DEVELOPMENT ASSESSMENT PANEL REPORT

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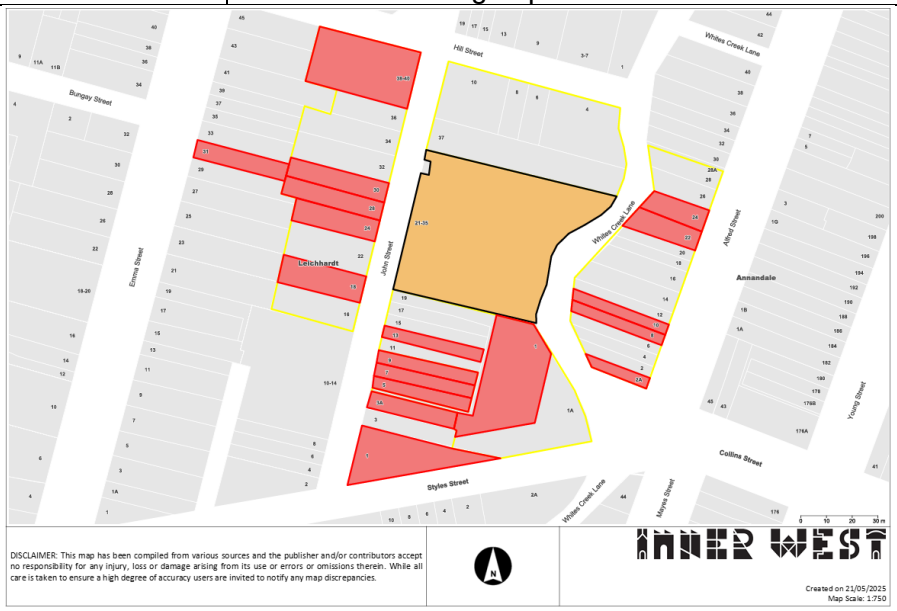
|---|---|
| **Application No.** | DA/2025/0001 |
| **Address** | 21-35 John Street LEICHHARDT |
| **Proposal** | Fit out and use of a premises as a storage premises operating 6:00am to 9:00pm daily |
| **Date of Lodgement** | 09 January 2025 |
| **Applicant** | Storage Investments Australia Pty Ltd |
| **Owner** | Eurolinx Pty Ltd |
| **Number of Submissions** | Initial: 26 |
| **Cost of works** | $2,981,086.00 |
| **Reason for determination at Planning Panel** | Section 4.6 variation exceeds 10%<br>Greater than 10 submissions |
| **Main Issues** | Interface amenity with adjoining residentially zoned land<br>Hours of operation |
| **Recommendation** | Approved with Conditions |
| **Attachment A** | Recommended conditions of consent |
| **Attachment B** | Plans of proposed development |
| **Attachment C** | Section 4.6 Exception to Development Standards (based on GFA with corridors included) |
| **Attachment D** | Section 4.6 Exception to Development Standards (based on GFA with corridors excluded) |
| **Attachment E** | Plan of Management |
| **Attachment F** | Noise Impact Assessment |
| **Attachment G** | Acoustic Logic Response to Council Request for Information |
| **Attachment H** | Traffic and Parking Impact Assessment |




**LOCALITY MAP**

| | | | |
|---|---|---|---|
| Subject Site | | Objectors | N |
| Notified Area | | Supporters | |

Note: Due to scale of map, not all objectors could be shown.

# 1. Executive Summary

This report is an assessment of the application submitted to Council for Fit out and use of a premises as a storage premises operating 6.00am to 9.00pm daily at 21-35 John Street LEICHHARDT.

The application was notified to surrounding properties, and 26 registered submissions were received in response to the initial notification period.

Key issues raised in the submissions relate to, *inter alia*, the potential operational impacts on surrounding residential properties, including traffic, acoustic impacts, and the proposed hours of operation. However, it is expected that these impacts can be adequately mitigated through compliance with the recommendations outlined in the amended Noise Impact Assessment and the amended Plan of Management.

Furthermore, the submitted Traffic and Parking Impact Assessment demonstrates that the proposed use will generate less traffic than previous uses of the site. Given the nature of the proposed storage use — which will be staffed by only one employee and is expected to attract low visitor numbers — the proposal is considered appropriate for the site, particularly in view of its interface with adjoining residentially zoned land.

Accordingly, the application is recommended for approval.

# 2. Proposal

The proposal seeks approval for the construction and operation of a self-storage warehouse within the existing building envelope at 21–35 John Street, Leichhardt. The key components of the development include:

- Fit-out of the existing warehouse to accommodate self-storage units across two levels.
- Demolition of the second-floor mezzanine, with floor space reinstated at the first-floor mezzanine level (no net increase in floor area).
- Closure of the existing loading dock on Whites Creek Lane, with all loading to occur via the John Street entrance using a new internal hoist/lift system.
- Ancillary office space facing John Street.
- Maintenance of existing landscaping and repainting of the building, including re-marking of parking spaces.
- New signage on the building façade.
- Vehicular access from both John Street and Whites Creek Lane using existing driveways.

Operational details:

- Office hours: 9:00am–5:00pm Monday to Friday and 9:00am–2:00pm Saturdays.
- Storage unit access: 6:00am to 9:00pm, 7 days a week.
- Maximum of one staff member on site at any time.
- A Plan of Management has been submitted to support the proposed operation.

The development will retain the current building footprint and structure, with minor internal and external works to facilitate the proposed use.

# 3. Site Description

The subject site is located on the eastern side of John Street, between Hill Street to the north and Styles Street to the south. It comprises a single allotment, irregular in shape, with a total area of 2,612sqm. The site is legally described as Lot 1 in Deposited Plan 611643.

The site has a primary frontage to John Street and a secondary frontage to Whites Creek Lane, with a natural fall from John Street towards the rear. The subject site currently contains a large warehouse building. Car parking is provided along the southern boundary, and vehicle access is available from both John Street and Whites Creek Lane.

The property is identified as being flood prone.

Several trees are located within existing garden beds along the eastern, southern, and western boundaries of the site.

The site is located at the southern edge of the Industrial Sub Area within the Piperston Distinctive Neighbourhood. It also backs onto Whites Creek Lane, which forms part of another Sub Area within the same Neighbourhood. The Industrial Sub Area occupies the north-eastern corner of the Piperston Distinctive Neighbourhood and comprises an established pocket of industrial land. This area is characterised by warehouse and factory development and serves as one of the non-residential focal points in the locality.

The subject site adjoins industrial zoned land to the north and is zoned E4 General Industrial under the *Inner West Local Environmental Plan 2022* (*IWLEP 2022*). The site interfaces with residential development, being bounded by R1 General Residential zoned land (under the *IWLEP 2022*) to the east (across Whites Creek Lane), south (adjoining the southern boundary), and west (across John Street).


*Figure 5: Photo of subject site as viewed from John Street. Source: Applicant's SEE*

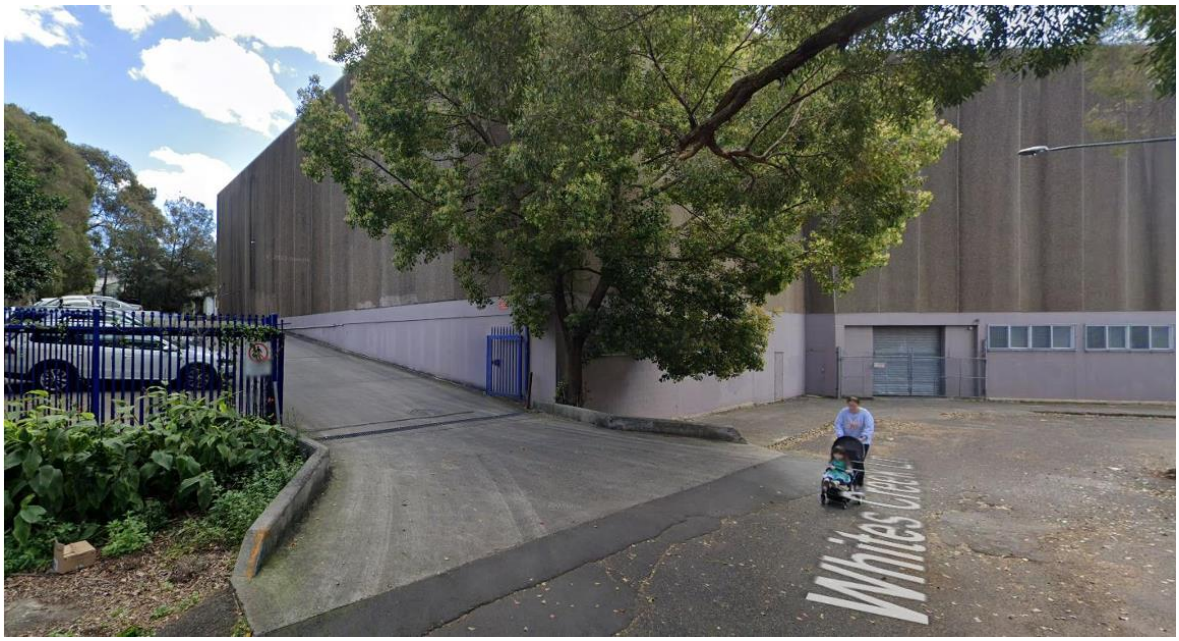



*Figure 2: Photo of subject site as viewed from Whites Creek Lane. Source: Applicant's SEE*

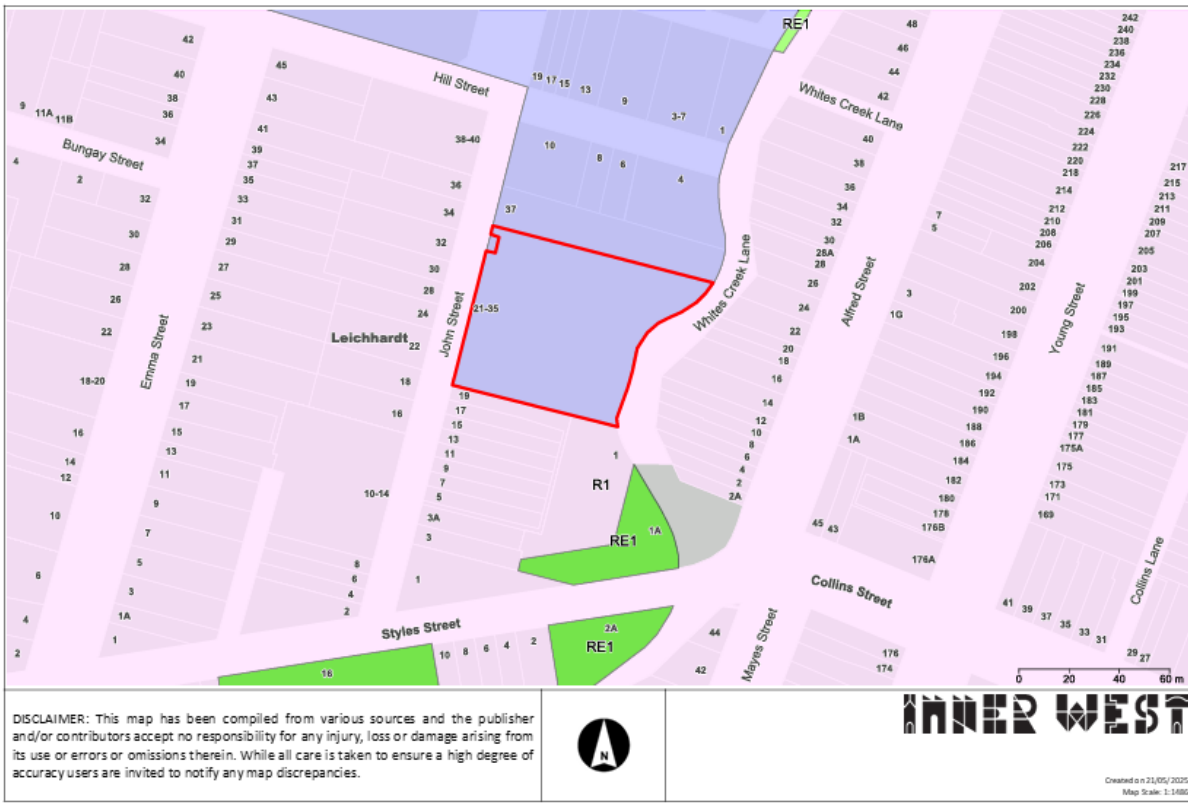



*Figure 3: Zoning Map (subject site outlined in red)*

# 4. Background

## Site History

The following application outlines the relevant development history of the subject site and any relevant applications on surrounding properties.

**Subject Site**

| Application | Proposal | Decision & Date |
|---|---|---|
| DA/337/1995 | Addition (83sqm) to undercroft area at front of building for warehousing of kitchens etc | Approved 07/09/1995 |
| BA/1995/548 | Building Application | Approved 26/10/1995 |
| DA/178/1995 | Use ground & first floor of premises for warehousing & distribution of cooktops & ovens | Approved 21/06/1995 |
| DA/455/1992 | Use ground floor for storage of documents | Determined N.D. |

**Surrounding Properties**

None relevant.

Application History

The following table outlines the relevant history of the subject application.

| Date | Discussion / Letter / Additional Information |
|---|---|
| 6 March 2025 | A request for further information was sent to the applicant requiring the following; amended gross floor area calculation diagrams; revised Clause 4.6 request; amended acoustic report; hours of operation; details of proposed lighting |
| 30 March 2025 | Amended plans and supporting documentation were received. Renotification was not required in accordance with Council's Community Engagement Strategy. The amended plans and supporting documentation are the subject of this report. |

# 5. Assessment

The following is a summary of the assessment of the application in accordance with Section 4.15 of the *Environmental Planning and Assessment Act 1979* (*EP&A Act 1979*).

# A. Environmental Planning Instruments

The application has been assessed and the following provides a summary of the relevant Environmental Planning Instruments.

### State Environmental Planning Policies (SEPPs)

*SEPP (Resilience and Hazards) 2021*

*Chapter 4 Remediation of land*

Section 4.6(1) of the *Resilience and Hazards SEPP* requires the consent authority not consent to the carrying out of any development on land unless:

*(a) it has considered whether the land is contaminated, and*

*(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*

*(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

The site is listed as a contaminated site, however, is not for the purposes of residential use, nor will it result in ongoing exposure of the public or staff to soils, therefore no remediation is required. There is no soil disturbance proposed in the use of the building as per this proposal. As such the site is suitable for use.

*SEPP (Industry and Employment) 2021*

*Chapter 3 Advertising and Signage*

The following is an assessment of the development under the relevant controls contained in the *Industry and Employment* SEPP.

The application seeks consent for the following signage:

| Location | Sign Type | Lettering | Dimension |
|---|---|---|---|
| Western elevation | 3D Non-illuminated wall sign | "Roomia SELF STORAGE" | 6700mm x 2350mm |
| Western elevation | 3D Non-illuminated wall sign | Business logo | ~3032mm x 4400mm |
| Northern elevation | 2D Non-illuminated wall sign | "Roomia SELF STORAGE" | 16725mm x 1715 |
| John Street entrance | Pylon sign Non-illuminated | Business logo, "Roomia SELF STORAGE", "ENTRY" and directional arrow | 1070mm x 2200mm |

The proposed development is consistent with objectives set out in Section 3(1)(a) and the assessment criteria specified in Schedule 5 as follows:

| Criteria | Assessment |
|---|---|
| Character of the area | • The signage is compatible with the desired future character of the area. |
| Special areas | • The signage does not detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways or residential areas |
| Views and vistas | • The signage does not obscure or compromise important views.<br>• The signage does not dominate the skyline. |
| Streetscape, setting or landscape | • The scale proportion and form of the signage is appropriate to the streetscape and locality.<br>• The signage is of a simple design and will not contribute to visual clutter.<br>• The signage reduces and rationalises the existing signage at the site.<br>• The signage will not impact vegetation. |
| Site and building | • The scale proportion and form of the signage is appropriate to the building on which the signage is to be located.<br>• The signage respects important features of the building. |
| Associated devices and logos with | • All elements of the signage have been well integrated into the structure which displays the signage. |

| | |
|---|---|
| advertisements and advertising structures | |
| Illumination | • No illumination is proposed. |
| Safety | • The signage will not reduce safe of any public road, pedestrians, bicyclists and will not obscure sightlines from public areas. |

As the signa are for business identification purposes Part 3.3 does not apply. The proposal is considered acceptable noting the aims and objectives of this chapter of the SEPP.

(A) *SEPP (Biodiversity and Conservation) 2021*

*Chapter 2 Vegetation in non-rural areas*

The *Biodiversity and Conservation SEPP* requires consideration for the protection and/or removal of vegetation and gives effect to the local tree preservation provisions of Part C1.14 Tree Management of the LDCP 2013.

The application does not seek the removal of trees from within the subject site or Council land. However, Council's Urban Forest team has identified that there is currently a large dead tree located on southern boundary near John Street. Whilst removal of the tree has not been requested, a condition relating to the removal of this tree is provided.

Overall, the proposal is considered acceptable with regard to the *Biodiversity and Conservation SEPP* and C1.14 Tree Management of the LDCP 2013 subject to the imposition of conditions, which have been included in the recommendation of this report.

*Chapter 6 Water Catchments*

Section 6.6 under Part 6.2 of the *Biodiversity and Conservation SEPP* provides matters for consideration which apply to the proposal. The subject site is located within the designated hydrological catchment of the Sydney Harbour Catchment and is subject to the provisions contained within Chapter 6 of the above *Biodiversity Conservation SEPP*.

It is considered that the proposal remains consistent with the relevant general development controls under Part 6.2 of the *Biodiversity Conservation SEPP* and would not have an adverse effect in terms of water quality and quantity, aquatic ecology, flooding, or recreation and public access.

## *Inner West Local Environmental Plan 2022* (*IWLEP 2022*)

The application was assessed against the following relevant sections of the *Inner West Local Environmental Plan 2022* (*IWLEP 2022*).

