

**Four Towns
Planning**

Planning and property consultant

STATEMENT OF ENVIRONMENTAL EFFECTS

**Construction of Four (4)
Self-Storage Unit Buildings
(Staged Development) in
Association with the
Existing Self-Storage Units,
Advertising Signs and
Associated Works**

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Rutherford NSW 2320**

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This report has been prepared to support a Development Application under the *Environmental Planning and Assessment Act 1979*.

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Chapter + Co (8) Pty Ltd

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1. Introduction and Background Information

1.1 Introduction

This report has been prepared as supporting documentation for a Development Application for the construction of four (4) self-storage unit buildings (staged development) in association with the existing self-storage units, advertising signs and associated works at 103-107 Racecourse Road, Rutherford, being Lot 1 within Deposited Plan 1164415.

This report has been prepared following instructions from the client, Chapter & Co (8) Pty Ltd. In preparing this application consideration has been given to the following:

- *Environmental Planning and Assessment Act, 1979* (as amended) (EP&A Act);
- Environmental Planning and Assessment Regulation 2000;
- Relevant State Environmental Planning Policies;
- Maitland Local Environmental Plan 2011 (MLEP 2011);
- Maitland Development Control Plan (MDCP);
- Architectural Plans prepared by Storcad Pty Ltd;
- Traffic and Parking Study prepared by Four Towns Pty Ltd;
- Erosion and Sediment Plan prepared by Four Towns Pty Ltd;
- Waste Management Plan prepared by Four Towns Pty Ltd.

This Statement of Environmental Effects describes the proposed development having particular regard to the provisions of Section 4.15 of the EP&A Act 1979 and examines any potential environmental impacts with regard to the relevant sections of the Act, State policies and requirements of Maitland Council's MDCP.

The conclusions of the Statement of Environmental Effects are that the proposed development, being construction of four (4) self-storage unit buildings (staged development), advertising signs and associated works is permissible with development consent and is consistent with the relevant statutory planning instruments including the Maitland Local Environmental Plan 2011 and planning policies of the Maitland Development Control Plan.

Accordingly, the Development Application succeeds on its merits and should be approved by Council as submitted.

1.2 Background Information

The eastern portion of the site has been used as self-storage units for many years and will be retained as is with no proposed changes apart of this application. The western portion of the site, is currently a level hardstand and is the subject of this application. The hardstand previously had a development approval DA11-1138 in 2011 for eight (8) industrial units and extension to existing self-storage units (130 additional units).

The proposed use is consistent with the intent of the zoning and the existing industrial area which has a variety of land uses. The proposal succeeds on merit, is a lawful land use and complies with Council's relevant controls.

2. Site Profile

2.1 Property Description

The subject allotment is described as 103-107 Racecourse Road, Rutherford, being Lot 1 within Deposited Plan 1164415. The site is zoned IN1 General Industrial under Maitland Local Environmental Plan 2011.

The site is not listed as a heritage item, nor is it located within a heritage conservation area.

2.2 Site and Locality Description

The site is located on the southern side of Racecourse Road. The site is irregular in shape with a 80.58m frontage to Racecourse Road, with three vehicular access points to the site. The total site area is 12,465sqm.

The site is split into the eastern portion which includes the existing self-storage units and the western portion which is the subject of this application and currently used as hardstand storage for caravans, cars etc. The locality maps below show the location and area of the site:

Locality Maps



Source: Nearmap 2021

Construction of Four Self-Storage Unit Buildings (Staged Development) in Association with the Existing Self-Storage Units, Advertising Signs and Associated Works



Photograph of the site looking west along Racecourse Road



Photograph of the site looking east along Racecourse Road

Construction of Four Self-Storage Unit Buildings (Staged Development) in Association with the Existing Self-Storage Units, Advertising Signs and Associated Works



Photograph of industrial properties along the northern side of Racecourse Road



Photograph from Heritage Parc looking north to the site

3. Proposal

The proposed development is for a Development Application for the construction of four (4) self-storage unit buildings (staged development) in association with the existing self-storage units, advertising signs and associated works at 103-107 Racecourse Road, Rutherford, being Lot 1 within Deposited Plan 1164415. The proposal remains consistent with the existing self-storage units on the eastern portion of the site and the objectives of the locality. The proposal will be split into four (4) stages of development, as described below:

Stage 1

- Construction of a new two (2) storey self-storage building A:
 - Footprint 1009sqm
 - Proposed GFA 1918sqm
- Relevant Signage proposed with Building A
- Associated landscaping and civil works
- Office of 105sqm including DDA toilet, staff kitchen and comms room
- Customer parking
- New vehicle cross over to Racecourse Road
- Dedicated loading zones and hoist
- Provision for 49 self-storage units on the ground floor and 93 on the first floor

Stage 2

- Construction of a new two (2) storey self-storage building B:
 - Footprint 1028sqm
 - Proposed GFA 1955sqm
- Relevant Signage proposed with Building B
- Associated civil works
- Dedicated loading zones and hoist
- Bin room
- Solar Panels 252sqm
- Provision for 72 self-storage units on the ground floor and 93 on the first floor

Stage 3

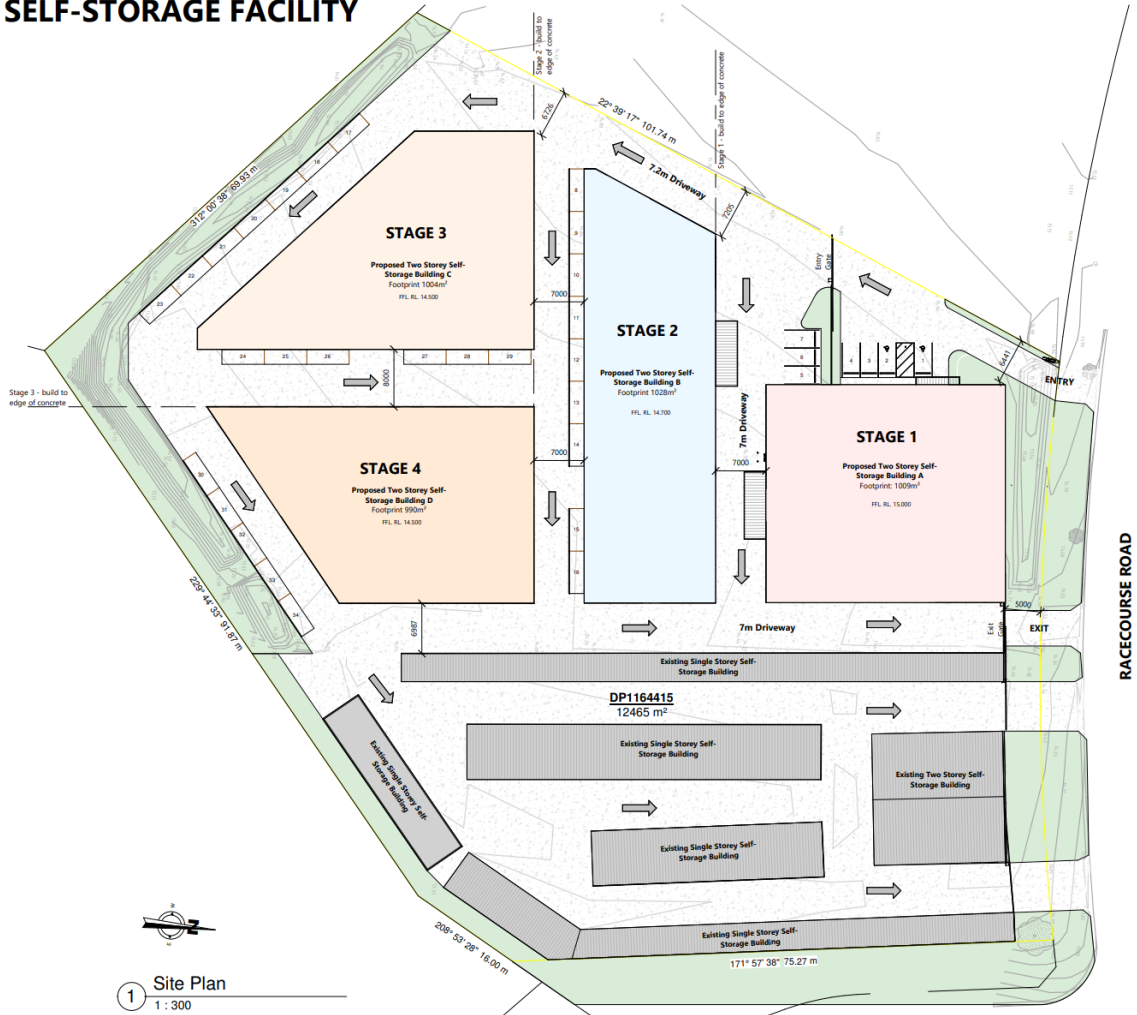
- Construction of a new two (2) storey self-storage building C:
 - Footprint 1004sqm
 - Proposed GFA 1885sqm
- Associated landscaping and civil works
- Dedicated loading zones and hoist
- Provision for 62 self-storage units on the ground floor and 79 on the first floor

Stage 4

- Construction of a new two (2) storey self-storage building D:
 - Footprint 990sqm
 - Proposed GFA 1913sqm
- Associated landscaping and civil works
- Dedicated loading zones and hoist
- Provision for 55 self-storage units on the ground floor and 91 on the first floor

Refer to staged development plan on the next page.

PROPOSED EXTENSION TO EXISTING SELF-STORAGE FACILITY



Existing Self-Storage Units

No change to existing self-storage units on the site – Six (6) buildings with 2020sqm GFA.

General

Refer to architectural plans prepared by Storcad Pty Ltd for full details and proposed works.

