provides access points at appropriate parts of the site and employs boundary setbacks from the building elements, parameter landscaping and fully complies with the LEP height standards that ensures a transition of height towards No. 18 College Street. These measures will achieve the intended minimal impacts on the adjoining residential properties.

The treatments of the development including screening to the parking elements and the fact that no windows are oriented towards the residential properties will ensure that the necessary levels of acoustic and visual privacy are maintained to adjoining residential properties. The hours of operation proposed and as recommended to be reduced through condition of consent are commensurate with operating hours of other commercial/industrial premises in the vicinity.

In relation to overshadowing, Part 6.5 of the DCP contains specific controls relating to overshadowing and the proposal is demonstrated to comply with the overshadowing requirements and due to the setbacks proposed will have negligible impacts on the adjoining residential properties.

In relation to construction management, appropriate conditions are recommended as part of this report, that will ensure reasonable impacts arising from the construction programming of the development.

Urban Design Review Panel

The application was referred to Council's Urban design Review Panel (UDRP) for review and comments. The panel reviewed the application and received a presentation from the applicant on 8 December 2023. UDRP's final comments were sent to the applicant who provided a response on 29 March 2024. UDRP's

final comments and applicant's response prepared by Nettletontribe is provided in the following table:

UDRP Comments	Nettletontribe Response
<p>Context and Neighbourhood Character</p> <p>The proposal is located on the northern side of Victoria Road and previously formed part of a larger lot known as 461 – 495 Victoria Road Gladesville. This was rezoned under PP-2020-861 in 2015 with changes to the site zoning [B5 Business Development] and height controls. As outlined in the meeting, the Panel have concerns with the overall bulk and scale of the proposal as well as built form articulation, public domain interface and amenity impact on the neighbouring property. The Panel noted that this building will be a building viewed 'in the round' with all facades being very prominent from the public domain. Hence greater attention to detail is required to façade, building articulation and representation.</p>	<p><i>The subject site was rezoned in 2015 with changes to the site zoning [B5 Business Development] and height controls.</i></p> <p><i>The site-specific height controls and setbacks were designed to provide the site with the appropriate locations to contain its bulk and scale and tailored to suit its 4 distinct frontages. The proposed development adheres to these setbacks and height limits, allowing it to respond to its context appropriately, particularly to the residential interface to the east.</i></p> <p><i>The proposed development improves the amenity of these neighbouring residents by providing:</i></p> <ul style="list-style-type: none"> - A heavily landscaped 10m buffer - A fully enclosed and acoustically separated warehousing building set back from the boundary. - For the deletion of the existing driveway crossover/site access point – eliminating any vehicle movements on the eastern side of College Street entirely. <p><i>The proposed development's bulk and scale is located away from College Street and the residential zone to the east. It is focused to the centre of the site and on to the opposite side, where it can be partially concealed by the significant level difference that exists along the Victoria Road interface, and by the Bunnings building to the west.</i></p> <p><i>The built form is further articulated along the College Street frontage to respond to the site access points and the varying program that is located along this frontage. Less sensitive uses, such as the offices and carparking have been located along college Street to provide street activation, but also reduce any acoustic impacts from the warehousing component.</i></p> <p><i>The development has been designed to retain as much of the significant vegetation that exists along the College St frontage, it looks to improve the footpath on the council verge in a way that limits the impact on these trees. The temporary solution to the road closure of College Street will be formalised with a design echoing the objectives of council. All these items together improve the public domain interface, and the pedestrian interface along College Street.</i></p>
<p>Built Form and Scale</p> <p>The built form of the proposal requires greater articulation and consideration of facades and</p>	<p><i>The site has 4 unique and varying interfaces (being Victoria Rd to the south, Bunnings Warehouse to the west, College St to the north</i></p>