**Part 1 – Preliminary**

| Section | Proposed | Complies |
|---|---|---|
| Section 1.2 Aims of Plan | The proposal, subject to recommended conditions, including to ensure no undue adverse amenity impacts arise from future operations of the premises, satisfies the section as follows:<br>• The proposal facilitates economic growth and employment opportunities within Inner West,<br>• The proposal prevents adverse social, economic and environmental impacts on the local character of Inner West, | Yes, subject to conditions |

| Section | Proposed | Complies |
|---|---|---|
| | • The proposal prevents adverse social, economic and environmental impacts, including cumulative impacts | |

**Part 2 – Permitted or Prohibited Development**

| Section | Proposed | Complies |
|---|---|---|
| Section 2.3 Zone Objectives and Land Use Table | The subject site is zoned E4 – General Industrial pursuant to the *IWLEP 2022*. The proposed change of use relates to a 'self-storage unit'. The *IWLEP 2022* defines self storage units as:<br><br>***self-storage units*** *means premises that consist of individual enclosed compartments for storing goods or materials (other than hazardous or offensive goods or materials).*<br>***Note—*** *Self-storage units are a type of storage premises—see the definition of that term in this Dictionary.*<br><br>Storage premises are defined as:<br><br>***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.*<br><br>Storage premises are an innominate land use permitted with consent within the E4 zone.<br><br>The proposal, as reinforced by conditions of consent, is consistent with the relevant objectives of the zone, as it:<br><br>• minimises adverse impacts on nearby residential land uses;<br>• encourages employment opportunities;<br>• provides a new industrial use to meet the needs of the community.<br><br>The proposal encourages employment opportunities and relates to a permissible form of development within the zone and allows the premises to provide services to meet community demand.<br><br>Operation of the premises the subject of this application is not deemed to raise adverse impacts on other land uses.<br><br>Amenity impacts from the proposed extended operating hours on the adjoining residential zone may include acoustic impacts, as well as parking demand. Though there is a reasonable assumption for operation of an allotment within an industrial zone for an industrial use, there is similarly an expectation that the proposed use be considered with more sensitivity than if it adjoined an industrial zone.<br><br>This is consistent with the approach taken by Roseth SC at [17] in *Ramsey v Leichhardt Council* [2005] NSWLEC 422. | Yes, subject to conditions |

| Section | Proposed | Complies |
|---|---|---|
| | In this case, the proposed hours of operation of the premises are deemed reasonable, in ensuring that the proposed development maintains a desirable land use which is compatible with surrounding land uses. These operating hours are to be consistent with the objectives contained within the LDCP 2013 (see Section 5(b)) of this report for further discussion. | |
| Section 2.7 Demolition Requires Development Consent | The proposal satisfies the section as follows:<br>• Demolition works are proposed, which are permissible with consent; and<br>• Standard conditions are recommended to manage impacts which may arise during demolition. | Yes, subject to conditions |

**Part 4 – Principal Development Standards**

| Section | Proposed | | Complies |
|---|---|---|---|
| Section 4.4 Floor Space Ratio | Maximum | 1:1 or 2612sqm | No |
| | Proposed | 1.22:1 or 3188sqm | |
| | Variation | 576sqm or 22.05% | |
| Section 4.5 Calculation of Floor Space Ratio and Site Area | The Site Area and Floor Space Ratio for the proposal has been calculated in accordance with the section. | | Yes |
| Section 4.6 Exceptions to Development Standards | The applicant has submitted a variation request in accordance with Section 4.6 to vary Section 4.4. | | See discussion below |

**Section 4.6 – Exceptions to Development Standards**

Floor Space Ratio Development Standard

The applicant seeks a variation to the above mentioned under section 4.6 of the *IWLEP 2022* by 576sqm or 22.05%. Section 4.6 allows Council to vary development standards in certain circumstances and provides an appropriate degree of flexibility to achieve better design outcomes.

The applicant has produced two requests to vary the FSR development standard. The first is provided on the basis that the corridors throughout the premises are excluded from GFA calculations, where the applicant contends that the proposed FSR equates to 1.03:1 (or, 2679.5sqm).

The definition of gross floor area reads:

> ***gross floor area*** *means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes—*
> *(a) the area of a mezzanine, and*
> *(b) habitable rooms in a basement or an attic, and*
> *(c) any shop, auditorium, cinema, and the like, in a basement or attic,*
> *but excludes—*
> *(d) any area for common vertical circulation, such as lifts and stairs, and*

*(e) any basement—*
*(i) storage, and*
*(ii) vehicular access, loading areas, garbage and services, and*
*(f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and*
*(g) car parking to meet any requirements of the consent authority (including access to that car parking), and*
*(h) any space used for the loading or unloading of goods (including access to it), and*
*(i) terraces and balconies with outer walls less than 1.4 metres high, and*
*(j) voids above a floor at the level of a storey or storey above.*

Regarding the exclusion under "h" of the definition of GFA, the applicant argues that their development does not increase the approved GFA and that, based on the decision in *Ku-ring-gai Council v Buyozo Pty Ltd [2021]* (Buyozo), corridor areas used exclusively for loading and unloading in the self-storage facility should be excluded from GFA. The applicant has acknowledged Council's contrary interpretation but maintains that the *Buyozo* decision does not automatically require such corridors to be included in all cases; rather, inclusion depends on how the areas are designated and used under the approved plans.

Council has advised the applicant all internal access corridors within the self-storage facility are contributory to GFA. In this instance, Council is applying the position encompassed in *Buyozo*, that "*vehicles or trucks cannot use the internal stairs, lifts or corridors within the buildings to access the designated loading areas*". Under this application, the spaces used for loading or unloading of goods are limited to the designated loading areas on the ground floor level which would be used by trucks and vehicles. While people may carry goods through stairs, lifts, or corridors after unloading, these areas are not part of the access used by trucks or vehicles for loading purposes and therefore are to be included in the calculation of gross floor area.

Notwithstanding the above, a written request has been submitted to Council in accordance with Section 4.6(3) of the *IWLEP 2022* justifying the proposed contravention of the development standard, which is based on Council's FSR calculation that includes the internal access corridors. In order to demonstrate whether strict numeric compliance is unreasonable and unnecessary in this instance, the proposed exception to the development standard has been assessed against the objectives and provisions of Section 4.6 of the *IWLEP 2022* below.

***Whether compliance with the development standard is unreasonable or unnecessary***

In *Wehbe* at [42] – [51], Preston CJ summarises the common ways in which compliance with the development standard may be demonstrated as unreasonable or unnecessary. This is repeated in *Initial Action* at [16]. In the Applicant's written request, the first, second and fourth method described in *Initial Action at* [17] is used.

1st Way – The objectives of the standard are achieved notwithstanding non-compliance with the standard

The **first objective of Section 4.4** is *"to establish a maximum floor space ratio to enable appropriate development density".* The written request states the proposal is for the fit out of the existing building. The proposal does not seek to increase the floor area or the intensity of the use of the site. As the works are contained within the existing building envelope, the breach is consistent with the first objective.

The **second objective of Section 4.4** is *"to ensure development density reflects its locality".* The written request states the proposed development does not seek to vary the appearance

of the building from that of the existing building nor increase the floor area within the development from that of the existing. In this regard and given the density of the site remains unchanged, the breach is consistent with the second objective.

The **third objective of Section 4.4** is *"to provide an appropriate transition between development of different densities".* The written request states there is no change to the external appearance of the building as a result of the proposed self-storage warehouse development by way of bulk and scale. this regard and given the density of the site remains unchanged, the breach is consistent with the third objective.

The **fourth objective of Section 4.4** is *"to minimise adverse impacts on local amenity".* The written request states the variation of the FSR control will not give rise to any adverse impacts on the local amenity. Given the proposed works resulting in the exceedance are confined to within the existing external walls of the building and that works would not result in any visible increase to the bulk and massing of the existing building, the proposed breach is consistent with the fourth objective.

The **fifth objective of Section 4.4** is "*to increase the tree canopy and to protect the use and enjoyment of private properties and the public domain*". The written request states the proposal will not give rise to any change to tree canopy or use and enjoyment of private properties and the public domain. As the proposed changes to GFA are the result of internal reconfigurations, the proposal does not impact existing tree canopy.

As the proposal achieves the objectives of the FSR standard, compliance is considered unreasonable and unnecessary in this instance.

2nd Way - The underlying objective or purpose of the standard is not relevant to the development and therefore compliance is unnecessary

The applicant states:

*"The existing floor space and so FSR of the existing development has been established by the granting of previous development consents prior to the introduction of the IWLEP controls. It is to be noted that Complying Development Certificate can be obtained where the floor space of a development may exceed the FSR control provided there is no increase in the overall floor area. In this DA, there is no increase in the floor space of the development from that of the existing development."*

Regarding the 2nd test, Council is not of the view the applicant has satisfactorily demonstrated the objective of the FSR standard is irrelevant in this case.

4th Way - The development standard has been virtually abandoned or destroyed by the Council's own decisions

The applicant argues that while the FSR standard may not have been entirely abandoned by Council, the exceedance proposed is consistent with what has already been approved and reflects the existing built form. It is contended within the applicant's request that strict application of the FSR standard is unnecessary in this case, as the proposal does not intensify development beyond what already exists, results in no additional environmental impacts, maintains adequate parking, and supports the adaptive reuse of the building for community benefit.

Council does not agree that the FSR development standard has been abandoned. The applicant's argument, which expressly acknowledges the FSR standard has not been

abandoned by Council, is not considered to provide sufficient reasoning or evidence to demonstrate abandonment of the FSR development standard.

***Whether there are sufficient environmental planning grounds to justify contravening the development standard***

Pursuant to Section 4.6(3)(b), the Applicant provides the following environmental planning grounds to justify contravening the FSR development standard:

**Environmental Planning Ground 1** - *Strict compliance with the FSR standard is unnecessary as all floor space is contained within the existing approved building envelope, and enforcing compliance would not improve amenity but would reduce the viability of providing a self-storage warehouse on the site*. This environmental planning ground is accepted as the variation retains the existing building envelope.

**Environmental Planning Ground 2** - *The proposed FSR variation is minor, consistent with prior consents and controls, maintains the established built form character, reduces development intensity compared to previous uses, and supports the orderly, economic, and well-designed use of the land without causing any adverse impacts.* This environmental planning ground is accepted because the proposed variation will enable the interior of the existing building to be altered to accommodate the proposed use as a self-storage premises.

Cumulatively, the grounds are considered sufficient to justify contravening the development standard.

**Part 5 – Miscellaneous Provisions**

| Section | Proposed | Complies |
|---|---|---|
| Section 5.21 Flood Planning | The site is located in a flood planning area and a Flood Risk Management Report accompanied the application. The development is considered to be compatible with the flood function and behaviour on the land now and under future projections. The design of the proposal and its scale will not affect the flood affectation of the subject site or adjoining properties and is considered to appropriately manage flood risk to life and the environment. Conditions are recommended to ensure flooding is appropriately managed and mitigated. | Yes, subject to conditions |

**Part 6 – Additional Local Provisions**

| Section | Proposed | Complies |
|---|---|---|
| Section 6.1 Acid Sulfate Soils | The site is identified as containing Class 5 Acid Sulfate Soils. The proposal is considered to adequately satisfy this section as the application does not propose any works that would result in any significant adverse impacts to the watertable. | Yes |
| Section 6.3 Stormwater Management | Subject to standard conditions, the proposal would not result in any significant runoff to adjoining properties or the environment. | Yes, subject to conditions |

# B. Development Control Plans

## Summary

The application has been assessed and the following provides a summary of the relevant provisions of Leichhardt Development Control Plan 2013 (LDCP 2013).

| LDCP 2013 | Complies |
|---|---|
| **Part A: Introductions** | |
| Section 3 – Notification of Applications | Yes |
| | |
| **Part B: Connections** | |
| B1.1 Connections – Objectives | Yes |
| B3.1 Social Impact Assessment | Yes |
| | |
| **Part C** | |
| C1.0 General Provisions | Yes |
| C1.1 Site and Context Analysis | Yes |
| C1.8 Contamination | Yes |
| C1.9 Safety by Design | Yes |
| C1.10 Equity of Access and Mobility | Yes |
| C1.11 Parking | Yes, subject to conditions – see discussion |
| C1.14 Tree Management | Yes |
| C1.15 Signs and Outdoor Advertising | Yes – see discussion |
| C1.18 Laneways | Yes |
| | |
| **Part C: Place – Section 2 Urban Character** | |
| C2.2.3.3 Piperston Distinctive Neighbourhood | Yes |
| C2.2.3.3(a) Whites Creek Lane Sub Area | Yes |
| C2.2.3.3(b) Industrial Sub Area | Yes |
| | |
| **Part C: Place – Section 3 – Residential Provisions** | N/A |
| | |
| **Part C: Place – Section 4 – Non-Residential Provisions** | |
| C4.1 Objectives for Non-Residential Zones | Yes |
| C4.2 Site Layout and Building Design | Yes |
| C4.3 Ecologically Sustainable Development | Yes |
| C4.4 Elevation and Materials | Yes – see discussion |
| C4.5 Interface Amenity | Yes, subject to conditions – see discussion |
| C4.10 Industrial Development | No – acceptable subject to conditions, see discussion |
| | |
| **Part D: Energy** | |
| Section 1 – Energy Management | Yes |
| Section 2 – Resource Recovery and Waste Management | |
| D2.1 General Requirements | Yes |
| D2.2 Demolition and Construction of All Development | Yes |
| D2.4 Non-Residential Development | Yes |
| | |
| **Part E: Water** | |
| Section 1 – Sustainable Water and Risk Management | |
| E1.1 Approvals Process and Reports Required With Development Applications | Yes |
| E1.1.1 Water Management Statement | Yes |
| E1.1.3 Stormwater Drainage Concept Plan | Yes |
| E1.1.4 Flood Risk Management Report | Yes |
| E1.2.2 Managing Stormwater within the Site | Yes |
| E1.2.5 Water Disposal | Yes |
| E1.3.1 Flood Risk Management | Yes |
| | |

| | |
|---|---|
| **Part F: Food** | N/A |
| | |
| **Part G: Site Specific Controls** | N/A |

The following provides discussion of the relevant issues:

C1.11 – Parking

*Car Parking*

A Traffic Impact and Parking Assessment prepared by McLaren Traffic Engineering, dated 18 December 2024, was submitted with the application. The report references the Aurecon Report and the more recent Supplement for Self Storage Facilities 2017, which provides recommendations regarding the provision of parking for self-storage facilities. The report states six (6) car parking spaces are recommended for a self-storage facility of the proposed scale. An additional space is recommended for the parking of a trailer or ute. The site currently provides 18 car parking spaces in formalised bays. The proposed car parking is in excess of the Aurecon recommended car parking provision. Therefore, the proposed car parking provision is considered acceptable.

*Parking for People with Disabilities*

Accessible car parking spaces for people with mobility impairment are to be provided in accordance with Table C5: Accessible car parking space rates, which specifies that for Class 7 buildings that a minimum of 1 space for every 100 parking spaces or part thereof is required. The plans submitted with the DA do not indicate any accessible parking spaces.

In accordance with the BCA requirements, one (1) car parking space for people with disabilities is to be provided. The proposed car parking layout details the provision of one (1) car parking spaces resulting in compliance with BCA requirements.

It should be noted that the architectural plans do not detail a compliant accessible space with AS2890.6:2022, requiring a separate shared space. As there is surplus car parking, the adjacent space to the accessible space should be removed and re-purposed as a shared space, this will be recommended as a condition of consent.

*Motor Bike and Bicycle Parking*

Control C23 at Section C1.11 of the LDCP 2013 requires that motor bike parking is to be provided at a rate of one (1) space for developments that require between 1 to 10 vehicle spaces and 5% of the required vehicle parking thereafter.

Controls C18 – 22 under Part C1.11 of the LDCP 2013 relate to bicycle parking rates. Bicycle parking is to be provided in accordance with Table C6 at Section C1.11.3 of the LDCP 2013, which stipulates (for warehousing) 1 space per 10 staff.

It has been indicated in the Plan of Management that there will be a maximum of two (2) full-time employees on-site at any one time. Applying the above rates, results in a bicycle parking requirement of one (1) bicycle parking space and one (1) motorcycle parking space.

The plans do not detail the provision of bicycle parking or motorbike parking facilities. However, a single bicycle storage space can be provided informally onsite if required. Additionally, due the nature of a self storage facility requiring users to carry goods between the storage facility and their vehicles, the provision of a single motorbike space is not deemed necessary. Given the carparking provided on-site is in surplus of the recommended car

parking requirements for a self-storage facility, it is reasonable to assume that any users who travel to the site by motorcycle will be able to park on-site using vacant car parking spaces.

*Loading / Unloading Areas*

Controls C29 – C31 at Section C1.11 of the LDCP 2013 relate to service and loading facilities. Service and delivery areas and loading facilities in new developments are to be provided in accordance with the current RMS "Guide to Traffic Generating Developments", Australian Standard AS 2890.2 Parking Facilities and Table C4 – General Vehicle Parking Rates.

The proposed loading area, accessed from John Street, is consistent with the existing loading area that has been utilised historically as part of the operation of the building. The traffic report identifies that due to the location of the site, the maximum commercial vehicle capable of accessing the site is a 6.4m length Small Rigid Vehicle (SRV). Council's Development Engineer has reviewed the application and has affirmed that due to the narrow width of the adjacent road network the largest size of truck servicing the site shall be restricted to a Small Rigid Vehicle, conditions of consent have been recommended to manage this.

Additionally, a swept path analysis has been undertaken to determine the ability of the largest design vehicle to manoeuvrer within the site (see Annexure B of the Traffic Impact and Parking Assessment). The swept path diagrams indicate that the site can accommodate a SRV with access and egress possible in a forward direction from both driveways.

Signs and Outdoor Advertising

Part C1.15 of the LDCP 2013 establishes objectives and provisions relating to signage and advertising. The proposal is considered acceptable having regard to Part C1.15 as follows:

- The proposed signage is considered appropriate for the building typology of the existing warehouse building, which has characteristically high walls. The design, scale and siting of the signs are acceptable and relate to the building or structure on which the sign is to be located in accordance with Control C2.
- No illumination is proposed to mitigate light spill impacts on nearby residential properties in accordance with Control C7.