GFA Schedule

GFA SCHEDULE	
Buildings (Existing)	2020m ²
Building A (Proposed)	1918m ²
Building B (Proposed)	1955m ²
Building C (Proposed)	1885m ²
Building D (Proposed)	1913m ²
Total	9691m²

Use

The application retains the existing approved use on the site as self-storage units.

Staff

The site has existing office facilities for staff within the existing self-storage buildings. The proposal includes the addition of a new office premises, proposed within Stage 1 Building A.

Carparking

Thirty-Four (34) car spaces including two (2) disabled will be provided on-site once stage 4 works are completed.

Access – Entry/Exit

The proposal will create a new entry driveway and exit driveway to separate the existing self-storage units to the new buildings. This will help to create efficient traffic measures which will guide users around the complex in a safe and effective manner.

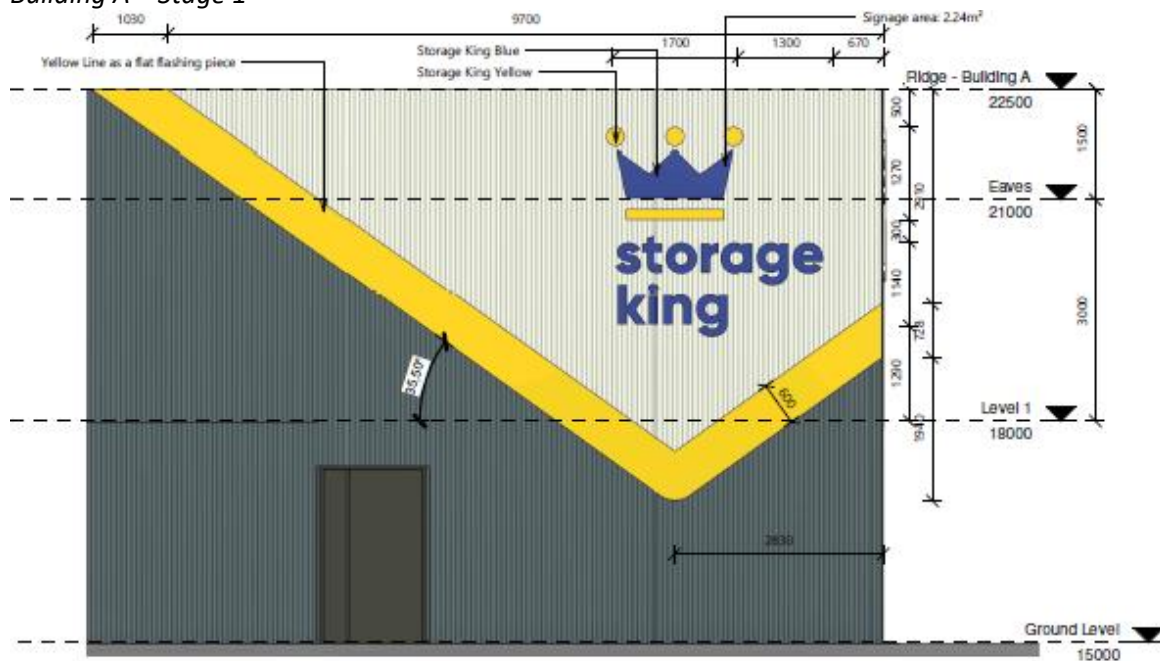
Waste Management

The majority of waste will be rubbish associated with general self-storage. Tenants of the self-storage units can only use the provided bin with the supervision of staff. The bin will be locked at all other times. The waste will be collected as required by a commercial contractor. A new bin room is to be provided within Stage 2 works located within Building B on the ground floor.

Advertising Signs

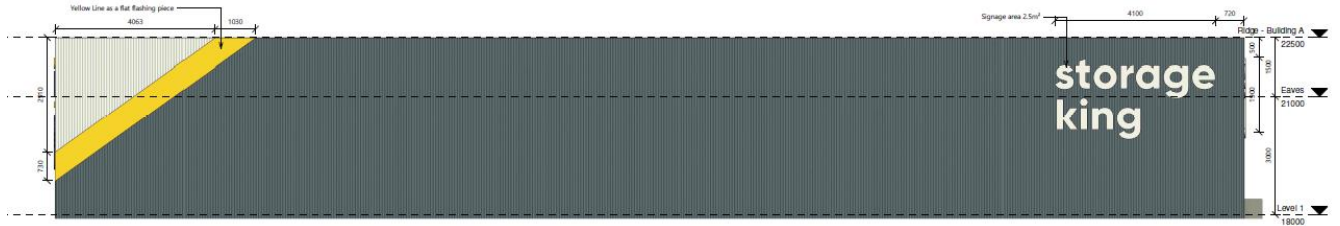
The proposal includes business identification signs within Stage 1 and 2 works. Refer to Signage Plan prepared by Storcad and assessment under State Environmental Planning Policy No 64—Advertising and Signage. Excerpts of the proposed signs are provided below:

Building A – Stage 1

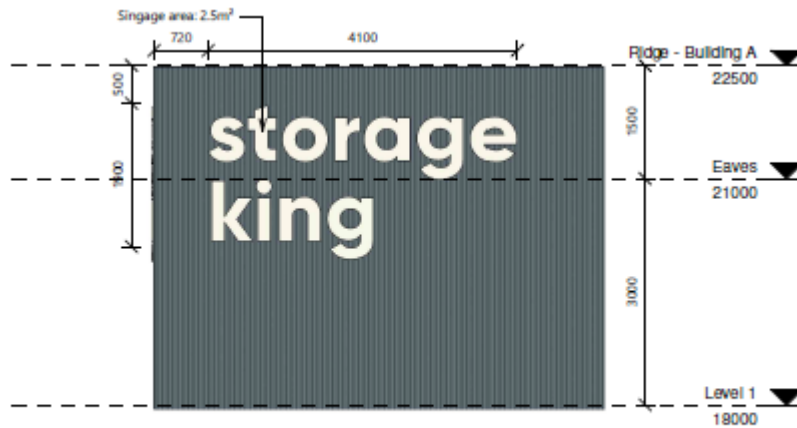


2 Signage - Building A East
1 : 50

Construction of Four Self-Storage Unit Buildings (Staged Development) in Association with the Existing Self-Storage Units, Advertising Signs and Associated Works



Signage - Building A North



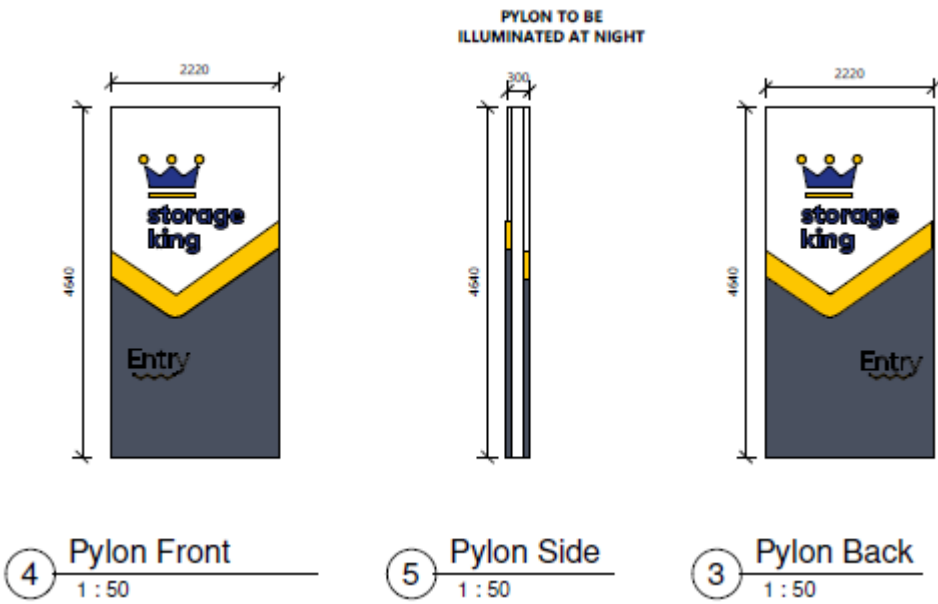
7 Signage - Building A West
1 : 50

Building B – Stage 2



6 Signage - Building B North
1 : 50

Pylon Sign – Front Entrance



4. Statutory Planning Controls

The proposal has been assessed in accordance with the following instruments and controls:

- *Environmental Planning and Assessment Act 1979*, and Environmental Planning and Assessment Regulation 2000;
- State Environmental Planning Policies;
- Maitland Local Environmental Plan 2011; and
- Maitland Development Control Plan.

4.1 *Environmental Planning and Assessment Act 1979* (EP&A Act 1979) and Environmental Planning and Assessment Regulation 2000 (EP&A Regulation 2000)

The EP&A Act 1979 governs all environmental planning instruments within New South Wales. The proposal has been reviewed pursuant to the matters for consideration within Section 4.15 of the EP&A Act 1979.

The proposal is not Designated Development under Section 4.10 of the EP&A Act 1979 or Schedule 3 of the EPA Assessment Regulation 2000, therefore Maitland Council is the Consent Authority. In addition, the proposal does not constitute an Integrated Development under the EP&A Act 1979, Section 4.46 with no further approvals from other Government agencies required.

4.2 State Environmental Planning Policies (SEPPs)

SEPP (Infrastructure) 2007

It is submitted that the proposal does not fall under the provisions of SEPP (Infrastructure) 2007 and therefore no assessment is required.

BASIX and Energy Efficiency (SEPP Building Sustainability Index: BASIX) 2004

Not applicable.

SEPP No. 55 Remediation of Land

Clause 7 of SEPP No. 55 Remediation of Land requires the consent authority to consider whether land is contaminated prior to granting of consent to the carrying out of any development on that land. The proposal is for construction of four (4) self-storage unit buildings (staged development), advertising signs and associated works with no contamination expected through the provision of additions to the land.