<p>building form. A more holistic approach to the architectural intent is required, that responds to each particular use yet in a holistic way. The architectural expression could as an example, benefit from considered glazing sections, roof modulation to allow light and breeze into the floor plan, and changes in materiality.</p> <p>The built form also includes a driveway hard up against the western boundary. It is the Panel's recommendation that any driveway ramps should be fully encapsulated within the building form, located outside any setback zones and out of sight when viewed from the streets to minimise their impact on the public domain. There is also an opportunity for increased landscaping along this boundary.</p> <p>It should also be noted that the public domain is dominated by driveway entrances and the rear face of parking. Greater attention is required in terms of reducing carpark entry / exit points, as well as increasing landscaping to the street. The applicant should demonstrate the effort to increase street activation as much as possible - as a minimum, high-quality external materials should be used, and architectural interest should be expressed through careful façade design.</p> <p>The Panel suggested that the upper level open hard stand could be better considered in terms of acoustic and visual privacy to the eastern neighbours. There may also be potential to enclose the hard stand area more centrally to reduce impact.</p>	<p><i>and residents to the east). As the building will be seen in the round, the built form of the proposed development looks to address each respective frontage in the most appropriate manner, but in a holistic approach.</i></p> <p>Victoria Rd: <i>The bottom half of this facade is partly concealed by the level difference between our site level and Victoria Road. The facade articulation and materiality on the visible portion looks to allow each different function to be identifiable but tied together in a holistic way. Texture changes, glazing pop outs, and other elements are used to provide visual interest without negatively impacting motorists as they pass at speed.</i></p> <p>Bunnings interface: <i>We have seen this interface as a transition between the visible corner of Victoria Road, down through to College Street. The built form steps down and is articulated by large glazing elements, material and colour changes, and the shrouded heavy vehicle driveway.</i></p> <p><i>The bunnings facade which interfaces with our site is a flat precast wall with no articulation or window openings. There is an existing driveway here which we are required to retain, which will maintain the access to Bunnings, but also provide dedicated access to the Self-Storage component of the proposed development. By utilising this existing driveway for the self-storage component, it will group similar vehicle types together, and avoid conflict between heavy vehicles and commuter vehicles, and limits the need to introduce additional driveway crossovers as part of our proposal.</i></p> <p><i>Driveways, services and heavy vehicle circulation is located on this frontage to limit the impact to other more sensitive interfaces such as the residents to the east, but also to limit further manipulation to the topography to achieve vehicle access through the site. The proposed elevated driveway is encapsulated in a shroud which forms a grounding element to the built form as viewed from Victoria Rd, so that it is out of sight when viewed from the public domain.</i></p> <p><i>The ground interface with Bunnings will be landscaped wherever possible to soften the edge of the building on the ground plane.</i></p>
<p>Density</p> <p>The proposal is considered appropriate for its use. However, the GFA should be adhered to achieve compliant density.</p>	<p><i>The building has been amended by removing two levels. The development has a FSR of 0.98:1 which complies with the LEP development standard of 1:1.</i></p>
<p>Sustainability</p> <p>This principle was not discussed in detail at the</p>	<p><i>The building will incorporate solar harvesting, rainwater capture, cross ventilation in the office,</i></p>

<p>meeting however given the proposed use of the buildings and the need to achieve excellence the applicant must include major sustainability and innovation measures.</p> <p>It should be noted that mostly dark coloured cladding and lightweight walling systems are proposed. This façade treatment is climatically unacceptable on such a large building footprint and requires modification. In particular, sun shading devices, and sensitive waling and material treatments.</p> <p>Consideration is to be given to the future running of the building and the provision of basic sustainability measures including natural cross ventilation, compliant sunlight, low glazing and sun shading.</p> <p>Additional measures should include solar panels, rainwater harvesting, deep soil planting, greenhouse gas reduction, GoGet car parking, electrical charging stations and ongoing strata commitments for the individual industrial tenancies.</p>	<p><i>and allocates 10% of the site for deep soil planting.</i></p> <p><i>For the Warehouse & Storage, the materiality and colour scheme transition from dark to light from south to north to manage solar heat loading.</i></p> <p><i>The Office & Carpark feature a screening device for shading and benefit from the existing deciduous tree canopy along College Street to reduce summer heat loads.</i></p>
<p>Landscape</p> <p>The panel supports the retention of the high value trees along College Street and note that additional trees will be proposed. As outlined above, the western boundary ramp should be redesigned to enable deep soil planting along this edge. Additional landscaping should also be provided along Victoria Road to provide a buffer to the building.</p>	<p><i>The interface with Bunnings on the western part of our site has been updated to indicate the landscaped strip to soften the edge of the building.</i></p> <p><i>Given the slope and the conditions around the rock wall below Victoria Road, significant planting will be difficult to achieve in a location where it will be visible from Victoria Road. As much of the existing vegetation is proposed to be retained where it is not affecting the condition/stability of the rock wall.</i></p>
<p>Amenity</p> <p>The Panel are concerned with the impact of the proposal on the future amenity of neighbouring residents – in terms of bulk, scale and overlooking and acoustic issues from hard stand areas.</p> <p>The wayfinding into and through the building must be clearly and rationally expressed.</p>	<p><i>The building complies with the height limits and setbacks specifically tailored for this site. The site has 4 unique and varying interfaces and these height limits and setbacks have been appropriately applied to each respective side to better relate to the surrounding context.</i></p> <p><i>In complying with these setbacks, the building articulates and terraces down to better present to the more sensitive interfaces of College St, particularly at the eastern end near the residential dwellings. There is also a 10m landscaped setback buffering our building visually from the residential zones.</i></p> <p><i>Any areas for loading and hardstands are fully enclosed and acoustically separated.</i></p> <p><i>The office component is over 15m away from the residential boundary so there will be no potential for overlooking.</i></p> <p><i>The driveway access point on the eastern side of the College St closure is proposed to be removed. No vehicles will access the development from the residential side of College</i></p>