C4.4 – Elevation and Materials

Controls C6 and C7 requires that colours, and material and finishes schemes are compatible with those prevailing in the street. The proposed materials and finishes are as follows:

- **West (front) elevation** – Painted block work (Colorbond Monument, Roomia Green, Dulux Night Sky, Dulux Lexicon); cladded sheet metal (Colorbond Monument); painted concrete precast (Colorbond Shale Grey); painted columns (Colorbond Monument); painted roller door (Colorbond Shale Grey)
- **East (rear) elevation** – Painted block work (Dulux Night Sky); painted door (Roomia Green); painted concrete precast (Colorbond Shale Grey)
- **Northern elevation** – Painted block work (Colorbond Shale Grey); Painted fire rated wall (Dulux Lexicon)
- **Southern Elevation** – Painted block work (Dulux Night Sky, Dulux Lexicon, Colorbond Shale Grey); painted concrete precast (Colorbond Shale Grey)

The proposed colour scheme is not reflective of the existing character; however, it is noted that the existing building is not located within a Heritage Conservation Area and could be

repainted without the need to obtain development consent in accordance with *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

C4.5 – Interface Amenity & C4.10 – Industrial Development

The objective of Part C4.5 of the LDCP 2013 is to ensure that development does not impact the surrounding area or cause unreasonable nuisance to any other use by way of noise, odour, vibration, overshadowing, and overly bulky or overbearing development that significantly reduces outlook or privacy.

Concerns have been raised in multiple submissions regarding the hours of operation sought for the proposed self-storage premises and impacts arising from parking and traffic.

Control C20 under Part C4.10 of the LDCP 2013 indicates where industrial premises adjoin land in a residential zone, the hours of operation are limited to between 7am and 7pm (Monday to Friday) and 7am to 3pm Saturdays, excluding public holidays.

The subject site is bounded by residentially zoned land on the eastern (opposite side of Whites Creek Lane), southern side (adjoining the site's southern boundary) and western side (opposite John Street), as such this control applies. The site currently has a consent under D.A.178/95, which approved the use of the ground and first floor for warehousing and stoves, ovens and range hoods have operating hours as follows:

| **Table 1: Approved and Proposed Hours of Operation** | | | | | |
|---|---|---|---|---|---|
| **Control** | | **Approved** | | **Proposed** | |
| Monday – Friday | 7:00am – 7:00pm | Monday – Friday | 7:30am – 6:00pm | Monday – Friday | 9:00am – 5:00pm (office hours)<br><br>6:00am – 9:00pm |
| Saturday | 7:00am – 3:00pm | Saturday | Closed | Saturday | 9:00am – 2:00pm (office hours)<br><br>6:00am – 9:00pm |
| Sunday | Closed | Sunday | Closed | Sunday | 6:00am – 9:00pm |

The proposed hours of operation seek operation outside of the hours stated within Control C20, the objectives of the section are considered:

***O1 To ensure that development for the purpose of industry:***

***a. protects the viability of industrial areas;***

Comment: The proposed operating hours for the premises will protect the viability of the surrounding industrial area. The trading hours will accommodate the provision of services to meet community demand.

***b. protects residential amenity for adjoining and nearby residential uses within residential zones;***

Comment: The proposed use of the subject site as a self-storage facility has the potential to impact neighbouring residential amenity, primarily in relation to noise generation and parking/traffic impacts, which are addressed separately below. Overall, it is considered that the operation of the premises in accordance with the recommended conditions of consent and amended supporting documentation will mitigate potential adverse effects on surrounding residential amenity.

Noise Impacts:

A Noise Impact Assessment prepared by Acoustic Logic, dated 24 March 2025, has been submitted in support of the proposal. The report evaluates potential noise emissions associated with the operation of the proposed self-storage facility at 21–35 John Street, Leichhardt, including:

- Extended use of the site to cater for appointment-only night-time access.
- Preliminary assessment of mechanical plant noise emissions
- Traffic noise generation from the development.

The predicted noise levels have been assessed against projected trigger levels determined using the EPA Noise Policy for Industry (to assess noise emissions from the site) and the EPA Road Noise Policy (to assess noise from vehicles on public roads). The findings are as follows:

- *Noise emissions from the operation of the proposed development (vehicle movements associated with the use of the self-storage facility during standard hours as well as appointment-only access during non-staffed hours) are predicted to be compliant with the relevant noise criteria.*
- *An assessment of any new ventilation plant should be undertaken prior to installation to confirm that any noise emitted (including the cumulative effect of other noise sources on the site) complies with the emission criteria outlined in Section 5.2.4 of this report.*
- *On this basis, no additional management conditions would be required for the facility to operate during proposed staffed-hours and be compliant with the requirements outlined within this report.*

To ensure ongoing compliance, the following recommendations have been made:

- *Loading and unloading activities shall occur only in the loading bay located internally within the building*
- *Prominent notices shall be placed to remind customers that a minimum amount of noise is to be generated when entering and leaving the premises, particularly in the external car parking areas.*
- *It is recommended that the management keep a complaint register on site and that noise complaints are registered (if any) and what course of remedial action has been taken. This register should be stored on site and be accessible at all times.*
- *An assessment of new mechanical plant and equipment should be undertaken by a qualified acoustic consultant prior to CC stage to ensure that noise emissions are complaint with the noise criteria outlined within this report.*
- *The operation of any roller doors, site access gates and the like should be such that these elements do not exhibit any tonal or annoying characteristics such as rattling or squeaking during their operation.*

In addition, an amended Plan of Management (POM) has been submitted to outline ongoing operational procedures, including delivery arrangements, customer handling, and complaint management. The amended proposal proposes that access outside office hours (refer to table 1 above) may be granted by prior arrangement between 6am and 9pm, seven days a week,

for specific units. Any such requests will be considered by management based on factors such as the type and duration of access sought, and potential impacts in terms of noise, safety, and security. These extended hours are acceptable on a trial basis and a condition is included in the recommendation of this report accordingly.

Operation of the premises in accordance with the recommendations of the Noise Impact Assessment and the amended Plan of Management is expected to sufficiently mitigate noise-related impacts on neighbouring amenity. Appropriate conditions of consent are recommended to ensure ongoing compliance.

Traffic and Parking Impacts

A Traffic and Parking Impact Assessment, prepared by McLaren Traffic Engineering & Road Safety Consultants, was submitted with the application. The report evaluates the impacts of the proposed self-storage facility at 21–35 John Street, Leichhardt, and concludes that the proposal is supportable in terms of traffic and parking. The report concludes:

*In view of the foregoing, the subject self-storage facility proposal at 21 – 35 John Street, Leichhardt (as depicted in Annexure A) is fully supportable in terms of its traffic and parking impacts. The following outcomes of this traffic impact assessment are relevant to note:*

- *The proposal includes the provision of 18 car parking spaces within an existing carpark, satisfying the relevant parking provision suggested in the Aurecon Self Storage Facility Traffic and Parking Study 2009 and the more recent Supplement for Self Storage Facilities 2017 which includes recommended parking provisions for self storage facilities based upon extensive surveys of similar sites.*
- *The existing parking area is not proposed to change with the proposed alterations and additions of the subject site.*
- *Based on Aurecon Self Storage Facility Traffic and Parking Study 2019 the site is estimated to generate a cumulative peak -17 vehicle trips in the AM and -13 trips in the PM peak hours. The traffic generation of the site is not expected to have a noticeable impact on the surrounding road network in terms of traffic flow efficiency.*
- *The subject site is recommended to be restricted to a 6.4m length Small Rigid Vehicle due to the site location which is consistent with the previous operation of the site.*
- *As part of the proposal, the existing "No Parking" sign along John Street will be required to be extended through to weekends to ensure Small Rigid Vehicles can exit the site onto John Street. So, to limit the loss of on-street parking on weekends, it is recommended that the existing northern driveway along John Street be restored as kerbside parking.*
- *To accommodate a compliant accessible space, the loss of one (1) space will be required to be re-purposed as a shared space. This will result in a loss of one (1) space, where there being ample spare spaces on-site to accommodate the demand of the site.*

Council's Development Engineer has reviewed the assessment and agrees that the proposed use will likely generate less traffic than previous uses on the site. Furthermore, the use of remote control access (rather than keypad entry) will facilitate efficient and secure access to the site for authorised users.

In summary, the proposed self-storage facility is not expected to result in unacceptable noise or traffic impacts, provided that it operates in accordance with the recommendations of the submitted technical reports and Plan of Management. Suitable conditions of consent are recommended to ensure compliance with these measures and to safeguard the amenity of neighbouring residential properties.

***c. is compatible with the character of the neighbourhood;***

Comment: The proposed use is appropriate with the established industrial character of the site and nearby properties that are similar in nature. Notwithstanding this, careful consideration has been given to surrounding residential properties to ensure the proposed development maintains a reasonable interface between industrial and residential zones.

***d. makes a positive contribution to the visual character of the streetscape;***

Comment: The proposed development will not significantly alter the existing visual appearance of the subject site, which remains visually acceptable within the streetscape.

***e. promotes the arts, technology production and design sectors;***

Comment: N/A.

***f. achieves a high level of environmental performance.***

Comment: N/A.

Having regard to the above, the proposed hours of operation can be supported in this instance as the objective of Part C4.10 of the LDCP 2013 are achieved.

# C. Environmental Planning Regulations

The application has been assessed and the following provides a summary of the relevant sections of the *Environmental Planning and Assessment Regulation 2021* (*EP&A Regulation 2021*).

**Part 4 Determination of Development Applications**

Section 62 of the *EP&A Regulation 2021* applies to a development application for a change of building use for an existing building where the proposal does not seek the rebuilding or alteration of the building. The consent authority must:

*(a) Consider whether the fire protection and structural capacity of the building will be appropriate to the building's proposed use, and*

*(b) Not grant consent to the change of building use unless the consent authority is satisfied that the building complies, or will, when the development is completed, comply, with the Category 1 fire safety provisions that are applicable to the building's proposed use.*

In considering the above, the applicant has provided a report demonstrating the building has appropriate fire protection and structural capacity for the proposed use.

# D. The Likely Impacts

These matters have been considered as part of the assessment of the development application. It is considered that the proposed development will not have significant adverse environmental, social or economic impacts upon the locality.

# E. The Suitability of the Site for the Development

Provided that any adverse effects on adjoining properties are minimised, this site is considered suitable to accommodate the proposal. This has been demonstrated in the assessment of the application.

# F. Submissions

The application was notified in accordance with Council's Community Engagement Strategy between 16 January 2025 to 30 January 2025.

A total of 26 submissions were received in response to the initial notification.

- Traffic and parking impacts, including impacts to on street carparking and traffic flow
- Hours of operation
- Acoustic impacts
- Character with the locality
- FSR exceedance
- Tree impacts
- Light spill

Further issues raised in the submissions received are discussed below:

| Concern | Comment |
|---|---|
| *Impact of 24 hour CCTV surveillance on privacy* | The impact of CCTV surveillance is not a matter of consideration under the Leichhardt DCP 2013. Notwithstanding, CCTV is considered to promote a positive outcome as it reduces crime and aligns with CPTED treatments under Part C1.9 of the LDCP 2013. |
| *Increased hours of operation – 24 hour access on request* | The Plan of Management accompanying the application has been amended to no longer include the option of 24 hour access. |
| *The current property has a significant garden across the John Street frontage that suits the residential majority of our street, and at night there is some but not a great deal of lighting. The building in its current form blends as well as possible into the residential end of John street. We notice that in the DA these gardens will be removed to make way for a large industrial fence with large signage. In addition to the removal of the garden we fear there will be security lighting installed on the outside of the building to go with the proposed security cameras, which along with the fencing will create something that looks similar to a prison rather than the warehouse and garden we currently have, which does a pretty good job of blending into our little community. We feel that the proposed look of the new facility will have an adverse effect on us as the other land users in the neighbourhood.* | The external garden beds are proposed to be retained as referenced on the plans of the proposed development. Conditions of consent are recommended to ensure existing protected trees on the site are protected and retained during proposed works.<br><br>The proposed fence could be installed under the Exempt and Complying Development Code SEPP. A condition is recommended to ensure the fence along the boundary of a site that adjoins land within a residential zone must be open for at least 75% of the area of the fence that is more than 1.8m above ground level (existing).<br><br>All external lighting of the building is to be maintained in the same location as existing, with the exception of 1 spotlight on Whites Creek Lane which is to be removed. The location of the existing lighting is indicated on sheets 5 and 8 of the amended architectural plans. Lighting is proposed to be upgraded to LED and Sensor lighting. An amended Plan of Management has been prepared and submitted including the lighting of the building as a matter to be controlled. Conditions of consent are also recommended to ensure the proposed lighting does not interfere with the amenity of nearby residential properties. |
| *Safety concerns* | Concerns of pedestrian and child safety have been raised in multiple submissions, on the basis of the proposed |

| | |
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| | operation of the premises on the site. Council's engineers have raised no objection to the proposal based on safety grounds and / or traffic volumes from the proposed change of use. The proposal relates to a permissible use within the E4 zone and, subject to compliance with existing conditions of consent and the modified Plan of Management, will provide an acceptable safety outcome. |
| *Emma Street residents appear not to have received any notification letters which they should have been given because of their proximity to the site.* | The application was notified in accordance with Council's Community Engagement Strategy. These properties did not fall within the notification radius. |
| *The cars attending the proposed site will cause congestion and increased air pollution into the back of my home and garden and others that back onto the laneway.* | As demonstrated in the Traffic and Parking Impact Assessment submitted with the application. The proposed use is expected to generate less volume of traffic than the currently approved use. This has been affirmed by Council's Development Engineer. Any subsequent impacts are therefore deemed acceptable. |
| *Impact proposed finishes will have on reflected heat and light into our homes facing the building.* | Conditions of consent are recommended to ensure the external materials and finishes are non-reflective. |

## G. The Public Interest

The public interest is best served by the consistent application of the requirements of the relevant Environmental Planning Instruments, and by Council ensuring that any adverse effects on the surrounding area and the environment are appropriately managed.

This has been achieved in this instance.

# 6. Section 7.11 / 7.12 Contributions

Section 7.12 levies are payable for the proposal.

The carrying out of the development would result in an increased demand for public amenities and public services within the area. A contribution of $29,811.00 would be required for the development under the Inner West Local Infrastructure Contributions Plan 2023.

A condition requiring that contribution to be paid is included in the recommendation.

# 7. Referrals

The following internal referrals were made, and their comments have been considered as part of the above assessment:

- Development Engineer;
- Urban Forest;
- Resource Recovery;
- Environmental Health;
- Fire; and
- Building Certification.

# 8. Conclusion

The proposal generally complies with the aims, objectives and design parameters contained in *Inner West Local Environmental Plan 2022* and Leichhardt Development Control Plan 2013.

The development, subject to recommended conditions, will not result in any significant impacts on the amenity of the adjoining premises/properties and the streetscape and is considered to be in the public interest.

The application is considered suitable for approval subject to the imposition of appropriate conditions.

# 9. Recommendation

A. In relation to the proposal in Development Application No. DA/2025/0001 to contravene the FSR development standard in Clause 4.4 of *Inner West Local Environmental Plan 2022* the Inner West Local Planning Panel is satisfied that the Applicant has demonstrated that:
   (a) compliance with the development standard is unreasonable or unnecessary in the circumstances, and
   (b) there are sufficient environmental planning grounds to justify the contravention of the development standard.

B. That the Inner West Local Planning Panel exercising the functions of the Council as the consent authority, pursuant to s4.16 of the *Environmental Planning and Assessment Act 1979,* grant consent to Development Application No. DA/2025/0001 for Fit out and use of a premises as a storage premises operating 6.00am to 9.00pm daily at 21-35 John Street LEICHHARDT subject to the conditions listed in Attachment A below.