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 replaces the repealed provisions of clause 5.9 of the standard instrument LEP relating to the preservation of trees and vegetation. The aims of this Policy are to protect the biodiversity values of trees and other vegetation, and to preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation. The development remains consistent with the provisions of the SEPP as it does not propose the removal of any significant vegetation.

State Environmental Planning Policy No 64—Advertising and Signage (2001 EPI 199)

Schedule 1 Assessment criteria

(Clauses 8, 13 and 17)

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?*
- *Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?*

Comment: Complies – the proposal has been designed to maintain the existing industrial character. The project architect has reviewed the area and skilfully designed the signage to be minimal while achieving the requirements of the client.

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?*

Comment: Complies – the proposal signs do not 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.

3 Views and vistas

- *Does the proposal obscure or compromise important views?*
- *Does the proposal dominate the skyline and reduce the quality of vistas?*
- *Does the proposal respect the viewing rights of other advertisers?*

Comment: Complies – the proposal includes one (1) pylon sign and four (4) business identification signs which do impact the views or vistas of the industrial area.

4 Streetscape, setting or landscape

- *Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?*
- *Does the proposal contribute to the visual interest of the streetscape, setting or landscape?*
- *Does the proposal reduce clutter by rationalising and simplifying existing advertising?*
- *Does the proposal screen unsightliness?*
- *Does the proposal protrude above buildings, structures or tree canopies in the area or locality?*
- *Does the proposal require ongoing vegetation management?*

Comment: Complies – the proposed signage is compatible with the industrial precinct, does not create visual clutter, contributes to adequate visual interest of the streetscape, maintains existing landscaping and does not protrude above buildings.

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?*
- *Does the proposal respect important features of the site or building, or both?*
- *Does the proposal show innovation and imagination in its relationship to the site or building, or both?*

Comment: The proposed development is consistent with the existing industrial precinct and existing built structures. The signage is minimal and is compatible with the scale and proportion one would expect for an industrial area.

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?*

Comment: Yes – the proposed pylon sign will be illuminated with lighting devices as per relevant Australian Standards.

7 Illumination

- *Would illumination result in unacceptable glare?*
- *Would illumination affect safety for pedestrians, vehicles or aircraft?*
- *Would illumination detract from the amenity of any residence or other form of accommodation?*
- *Can the intensity of the illumination be adjusted, if necessary?*
- *Is the illumination subject to a curfew?*

Comment: Complies – the proposal includes illuminated signs which will not result in unacceptable glare or affect the safety of pedestrians and vehicles. The proposed illuminated signs will not be the subject of a curfew.

8 Safety

- *Would the proposal reduce the safety for any public road?*
- *Would the proposal reduce the safety for pedestrians or bicyclists?*
- *Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?*

Comment: Complies – the signs are minimal and simplistic in nature. The signs do not clutter the site and retain the visual representation of the industrial area. The signs have been designed to be direct which reduce any safety impacts to public roads, pedestrians and bicyclists.

4.3 Maitland Local Environmental Plan 2011 (MLEP2011)

The relevant matters to be considered under the MLEP2011 are outlined below in the LEP summary compliance table.

Part 1: Preliminary		
Standard	Control	Comments
1.2 Aims of Plan	(h) to concentrate intensive urban land uses and trip-generating activities in locations most accessible to transport and centres, strengthening activity centre and precinct hierarchies and employment opportunities,	Complies – the proposal is for an extension of four (4) new buildings to the existing use of the site as a self-storage facility. The proposal will continue to promote economic growth whilst promoting businesses and home business equipment storage. There is a lack of self-storage supply in the Rutherford area often resulting in storage being unavailable to residents. Increasing supply will assist the local residents and businesses with their storage requirements.

Part 4: Principal Development Standards			
Standard	Permitted	Proposed	Comments
4.1 Minimum subdivision lot size	N/A	N/A	N/A
4.1AA Minimum subdivision lot size for community title schemes	N/A	N/A	N/A
4.1A Exceptions to minimum lot sizes in Zone R1	N/A	N/A	N/A
4.2 Rural subdivision	N/A	N/A	N/A
4.2A Erection of dwelling houses on land in certain rural and environmental protection zones	N/A	N/A	N/A
4.2B No strata plan subdivision in certain rural, residential or environmental protection zones	N/A	N/A	N/A
4.2C Minimum subdivision lot sizes for certain split zones	N/A	N/A	N/A
4.3 Height of buildings	N/A	N/A	N/A
4.4 Floor space ratio	N/A	N/A	N/A

Construction of Four Self-Storage Unit Buildings (Staged Development) in Association with the Existing Self-Storage Units, Advertising Signs and Associated Works

4.5 Calculation of floor space ratio and site area	Noted	N/A	Noted
4.6 Exceptions to development standards	Noted	N/A	N/A – no breaches to development standards proposed

Part 5: Miscellaneous Provisions	
Provisions	Comments
5.1 Relevant acquisition authority	N/A
5.1A Development on land intended to be acquired for a public purpose	N/A
5.2 Classification and reclassification of public land	N/A
5.3 Development near zone boundaries	N/A
5.4 Controls relating to miscellaneous permissible uses	N/A
5.5 (Repealed)	N/A
5.6 Architectural roof features	N/A
5.7 Development below mean high water mark	N/A
5.8 Conversion of fire alarms	N/A
5.9, 5.9AA (Repealed)	N/A
5.10 Heritage conservation	N/A
5.11 Bush fire hazard reduction	N/A
5.12 Infrastructure development and use of existing buildings of the Crown	N/A
5.13 Eco-tourist facilities	N/A
5.14 Siding Spring Observatory – maintaining dark sky	N/A
5.15 Defence communications facility	N/A
5.16 Subdivision of, or dwellings on, land in certain rural, residential or environmental protection zones	N/A
5.17 Artificial waterbodies in environmentally sensitive areas in areas of operation of irrigation corporations	N/A
5.18 Intensive livestock agriculture	N/A
5.19 Pond-based, tank-based and oyster aquaculture	N/A
5.20 Standards that cannot be used to refuse consent – playing and performing music	N/A

Part 6: Urban Release Areas	
Provisions	Comments

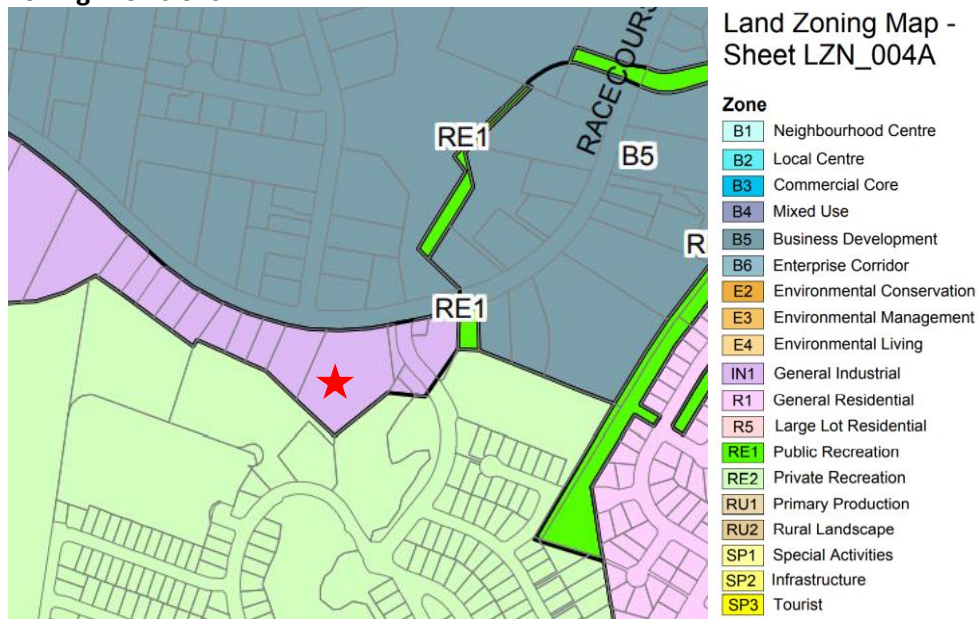
Construction of Four Self-Storage Unit Buildings (Staged Development) in Association with the Existing Self-Storage Units, Advertising Signs and Associated Works

6.1 Arrangements for designated State public infrastructure	N/A
6.2 Public utility infrastructure	N/A
6.3 Development Control Plan	N/A
6.4 Relationship between Part and remainder of Plan	N/A

Part 7: Additional Local Provisions	
Provisions	Comments
7.1 Acid sulfate soils	N/A – the site is located within Acid Sulfate Soils Class 5. The proposed works being the construction of four (4) self-storage unit buildings (staged development), advertising signs and associated works do not require any major excavation works and therefore further review of Clause 7.1 is not required.
7.2 Earthworks	N/A
7.3 Flood planning	N/A
7.4 Riparian land and watercourses	N/A
7.5 Significant extractive resources	N/A
7.6 Location of sex service premises	N/A
7.7 Certain development at Racecourse Road, Rutherford	N/A
7.8 Subdivision of land in Zone R1 in Anambah Urban Release Area	N/A

Schedules	
Schedule	Comments
Schedule 1 – Additional permitted uses	N/A
Schedule 2 – Exempt development	N/A
Schedule 3 – Complying development	N/A
Schedule 4 – Classification and reclassification of public land	N/A
Schedule 5 – Environmental heritage	N/A
Schedule 6 – Pond-based and tank-based aquaculture	N/A

Zoning Provisions



Zone IN1 General Industrial

1 Objectives of zone

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.
- To provide a limited range of retailing activities that accommodate the everyday needs of employees within the zone and do not adversely affect the viability of centres.