	<p><i>St. Further to that, all heavy vehicles are proposed to access the building on the western side of the site, further buffer from residents. Each site entry point will be clearly and appropriately sign posted so that movement to the correct component of the development is clear and safe.</i></p>
<p>Safety The vehicle ramp and loading areas must be carefully and sensitively designed to optimise and ensure safety from the public domain.</p>	<p><i>The vehicle crossovers, driveway locations, along with the vehicle types which use each driveway have been carefully considered.</i></p> <p>Driveway 1 (western Driveway): <i>This is an existing driveway currently being utilised as a secondary access to the Bunnings customer carpark. The proposal looks to retain this and couple the self-storage access on this driveway. Both user types cater to the public and similar vehicle types have been allowed for.</i></p> <p>Driveway 2 (Central driveway): <i>This driveway will primarily be the access point for heavy vehicles accessing the warehousing component of the development. There will also be after hours employee car access here but no public access. A refuge island has been included in the design to allow for safe movement of pedestrians along College Street.</i></p> <p>Driveway 3 (eastern Driveway-west of the road closure): <i>This driveway is for employee parking and visitor parking associated with the warehousing component of the building. It will be limited in hours of operation to not have any impact to the sensitive use which are in closer proximity to this side. No heavy vehicles will use this driveway.</i></p> <p>Driveway 4 deleted (existing driveway east of the College St closure): <i>This driveway is proposed to be deleted. No vehicle access points are proposed to the eastern side of College Street so that the proposed development improves the public amenity on this side of College Street by reducing the vehicles that traverse this side.</i></p>
<p>Aesthetics As this is an early design concept the elevations and materiality of the building are still in development. The panel noted that greater consideration must be given to achieving an innovative architectural concept. The new building would benefit from a stronger dialogue with its proposed use in terms of alignments and materiality. The panel encourages the applicant to design the building as it will be seen 'in the round', with no 'rear or sides' that have a lesser materiality or architectural character. More skillful building articulation, especially on the proposal's Victoria Road and College Street</p>	<p><i>Addressed above under Built Form and Scale.</i></p>

<p>elevations, is required to improve the aesthetic appearance, minimise the visible extent of any blank walls and the bulk and scale of the proposed development.</p> <p>The Applicant is also advised to use a combination of techniques such as indentations, roof form variation, material and colour changes to articulate the built form. Considerations should be given using different façade types to reflect the internal activities. The variations of façade design will help articulate the building mass into distinguishable built form components.</p>	
<p>Recommendation:</p> <p>The proposal requires further design development and should return to the panel as it develops.</p>	<p><i>As DFP advised Council by email on 23 May 2024, the Applicant has confirmed that external materials changes have been made to respond to the UDRP comments and, in our opinion, the proposal does not warrant a further consideration by the UDRP.</i></p> <p><i>Accordingly, the Applicant does not wish for the DA to be re-referred to the UDRP noting that there is no statutory requirement for either the DA to be referred to the UDRP or for the SNPP to have regard to the UDRP comments in determining the DA.</i></p>

8. SUITABILITY OF THE SITE FOR THE DEVELOPMENT

The site is currently offering an under utilised, partially redundant land uses. The proposal replaces it with a high quality self storage facility and shell for contemporary light industrial land uses. The site, as assessed throughout this report, offers an appropriate location for such land uses.

The site is in close proximity to sensitive land uses including residential properties and an educational establishment. The cumulative impacts of noise, air quality, vibration and traffic related issues are appropriately addressed in the supporting information submitted with the development application. With further mitigation measures by way of conditions of any forthcoming consent, such impacts are considered to have minimal impacts on the nearby sensitive land uses.