# Attachment A – Recommended conditions of consent

**CONDITIONS OF CONSENT**

## GENERAL CONDITIONS

| | Condition |
|---|---|
| **1.** | **Bin Storage** |
| | All bins are to be stored within the property. Bins are to be returned to the property within 12 hours of having been emptied.<br><br>Reason: To ensure resource recovery is promoted and residential amenity is protected. |
| **2.** | **Boundary Alignment Levels** |
| | Alignment levels for the site at all pedestrian and vehicular access locations must match the existing back of footpath levels at the boundary unless levels are otherwise approved by Council via a S138 approval.<br><br>Reason: To allow for pedestrian and vehicular access. |
| **3.** | **Vehicles Leaving the Site** |
| | All vehicles must enter and exit the site in a forward direction.<br><br>Reason: To ensure parking facilities maintain public and pedestrian safety. |
| **4.** | **Electrical Substations** |
| | Should the proposed development require the provision of an electrical substation, such associated infrastructure must be incorporated wholly within the development site and may be the subject of an application for modification of consent.<br><br>Reason: To ensure works are carried out in accordance with the relevant legislation. |
| **5.** | **Permits** |
| | Where it is proposed to occupy or carry out works on public roads or Council controlled lands, the person acting on this consent must obtain all applicable Permits from Council in accordance with Section 68 (Approvals) of the Local Government Act 1993 and/or Section 138 of the Roads Act 1993. Permits are required for the following activities:<br>• Work zone (designated parking for construction vehicles). Note that a minimum of 2 months should be allowed for the processing of a Work Zone application;<br>• A concrete pump across the roadway/footpath;<br>• Mobile crane or any standing plant;<br>• Skip Bins;<br>• Scaffolding/Hoardings (fencing on public land);<br>• Public domain works including vehicle crossing, kerb & guttering, footpath, stormwater, etc.;<br>• Awning or street veranda over the footpath;<br>• Partial or full road closure; and |

| | |
|---|---|
| | • Installation or replacement of private stormwater drain, utility service or water supply.<br>If required contact Council's Road Access team to ensure the correct Permit applications are made for the various activities. Applications for such Permits must be submitted and approved by Council prior to the commencement of the works associated with such activity.<br><br>Reason: To ensure works are carried out in accordance with the relevant legislation. |
| **6.** | **Loading/unloading on site** |
| | All loading and unloading are to be conducted within the site at all times. Any designated loading bay/dock area is to remain available for loading/unloading purposes at all times. No storage of goods or parking of cars is to be carried out in these areas.<br><br>Reason: To ensure that any designated loading dock is available for servicing the site at all times. |
| **7.** | **Insurances** |
| | Any person acting on this consent or any contractors carrying out works on public roads or Council controlled lands is required to take out Public Liability Insurance with a minimum cover of twenty (20) million dollars in relation to the occupation of, and approved works within those lands. The Policy is to note, and provide protection for Inner West Council, as an interested party and a copy of the Policy must be submitted to Council prior to commencement of the works. The Policy must be valid for the entire period that the works are being undertaken on public property.<br><br>Reason: To ensure Council assets are protected. |
| **8.** | **Stormwater Drainage System – Simple** |
| | Stormwater runoff from all roof and paved areas within the property must be collected in a system of gutters, down pipe, pits and pipelines discharged by gravity to the kerb and gutter of a public road or to the existing site drainage system.<br>Any existing component of the stormwater system that is to be retained must be checked and certified by a Licensed Plumber or qualified practising Civil Engineer to be in good condition and operating satisfactorily.<br>If any component of the existing system is not in good condition and /or not operating satisfactorily and/or impacted by the works and/or legal rights for drainage do not exist, the drainage system must be upgraded to discharge legally by gravity to the kerb and gutter of a public road or trunk drainage system ensuring no concentration of flows or nuisance to other properties.<br><br>Reason: To ensure adequate disposal of stormwater. |
| **9.** | **Public Domain and Vehicular Crossings** |
| | The vehicular crossing and/or footpath works are required to be constructed by your contractor. You or your contractor must complete an application for Design of Vehicle Crossing and Public Domain Works – Step 1 form and Construction of Vehicle Crossing and Public Domain Works – Step 2 form, lodge a bond for the works, pay the appropriate fees and provide evidence of adequate public liability insurance, before commencement of works. |

| | |
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| | You are advised that Council has not undertaken a search of existing or proposed utility services adjacent to the site in determining this application. Any adjustment or augmentation of any public utility services including Gas, Water, Sewer, Electricity, Street lighting and Telecommunications required as a result of the development must be at no cost to Council<br><br>Any damage caused during construction to Council assets on the road reserve or on Council or Crown land must be repaired at no cost to Council.<br><br>Any driveway crossovers or other works within the road reserve must be provided at no cost to Council.<br><br>No consent is given or implied for any Encroachments onto Council's road or footpath of any service pipes, sewer vents, boundary traps, downpipes, gutters, eves, awnings, stairs, doors, gates, garage tilt up panel doors or any structure whatsoever, including when open.<br><br>Reason: To ensure works are carried out in accordance with the relevant legislation. |
| **10.** | **Noise – Consultant's Recommendations**<br>All the recommendations contained in the acoustic report prepared by Acoustic Logic, reference 20241235.1/2403A/R2/HD dated 24/03/2025 must be implemented.<br><br>Reason: To protect the amenity of the neighbourhood and ensure that the development is carried out in accordance with the consent. |
| **11.** | **Documents related to the consent**<br>The development must be carried out in accordance with plans and documents listed below: |

| Plan, Revision and Issue No. | Plan Name | Date Issued/Received | Prepared by |
|---|---|---|---|
| DA-003, Rev. DA.3 | Existing / Demo Plans - Lower Ground & Ground Floor | 24/03/2025 | LensArc |
| DA-004, Rev. DA.3 | Existing / Demo Plan - First & Second Floor | 24/03/2025 | LensArc |
| DA-005, Rev. DA. 3 | Proposed Overall Site Plan | 24/03/2025 | LensArc |
| DA-006, Rev. DA.3 | Proposed Lower Ground & Ground Floor Plans | 24/03/2025 | LensArc |
| DA-007, Rev. DA.3 | Proposed First & | 24/03/2025 | LensArc |

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|---|---|---|---|---|
| | | Second Floor Plans | | |
| | DA-008, Rev. DA.3 | External Elevations | 24/03/2025 | LensArc |
| | - | Revised Plan of Management - RFI Response | 24/03/2025 | Storage Investments Australia |
| | 20241235.1/2403A/R2/HD | Noise Impact Assessment | 24/03/2025 | Acoustic Logic |
| | 240955.01FB, Issue B | Traffic and Parking Impact Assessment of the Proposed Self Storage Facility at 21-35 John Street, Leichhardt | 18/12/2024 | M$^{C}$Laren Traffic Engineering |
| | Revision 1 | BCA Assessment Report - Roomia, Leichhardt | 18/12/2024 | Codex Building Consultants |
| | Version F02 | Site Waste Minimisation & Management Plan | 12/12/2024 | SALT |
| | As amended by the conditions of consent.<br><br>Reason: To ensure development is carried out in accordance with the approved documents. | | | |
| **12.** | **Works Outside the Property Boundary** | | | |
| | This development consent does not authorise works outside the property boundaries on adjoining lands.<br><br>Reason: To ensure works are in accordance with the consent. | | | |
| **13.** | **Storage of materials on public property** | | | |
| | The placing of any materials on Council's footpath or roadway is prohibited, without the prior consent of Council.<br><br>Reason: To protect pedestrian safety. | | | |

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|---|---|
| **14.** | **Other works** |
| | Works or activities other than those approved by this Development Consent will require the submission of a new Development Application or an application to modify the consent under Section 4.55 of the *Environmental Planning and Assessment Act 1979.*<br><br>Reason: To ensure compliance with legislative requirements. |
| **15.** | **National Construction Code (Building Code of Australia)** |
| | A complete assessment of the application under the provisions of the National Construction Code (Building Code of Australia) has not been carried out. All building works approved by this consent must be carried out in accordance with the requirements of the National Construction Code.<br><br>Reason: To ensure compliance with legislative requirements. |
| **16.** | **Notification of commencement of works** |
| | Residential building work within the meaning of the Home Building Act 1989 must not be carried out unless the PCA (not being the council) has given the Council written notice of the following information:<br>a. In the case of work for which a principal contractor is required to be appointed:<br>i. The name and licence number of the principal contractor; and<br>ii. The name of the insurer by which the work is insured under Part 6 of that Act.<br>b. In the case of work to be done by an owner-builder:<br>i. The name of the owner-builder; and<br>ii. If the owner-builder is required to hold an owner-builder permit under that Act, the number of the owner-builder permit.<br><br>Reason: To ensure compliance with legislative requirements. |
| **17.** | **Dividing Fences Act** |
| | The person acting on this consent must comply with the requirements of the *Dividing Fences Act 1991* in respect to the alterations and additions to the boundary fences.<br><br>Reason: To ensure compliance with legislative requirements. |
| **18.** | **Lead-based Paint** |
| | Buildings built or painted prior to the 1970's may have surfaces coated with lead-based paints. Recent evidence indicates that lead is harmful to people at levels previously thought safe. Children particularly have been found to be susceptible to lead poisoning and cases of acute child lead poisonings in Sydney have been attributed to home renovation activities involving the removal of lead based paints. Precautions should therefore be taken if painted surfaces are to be removed or sanded as part of the proposed building alterations, particularly where children or pregnant women may be exposed, and work areas should be thoroughly cleaned prior to occupation of the room or building.<br><br>Reason: To protect human health. |

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| **19.** | **Dial Before You Dig** |
| | Contact “Dial Before You Dig” prior to commencing any building activity on the site.<br><br>Reason: To protect assets and infrastructure. |

# BUILDING WORK

## BEFORE ISSUE OF A CONSTRUCTION CERTIFICATE

| | Condition |
|---|---|
| **20.** | **Resource Recovery and Waste Management Plan - Demolition and Construction** |
| | Prior to the commencement of any works (including any demolition works), the Certifying Authority is required to be provided with a "Waste and Recycling Waste Management Plan - Demolition and Construction" in accordance with the relevant Development Control Plan.<br><br>Reason: To ensure resource recovery is promoted and local amenity protected during construction. |
| **21.** | **Bin Storage Area** |
| | Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with a Waste and Recycling Management Plan.<br><br>The submitted Waste and Recycling Management Plan must demonstrate that that the bin storage area will accommodate the number of bins required for all waste and recycling generated by a development of this type and scale.<br>The area must also include 50% allowance for manoeuvring of bins. The bin storage area is to be located away from habitable rooms, windows, doors and private useable open space, and to minimise potential impacts on neighbours in terms of aesthetics, noise and odour.<br>The bin storage area is to meet the design requirements detailed in the Development Control Plan.<br><br>Reason: To ensure resource recovery is promoted and local amenity protected. |
| **22.** | **Waste Transfer Route** |
| | Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with plans demonstrating that the path of travel between the bin storage area/bulky waste storage area and the designated waste/recycling collection point has a minimum 1200mm wall-to-wall clearance, is slip-proof with a hard surface, free of obstructions and at no point has a gradient exceeding 1:14 for 240L bins, 1:40 for 660L bins and zero gradient for 1100L bins.<br><br>Reason: To require details of measures that will protect residents and staff or tenants during the operational phase of the development. |

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| **23.** | **Tree Protection Plan** |
| | Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with a detailed site-specific Tree Protection Plan (TPP) prepared by a minimum Australian Qualification Framework (AQF) Level 5, Diploma of Arboriculture, Project Arborist. The TPP is to be prepared in accordance with Australian Standard AS4970—*Protection of trees on development sites* and Council's Development Fact Sheet—Trees on Development Sites.<br><br>The tree protection measures contained in the TPP must be shown clearly on the Construction Certificate drawings, including the Construction Management Plan.<br><br>The Certifying Authority must ensure the construction plans and specifications submitted fully satisfy the tree protection requirements identified in the TPP.<br><br>A Project Arborist is to be appointed prior to any works commencing to monitor tree protection for the duration of works in accordance with the requirements identified in the TPP.<br><br>All tree protection measures as detailed in the approved Tree Protection Plan must be installed and certified in writing as *fit for purpose* by the Project Arborist.<br><br>Reason: To protect trees during construction. |
| **24.** | **Flood Risk Management Plan** |
| | Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with a Flood Risk Management Plan prepared and certified by a suitably experienced Civil Engineer who holds current Chartered Engineer qualifications with the Institution of Engineers Australia (CPEng) or current Registered Professional Engineer qualifications with Professionals Australia (RPEng). The Plan must be prepared/amended to make provision for the following:<br><br>a. The plan must be generally in accordance with the recommendations of the Flood Risk Managment Report prepared by Sparks and Partners dated 18/12/24.<br><br>b. Recommendations on all precautions to minimise risk to personal safety of occupants and the risk of property damage for the total development. Such recommendations must be consistent with the approved development. The flood impacts on the site must be assessed for the 100-year ARI and Probable Maximum Flood (PMF) storm events. The precautions must include but not be limited to the following:<br><br>i. Types of materials to be used to ensure the structural integrity of the building to immersion and impact of velocity and debris.<br>ii. Waterproofing methods, including electrical equipment, wiring, fuel lines or any other service pipes or connections.<br>iii. Flood warning signs/depth indicators for areas that may be inundated<br>iv. Installation of flood doors to all exists from the lower ground floor and the infill of the roller door (with block work) at the Whites Creek Lane frontage of the site in accordance with the recommendations of the Report.<br>v. A flood evacuation strategy. |

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| | vi. On-site response plan to minimise flood damage, demonstrating that adequate storage areas are available for hazardous materials and valuable goods above the flood level.<br><br>c. A structural engineer's certificate must be submitted stating that the proposed building has been designed to withstand the forces of flood water, debris and buoyancy up to the 1 in 100-year flood level/(Probable Maximum Flood (PMF) level- If refuge on site proposed).<br><br>d. The existing ground levels throughout the site must be maintained so as not to alter the existing overland flow path. Details of all obstructions or changes in level within the overland flow paths must be detailed on the plan.<br><br>e. All new boundary fencing or screening within the overland flow path must be of an open type to allow for the free flow of water throughout the site.<br><br>f. All new works must be constructed from flood compatible materials and designed to comply with the ABCB Standard: Construction of Buildings in Flood Hazard Areas in accordance with the National Construction Code and the Building Code of Australia. Note that some terms defined in this standard have equivalent meaning to terms used in Council's Development Control Plan as listed below.<br>i. Building Code of Australia<br>ii. Defined flood level (DFL) 100-year Average Recurrence Interval flood level<br>iii. Defined flood event (DFE) 100-year Average Recurrence Interval flood<br>iv. Flood hazard level (FHL) Flood Planning Level (FPL).<br><br>Reason: To protect human life and property during a flood event. |
| **25.** | **Security Deposit - Custom**<br>Prior to the commencement of demolition works or prior to the issue of a Construction Certificate, the Certifying Authority must be provided with written evidence that a security deposit and inspection fee has been paid to Council to cover the cost of making good any damage caused to any Council property or the physical environment as a consequence of carrying out the works and as surety for the proper completion of any road, footpath and drainage works required by this consent.<br><br>Security Deposit: $29,810.00<br>Inspection Fee: $389.90<br><br>Payment will be accepted in the form of cash, bank cheque, EFTPOS/credit card (to a maximum of $10,000) or bank guarantee. Bank Guarantees must not have an expiry date. |

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| | The inspection fee is required for the Council to determine the condition of the adjacent road reserve and footpath prior to and on completion of the works being carried out.<br><br>Should any of Council's property and/or the physical environment sustain damage during the course of the demolition or construction works, or if the works put Council's assets or the environment at risk, or if any road, footpath or drainage works required by this consent are not completed satisfactorily, Council may carry out any works necessary to repair the damage, remove the risk or complete the works. Council may utilise part or all of the security deposit to restore any damages, and Council may recover, in any court of competent jurisdiction, any costs to Council for such restorations.<br><br>A request for release of the security may be made to the Council after all construction work has been completed and a final Occupation Certificate issued.<br><br>The amount nominated is only current for the financial year in which the initial consent was issued and is revised each financial year. The amount payable must be consistent with Council's Fees and Charges in force at the date of payment.<br><br>Reason: To ensure required security deposits are paid. |
| **26.** | **Public Domain Works – Prior to Construction Certificate** |
| | Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with a public domain works design, prepared by a qualified practising Civil Engineer who holds current Chartered Engineer qualifications with the Institution of Engineers Australia (CPEng) or current Registered Professional Engineer qualifications with Professionals Australia (RPEng) and evidence that the works on the Road Reserve have been approved by Council under Section 138 of the Roads Act 1993 incorporating the following requirements:<br><br>a. The removal of all redundant vehicular crossings to the site including both in John Street and Whites Creek Lane;<br><br>b. The repair of all damaged footpath and kerb and gutter along the frontage of the site. The kerb type (concrete or stone) must be consistent with the majority of kerb type at this location, as determined by the Council Engineer<br><br>All works must be completed prior to the issue of an Occupation Certificate.<br><br>Reason: To ensure public domain works are constructed to Council's standards. |
| **27.** | **Dilapidation Report – Pre-Development – Minor** |
| | Prior to the issue of a Construction Certificate or any demolition, the Certifying Authority must be provided with a dilapidation report including colour photos showing the existing condition of the footpath and roadway adjacent to the site.<br><br>Reason: To ensure Council assets are protected. |
| **28.** | **Parking Facilities – Major** |
| | Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with plans certified by a suitably experienced Civil Engineer who holds current Chartered Engineer qualifications with the Institution of Engineers Australia |

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| | (CPEng) or current Registered Professional Engineer qualifications with Professionals Australia (RPEng) demonstrating that the design of the vehicular access, off-street parking facilities and associated vehicle standing areas comply with Australian Standard AS/NZS 2890.1-2004 Parking Facilities: Off-street car parking, Australian Standard AS 2890.2-2018 Parking Facilities: Commercial vehicle facilities and AS/NZS 2890.6-2009 Parking facilities: Off-street parking for people with disabilities and the following specific requirements:<br>a. The accessible carspace shall be redesigned to comply with AS/NZS 2890.6-200, the adjacent space to the accessible space may be removed and re-purposed to facilitate this change;<br>b. The largest vehicle to use the site shall be limited to a Small Rigid Vehicle (SRV);<br>c. Entry shall be by remote control rather than pin code so that vehicles can enter efficiently without standing on the public road while a pin is entered.<br>d. All loading docks and parking bays are designed such that all vehicular movements to and from the proposed development are in a forward direction.<br>e. Items b to d shall be included in the Plan of Management<br>Reason: To ensure parking facilities are designed in accordance with the Australian Standard and council's DCP. |
| **29.** | **Noise General – Acoustic Report** |
| | Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with an acoustic report demonstrating that noise and vibration from the operation of the premises will satisfy the relevant provisions of the Protection of the Environment Operations Act 1997 and Regulations and relevant state and local policies and guidelines. The acoustic report is to be prepared by a suitably qualified and experienced acoustic consultant and any recommendations must be consistent with the approved plans.<br>*Note: In special entertainment precincts, this condition applies to noise and vibration from plant equipment and machinery only.*<br>Reason: To protect the amenity of the neighbourhood. |
| **30.** | **Long Service Levy** |
| | Prior to the issue of a Construction Certificate, written evidence must be provided to the Certifying Authority that the long service levy in accordance with Section 34 of the Building and Construction Industry Long Service Payments Act 1986 has been paid at the prescribed rate of 0.25% of the total cost of the work to either the Long Service Payments Corporation or Council for any work costing $250,000 or more.<br>Reason: To ensure the long service levy is paid. |
| **31.** | **Section 7.12 Development Contribution Payments** |
| | In accordance with section 7.12 of the *Environmental Planning and Assessment Act 1979* and the Inner West Local Infrastructure Contribution Plan 2023 (the Plan), a monetary contribution of **$29,811.00** shall be paid to Council for the purposes of the provision, extension or augmentation of local infrastructure identified in the Plan. |