2 Permitted without consent

Nil

3 Permitted with consent

Depots; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Industrial training facilities; Kiosks; Landscaping material supplies; Light industries; Liquid fuel depots; Neighbourhood shops; Oyster aquaculture; Places of public worship; Plant nurseries; Roads; Rural supplies; Tank-based aquaculture; Timber yards; Warehouse or distribution centres; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Centre-based child care facilities; Charter and tourism boating facilities; Commercial premises; Community facilities; Correctional centres; Eco-tourist facilities; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Farm buildings; Forestry; Function centres; Health services facilities; Heavy industrial storage establishments; Heavy industries; Helipads; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Passenger transport facilities; Pond-based aquaculture Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation

facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Schools; Tourist and visitor accommodation; Veterinary hospitals; Water recreation structures; Wharf or boating facilities

Definitions:

***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 or a warehouse or distribution centre.*

Comment: The site is zoned IN1 General Industrial. The use as self-storage units are a permissible land use and, therefore any additional buildings are permissible with consent. The proposed land use is consistent with the objectives of the zone, as supported below:

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of industry on other land uses.*
- *To support and protect industrial land for industrial uses.*

Part 4 Principal development standards

4.1 Minimum subdivision lot size

Comment: Not applicable.

4.3 Height of buildings

Comment: Not applicable.

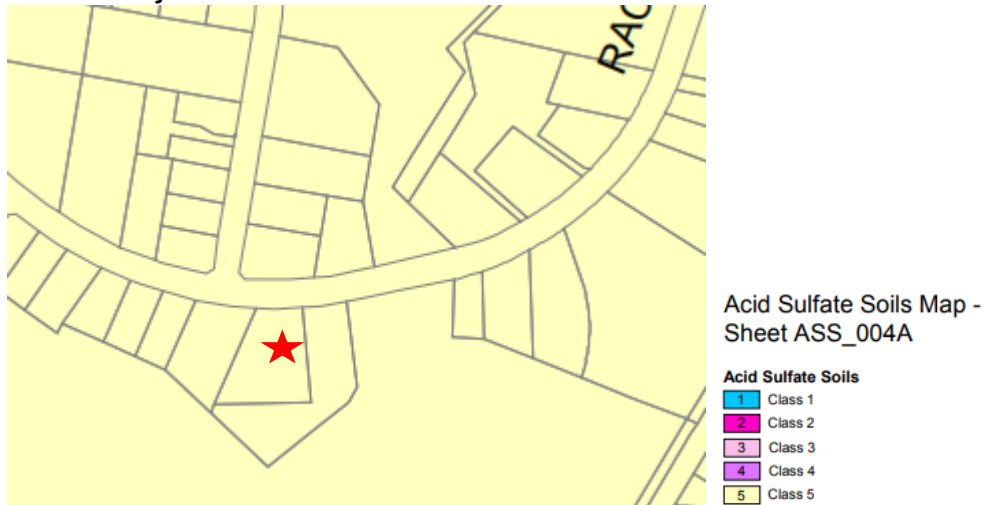
4.4 Floor space ratio

Comment: Not applicable.

4.6 Exceptions to development standards

Comment: Not applicable – no breaches to development standards

7.1 Acid sulfate soils



7.1 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.
- (2) Development consent is required for the carrying out of works described in the Table to this subclause on land shown on the Acid Sulfate Soils Map as being of the class specified for those works.

Class of land Works

- | | |
|---|---|
| 1 | Any works. |
| 2 | Works below the natural ground surface.
Works by which the watertable is likely to be lowered. |
| 3 | Works more than 1 metre below the natural ground surface.
Works by which the watertable is likely to be lowered more than 1 metre below the natural ground surface. |
| 4 | Works more than 2 metres below the natural ground surface.
Works by which the watertable is likely to be lowered more than 2 metres below the natural ground surface. |
| 5 | Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land. |

(3) Development consent must not be granted under this clause for the carrying out of works unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with the Acid Sulfate Soils Manual and has been provided to the consent authority.

(4) Despite subclause (2), development consent is not required under this clause for the carrying out of works if—

(a) a preliminary assessment of the proposed works prepared in accordance with the Acid Sulfate Soils Manual indicates that an acid sulfate soils management plan is not required for the works, and

(b) the preliminary assessment has been provided to the consent authority and the consent authority has confirmed the assessment by notice in writing to the person proposing to carry out the works.

(5) Despite subclause (2), development consent is not required under this clause for the carrying out of any of the following works by a public authority (including ancillary work such as excavation, construction of access ways or the supply of power)—

(a) emergency work, being the repair or replacement of the works of the public authority required to be carried out urgently because the works have been damaged, have ceased to function or pose a risk to the environment or to public health and safety,

(b) routine maintenance work, being the periodic inspection, cleaning, repair or replacement of the works of the public authority (other than work that involves the disturbance of more than 1 tonne of soil),

(c) minor work, being work that costs less than \$20,000 (other than drainage work).

(6) Despite subclause (2), development consent is not required under this clause to carry out any works if—

(a) the works involve the disturbance of less than 1 tonne of soil, such as occurs in carrying out agriculture, the construction or maintenance of drains, extractive industries, dredging, the construction of artificial water bodies (including canals, dams and detention basins), foundations or flood mitigation works, or

(b) the works are not likely to lower the watertable.

Comment:

Not applicable – The site is located within Class 5 Acid Sulfate Soils. The proposal is for the construction of four (4) self-storage unit buildings (staged development) in association with the existing self-storage units, advertising signs and associated works with no major works below the existing surface.

General:

The site is not identified on the following MLEP2011 maps:

- Flood Planning Map
- Floor Space Ratio Map
- Height of Buildings Map
- Heritage Map
- Land Reservation Acquisition Map
- Lot Size Map
- Urban Release Area Map
- Mineral Resource Area Map
- Land Reclassification (Part Lots) Map

4.4 Maitland Development Control Plan (MDCP2011)

In designing the proposed changes to the built form, due consideration has been given to the respective sections and objectives of MDCP2011, in particular:

- Part B – Environmental Guidelines
- Part C – Design Guidelines

Key components of the DCP have been detailed below. It is noted that the use ‘Self-Storage Units’ are not specifically reference in MDCP2011. The assessment of this application reviews the planning controls of MDCP2011 with the controls for an industrial development been best utilised for the proposed use.

Part B – Environmental Guidelines

B.2 – Domestic Stormwater

Comment: Not applicable

B.3 – Hunter River Floodplain

Comment: Not applicable

B.4 – On-site Sewage Management Systems

Comment: Not applicable

B.5 – Tree Management

Comment: Not applicable

B.6 – Waste Not – Site Waste Minimisation & Management

1.4 Objectives

- *To minimise resource requirements and construction waste through reuse and recycling and the efficient selection and use of resources.*
- *To encourage building designs, construction and demolition techniques in general which minimise waste generation.*
- *To assist applicants in planning for sustainable waste management, through the preparation of a site waste minimisation and management plan. This plan is to be completed in the planning stages of a development.*

Comment: The proposal includes the addition of a waste/bin room. The application complies with the objectives of 1.4 and will ensure the reuse and recycling of products throughout construction and during operation. It is noted that the bin room will only be accessible with a staff member to ensure permissible products are removed only, along with measures to ensure products where possible are recycled.

5.3 Industrial Development

a) Specific Controls

I. The waste area should provide separate containers for the separation of general waste from recyclables.

II. If Council is not the provided waste contractor, then a valid contract with a licensed waste facility is to be kept by the premises or the body corporate managing the site for the collection of waste and recyclables.

b) Submission Requirements

I. A completed SWMMP shall accompany the development application, indicating measures for the construction phase (if required) and its ongoing use.

II. The SWMMP or plans submitted with the application shall show the location of onsite individual or communal waste/ recycling storage area/s or room/s of an appropriate size to accommodate waste and recycling bins, either provided by Council or by a private waste facility. These areas are to be large enough to accommodate the waste generated by the development.

Comment: The application is supported by a Site Waste Management and Minimisation Plan.

B.7 – Riparian Land and Waterways

Comment: Not applicable

Part C – Design Guidelines

C.1 – Accessible Living

Comment: Not applicable

C.2 – Child Care Centres

Comment: Not applicable

C.3 – Exhibition Homes & Villages

Comment: Not applicable

C.4 – Heritage Conservation

Comment: Not applicable

C.5 – Industrial Land

1.4 Objectives

a) To encourage growth in the industrial sector, provided that new industrial development does not present unacceptable risks to residential areas or other land by way of pollution, hazards or otherwise.

b) To encourage applicants to act in their own interests by submitting fully substantiated and documented proposals, including hazards analysis where appropriate.

c) To encourage a process which minimises problems with development proposals, through appropriate consultation prior to applications being submitted.

d) To provide general guidelines for applications for designated development, as to matters to be addressed in Environment Impact Statements.

e) To assist applicants by minimising duplication of documentation required under other laws (pollution control, occupational health and safety etc.).

f) To encourage visual and operational compatibility between industrial development and residential areas.

g) To encourage improvements to the character and appearance of industrial estates, including the inclusion of development appropriate landscaping elements.

Comment: The proposal retains the existing use as a self-storage facility while provide additional units and updated facilities for clients. The proposal reinforces the industrial area by providing additional storage facilities for people, households and businesses. The proposal has been skilfully designed by the project architect to follow the shape of the land, provide functional buildings, provide an effective and safe traffic system and ensure the compatibility of the proposal with adjoining land uses. The proposal also reinforces the existing landscaping while increasing and planting existing areas.

3. DEVELOPMENT GUIDELINES

Design and Appearance of Buildings

1. The external walls of industrial buildings shall be of profiled colour-treated cladding or masonry materials, or a combination of both;

Comment: Complies - The proposal has been designed as per the Storage King theme for all sites. It is also noted that the proposal has been designed with regard to surrounding developments and industrial buildings.