The site is considered suitable for the proposed development.

9. SUBMISSIONS (This Section is completed on 8 April 2024)

The application was publicly exhibited as Integrated Development between 1 November 2023 and 28 November 2023.

In response, 4 submissions objection to the proposed development have been received. A summary of the issues raised in the submissions and planning commentary is provided below:

Concerns	Planning Comments
<i>The Acoustic Report is not accurate in particular due to 24/7 operation of the new warehouse.</i>	<p>Council's environmental health section has reviewed the submitted acoustic report and found it generally acceptable. Concerns were however raised with the 24/7 operation of the industrial units which are in close proximity to residential properties along College Street. This report recommends a restriction to maximum 10:00pm use of industrial premises in the following manner:</p> <ul style="list-style-type: none"> • 7am to 10pm Monday to Saturday • 8am to 10pm Sundays and Public Holidays <p>And 7:00am to 7:00pm Mondays to Fridays for the ancillary office.</p> <p>The self storage facility will operate 24 hours a day, seven days a week.</p>
<i>Late night truck movements will have significant impacts on the sleep pattern of the local residents.</i>	Any late night truck movements are likely to be associated with self storage facility on the other side of proposed road closure, away from residential properties. As the proposal only offers self storage facility, it is not anticipated to attract large trucks and any vehicular movement will largely be restricted to small vans.
<i>Suitable conditions to be imposed to ensure minimal impacts on adjoining neighbours in relation to debris and asbestos removal.</i>	This will be taken care of through standard demolition conditions.
<i>Street trees shall be protected, if not compensatory trees must be planted.</i>	Two of the existing street trees along College Street are supported for removal to accommodate the turning head of the road closure. Council's Tree Management Officer has found this acceptable subject to compensatory tree planting. Such has been taken care of by recommended conditions of consent.
<p><i>The proposed access driveway will cause safety issues for the childcare centre and other road users.</i></p> <p><i>The car park entrance along College Street is too close to residential properties and it will impact on pedestrian safety.</i></p>	The applicant has submitted detailed traffic reports that has been assessed by Council's Traffic Engineering Section. Any pedestrian safety issues are considered acceptable. It is considered that this aspect has been adequately addressed by 2015 consent (see conditions 45 & 106 of LDA2015/0214).
<i>College Street closure shall be permanent so no small vehicles or scooters can go through.</i>	The proposal confirms formal and permanent closure of College Street.
<i>The proposed DA has not considered the welfare of the local community and the conditions of the previous development application.</i>	This assessment report considers the amenity of local residents and found the proposal generally acceptable. The 24/7 operation of the industrial unit is restricted to 10:00pm on any day and the proposed signage along College Street are recommended to be switched off for any illumination at the closing time of 10:00pm.
<i>The proposed development will have impacts</i>	The issues is discussed above and elsewhere

<i>on the sleep pattern of young children in the vicinity of the development site.</i>	in this report. A closing time of 10:00pm for industrial use is not considered to interfere with the sleep zone standard times.
<i>The current application has a pedestrian access opposite the residential properties. It was originally agreed that access to the site would be from the commercial end due to the dramatic increase in its size and the potential number of clients that comes with it.</i>	The pedestrian access along College Street is likely to be associated with the ancillary office component of the industrial land use. The hours of operation of the office component is restricted to: 7:00am to 7:00pm Mondays to Fridays.
<i>The access point of the site to be moved away from residential properties.</i>	The vehicular access point is relocated, further away from its current location and it is now on the other side of road closure. This is considered to have minimal impacts on residential amenity.
<i>Security cameras be installed to ensure residents amenity during construction stages.</i>	This is a civil matter between the adjoining residents and construction site. The application has been referred to Local Area Command and they provided several conditions to be imposed on any consent granted. The conditions require installation of CCTV cameras at appropriate locations during operations of the premises. Such conditions are recommended to be imposed on any consent granted.

10. INTERNAL AND EXTERNAL REFERRALS

10.1 Internal Referrals

Development Engineer: Council's Senior Development Engineer reviewed the proposal and supported it subject to conditions. The recommended conditions are included in the draft notice of determination.

Landscape Architect: Council's Landscape Architect supports the proposal, subject to conditions. The recommended conditions are included in the draft notice of determination.