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| | At the time of payment, the monetary contribution payable will be adjusted for inflation in accordance with indexation provisions in the Plan in the following manner:<br><br>Cpayment = Cconsent x (CPIpayment ÷ CPIconsent)<br><br>Where:<br><br>• Cpayment = is the contribution at time of payment<br><br>• Cconsent = is the contribution at the time of consent, as shown above<br><br>• CPIconsent = is the Consumer Price Index (All Groups Index) for Sydney at the date the contribution amount above was calculated being 140.9 for the March 2025 quarter.<br><br>• CPIpayment = is the Consumer Price Index (All Groups Index) for Sydney published by the Australian Bureau of Statistics that applies at the time of payment<br><br>Note: The contribution payable will not be less than the contribution specified in this condition.<br><br>The monetary contributions must be paid to Council (i) if the development is for subdivision – prior to the issue of the subdivision certificate, or (ii) if the development is for building work – prior to the issue of the first construction certificate, or (iii) if the development involves both subdivision and building work – prior to issue of the subdivision certificate or first construction certificate, whichever occurs first, or (iv) if the development does not require a construction certificate or subdivision certificate – prior to the works commencing.<br><br>**It is the professional responsibility of the principal certifying authority to ensure that the monetary contributions have been paid to Council in accordance with the above timeframes.**<br><br>Council's Plan may be viewed at www.innerwest.nsw.gov.au or during normal business hours at any of Council's customer service centres.<br><br>Please contact any of Council's customer service centres on 9392 5000 or council@innerwest.nsw.gov.au to request an invoice confirming the indexed contribution amount payable. Please allow a minimum of 2 business days for the invoice to be issued.<br><br>Once the invoice is obtained, payment can be made via (i) BPAY (preferred), (ii) credit card / debit card (AMEX, Mastercard and Visa only; log on to www.innerwest.nsw.gov.au/invoice; please note that a fee of 0.75 per cent applies to credit cards), (iii) in person (at any of Council's customer service centres), or (iv) by mail (make cheque payable to 'Inner West Council' with a copy of your remittance to PO Box 14 Petersham NSW 2049).<br><br>The invoice will be valid for 3 months. If the contribution is not paid by this time, please contact Council's customer service centres to obtain an updated invoice. The contribution amount will be adjusted to reflect the latest value of the Consumer Price Index (All Groups Index) for Sydney.<br><br>Reason: To ensure payment of the required development contribution. |

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| **32.** | **Light Spill** |
| | Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with details demonstrating that any lighting of the premises complies with Australian Standard AS4282:1992: Control of Obtrusive Effects of Outdoor Lighting.<br><br>Reason: To ensure that any outdoor lighting does not cause nuisance or adverse amenity impacts to surrounding properties and the public domain. |
| **33.** | **Design Change** |
| | Prior to the issue of a Construction Certificate, the Certifying Authority must be provided with amended plans demonstrating the following:<br><br>a. External materials and finishes must be non-reflective.<br><br>b. The fence along the boundary of the site that adjoins land within a residential zone must be open for at least 75% of the area of the fence that is more than 1.8m above ground level (existing).<br><br>c. Proposed lights replacing existing lights on the external elevations of the building must be designed with an anti-glare shield.<br><br>Reason: To ensure that the design changes protect the amenity of the neighbourhood. |

## BEFORE BUILDING WORK COMMENCES

| | Condition |
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| **34.** | **Tree Protection** |
| | No trees on public property (footpaths, roads, reserves etc.) are to be removed or damaged during works unless specifically approved in this consent. Prescribed trees protected by Council's Tree Management Controls on the subject property and/or any vegetation on surrounding properties must not be damaged or removed during works unless specific approval has been provided under this consent. Any public tree within 5 metres of the development must be protected in accordance with AS4970—*Protection of trees on development sites* and Council's Development Fact Sheet—Trees on Development Sites. No activities, storage or disposal of materials taking place beneath the canopy of any tree (including trees on neighbouring sites) protected under Council's Tree Management Controls at any time.<br><br>Reason: To ensure that trees to be retained are protected. |
| **35.** | **Hoardings** |
| | The person acting on this consent must ensure the site is secured with temporary fencing prior to any works commencing.<br><br>If the work involves the erection or demolition of a building and is likely to cause pedestrian or vehicular traffic on public roads or Council controlled lands to be obstructed or rendered inconvenient, or building involves the enclosure of public property, a hoarding or fence must be erected between the work site and the public property. An awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling onto public property. |

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| | Separate approval is required from the Council under the Roads Act 1993 to erect a hoarding or temporary fence or awning on public property.<br><br>Reason: To ensure the site is secure and that the required permits are obtained if enclosing public land. |
| **36.** | **Construction Traffic Management Plan – Detailed** |
| | Prior to any building work, the Certifying Authority, must be provided with a detailed Construction Traffic Management Plan (CTMP), prepared by an appropriately qualified Traffic Management Consultant with Transport for NSW accreditation. The Certifying Authority must approved by the CTMP prior to the commencement of any works, including demolition. The Certifying Authority must ensure that the CTMP instructs vehicles to use State and Regional and Collector Roads to the maximum extent with the use of Local Roads as final approach to the development site via the most suitable direct route.<br>The following matters should be addressed in the CTMP (where applicable):<br>a. Description of the demolition, excavation and construction works;<br>b. Site plan/s showing the site, roads, footpaths, site access points and vehicular movements;<br>c. Size, type and estimated number of vehicular movements (including removal of excavated materials, delivery of materials and concrete to the site);<br>d. Proposed route(s) from the arterial (state) road network to the site and the proposed route from the site back to the arterial road network;<br>e. Impacts of the work and vehicular movements on the road network, traffic and pedestrians and proposed methods to safely manage pedestrians and construction related vehicles in the frontage roadways;<br>f. Any Traffic Control Plans (TCP's) proposed to regulate traffic and pedestrian movements for construction activities (such as concrete pours, crane installation/removal etc.);<br>g. Proposed hours of construction related activities and vehicular movements to and from the site;<br>h. Current/proposed approvals from other Agencies and Authorities (including Roads and Maritime Services, Police and State Transit Authority);<br>i. Any activities proposed to be located or impact upon Council's road, footways or any public place;<br>j. Measures to maintain public safety and convenience;<br>k. Any proposed road and/or footpath closures;<br>l. Turning areas within the site for construction and spoil removal vehicles, allowing a forward egress for all construction vehicles on the site;<br>m. Locations of work zones (where it is not possible for loading/unloading to occur on the site) in the frontage roadways accompanied by supporting documentation that such work zones have been approved by the Local Traffic Committee and Council;<br>n. Location of any proposed crane and concrete pump and truck standing areas on and off the site (and relevant approvals from Council for plant on road);<br>o. A dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries;<br>p. Material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected;<br>q. On-site parking area for employees, tradespersons and construction vehicles as far as possible; |

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| | r. Proposed areas within the site to be used for the storage of excavated material, construction materials and waste and recycling containers during the construction period; and<br>s. How it is proposed to ensure that soil/excavated material is not transported onto surrounding footpaths and roadways.<br>t. Swept Paths for the proposed construction vehicles to demonstrate that the needed manoeuvres can be achieved without causing any nuisance.<br>If in the opinion of Council, TfNSW or the NSW Police the works results in unforeseen traffic congestion or unsafe work conditions the site may be shut down and alternative Traffic Control arrangements shall be implemented to remedy the situation. In this regard you shall obey any lawful direction from the NSW Police or a Council officer if so required. Any approved CTMP must include this as a note.<br><br>Reason: To require details of measures that will protect the public, and the surrounding environment, during site works and construction. |
| **37.** | **Construction Fencing** |
| | Prior to the commencement of any works (including demolition), the site must be enclosed with suitable fencing to prohibit unauthorised access. The fencing must be erected as a barrier between the public place and any neighbouring property.<br><br>Reason: To protect the built environment from construction works. |

## DURING BUILDING WORK

| | Condition |
|---|---|
| **38.** | **Tree Protection** |
| | No trees on public property (footpaths, roads, reserves etc.) are to be removed or damaged during works unless specifically approved in this consent. Prescribed trees protected by Council's Tree Management Controls on the subject property and/or any vegetation on surrounding properties must not be damaged or removed during works unless specific approval has been provided under this consent. Any public tree within 5 metres of the development must be protected in accordance with AS4970—*Protection of trees on development sites* and Council's Development Fact Sheet—Trees on Development Sites. No activities, storage or disposal of materials taking place beneath the canopy of any tree (including trees on neighbouring sites) protected under Council's Tree Management Controls at any time.<br><br>Reason: To ensure that trees to be retained are protected. |
| **39.** | **Tree Protection Works** |
| | All tree protection for the site must be undertaken in accordance with Council's Development Fact Sheet—Trees on Development Sites and AS4970—*Protection of trees on development sites*.<br><br>Reason: To protect and retain trees. |

**40.** **Works to Trees**

Approval is given for the following tree to be removed :

| Tree No. | Botanical/Common Name | Location |
|---|---|---|
| - | Dead tree (possibly a Eucalyptus sp.) | Southern side boundary (near John Street entrance) |

All tree works shall be undertaken by an arborist with minimum Australian Qualification Framework (AQF) Level 3, Certificate of Arboriculture, as defined by the Australian Qualification Framework and in compliance with Australian Standard AS 4373—*Pruning of amenity trees* and Safe Work Australia's Guide to Managing Risks of Tree Trimming and Removal Work.

The tree to be removed must be included on all Construction Certificate plans shown in red.

Reason: To identify trees permitted to be removed.

**41.** **Construction Hours – Class 2-9**

Unless otherwise approved by Council, excavation, demolition, construction or subdivision work must only be permitted during the following hours:

7:00am to 6.00pm, Mondays to Fridays, inclusive (with demolition works finishing at 5pm); 8:00am to 1:00pm on Saturdays with no demolition works occurring during this time; and at no time on Sundays or public holidays.

Works may be undertaken outside these hours where they do not create any nuisance to neighbouring properties in terms of dust, noise, vibration etc. and do not entail the use of power tools, hammers etc. This may include but is not limited to painting.

In the case that a standing plant or special out of hours permit is obtained from Council for works in association with this development, the works which are the subject of the permit may be carried out outside these hours.

This condition does not apply in the event of a direction from police or other relevant authority for safety reasons, to prevent risk to life or environmental harm.

Activities generating noise levels greater than 75dB(A) such as rock breaking, rock hammering, sheet piling and pile driving must be limited to 8:00am to 12:00pm, Monday to Saturday; and 2:00pm to 5:00pm Monday to Friday.

The person acting on this consent must not undertake such activities for more than three continuous hours and must provide a minimum of one 2 hour respite period between any two periods of such works. "Continuous" means any period during which there is less than an uninterrupted 60 minute respite period between temporarily halting and recommencing any of that intrusively noisy work.

Reason: To protect the amenity of the neighbourhood.

## BEFORE ISSUE OF AN OCCUPATION CERTIFICATE

| | Condition |
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| **42.** | **Project Arborist Certification** |
| | Prior to the issue of an Occupation Certificate, the Certifying Authority is to be provided with certification from the Project Arborist that the requirements of the conditions of consent related to the landscape plan/approved tree planting plan and the role of the project arborist have been complied with.<br><br>Reason: To ensure the protection and ongoing health of trees to be retained. |
| **43.** | **Flood Risk Management Plan - Certification** |
| | Prior to the issue of an Occupation Certificate, the Principal Certifier must be provided with Certification by a qualified practising Civil Engineer who holds current Chartered Engineer qualifications with the Institution of Engineers Australia (CPEng) or current Registered Professional Engineer qualifications with Professionals Australia (RPEng) that all aspects of the flood risk management plan have been implemented in accordance with the approved design, conditions of this consent and relevant Australian Standards.<br><br>Reason: To ensure the approved works are undertaken in accordance with the consent. |
| **44.** | **Public Domain Works** |
| | Prior to the issue of an Occupation Certificate, the Principal Certifier must be provided with written evidence from Council that the following works on the Road Reserve have been completed in accordance with the requirements of the approval under Section 138 of the Roads Act 1993 including:<br><br>a. The redundant vehicular crossing to the site must be removed and replaced by kerb and gutter and footpath. Where the kerb in the vicinity of the redundant crossing is predominately stone (as determined by Council's Engineer) the replacement kerb must also be in stone;<br><br>b. The damaged or substandard concrete footpath across the frontage of the site must be reconstructed; and<br><br>c. Other works subject to the Roads Act 1993 approval.<br><br>All works must be constructed in accordance with Council's standards and specifications and AUS-SPEC#2-"Roadworks Specifications".<br><br>Reason: To ensure Council assets are protected, and that works that are undertaken in the public domain maintain public safety. |
| **45.** | **No Encroachments** |
| | Prior to the issue of an Occupation Certificate, the Principal Certifier must ensure that any encroachments on to Council road or footpath resulting from the building works have been removed, including opening doors, gates and garage doors with the exception of any awnings or balconies approved by Council.<br><br>Reason: To maintain and promote vehicular and pedestrian safety. |

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| **46.** | **Protect Sandstone Kerb** |
| | Prior to the issue of an Occupation Certificate, the Principal Certifier must ensure that any stone kerb, damaged as a consequence of the work that is the subject of this development consent has been replaced.<br><br>Reason: To ensure Council assets are protected. |
| **47.** | **Redundant Vehicle Crossing** |
| | Prior to the issue of an Occupation Certificate, the Principal Certifier must ensure that all redundant vehicular crossings to the site have been removed and replaced by kerb and gutter and footpath paving in accordance with Council's Standard crossing and footpath specifications and AUS-SPEC#2-"Roadworks Specifications". Where the kerb in the vicinity of the redundant crossing is predominantly stone the replacement kerb must also be in stone.<br><br>Reason: To ensure Council assets are protected, and that works that are undertaken in the public domain maintain public safety. |
| **48.** | **Noise – Acoustic Report** |
| | Prior to the issue of an Occupation Certificate, the Principal Certifier must be provided with an acoustic report prepared by suitably qualified acoustic consultant which demonstrates and certifies that noise and vibration emissions from the development comply with the relevant provisions of the Protection of the Environment Operations Act 1997 and conditions of Council's approval, including any recommendations of the acoustic report referenced in the conditions of the approval. The acoustic report is to be prepared by a suitably qualified and experienced acoustic consultant and any recommendations must be consistent with the approved plans.<br><br>*Note: In special entertainment precincts, this condition applies to noise and vibration from plant equipment and machinery only.*<br><br>Reason: To ensure compliance with the relevant Australian Standard. |

## OCCUPATION AND ONGOING USE

| | Condition |
|---|---|
| **49.** | **Flood Risk Management Plan** |
| | The Flood Risk Management Plan approved with the Occupation Certificate, must be implemented and kept in a suitable location on site at all times.<br><br>Reason: To protect human life and property during a flood/inundation event. |
| **50.** | **Noise General** |
| | The proposed use of the premises and the operation of all plant and equipment must not give rise to an 'offensive noise' as defined in the Protection of the Environment Operations Act 1997 and Regulations, NSW EPA Noise Policy for Industry and NSW EPA Noise Guide for Local Government.<br><br>Reason: To protect the amenity of the neighbourhood. |

**51. Trial Hours**

a. The hours of operation of the premises must not exceed the following:

| Day | Hours |
|---|---|
| Monday - Friday | 9:00AM - 5:00PM |
| Saturday | 9:00AM - 2:00PM |
| Sunday | Closed |

b. For a period of not more than twelve (12) months from the issue of the Final Occupation Certificate, customers may access the site and their specific storage units outside of the standard hours of operation under (a), provided that access is granted by prior arrangement with management in accordance with the Plan of Management, as follows:

| Day | Hours |
|---|---|
| Monday - Sunday | 6:00AM - 9:00PM |

c. A continuation of the extended hours will require a further application under the *Environmental Planning and Assessment Act 1979*.

d. Items a - c shall be included in the Plan of Management.

Reason: To protect the amenity of the neighbourhood.

**52. Light Spill**

The development must provide and maintain:

a. Maximum light spill from illuminated signage, floodlights and any other lighting associated with the proposal shall be maintained in accordance with the Australian Standard AS4282:1997 "Control of the Obtrusive Effects of Outdoor Lighting". The intensity hours of lights shall be varied at Council's discretion if in the opinion of an Authorised Council Officer it is considered there to be adverse effects on the amenity of the area.

Reason: To ensure lighting complies with established standards and does not disturb the surrounding environment or community.

**53. Illumination Curfew**

Any lights approved by this consent shall be connected to an automatic timer so that the lights are turned off once the premises closes.

Reason: To ensure that signage and lights are only illuminated during business hours and prevent unnecessary light spillage into the surrounding environment during off hours.