2. Particular consideration shall be given to the design and use of the above materials in the street elevation of industrial buildings, particularly where such buildings are in close proximity to residential or commercial neighbourhoods or front main roads.

Comment: Complies – the proposal has been designed to be consistent with the existing storage buildings on the site. The proposal is consistent with the streetscape and character of the area.

3. Where the side or rear elevation of an industrial building is visible from residential areas, colours and wall profiles should be selected to minimise their visual impact.

Comment: Complies – the site adjoins land zoned RE2 Private Recreation to the rear. It is noted that the site has a vegetation buffer which blocks any view between the site and rear adjoining land. The proposal will not have an adverse visual impact to the area.

4. Buildings should be designed to be energy efficient through the use of insulation, correct orientation on the site, passive solar design and other energy saving technologies.

Comment: Complies – the project architect has reviewed the site and existing buildings. The project architect has designed the buildings to allow for the internal road network which in turn creates passive solar design and correct orientation for the buildings.

5. Where the site is liable to flooding, accurate information on ground and building levels should be provided. This should be related to proposed measures for evacuation, safe storage and hazard reduction in the event of a flood.

Comment: Not applicable – the site is not located within flood prone land.

6. The following areas of the site shall be landscaped:

- i) The front setback area to a minimum depth of 5 metres;*
- ii) The side and rear setbacks if visible from residential areas or a public place;*
- iii) The perimeters of open storage areas are to be landscaped as necessary to provide screening from public view;*
- iv) Car parking areas are to be landscaped to provide shade and to soften the visual impact of parking facilities (refer to diagram).*

Comment: Complies – the proposal retains and enhances existing landscaping to create a 5m setback at the front of the site. The proposal also includes additional landscaping around the front ‘visible’ car spaces.

7. A physical barrier of kerb is to be constructed between all landscaped and grassed areas, and areas for the standing or manoeuvring of vehicles on the site.

Comment: Complies – a kerb can be provided to provide a physical barrier to landscaping areas.

8. Where practicable, parking areas in the front of building could be constructed at a lower level, to increase the effect of frontage mounding and landscaping in screening parking areas.

Comment: Complies – all parking spaces are provided behind the front building line of Building A.

9. A detailed plan is to be submitted with the development application and is to show the location and species of all planting and all other landscaping works to be carried out. In this regard Australian native plants will grow faster and require less attention than introduced species. A brochure of suitable species for the Maitland area is available from Council.

Comment: Complies – the proposed landscape plan includes species types and complies with the requirements for the site. As the proposal is an extension to the existing self-storage facility, the proposed landscaping continues the existing front setback and includes new landscaping for the front car parking area to the west of building A.

10. Landscaping treatment should be designed to complement any existing vegetation and any landscaping of roads and other public spaces.

Comment: Complies – the proposal will enhance and complement landscaping within the industrial precinct.

Vehicular Access

11. Access drives shall have a minimum width of 6 metres (Note: Major traffic generating developments may require a greater access width, divided at the property line).

Comment: Complies – the proposal has been strategically designed to provide separate entry and exit access points to the new buildings. This is to create an efficient and safe internal driveway system that will have directional signs for a one-way system.

12. Access drives shall not be located in close proximity to an intersection.

Comment: Complies – the proposed new entry and exit driveways are considered to be a reasonable distance from any intersections.

13. Loading and unloading facilities appropriate to the particular development are to be provided on site such that service vehicles are located wholly within the site, and do not create conflicts with parking areas.

Comment: Complies – each building is provided with parking and loading spaces.

Parking

14. See C.1: Vehicular Access and Parking for number of parking spaces required.

Comment: Complies – MDCP does not have a specific rate for self-storage units. The proposal has been designed with due regard to the *SSAA Supplementary Australian Traffic and Parking Study* prepared by Aurecon 2016, which outlines required car parking numbers for self-storage units.

15. All car parking facilities shall be located behind the front 5 metre landscaped area;

Comment: Complies – all car parking facilities are located behind the 5m front building line.

16. Where it is proposed to locate parking facilities behind an industrial building or to the rear of an industrial site, separate provision for visitor parking shall be made in front of the building and behind the front 5 metre landscaped area.

Comment: Complies – the proposal is for self-storage units with parking provided to all new proposed buildings.

17. Car parking bays are to have a minimum construction standard of a two coat bitumen seal, be clearly delineated, and have dimensions of 2.6m width x 5.5m length.

Comment: Complies – car parking bays will comply with the relevant requirements.

Setbacks

18. Front building setback shall be determined on the following criteria:

- i) Provision of landscaped area to a minimum depth of 5metres;*
- ii) Provision of car parking facilities;*
- iii) Building height, bulk and layout;*
- iv) The nature and needs of the industrial activity;*
- v) The general streetscape.*

Comment: Complies – the proposal retains the existing 5m landscaped setback as per the existing buildings on the property.

19. Side and rear setbacks shall be as specified by Ordinance 70.

Comment: Complies – the proposal provides a side setback along the western boundary from 6.44m to 7.2m. The rear setback has been increased to that for the existing buildings.

Storage Areas

20. External storage areas are to be located to the rear of the site and be screened from public view by means of fencing and/or landscaping.

Comment: Not applicable – this application removes external storage areas from the site.

Advertising Signs

21. Advertising signs and structures shall be of a size, colour and design which is compatible with the building to which they relate and is streetscape;

Comment: Complies – the signs have been created to be minimal and simplistic for the industrial character of the streetscape.

22. Advertising signs and structures may be located as follows:

a) Single Occupant Industrial Sites:

- i) One free standing advertising structure may be constructed within the front 5 metre landscaped area of the site; and*
- ii) One advertising sign may be placed on the façade of the building, but shall not be higher than the building roofline;*

b) Multiple-Unit Industrial Sites:

- i) One index board may be constructed near the site entrance or within the front 5 metre landscaped area, detailing the unit number, tenant and product of each occupant of the industrial site; and*
- ii) One advertising sign may be placed on the façade of each unit, but shall not be higher than the building roofline.*

All advertising signs are subject to separate approval from the Council

Comment: Complies – the proposal provides one pylon sign and numerous business identification signs which have been reviewed under State Environmental Planning Policy No 64—Advertising and Signage.

Drainage

Comment: Refer to Concept Stormwater Plan and Report submitted with this application.

Security Fencing

24. Security fencing, wherever possible, is to be located within or behind the front 5 metre landscaped area.

Comment: The proposal includes new security fencing 5m behind the front boundary A new entry gate will be located approx. 30m from the front boundary and the new exit driveway will replace the existing fencing.

Compatibility

25. Windows, doors and other wall openings should be arranged to minimise noise impacts on residences, where an industry is located within 400 metres of a residential zone;

Comment: Complies – the proposal as a self-storage facility will not have adverse noise impacts to adjoining neighbours.

26. External plant such as generators, air conditioning plant and the like should be enclosed to minimise noise nuisance;

Comment: Complies – any plant requirements will be designed and enclosed to ensure no noise nuisance.

27. External and security lighting should be directed and shielded to avoid light spillage to adjoining residential areas;

Comment: Complies – any lighting will be designed and directed away from neighbouring properties, while ensure safe lighting to the site.

28. Driveways should be arranged or screened to avoid leadlight glare on residential windows;

Comment: Not applicable – the proposed driveways will not front residential land.

29. Hours of operation may be limited if extended operation is likely to cause a nuisance to adjoining residential areas (including nuisance from traffic).

Comment: Complies – the proposal will retain existing hours of operation 6am – 8pm for unit tenants with the office open from 8:30am – 5pm for general access and store hours.

C.6 – Outdoor Advertising

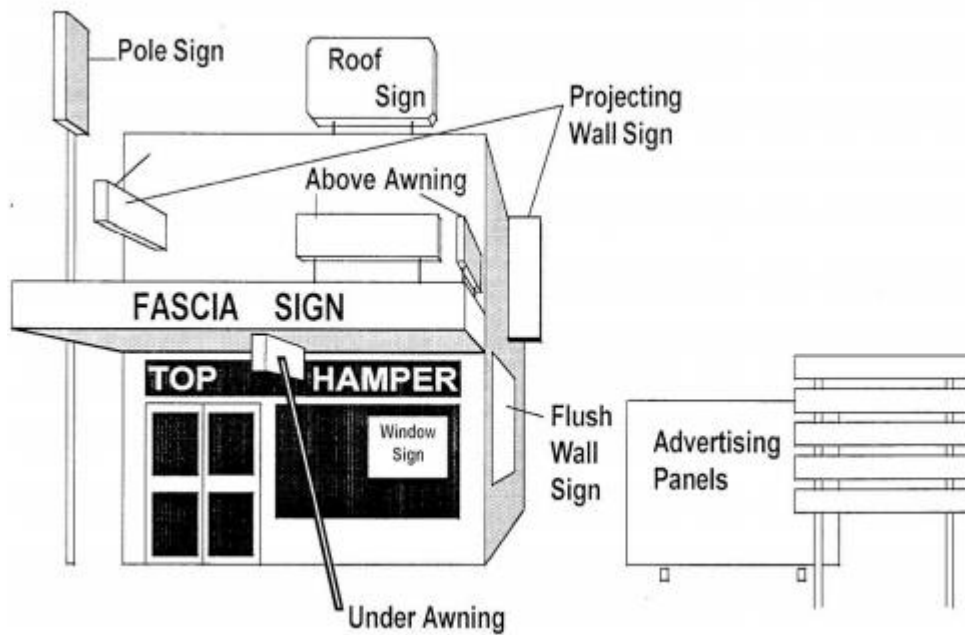
1.4 Objectives

- Provision of good quality, well maintained signage which is adequate and effective in promoting the City's tourist attractions, trade, commerce, services and facilities without being detrimental to the amenity and character of the area.*
- To provide signage which is complementary in scale and form with the built environment and the streetscape as a whole.*
- To establish common criteria for the assessment of applications for outdoor advertising.*
- To ensure that outdoor advertising is in sympathy with historical buildings and historical precincts.*
- To achieve a gradual replacement of existing signs with new, good quality, well maintained signs through incentives balanced by strong enforcement.*
- To provide user friendly directional signs to meet the needs of visitors and residents in locating facilities, places and services.*

Comment: Complies – the proposal provides one pylon sign and numerous business identification signs which have been reviewed under State Environmental Planning Policy No 64—Advertising and Signage.