Environmental Health: Council's Environmental Health Officer reviewed the proposal and supported it subject to conditions. The recommended conditions are included in the draft notice of determination.

City Infrastructure Team: Council's drainage engineers, traffic and public domain teams constitute City Infrastructure team. The team has reviewed the proposal and supported it subject to conditions. The recommended conditions are included on the draft notice of determination.

Tree Management Officer: Council's Tree management Officer reviewed the proposal with particular reference to removal of two x street trees along College Street and retention of remaining trees within public domain. The Tree management officer supported the proposal subject to conditions. The recommended conditions are included in the draft notice of determination.

10.2 External Referral

Transport for NSW: Transport for NSW (TfNSW) was consulted during assessment of the development application. TfNSW raised no objections to the proposed development subject to conditions. The recommended conditions are included in the draft notice of determination.

NSW Police Force: The application was referred to NSW Police Force for review and comments. The NSW Police Force supported the proposal subject to conditions. The recommended conditions are included in the draft notice of determination.

Geotechnical Consultant – The application was sent to Council's appointed geotechnical consultant for review and comments. The geo technical consultant supported the proposal subject to conditions. The recommended conditions are included in the draft notice of determination.

Ausgrid – The application was sent to Ausgrid for review and comments. The Ausgrid supported the proposal subject to conditions. The recommended conditions are included in the draft notice of determination.

11. CONCLUSION

This report considers an application as amended for demolition of all existing structures, tree removal, remediation works, civil works, staged construction of a part 2 storey light industrial premises and part 6 storey self-storage premises, ancillary offices, signage and associated landscaping work. Proposed hours of operation for the industrial premises as amended are 7:00am to 10:00pm Monday to Saturday and 8:00am to 10:00pm Sundays and Public Holidays. The self storage facility is to operate 24 hours a day, 7 days a week.

The site is a large former quarry that has been the subject of a Planning Proposal (LEP Amendment 5) to amend the zoning from 'IN2 – Light Industrial' to 'B5 – Business Development' with associated height increases. The zoning has since changed to current E3 Productivity Support with no further amendments to height and FSR. The original site was formally known as 461 – 495 Victoria Road. Approval was granted for this site through LDA2015/0214 for a three stage demolition and construction of a Bunnings Warehouse and Bulky Goods Homemaker Centre. The Bunnings Warehouse has been constructed and it now sits on a lot of its own. Other approved buildings and land uses on the remainder of the site, which now form part of this site, will be replaced by the works approved through this development consent. Development consent under LDA2015/0214 will need to be amended as part of a condition of this consent pursuant to Section 4.17(1)(b) of the Environmental Planning and Assessment Act, 1979.

The development includes the permanent closure of College Street which is in accordance with a DCP requirement that stems from a Council resolution. The 24 hours a day 7 days a week operation of the industrial premises is not considered

supportable. The applicant has agreed to a reduced trading hours for the industrial tenancies as under:

- 7:00am to 10:00pm Monday to Saturday
- 8:00am to 10:00pm Sundays and Public Holidays

The proposal includes 2 construction stages which, in light of the magnitude of the development is considered reasonable. The staging of the construction process will involve retaining existing buildings and access points at the site. Subject to compliance with the construction management conditions and methodologies proposed by the applicant, the staging of the construction will have acceptable impacts on residential properties and the ongoing operation of businesses, including a child care centre at the site.

The application has demonstrated that the development is consistent with the relevant provisions of the DCP that relate to the subject site under Part 6.5 and the remaining provisions of the DCP relating to amongst other things, parking and signage subject to conditions.

The development in its current form will not give rise to significant or unreasonable impacts on the amenity of the neighbouring residential properties.

It is recommended that the application be approved subject to conditions.

12. RECOMMENDATION

Pursuant to Section 4.16 (1)(3) of the Environmental Planning and Assessment Act, 1979, the following is recommended:

- A. That the Sydney North Planning Panel grant deferred commencement consent to development application LDA2023/0272 for demolition of all existing structures, tree removal, remediation works, civil works, staged construction of a part 2 storey light industrial premises and part 6 storey self-storage premises, ancillary offices, signage and associated landscaping work at 461 Victoria Road, Gladesville, subject to the conditions of consent in Attachment 1 of this report;
- B. That TfNSW is advised of the decision; and
- C. That those persons making a submission be advised of the decision.

Report prepared by:

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Report approved by:

Carine Elias

Manager Development Assessment