# Attachment B – Plans of proposed development

LEICHHARDT | JOHN STREET LEICHHARDT NSW

03. PLANNING DRAWING LIST

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|---|---|
| DA-001 | COVER PAGE & DRAWING LIST |
| DA-002 | EXISTING/ SITE LOCALITY PLAN |
| DA-003 | EXSTING/ DEMO PLANS - LOWER GROUND & GROUND FLOOR |
| DA-004 | EXISTING/ DEMO PLANS - FIRST & SECOND FLOOR |
| DA-005 | PROPOSED OVERALL SITE PLAN |
| DA-006 | PROPOSED LOWER GROUND & GROUND FLOOR PLANS |
| DA-007 | PROPOSED FIRST & SECOND FLOOR PLANS |
| DA-008 | EXTERNAL ELEVATIONS |
| DA-09 | AXONOMETRIC VIEWS |
| DA-010 | CONCEPT PERSPECTIVE |

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|---|---|---|---|---|---|---|---|---|
| PROJECT No. ADL24056 | Project Name: SELF STORAGE FACILITY | SCALE | DRAWN ADL | ISSUED 24.03.2025 | Drawing Title: COVER PAGE & DRAWING LIST | FOR APPROVAL | | A1 |
| ADDRESS 21-35 JOHN STREET LEICHHARDT NSW 2040 | | 0m 0m 0m 0m 0m | | | | DA-001 | Rev. DA.3 | |
| | | | | | A LensArc E contact@lensarc.com.au W lensarc.com.au | | | |

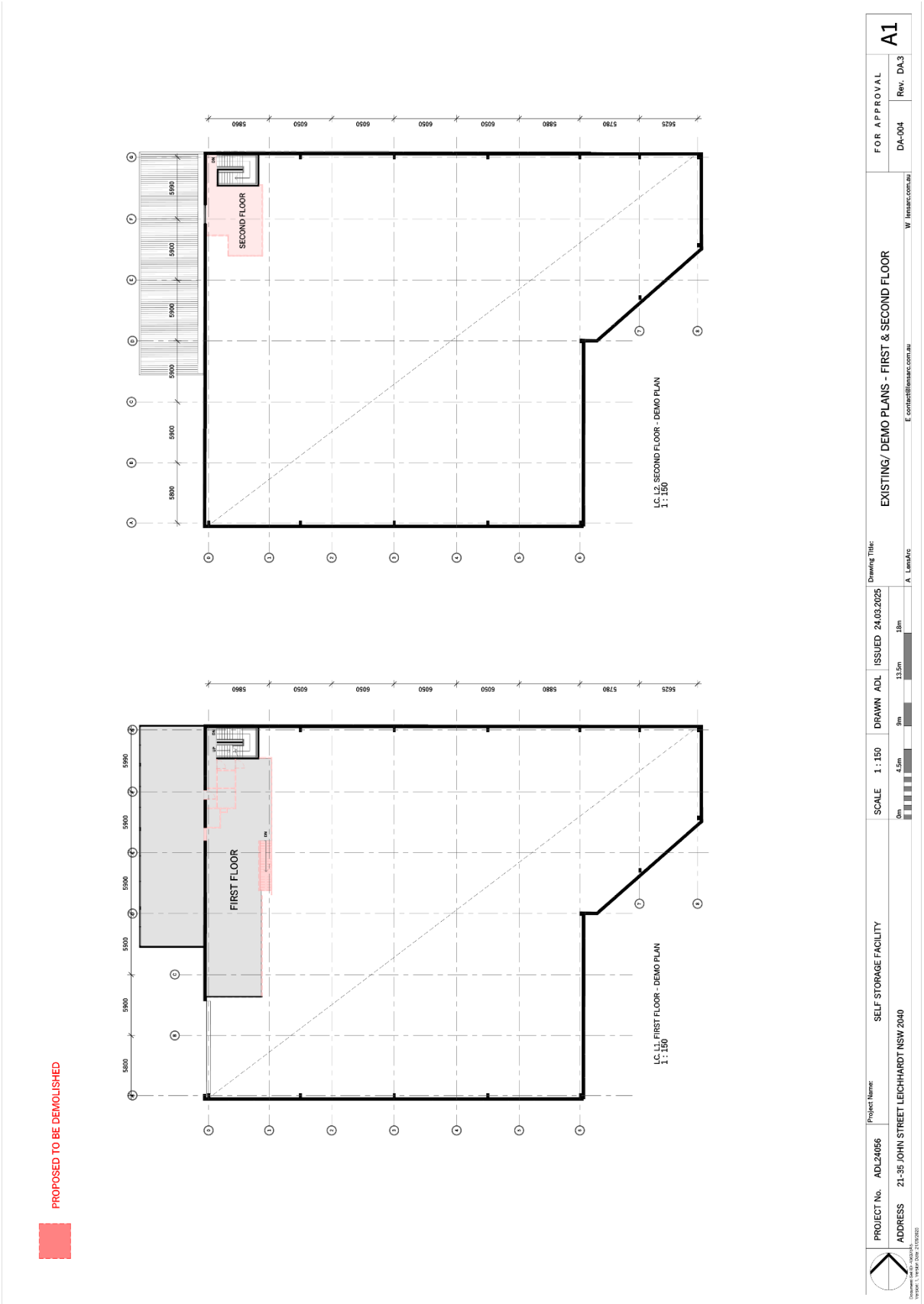

EXISTING JOHN STREET VIEW

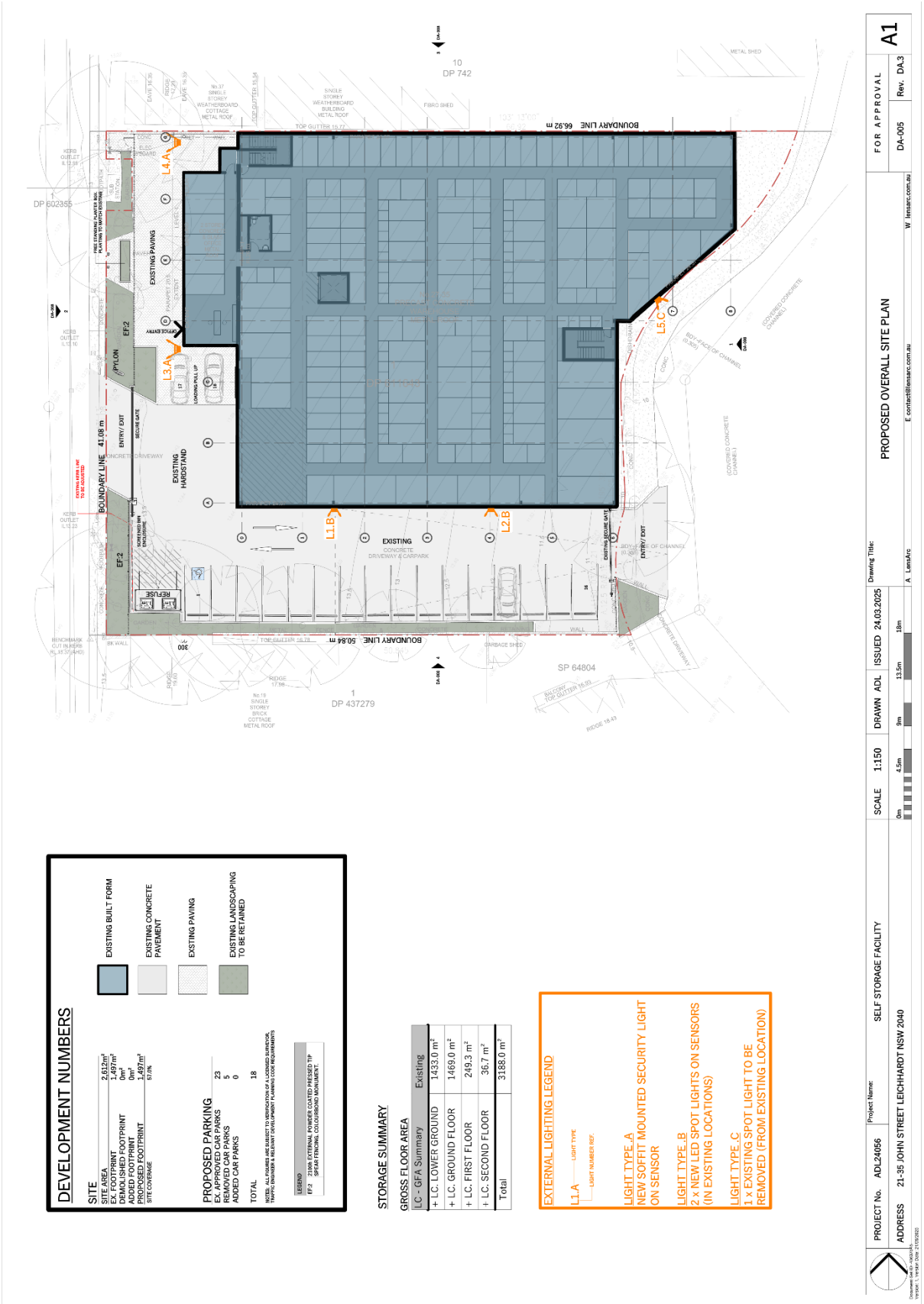
EXISTING WHIITES CREEK LANE STREET VIEW

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| PROJECT No. ADL24056 | Project Name: SELF STORAGE FACILITY | SCALE 1 : 150 | DRAWN ADL | ISSUED 24.03.2025 | Drawing Title: EXISTING/ SITE LOCALITY PLAN | FOR APPROVAL | A1 |
| ADDRESS 21-35 JOHN STREET LEICHHARDT NSW 2040 | 0m 4.5m 9m 13.5m 18m | | | | | DA-002 Rev. DA.3 | |

A LensArc E contact@lensarc.com.au W lensarc.com.au


GROUND FLOOR
OPEN WAREHOUSE
OPEN WAREHOUSE PRODUCT DISPLAY
LOADING
DUCT
LC-LG GROUND FLOOR DEMO PLAN
1 : 150
LOWER GROUND
OPEN WAREHOUSE
LC-LG LOWER GROUND DEMO PLAN
1 : 150
PROPOSED TO BE DEMOLISHED
PROJECT No. ADL24056
ADDRESS 21-35 JOHN STREET LEICHHARDT NSW 2040
Project Name: SELF STORAGE FACILITY
SCALE 1 : 150
DRAWN ADL
ISSUED 24.03.2025
Drawing Title: EXSTING/ DEMO PLANS - LOWER GROUND & GROUND FLOOR
A LensArc
E contact@lensarc.com.au
W lensarc.com.au
DA-003
Rev. DA.3
FOR APPROVAL
A1


SECOND FLOOR
LC L2 SECOND FLOOR - DEMO PLAN
1 : 150
FIRST FLOOR
LC L1 FIRST FLOOR - DEMO PLAN
1 : 150
PROPOSED TO BE DEMOLISHED
PROJECT No. ADL24056
ADDRESS 21-35 JOHN STREET LEICHHARDT NSW 2040
Project Name: SELF STORAGE FACILITY
SCALE 1 : 150
DRAWN ADL
ISSUED 24.03.2025
Drawing Title: EXISTING/ DEMO PLANS - FIRST & SECOND FLOOR
A LensArc
E contact@lensarc.com.au
W lensarc.com.au
DA-004
Rev. DA.3
FOR APPROVAL
A1


DEVELOPMENT NUMBERS
SITE
SITE AREA 2,612m²
EX. FOOTPRINT 1,497m²
EXISTING TO BE DEMOLISHED FOOTPRINT 0m²
ADDED FOOTPRINT 0m²
PROPOSED FOOTPRINT 1,497m²
SITE COVERAGE 57.0%
PROPOSED PARKING
EX. APPROVED CAR PARKS 23
REMOVED CAR PARKS 5
ADDED CAR PARKS 0
TOTAL 18
NOTES: ALL FIGURES ARE SUBJECT TO VERIFICATION OF A LICENSED SURVEYOR, TRAFFIC ENGINEER & RELEVANT DEVELOPMENT / PLANNING CODE REQUIREMENTS
LEGEND
EF.2 210MM EXTERNAL POWDER COATED PRESSED TIP SPEAR FENCING, COLOURBOND MONUMENT
EXISTING BUILT FORM
EXISTING CONCRETE PAVEMENT
EXISTING PAVING
EXISTING LANDSCAPING TO BE RETAINED
STORAGE SUMMARY
GROSS FLOOR AREA
LC - GFA Summary Existing
+ LC. LOWER GROUND 1433.0 m²
+ LC. GROUND FLOOR 1469.0 m²
+ LC. FIRST FLOOR 249.3 m²
+ LC. SECOND FLOOR 36.7 m²
Total 3188.0 m²
EXTERNAL LIGHTING LEGEND
L1.A LIGHT TYPE
LIGHT NUMBER REF.
LIGHT TYPE..A
NEW SOFFIT MOUNTED SECURITY LIGHT ON SENSOR
LIGHT TYPE..B
2 x NEW LED SPOT LIGHTS ON SENSORS (IN EXISTING LOCATIONS)
LIGHT TYPE..C
1 x EXISTING SPOT LIGHT TO BE REMOVED (FROM EXISTING LOCATION)
BOUNDARY LINE 66.92 m
BOUNDARY LINE 50.84 m
BOUNDARY LINE 41.08 m
DP 602355
DP 742
DP 437279
SP 64804
EXISTING CONCRETE DRIVEWAY & CARPARK
EXISTING HARDSTAND
EXISTING PAVING
PYLON
ENTRY / EXIT
SECURE GATE
REFUSE
GARBAGE SHED
FIBRO SHED
METAL SHED
L1.B
L2.B
L3.A
L4.A
L5.C
PROPOSED OVERALL SITE PLAN
FOR APPROVAL
A1
PROJECT No. ADL24056
Project Name: SELF STORAGE FACILITY
SCALE 1:150
DRAWN ADL
ISSUED 24.03.2025
Drawing Title:
DA-005
Rev. DA.3
ADDRESS 21-35 JOHN STREET LEICHHARDT NSW 2040
A LensArc
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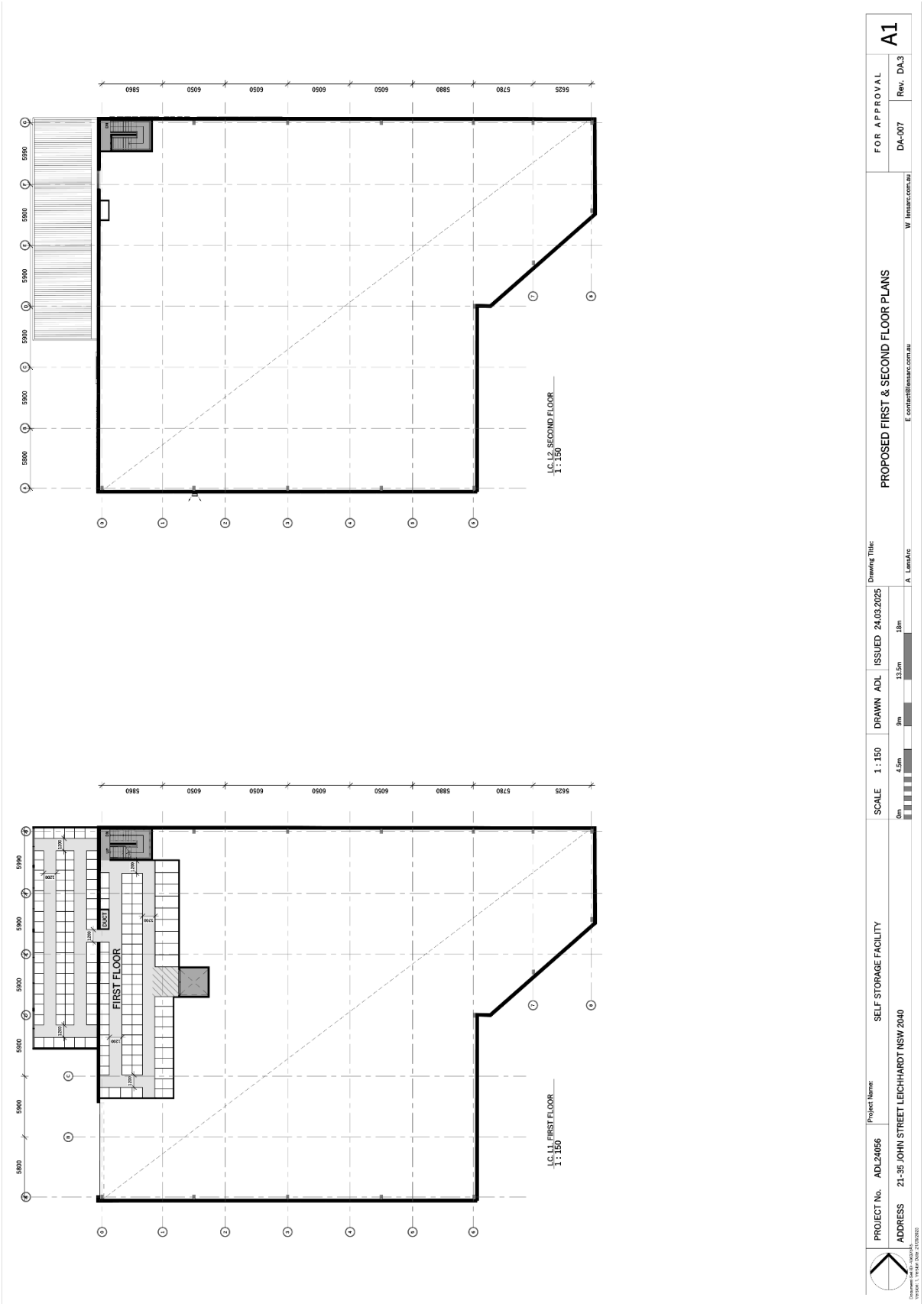
GROUND FLOOR
LOADING
OFFICE
DUCT
AC UNIT
LC_L0_GROUND FLOOR
1 : 150
LOWER GROUND
LC_-L1_LOWER GROUND
1 : 150
PROPOSED LOWER GROUND & GROUND FLOOR PLANS
Drawing Title:
A1
FOR APPROVAL
DA-006
Rev. DA.3
PROJECT No. ADL24056
Project Name:
SELF STORAGE FACILITY
ADDRESS 21-35 JOHN STREET LEICHHARDT NSW 2040
SCALE 1 : 150
DRAWN ADL
ISSUED 24.03.2025
A. LensArc
E contact@lensarc.com.au
W lensarc.com.au