2. SIGN TYPES

The following diagram illustrates some of the more common forms of advertising signs.



Comment: The proposal includes a pylon sign and flush wall signs.

3. GUIDELINES FOR OUTDOOR ADVERTISING SIGNS

1. Signs should be simple, clear and concise. In some cases graphic symbols may be more effective than words.
2. Signs should fit the structure of the building and be complementary to the building.
3. Historic buildings and places should be treated with sympathy and signs should not obscure or overwhelm the architectural features of the building or place. Traditional sign materials of the era should be used rather than plastics, Styrofoam, opalescence and similar materials.
4. Signs in rural and environmental protection zones should only advertise facilities, activities or services located on the land or be directional signs to tourist or historical interest.
5. Multi-tenancy development signage to be uniform size, shape and of similar construction.
6. Wall signs shall be restricted to 25% of the visible wall surface.
7. Signs resembling road or traffic signs are prohibited.
8. Signs are to be properly maintained.
9. Footpath signs are prohibited.
10. Rationalisation of signage is encouraged.
11. Temporary signs and banners are generally not encouraged but when allowed, are subject to strict conditions of approval and removal following the event.
12. Signs requiring substantial supporting structure may require detail design plans from a practising Structural Engineer.

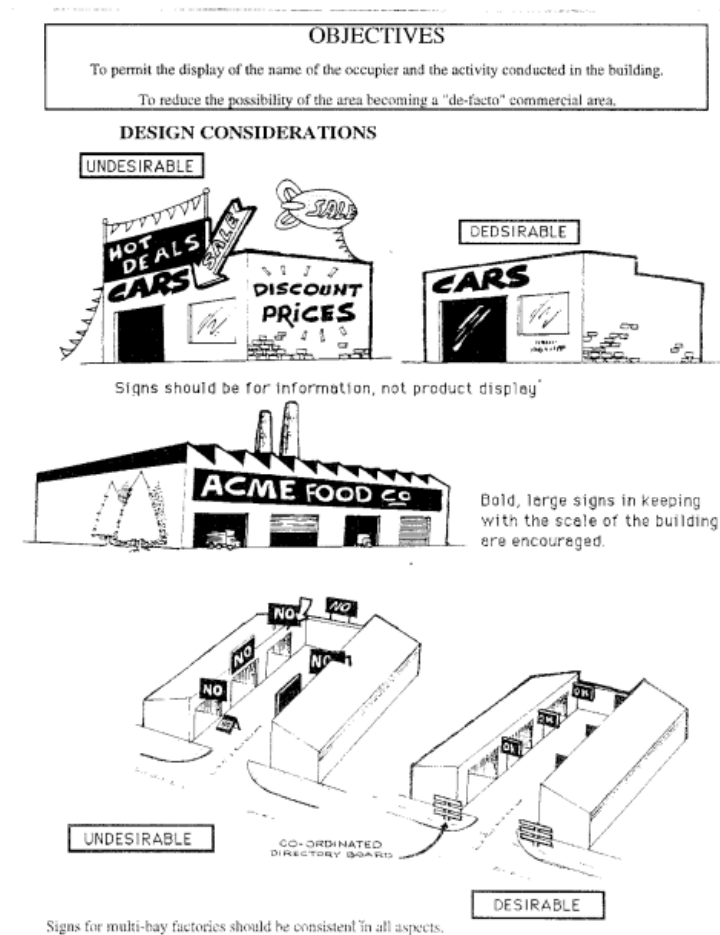
Comment: Complies – as per the review under State Environmental Planning Policy No 64— Advertising and Signage, the proposed signs are concise, clear and simple. The proposed wall signs are less than 25% of the visible wall surface and have been located to promote the business without impact pedestrian or vehicular movements.

Signs Not Acceptable:

- a) Signs in rural, residential and environmental protection zones where they do not relate to activities and development situated on that land with the exception of directional signs to place of tourist or historical interest.
- b) Signs which project from the building facade and obstruct the view of the streetscape.
- c) Signs fixed to trees, light poles or the like.
- d) Signs that interfere with traffic lights or signs, obstruct lines of sight or signs that are inconsistent with RTA requirements.
- e) Signs that are unsightly, objectionable or injurious to the amenity of the locality.
- f) Signs attached to parked vehicles/trailers or the like.
- g) Portable signs on public footways/road reserves.
- h) Numerous small and cluttered signs duplicating information.
- i) Signs not on land to which they relates other than in commercial/industrial zones.

Comment: Not applicable – the proposed signs do not fall under the signs not acceptable section.

INDUSTRIAL ZONES



Comment: Complies – the proposal provides clear and bold signage for the site.

C.7 – Outdoor Dining

Comment: Not applicable

C.8 – Residential Design

Comment: Not applicable

C.9 – Sex Services Premises & Restricted Premises

Comment: Not applicable

C.10 – Subdivision

Not applicable

C.11 – Vehicular Access & Car Parking

1.4 Objectives

- *To ensure adequate provision of off-street parking to maintain the existing levels of service and safety on the road network;*
- *To detail requirements for the provision of parking and loading/unloading facilities in association with development in the City of Maitland;*
- *To provide a consistent and equitable basis for the assessment of parking provisions;*
- *To facilitate design of parking areas, loading bays and access driveways which function efficiently;*
- *To ensure that parking areas are visually attractive and constructed, designed and situated so as to encourage their safe use; and*
- *To acknowledge the traditional lack of parking spaces within areas of historical or architectural significance (Central Maitland, Morpeth) and balance this with the need to facilitate development in order to maintain vitality and vibrancy in such centres.*

Comment: Complies –The proposal has been designed with due regard to the SSAA *Supplementary Australian Traffic and Parking Study* prepared by Aurecon 2016, which outlines required car parking numbers for self-storage units.

3. GUIDELINES FOR THE DESIGN, LAYOUT AND CONSTRUCTION OF ACCESS AND PARKING AREAS

3.1 Access To The Site

A development should be designed to provide adequate on-site manoeuvring and circulating areas to ensure that all vehicles can enter and leave the site in a forward direction.

Access to or from a site shall be located where it causes the least interference to vehicular and pedestrian traffic on the road frontage. Access will generally not be permitted in the following locations:

- a) close to traffic signals, intersections or roundabouts where sight distance is considered inadequate by Council;*
- b) opposite other developments generating a large amount of traffic (unless separated by a median island);*
- c) where there is heavy and constant pedestrian movement along the footpath;*
- d) where right turning traffic entering the facility may obstruct through traffic; and*
- e) where traffic using the driveways interferes with, or blocks the operations of bus stops, taxi ranks, loading zones or pedestrian crossings.*
- f) Direct access onto a major road is to be avoided wherever possible. Auxiliary lanes, (deceleration and acceleration lanes), may need to be provided to minimise conflicts between entering/leaving*

traffic with through traffic. In many cases, right turn movements into a site are unlikely to be supported, unless an exclusive right turn bay is provided.

Council may designate areas over the street frontage of the development where no stopping or no parking sign posting is to be installed to facilitate the entry/exit of vehicles and the safe movement of cyclists and pedestrians. Any on-street signage would be required in accordance with Australian Road Rules requirements as identified by Council's Local Traffic Committee.

Comment: Complies – the proposal includes separate entrance and exit driveways for the new buildings. The entry and exit points are considered to be a reasonable distance from any intersections and help to provide an efficient and safe internal network for users on the site with a one-way direction.

3.2 Sight Distances

Consideration must be given to maintaining adequate sight distances for all access driveways. Any vehicle entering or leaving the driveway must be visible to approaching vehicles and pedestrians. AS 2890.1 Off Street Car Parking gives minimal and desirable sight distances for a range of road frontage speeds.

Comment: Complies – it is considered that the proposal meets the relevant Australian Standards.

3.3 Entrance / Exit to the Site

The entry and exit requirements for parking areas may vary in relation to:

- the size of vehicles likely to enter the proposed development;*
- the volume of traffic on the streets serving the proposed development; and*
- the volume of traffic generated by the development. The driveway standards recommended by the Roads and Traffic Authority of NSW for Traffic Generating Developments are adopted for the purpose of this Plan.*

Requirements specified by the Roads and Traffic Authority are summarised in Tables 1 and 2 in Appendix B, and in general the following shall apply:

- separate entrance and exit driveways should be provided for developments requiring more than 50 car parking spaces or where the development generates a high turnover of traffic such as a service station or other drivein retail facilities;*
- entry and exit driveways shall be clearly signposted;*
- the number of access points from a development site to any one street frontage should be limited to one ingress and one egress; and*
- the potential for on-street queuing should be minimised by ensuring that adequate standing areas are available for vehicles entering the car park and loading areas.*

Comment: Complies – the proposal provides separate entry and exit driveways to provide a one-way internal road network to the new buildings. This helps to maintain on-site safety of cars, vans and trucks utilising the site and also externally when vehicles are existing the premises.

3.4 Location of Parking Areas

Parking facilities for visitors and customers shall be provided where clearly visible from the street so their use is encouraged.

Parking spaces for employees and for longer duration parking may be located more remotely from the street.

Within the development site, the location of the parking area should be determined having regard to:

- a) site conditions such as slope and drainage;*
- b) visual amenity of the proposed and adjacent development;*

- c) the relationship of the building to the parking area; and*
- d) the proximity of the parking area to any neighbouring residential areas.*

Comment: Complies – the proposal includes thirty-four (34) new parking spaces, including two (2) disabled. Four (4) spaces are provided in front of the new office, with thirty (30) spaces provided behind the security gate.

3.5 Parking Space and Aisle Dimensions

The following figures illustrate typical parking layouts and aisle dimensions. It should be noted that these parking space dimensions represent minimum unobstructed requirements and that greater dimensions should be provided in the following instances:

- a parking space which has a wall or obstruction on one side – an additional 300mm width to that shown is required; and,*
- for the end space in a blind aisle, the width is to be increased to 3.6 metres.*

Comment: Complies – the proposed car spaces will comply with relevant Australian Standards.

3.6 Construction Requirements

In general, all car parking areas, manoeuvring areas and unloading areas shall be constructed with a base course of adequate depth to suit design traffic, and shall be sealed with either bitumen, asphaltic concrete, concrete or interlocking pavers. In choosing the most suitable pavement type, consideration should be given to:

- anticipated vehicle loads;*
- run-off gradients and drainage requirements; and,*
- construction constraints.*

The works are to be maintained to a satisfactory standard throughout the term of development and/or use of the land for which the facilities are provided. Particular consideration needs to be given to the appearance of car parking areas within Heritage Conservation Areas, or associated with or adjacent to, listed Heritage Items, where large areas of bitumen surfaced car parking are not recommended. In these circumstances alternative treatments should be discussed with Council's Planning staff. A combination of landscaping and choice of sympathetic materials (eg pavers, faux brick or in certain circumstances stabilised gravel finish) is generally recommended as the most practical solution.

Comment: Complies – the proposed internal road network and parking areas will be sealed as required.

3.7 Landscaping

Parking areas shall be appropriately landscaped to achieve a satisfactory appearance, particularly for those car parks with large areas of bitumen, to provide shade and to provide a buffer between neighbouring land uses. Landscaping should be used throughout the car park and on the perimeters. In general, there should be no more than 10 parking bays before a break with planting.

Species should be selected and located to avoid maintenance problems, so that they do not hinder visibility at entry or exit points and so that they do not cause damage to paved areas by root systems or create excessive leaf or branch litter. Trees with large surface roots, excessive girth, brittle limbs, fruits which drop and trees which attract large numbers of birds should be avoided in parking areas. In most cases landscaping can be integrated into parking layouts without the need for additional area or loss of car parking spaces.

Wheel stops are to be provided along the front of parking bays to prevent vehicles from damaging landscaped areas, buildings and/or fencing and other vehicles.

Comment: Complies – the proposed parking areas include landscaping.

3.8 Directional Signs and Marking

Parking areas are to be clearly signposted and line-marked. Entry and exit points are to be clearly delineated and parking spaces for specific uses (disabled, visitors, employees etc) clearly signposted. "One way" markings must be clearly set out on the pavement in such a manner as to be easily readable and understandable to users of the car park. Council may designate areas within the car park where no stopping or no parking signposting is to be installed to facilitate the free movement of vehicles and pedestrians.

Comment: Complies – directional signs and markings will be provided to ensure a safe and efficient internal road system. Entry and exit points will also be clearly marked and signposted.

3.9 Principles for Crime Prevention

Effective design can be used to assist in the reduction of crime opportunities. The following design principles will be considered by Council in the assessment of applications. How they apply to each development application will depend on the nature of the development proposal and prevailing crime risk in the area. The aim of these principles is to ensure that Council does not approve developments that create or exacerbate crime risk.

Design of car parking areas should consider the principles of effective lighting.

Lighting is to be provided in off-street car parks in accordance with the requirements of AS 2890.1, 1993 – Parking Facilities Off Street Parking. Lighting may also be required over the street frontage of the development, particularly at entry or exit points in accordance with AS/NZS 1158, 1997 – Road Lighting.

- a) Provision of clear sightlines between public and private places;*
- b) Landscaping that makes the car park attractive but does not provide offenders with a place to hide or entrap victims;*
- c) In some cases restricted access to the car park, particularly after business hours through the use of physical barriers should be considered;*
- d) Design with clear transitions and boundaries between public and private space through the provision of clear access points;*
- e) Clear design cues on who is to use the space and what it is to be used for – care should be taken to ensure that gates and enclosures do not make public areas into private areas and consideration should be given to suitable signage (eg need to lock vehicles);*
- f) Strategies to prevent vandalism through appropriate design, eg durable lighting materials and minimisation of exposed walls;*
- g) Management strategies for site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned out lighting, the removal or refurbishment of decayed physical elements and the continued maintenance of landscaped areas.*

Comment: Complies – the site will be secured through fencing, security cameras, individual unit alarms and pin code access gates. Due to security devices installed in self-storage premises they are some of the safety industrial properties. The proposal will also include adequate lighting and includes clear sight lines at the entry and exit points.

4. LOADING/UNLOADING REQUIREMENTS

4.1 General

On-site loading and unloading facilities must be provided for all businesses, commercial, industrial, retail and storage uses and any other where regular deliveries of goods are made to or from the site.

Comment: Complies – loading zones are provided for each of the four proposed buildings.

4.2 Number and Size of Loading Bays

The number and dimensions of the on-site loading bays must be designed having regard to the nature and scale of the proposed development, the estimated frequency of deliveries, the type of delivery vehicle likely to be involved and the types of goods being loaded/unloaded. Accordingly, these details are required to be submitted with the Development Application for Council's consideration.

As a guide, for small and medium-sized shops or commercial premises, restaurants or small-scale industrial development likely to involve the use of vans, utilities or small trucks only, one loading bay will usually be sufficient.

Comment: Complies – the proposal has been designed to comply with the requirements of loading areas for storage premises.

4.3 Design and Layout of Loading Bays

The loading areas must be designed to ensure that standard design vehicles can manoeuvre into and out of all loading areas without causing conflict to the movement of traffic on-site or in the adjacent streets.

It is not possible to specify dimensions for service areas which would be appropriate for all situations. The dimensions of the service bay will depend, in part, on the type of vehicle to be accommodated. The loading bay(s) should be a physically defined area (by signposting and/or pavement marking) which is not used for other purposes such as customer parking or the storage of goods and equipment.

The loading areas must be designed to ensure that vehicles stand entirely within the site during all loading and unloading operations.

Where existing buildings are being redeveloped, all of the above design criteria may not be achievable. However, every effort must be made to ensure that public safety is not compromised.

In addition to the above requirements, the Roads and Traffic Authority's "Guide to Traffic Generating Developments" details recommended dimensions for loading areas based on the various types of service vehicles and other requirements for ramps, internal roadway etc (refer to Table 1 in Appendix B). Council's Planning and Environmental Group should be contacted if further information is required.

Comment: Complies – the proposal has been designed to comply with the requirements of loading areas for storage premises.

5. CAR PARKING FOR PERSONS WITH A DISABILITY

Special parking spaces for persons with a disability are to be made available in the provision of car parking facilities, in accordance with Australian Standard AS2890.1 – 1993. In general, where 10 or more vehicle spaces are required, one designated parking space for people with disabilities is required per 100 (or part thereof) car spaces provided. Council has adopted the 'enhanced' requirements for land uses where there is a higher demand for disabled facilities. For example, for retail shopping complexes, community facilities and medical centres, parking provisions for people with disabilities should be increased to 2 to 3 % of the overall parking requirements. Council's enhanced car parking standards are as follows:

- *medical services, including community health centres – 1 space per two to five surgeries (or equivalent), 2 spaces for six or more surgeries (or equivalent)*
 - *entertainment facilities clubs and public halls, large retail complexes (ie > 100 spaces) and railway stations – 3 spaces per 100 car parking spaces*
- The location of spaces designated for persons with a disability should be close to an entrance to a building or facility with access from the car space by ramps and/or lifts. These spaces should be clearly signposted for the convenience of their users and to discourage other drivers from using such spaces. The spaces should be a minimum of 3.2 metres wide to assist movement into and out of parked vehicles – refer to Figure on Page 287.*

Comment: Complies – the proposal includes two (2) new car spaces for people with a disability.

6. BICYCLE PARKING

Provision is to be made for cyclists via the installation of bicycle parking facilities in accordance with Australian Standard AS 2890.3-1993 – Bicycle Parking Facilities and Austroads Guide to Traffic Engineering, Part 14.

Comment: Not applicable – the proposal is for a self-storage facility which would not be beneficial for bike riders.

7. MAJOR TRAFFIC GENERATING DEVELOPMENT

Parking requirements for major new retail, commercial or tourist developments will be assessed on their merits, with particular reference to:

- *likely peak usage times;*
- *the mix of uses and their parking requirements; and,*
- *likely use of public transport.*

Where it is considered that a traffic generating development may have a major impact on the traffic movement within a given locality, Council may require the applicant to arrange for the preparation and submission of a Traffic and Parking Study, by a qualified

Comment: Not applicable – the proposal is not classified as major traffic generating development.

8. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

Council is required to consult the New South Wales Roads and Traffic Authority to obtain advice on traffic and safety aspects for certain traffic-generating developments. This consultation is a statutory requirement prescribed by State Environmental Planning Policy (Infrastructure) 2007.

The Authority provides this advice through the Regional Development Advisory Committee (Traffic). Membership of the Regional Committee comprises representatives from the Roads and Traffic Authority, the Police Department, and a Local Government Associate nominee. Smaller scale developments are referred to the Local Development Advisory Committee. Membership of this committee comprises representatives from Council, the Roads and Traffic Authority, the Police Department and State Member or his/her representative.