LC L2 SECOND FLOOR
1 : 150
LC L1 FIRST FLOOR
1 : 150
FIRST FLOOR
DUCT
PROPOSED FIRST & SECOND FLOOR PLANS
FOR APPROVAL
A1
DA-007
Rev. DA.3
PROJECT No. ADL24056
ADDRESS 21-35 JOHN STREET LEICHHARDT NSW 2040
Project Name: SELF STORAGE FACILITY
SCALE 1 : 150
DRAWN ADL
ISSUED 24.03.2025
Drawing Title:
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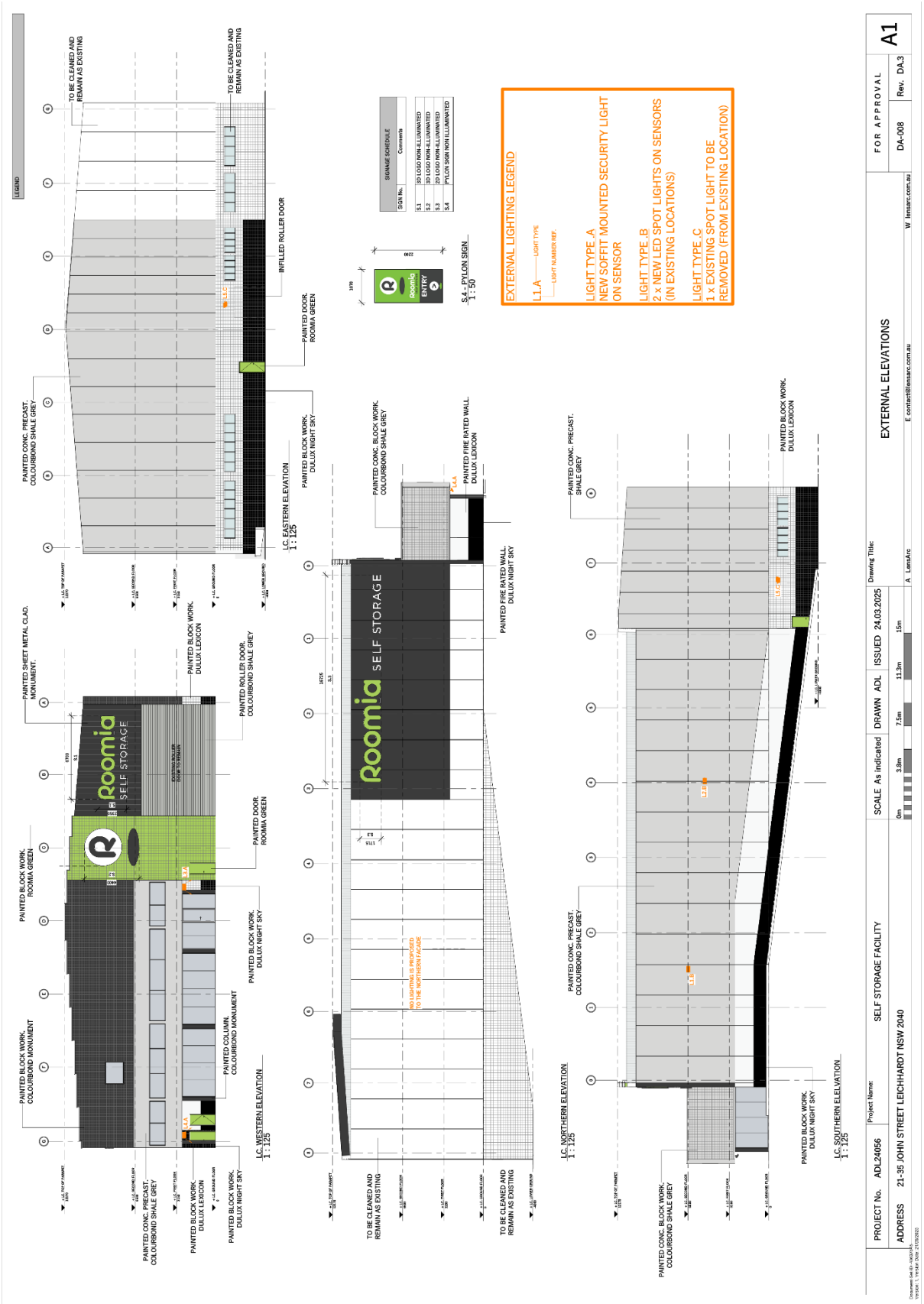
LEGEND
LC_WESTERN ELEVATION
1 : 125
LC_EASTERN ELEVATION
1 : 125
LC_NORTHERN ELEVATION
1 : 125
LC_SOUTHERN ELEVATION
1 : 125
S.4 - PYLON SIGN
1 : 50
SIGNAGE SCHEDULE
SIGN No.
Comments
S.1 3D LOGO NON-ILLUMINATED
S.2 3D LOGO NON-ILLUMINATED
S.3 2D LOGO NON-ILLUMINATED
S.4 PYLON SIGN NON ILLUMINATED
EXTERNAL LIGHTING LEGEND
L1.A LIGHT TYPE
LIGHT NUMBER REF
LIGHT TYPE_A
NEW SOFFIT MOUNTED SECURITY LIGHT
ON SENSOR
LIGHT TYPE_B
2 x NEW LED SPOT LIGHTS ON SENSORS
(IN EXISTING LOCATIONS)
LIGHT TYPE_C
1 x EXISTING SPOT LIGHT TO BE
REMOVED (FROM EXISTING LOCATION)
PAINTED CONC. PRECAST, COLOURBOND SHALE GREY
TO BE CLEANED AND REMAIN AS EXISTING
INFILLED ROLLER DOOR
PAINTED DOOR, ROOMIA GREEN
PAINTED BLOCK WORK, DULUX NIGHT SKY
PAINTED SHEET METAL CLAD. MONUMENT.
PAINTED BLOCK WORK, DULUX LEXICON
PAINTED ROLLER DOOR, COLOURBOND SHALE GREY
PAINTED BLOCK WORK, ROOMIA GREEN
PAINTED BLOCK WORK, COLOURBOND MONUMENT
PAINTED COLUMN, COLOURBOND MONUMENT
PAINTED CONC. BLOCK WORK, COLOURBOND SHALE GREY
PAINTED FIRE RATED WALL, DULUX LEXICON
PAINTED FIRE RATED WALL, DULUX NIGHT SKY
NO LIGHTING IS PROPOSED TO THE NORTHERN FACADE
PAINTED BLOCK WORK, DULUX LEXICON
PAINTED BLOCK WORK, DULUX NIGHT SKY
Roomia SELF STORAGE
ROOMIA ENTRY
FOR APPROVAL
A1
EXTERNAL ELEVATIONS
PROJECT No. ADL24056
Project Name: SELF STORAGE FACILITY
ADDRESS 21-35 JOHN STREET LEICHHARDT NSW 2040
SCALE As indicated
DRAWN ADL
ISSUED 24.03.2025
Drawing Title:
DA-008
Rev. DA.3
A. LensArc
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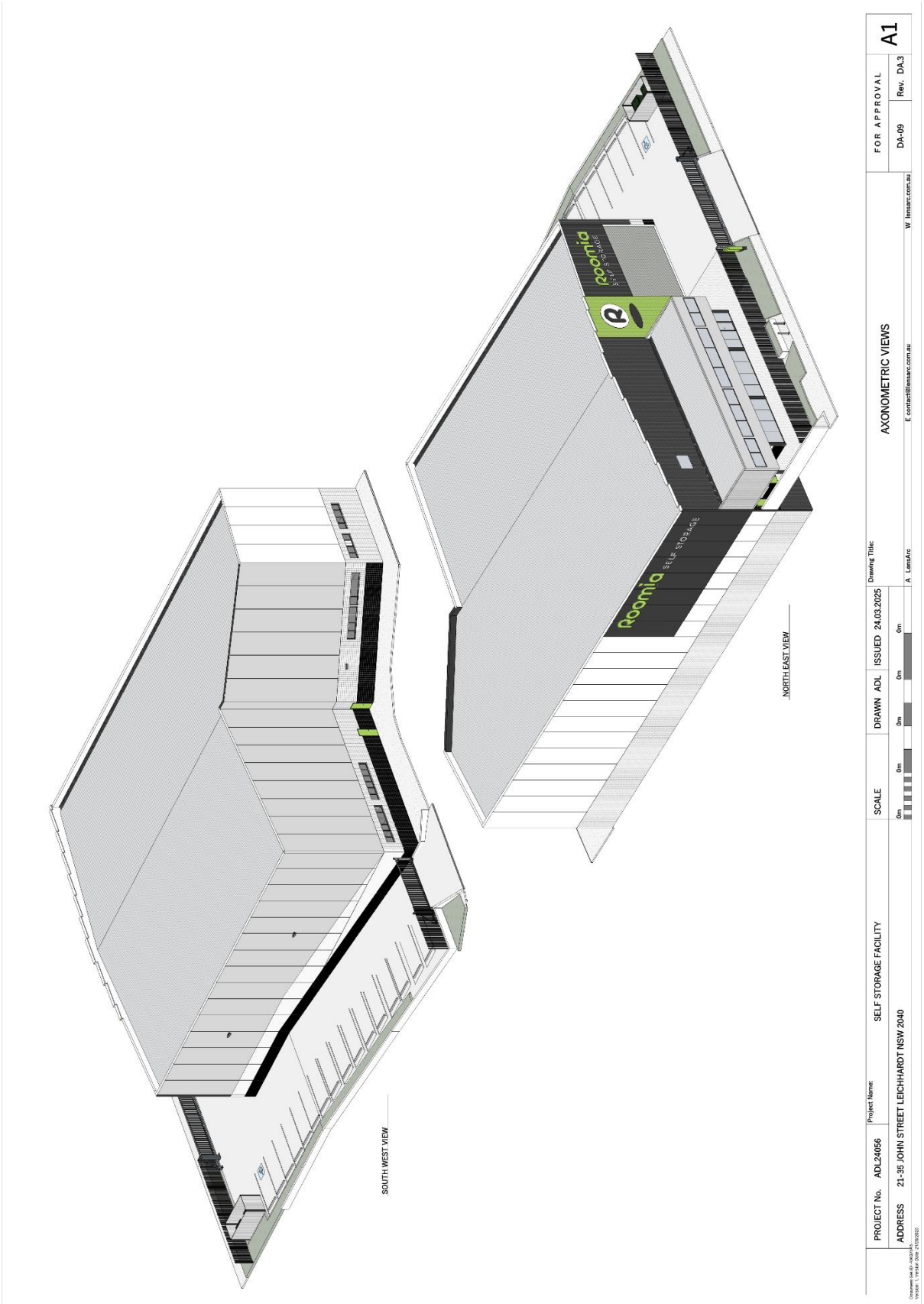
W. lensarc.com.au


SOUTH WEST VIEW
NORTH EAST VIEW
Reomia SELF STORAGE
PROJECT No. ADL24056
Project Name: SELF STORAGE FACILITY
ADDRESS 21-35 JOHN STREET LEICHHARDT NSW 2040
SCALE
DRAWN ADL
ISSUED 24.03.2025
Drawing Title: AXONOMETRIC VIEWS
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FOR APPROVAL
DA-09
Rev. DA.3
A1

PROJECT No. ADL24056
Project Name: SELF STORAGE FACILITY
ADDRESS 21-35 JOHN STREET LEICHHARDT NSW 2040
SCALE 0m 0m
DRAWN ADL
ISSUED 24.03.2025
Drawing Title: CONCEPT PERSPECTIVE
A LensArc
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FOR APPROVAL
A1
DA-010
Rev. DA.3

## Attachment C – Section 4.6 Exception to Development Standards (based on GFA with corridors included)

gln. planning consulting strategy

# CLAUSE 4.6 VARIATION TO FLOOR SPACE RATIO DEVELOPMENT STANDARD BASED ON EXISTING FLOOR AREA

Self-Storage Warehouse
21 – 35 John Street, Leichhardt

ABN 39 585 269 237
A Level 10, 70 Pitt Street, Sydney NSW 2000 P GPO Box 5013, Sydney NSW 2001
T (02) 9249 4100 F (02) 9249 4111 E info@glnplanning.com.au

glnplanning.com.au

Clause 4.6 variation to Floor Space Ratio development standard
Based on Existing Floor Area
Self-Storage Warehouse

| Summary Description | |
|---|---|
| **Property:** | Lot 1 DP 611643, 21-35 John Street, Leichhardt. |
| **Development:** | Use of existing building as a Self-Storage Warehouse. |
| **Development Standard:** | Clause 4.4 (Floor Space Ratio) of *Inner West Local Environmental Plan 2022* |
| **Development Plans:** | Architectural and Floor Space Calculation Plans prepared by Lensarc. |


Source: Lensarc

**Figure 1. Site Plan**

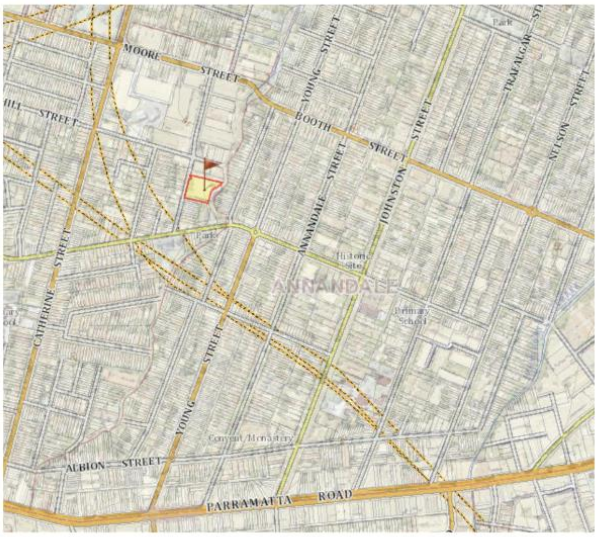
## 1. Background and Summary

Introduction

The proposed development involves the fitout of the existing industrial warehouse and ancillary office and showroom for the purposes of a self-storage warehouse premises. The existing building exceeds the maximum Floor Space Ratio (**FSR**) of 1:1 under Clause 4.4 of Inner West Local Environmental Plan 2022 (**IWLEP**). The proposed works do not increase the amount of floor space and this Clause 4.6 Variation Request is submitted for Council's consideration for abundant caution.

Location

The site is situated within the Inner West Local Government Area (**LGA**). In a regional context, the site is located approximately 6.5kms to the west of the Sydney City CBD and 1.5kms to the east of Leichhardt Town Centre.




Source: sixmaps

**Figure 2 Site Location**

The Site

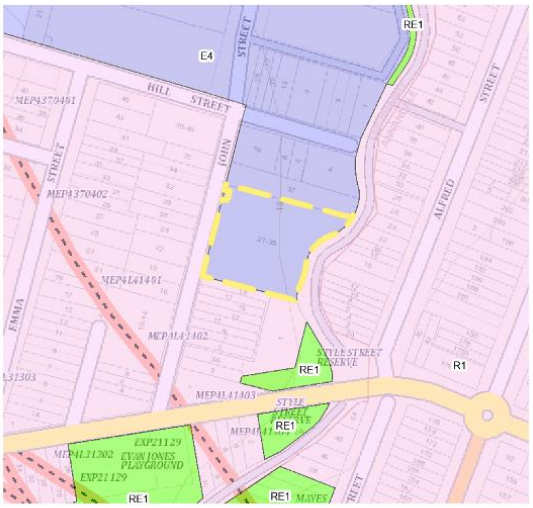
The site is legally described as Lot 1 DP 611643, 21-35 John Street, Leichhardt. The site is of an irregular rectangular shape, with an area of 2612m$^2$. The lot has a primary frontage to John Street and secondary irregular frontage to Whites Creeks Lane. The site is developed with a single warehouse industrial building over two levels with mezzanines and adjacent hardstand parking area.


Source: Nearmap (noting distortion of mapping relative to site boundary)

**Figure 3. Surrounding locality**

Zoning

The subject site is zoned E4 General Industrial under *IWLEP* as shown in **Figure 4**. Self-storage warehouse units are permissible with consent in this zone.




Source: NSW Planning Portal espatial viewer

**Figure 4. Land zoning map**

Summary of Clause 4.6 Request

This DA proposes the use of the existing warehouse building as a self-storage warehouse development that, in part exceeds the 1:1 maximum floor space ratio development standard under IWLEP. A variation to the development standard is sought having regard to the site context, compliance with the objectives of the standard and a site responsive design that seeks to adapt the use of the existing building and does not impact the amenity of the surrounding properties and public domain.

**2. Authority to vary a development standard**

The objectives of clause 4.6 of the inner West LEP seek to recognise that in particular circumstances strict application of development standards may be unreasonable or unnecessary. The clause provides objectives and a means by which a variation to the standard can be achieved as outlined below:

*(1) The objectives of this clause are as follows—*

*(a) to provide an appropriate degree of flexibility in applying certain development standards to particular development,*

*(b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.*

*(2) Development consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this clause does not apply to a development standard that is expressly excluded from the operation of this clause.*

*(3) Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating—*

*(a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*

*(b) that there are sufficient environmental planning grounds to justify contravening the development standard.*

*((4) The consent authority must keep a record of its assessment carried out under subclause (3).*

*(5) (Repealed)*

*(6) Development consent must not be granted under this clause for a subdivision of land in Zone RU1 Primary Production, Zone RU2 Rural Landscape, Zone RU3 Forestry, Zone RU4 Primary Production Small Lots, Zone RU6 Transition, Zone R5 Large Lot Residential, Zone C2 Environmental Conservation, Zone C3 Environmental Management or Zone C4 Environmental Living if—*

*(a) the subdivision will result in 2 or more lots of less than the minimum area specified for such lots by a development standard, or*

*(b) the subdivision will result in at least one lot that is less than 90% of the minimum area specified for such a lot by a development standard.*

*(7) (Repealed)*

*(8) This clause does not allow development consent to be granted for development that would contravene any of the following—*

*(a) a development standard for complying development,*

*(b) a development standard that arises, under the regulations under the Act, in connection with a commitment set out in a BASIX certificate for a building to which State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 applies or for the land on which such a building is situated,*

*(c) clause 5.4,*

*(caa) clause 5.5,*

*(ca) clause 6.27(4),*

*(cb), (cc) (Repealed)*

*(cd) clause 6.31.*

**Development standard to be varied**

A variation is requested to Clause *4.4 Floor Space Ratio* in Inner West LEP which requires:

*((2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.*

The site is subject to a maximum floor space ratio of 1:1 as illustrated at **Figure 5**.