Major Traffic Generating developments being considered by the Regional Committee need to be accompanied by a Traffic and Parking Study, which is to be lodged with the development application following consultation with Council.

Comment: Not applicable - the proposal is not classified as major traffic generating development.

Appendix A Car Parking Requirements for Specific Land Uses

Other Uses – not defined	Not Specified	Parking must be provided to satisfy the peak cumulative parking requirements of the development as a whole. For this purpose a comparison survey of similar developments, in similar locations should be provided with the development application.
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Comment: Complies –The proposal has been designed with due regard to the *SSAA Supplementary Australian Traffic and Parking Study* prepared by Aurecon 2016, which outlines required car parking numbers for self-storage units. The proposal has been designed to comply with this report.

C.12 - Crime Prevention through Environmental Design

1.1 Development requirements

Objectives

- 1. The security of buildings and public spaces is achieved through the application of Crime Prevention through Environmental Design principles.*
- 2. Territorial reinforcement is achieved through good quality, well maintained buildings and spaces and the delineation of public and private areas.*
- 3. Good natural surveillance is achieved by the position of buildings and the orientation of uses toward public areas.*
- 4. Landscaping and lighting contribute to the safety of an area.*
- 5. Mechanical surveillance (e.g. CCTV) is only used where passive surveillance cannot be achieved or in isolated, high risk areas.*
- 6. Way-finding, desire lines and formal/informal routes are reinforced by physical and symbolic barriers that channel and group pedestrians into areas.*
- 7. Activity in public spaces is promoted by providing and maintaining high-quality public areas and promoting a diversity of uses that encourage activity throughout the day and night.*
- 8. Perception of crime is minimised by maintenance of public areas and the rapid response to vandalism and graffiti.*

Comment: Complies – the proposal has been designed to be secure, while providing CPTED provisions through adequate signage, lighting, casual surveillance, mechanical surveillance and the territorial reinforcement of the proposed buildings.

Development controls

- 1. The following developments shall include a detailed Crime Prevention through Environmental Design assessment that is prepared by an accredited person.*
 - New centres*
 - Mixed use residential/commercial development*
 - Medium and high density residential development*
 - Subdivisions involving newly developing areas*
 - Parks and open space or publicly accessible areas*

Construction of Four Self-Storage Unit Buildings (Staged Development) in Association with the Existing Self-Storage Units, Advertising Signs and Associated Works

- *Community uses*
- *Sport, recreation and entertainment areas*
- *Other high use areas or developments where crime may be an issue*

Comment: Not applicable – the proposal is an extension of the existing use on the site.

General

Section 7.12 Development Contributions

It is requested that the Section 7.12 Contributions are split into the staged works as outlined throughout the application and in line with the QS Report prepared by Vasey Consulting Pty Ltd. The QS Report provides the following amounts for each stage:

	Total (Excl. GST)	Total (Incl. GST)
Stage 1 Works	\$1,524,917.52	\$1,677,409.27
Stage 2 Works	\$1,461,798.07	\$1,607,977.88
Stage 3 Works	\$1,441,745.02	\$1,585,919.53
Stage 4 Works	<u>\$1,370,250.56</u>	<u>\$1,507,275.61</u>
Total	<u>\$5,798,711.17</u>	<u>\$6,378,582.29</u>

5. Matters for Consideration Pursuant to Section 4.15 of the Environmental Planning & Assessment Act 1979

The following matters are to be taken into consideration when assessing an application pursuant to Section 4.15 of the *Environmental Planning and Assessment Act 1979* (as amended). Guidelines (in *italic*) to help identify the issues to be considered have been prepared by the Department of Planning and Environment. The relevant issues are:

(a) The provisions of:

(i) The provision of any Environmental Planning Instrument

Comment: The proposal for the extension to the existing self-storage units including advertising signs are permissible and consistent with the intent of the Maitland Local Environmental Plan and Development Control Plan 2011 as they are reasonably applied to the proposed works.

(ii) Any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

Comment: Not applicable.

(iii) Any development control plan

Comment: The proposal has been reviewed and assessed under Maitland Development Control Plan 2011.

(iiia) Any Planning Agreement that has been entered into under section 7.4 or any draft planning agreement that a developer has offered to enter into under Section 7.4, and

Comment: Not applicable.

(iv) The Regulations (to the extent that they prescribe matters for the purposes of this paragraph), and

Comment: Complies – the proposal has been assessed under the relevant Regulations.

(v) (repealed)

(b) The likely impacts of that development, including environmental impacts on both the natural and built environments and social and economic impacts in the locality,

Context and Setting:

i. What is the relationship to the region and local context in terms of:

- *The scenic qualities and features of the landscape*
- *The character and amenity of the locality and streetscape*
- *The scale, bulk, height, mass, form, character, density and design of development in the locality*
- *The previous and existing land uses and activities in the locality*

Comment: The proposal is for the construction of four (4) self-storage unit buildings (staged development) in association with the existing self-storage units, advertising signs and associated works. The proposal is consistent with the bulk and scale of the industrial area with a modernized look.

ii. What are the potential impacts on adjacent properties in terms of:

- *Relationship and compatibility of adjacent land uses?*
- *sunlight access (overshadowing)*
- *visual and acoustic privacy*
- *views and vistas*
- *edge conditions such as boundary treatments and fencing*

Comment: The proposal retains the existing use with an increase to capacity and services provided. It is envisaged that there will be no adverse amenity impacts to neighbouring properties.

Access, transport and traffic:

Would the development provide accessibility and transport management measures for vehicles, pedestrians, bicycles and the disabled within the development and locality, and what impacts would occur on:

- *Travel Demand*
- *dependency on motor vehicles*
- *traffic generation and the capacity of the local and arterial road network*
- *public transport availability and use (including freight rail where relevant)*
- *conflicts within and between transport modes*
- *Traffic management schemes*
- *Vehicular parking spaces*

Comment: The proposal is supported by a supplementary traffic report which justifies the proposal, existing and proposed access and parking arrangements.

Public Domain

Comment: The proposed development will have no adverse impact on the public domain.

Utilities

Comment: Existing utility services will connect to service the site.

Flora and Fauna

Comment: The proposal will not have an adverse impact to flora or fauna. The proposal does not remove any significant vegetation.

Waste Collection

Comment: Normal waste collection applies to the existing site.

Natural hazards

Comment: The proposal is not impacted by known natural hazards.

Economic Impact in the locality

Comment: The proposed development will not have any significant impact on economic factors within the area notwithstanding that it will generate additional employment opportunities through the construction period with respect to the proposed works.

Site Design and Internal Design

- i) Is the development design sensitive to environmental considerations and site attributes including:*
- *size, shape and design of allotments*

- *The proportion of site covered by buildings*
- *the position of buildings*
- *the size (bulk, height, mass), form, appearance and design of buildings*
- *the amount, location, design, use and management of private and communal open space*
- *Landscaping*

Comment: The proposed buildings will be in the form of a four (4) staged development relating to two storey self-storage units which are consistent with the height, bulk and scale of surrounding developments.

ii) How would the development affect the health and safety of the occupants in terms of:

- *lighting, ventilation and insulation*
- *building fire risk – prevention and suppression*
- *building materials and finishes*
- *a common wall structure and design*
- *access and facilities for the disabled*
- *likely compliance with the Building Code of Australia*

Comment: The proposed development can comply with the provisions of the Building Code of Australia. The proposal complies with the relevant standards pertaining to health and safety and will not have any detrimental effect on the occupants.

Construction

i) What would be the impacts of construction activities in terms of:

- *The environmental planning issues listed above*
- *Site safety*

Comment: The proposal will employ normal site safety measures and procedures will ensure that no safety or environmental impacts will arise during construction.

(c) The suitability of the site for the development

- *Does the proposal fit in the locality*
- *Are the constraints posed by adjacent development prohibitive*
- *Would development lead to unmanageable transport demands and are there adequate transport facilities in the area*
- *Are utilities and services available to the site adequate for the development*
- *Are the site attributes conducive to development*

Comment: The site is located in an established industrial area. The adjacent development does not impose any unusual or impossible development constraints. The proposed development will not cause unmanageable levels of transport demand as the existing use remains the same.

(d) Any submissions received in accordance with this act or regulations

Comment: No submissions are available at this time.

(e) The public interest

Comment: The proposed works are permissible and consistent with the intent of MLEP2011 and MDCP2011 controls as they are reasonably applied to the proposed application. The development would not be contrary to the public interest.

In our opinion, the development satisfies the planning regime applicable to development on this particular site having regards to the considerations arising from its context.

The proposal is acceptable when assessed against the heads of consideration pursuant to Section 4.15 of the *Environmental Planning and Assessment Act, 1979* (as amended), and is appropriate for the granting of consent and accordingly, is in the public interest.

6. Summary and Conclusion

The proposal for the construction of four (4) self-storage unit buildings (staged development) in association with the existing self-storage units, advertising signs and associated works at 103-107 Racecourse Road, Rutherford, being Lot 1 within Deposited Plan 1164415, is permissible and consistent with the intent of the built form controls as they are reasonably applied to the proposed works. It is considered that the proposal is appropriate on merit and is worthy of the granting of development consent for the following reasons:

- The merits of the application have been assessed in accordance with the provisions of the relevant requirements of MLEP 2011 and the provisions of Section 4.15 of the *Environmental Planning and Assessment Act 1979* (as amended). There is no evidence that the impacts of the development would warrant amendment to the subject proposal or justify refusal. Where a variation is proposed, adequate documentation has been provided to support the application.

Accordingly, the construction of four (4) self-storage unit buildings (staged development) in association with the existing self-storage units, advertising signs and associated works at 103-107 Racecourse Road, Rutherford, being Lot 1 within Deposited Plan 1164415, is acceptable from environmental, social, and planning perspectives and approval should therefore be granted by Council.