Source: NSW Planning Portal espatial viewer

**Figure 5. Maximum FSR**

The IWLEP dictionary provides the following relevant definitions:

***floor space ratio****—see clause 4.5*

***4.5 Calculation of floor space ratio and site area***

*(1) Objectives The objectives of this clause are as follows—*

*(a) to define floor space ratio,*

*(b) to set out rules for the calculation of the site area of development for the purpose of applying permitted floor space ratios, including rules to—*

*(i) prevent the inclusion in the site area of an area that has no significant development being carried out on it, and*

*(ii) prevent the inclusion in the site area of an area that has already been included as part of a site area to maximise floor space area in another building, and*

*(iii) require community land and public places to be dealt with separately.*

*(2) Definition of "floor space ratio" The floor space ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area.*

*(3) Site area In determining the site area of proposed development for the purpose of applying a floor space ratio, the site area is taken to be—*

*(a) if the proposed development is to be carried out on only one lot, the area of that lot, or*

*(b) if the proposed development is to be carried out on 2 or more lots, the area of any lot on which the development is proposed to be carried out that has at least one common boundary with another lot on which the development is being carried out.*

*In addition, subclauses (4)–(7) apply to the calculation of site area for the purposes of applying a floor space ratio to proposed development.*

*(4) Exclusions from site area The following land must be excluded from the site area—*

*(a) land on which the proposed development is prohibited, whether under this Plan or any other law,*

*(b) community land or a public place (except as provided by subclause (7)).*

*(5) Strata subdivisions The area of a lot that is wholly or partly on top of another or others in a strata subdivision is to be included in the calculation of the site area only to the extent that it does not overlap with another lot already included in the site area calculation.*

*(6) Only significant development to be included The site area for proposed development must not include a lot additional to a lot or lots on which the development is being carried out unless the proposed development includes significant development on that additional lot.*

*(7) Certain public land to be separately considered For the purpose of applying a floor space ratio to any proposed development on, above or below community land or a public place, the site area must only include an area that is on, above or below that community land or public place, and is occupied or physically affected by the proposed development, and may not include any other area on which the proposed development is to be carried out.*

*(8) Existing buildings The gross floor area of any existing or proposed buildings within the vertical projection (above or below ground) of the boundaries of a site is to be included in*

*the calculation of the total floor space for the purposes of applying a floor space ratio, whether or not the proposed development relates to all of the buildings.*

*(9) Covenants to prevent "double dipping" When development consent is granted to development on a site comprised of 2 or more lots, a condition of the consent may require a covenant to be registered that prevents the creation of floor area on a lot (the restricted lot) if the consent authority is satisfied that an equivalent quantity of floor area will be created on another lot only because the site included the restricted lot.*

*(10) Covenants affect consolidated sites If—*

*(a) a covenant of the kind referred to in subclause (9) applies to any land (affected land), and*

*(b) proposed development relates to the affected land and other land that together comprise the site of the proposed development,*

*the maximum amount of floor area allowed on the other land by the floor space ratio fixed for the site by this Plan is reduced by the quantity of floor space area the covenant prevents being created on the affected land.*

*(11) Definition In this clause, public place has the same meaning as it has in the Local Government Act 1993.*

***gross floor area** means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes—*

*(a) the area of a mezzanine, and*

*(b) habitable rooms in a basement or an attic, and*

*(c) any shop, auditorium, cinema, and the like, in a basement or attic,*

*but excludes—*

*(d) any area for common vertical circulation, such as lifts and stairs, and*

*(e) any basement—*

*(i) storage, and*

*(ii) vehicular access, loading areas, garbage and services, and*

*(f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and*

*(g) car parking to meet any requirements of the consent authority (including access to that car parking), and*

*(h) any space used for the loading or unloading of goods (including access to it), and*

*(i) terraces and balconies with outer walls less than 1.4 metres high, and*

*(j) voids above a floor at the level of a storey or storey above.*

**3. Extent of variation**

The existing development predates the controls of IWLEP and was likely approved under the now repealed *Leichhardt Planning Scheme Ordinance* in the later 1970's prior to the commencement of the *Environmental Planning and Assessment Act, 1979*. The existing FSR of the building exceeds the 1:1 development standard of Clause 4.4 of IWLEP. There is no increase to the floor area of the building proposed as a result of this DA as detailed in **Table 1** below.

**Table 1 GFA and FSR Calculations**

| Floor | Existing Floor Area ($m^2$) | Proposed Floor Area ($m^2$) |
|---|---|---|
| Lower Ground | 1433 | 1424 |
| Ground Floor | 1469 | 1460 |
| First Floor | 249.3 | 304 |
| Second Floor | 36.7 | Nil |
| **Total** | **3,188** | **3,188** |

The site area is 2,612$m^2$ and the existing FSR of the development is 1.22:1. We note that the existing GFA of the building equates to a FSR of 1.22:1 or a variation of 576$m^2$ or 22.055%. **Figure 6** below provides the calculations of the floor areas and shows the areas to be relocated to the first floor and lift areas in red hatching.

Clause 4.6 variation to Floor Space Ratio development standard
Based on Existing Floor Area
Self-Storage Warehouse

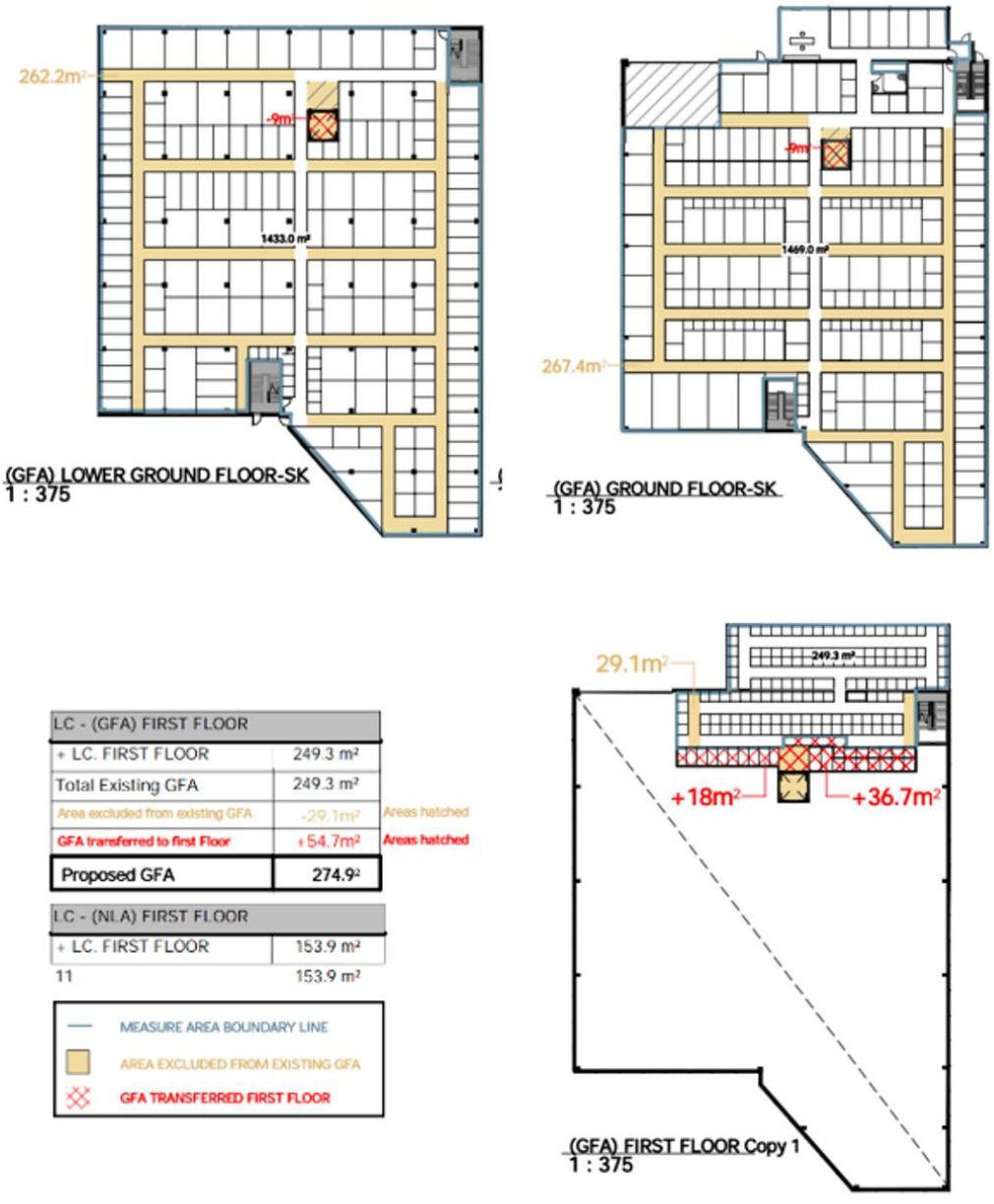



**Figure 6 GFA relocation from second floor lifts.**

The floor space calculations are contained in the submitted documents. No change to the overall floor area of the development is proposed.

As detailed within the SEE, the Applicant has chosen to submit a DA which does not seek to increase the overall GFA from that of the approved development. Notably, the DA is for the purposes of a self storage premises and by application of the principles applied in the Court of Appeal decision of *Ku-ring-gai Council v Buyozo Pty Ltd [2021] NSWCA 177 (13 August 2021*) (***Buyozo***), the corridor areas which are used exclusively for the loading and unloading of goods have been identified within the gross floor area (**GFA**) calculations and excluded. We note the advice that Council provided in the Pre DA Meeting and Minutes that Council's interpretation of the definition of GFA and the Court of Appeal decision would be to the effect that the corridors will be included in GFA and so FSR. We provide the following commentary for completeness and have submitted this Clause 4.6 for abundant caution to enable Council to grant consent to the variation if supported and the alternate Clause 4.6 request excluding the areas of the corridors is not supported.

On our review of the decision Buyozo we consider that the decision of the Court does not in all circumstances result in the corridors of self storage units to be included but rather on the facts of Buyozo the areas were determined to be GFA.

At [84 -85] the judgment states (our bold):

*In order to identify these areas,* ***reference needs to be made to the development consent and the plans approved by the consent****. In this case, the approved plans do expressly identify the spaces authorised to be used for loading or unloading of goods. On the Level 1 Plan, West Street Level, a space is designated as being for loading by the word "Loading" and the depiction of a truck within an area delineated on three sides by a dashed line, separating the loading area from the carparking area in which carparking spaces with parked cars are shown. Access to the designated loading area is shown to be by the driveway off West Street to the south, with an extension of the driveway to the north of the loading area being designated as a "turning space" to allow trucks to be able to reverse into the loading area. The South-East Elevation depicts and names the "Loading Bay" entrance from West Street. On the Level 2 Ground Floor Plan, Bridge Street, a space is designated as being for loading by the words "Existing Loading Dock Re-used" within an area delineated to the south by a dashed line along the edge of the designated carparking spaces with the cars shown, to the east by an internal wall separating the loading area from the storage premises, and to the north by the external wall of the building and stairwell. Access to the designated loading dock is shown to be by the driveway off Bridge Street to the west. The North-West Elevation to Bridge Street depicts, but does not name, the entrance to the loading dock off Bridge Street.*

*The spaces within the building designated as "Loading" (on Level 1) and "Existing Loading Dock Re-used" (on Level 2) are the only spaces authorised by the development consent to be used for the loading or unloading of goods within the building. If loading or unloading of goods were to be carried out in other areas within the building, including in the areas designated as carparking, the development would be carried out otherwise than in accordance with the development consent, in breach of s 4.2(1)(b) of the EPA Act.*

We consider that the decision in *Buyozo* did not turn on the calculation of GFA, but rather modification of a consent and the manner in which a consent may be modified. The matter of GFA arose in the Court of Appeal decision on the basis that the initial decision of the Land and Environment Court had been error.

For the purpose of clarity, this development application is submitted with the areas of the corridors used exclusively for the purposes of access and so loading and unloading of the storage units are excluded, in the same manner as the areas of the lift/hoist and immediately adjacent and the vehicle loading dock on the ground floor. It is important to note that the operation of the self storage warehouse cannot operate in the absence of the corridors being free of any obstruction as trolleys used to service the loading and unloading of the storage units require the corridor to be clear. A condition of consent can be imposed to this effect.

Notably, *Buyozo* and the calculation of GFA was relevant to the calculation of contributions which were based on the GFA. Under the terms of the Inner West Contributions Plan, the calculation of GFA will not vary the amount of the contributions payable which are levied on the estimated development cost (**EDC**).

The recent decision of the Court in *Keith v Randwick City Council [2025] NSWLEC 1011* (***Keith***), supports the applicant's position in relation to the exclusion of corridors from the calculation of GFA which turned on paragraph (g) of the GFA definition and excluded pedestrian access from the GFA calculation within a basement carpark. The position of Council in Keith was that only the swept paths of vehicles should be excluded.

The DA is submitted on the basis that the floor area of the building remains unchanged from that of the existing building. The second floor mezzanine floorspace is demolished and the area of the lift/hoist is now located at the first floor level. For the purposes of calculating the GFA and so FSR the corridor areas used exclusively for loading access to units and for no other purpose have been excluded.

**4. Objectives of Clause 4.4 Floor Space Ratio**

The objectives of Clause 4.4 of IWLEP are outlined below:

*(1) The objectives of this clause are as follows—*

*(1) The objectives of this clause are as follows—*

*(a) to establish a maximum floor space ratio to enable appropriate development density,*

*(b) to ensure development density reflects its locality,*

*(c) to provide an appropriate transition between development of different densities,*

*(d) to minimise adverse impacts on local amenity,*

*(e) to increase the tree canopy and to protect the use and enjoyment of private properties and the public domain.*

All objectives are of specific relevance to the site and proposed development.

**5. Assessment**

**Is compliance with the development standard unreasonable or unnecessary in the circumstances of the case? (Clause 4.3 (3)(a))**

Clause 4.6(3)(a) requires the applicant to provide justification that strict compliance with the maximum FSR requirement is unreasonable or unnecessary in the circumstances of the case.

In *Wehbe v Pittwater Council (2007) NSWLEC 827*, Preston CJ established five potential ways for determining whether a development standard could be considered to be unreasonable or unnecessary. These include:

1. The objectives of the standard are achieved notwithstanding non-compliance with the standard.

2. The underlying objective or purpose of the standard is not relevant to the development and therefore compliance is unnecessary.

3. The underlying object or purpose would be defeated or thwarted if compliance was required and therefore compliance is unreasonable.

4. The development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard and hence compliance with the standard is unnecessary and unreasonable.

5. The zoning of the particular land is unreasonable or inappropriate so that a development standard appropriate for that zoning is also unreasonable and unnecessary as it applies to the land and compliance with the standard would be unreasonable or unnecessary. That is, the particular parcel of land should not have been included in the particular zone.

We note that whilst *Wehbe* was a decision of the Court dealing with SEPP 1, it has been also found to be applicable in the consideration and assessment of Clause 4.6. Regard is also had to the Court's decision in *Four2Five Pty Limited v Ashfield Council [2015] NSWLEC 90* and *Randwick City Council v Micaul Holdings Pty Ltd [2016] NSWLEC 7*, which elaborated on how these five ways ought to be applied, requiring justification beyond compliance with the objectives of the development standard and the zone.

In addition to the above, Preston CJ further clarified the appropriate tests for a consideration of a request to vary a development standard in accordance with clause 4.6 in *Initial Action Pty Ltd v Woollahra Municipal Council [2018] NSWLEC 118*. This decision clarifies a number of matters including that:

- the five ways to be satisfied about whether to invoke clause 4.6 as outlined in Wehbe are not exhaustive (merely the most commonly invoked ways).
- it may be sufficient to establish only one way.
- the written request must be "sufficient" to justify contravening the development standard; and
- it is not necessary for a non-compliant development to have a neutral or beneficial effect relative to a compliant development.

It is our opinion that the proposal satisfies at least one of the five ways established in *Wehbe* that demonstrate that the development standard is unreasonable and unnecessary in this instance, for the reasons set out below.

**1st Way – The objectives of the standard are achieved notwithstanding non-compliance with the standard**

The proposal satisfies the objectives of the standard to the extent relevant to the current proposal, and compliance with the maximum FSR standard in the circumstances is considered both unreasonable and unnecessary for the following reasons.

***Objective (a) - to establish a maximum floor space ratio to enable appropriate development density***

The proposal is for the fit out of the existing approved warehouse/showroom building. The proposal does not seek to increase the floor area or the intensity of the use of the site.

The variation will not be discernible as the exterior of the building and all site improvements will remain as existing. The extent of the variation therefore does not contribute to any additional bulk and scale with the floor space being located within the existing building envelope.

Consequently, the proposal would be consistent with this objective despite the variation to the FSR development standard.

***Objective (b) - to ensure development density reflects its locality.***

AS discussed in relation to Objective (a) above, the proposed development does not seek to vary the appearance of the building from that of the existing building nor increase the floor area within the development from that of the existing. To this end the development density will continue to reflect the locality as it has since the original development was approved in the late 1970's.

**Objective (c) - to provide an appropriate transition between development of different densities.**

The development within the locality is of varying densities. There is no change to the external appearance of the building as a result of the proposed self storage warehouse development by way of bulk and scale.

***Objective (d) – to minimise adverse impacts on local amenity,***

The proposed self storage warehouse development is of a lesser intensity of use than that of the existing development of a showroom warehouse and historically for manufacturing purposes. The variation of the FSR control will not give rise to any adverse impacts on the local amenity and further suitable conditions of consent can be imposed to address operational matters that do not arise as a result of any variation to the FSR development control.

***Objective (e) to increase the tree canopy and to protect the use and enjoyment of private properties and the public domain.***

The maintenance of the existing FSR will not give rise to any change to tree canopy or use and enjoyment of private properties and the public domain.

**2nd Way - The underlying objective or purpose of the standard is not relevant to the development and therefore compliance is unnecessary.**

The existing floor space and so FSR of the existing development has been established by the granting of previous development consents prior to the introduction of the IWLEP controls. It is to be noted that Complying Development Certificate can be obtained where the floor space of a development may exceed the FSR control provided there is no increase in the overall floor area. In this DA, there is no increase in the floor space of the development from that of the existing development.

**3rd Way - The underlying objective or purpose of the standard would be defeated or thwarted if compliance was required.**

This consideration is not relevant in this case.

**4th Way - The development standard has been virtually abandoned or destroyed by the Council's own decisions**

The maximum FSR standard may not have been completely abandoned or destroyed, by prior Council decisions although it is noted that the existing development exceeds the 1:1 FSR applicable. Considering Preston CJ in *Initial Action Pty Ltd v Woollahra Municipal Council [2018] NSWLEC 118* detailed that the five ways of determining whether a standard is unreasonable or unnecessary are not exhaustive, the fact that the nature of the exceedance in the proposal reflects the exceedance of the previously approved development can still be considered in determining whether the application of the standard is reasonable or necessary.

Ultimately the proposal is consistent with the existing approved development and does not provide for any variation:

- The proposal is consistent with the height, bulk and scale of the approved development and forms part of the character of the locality.
- A compliant development will not improve or alter the outcome in relation to visual bulk, scale, amenity and solar access.
- Sufficient parking is available on site to meet the needs of the development.
- The proposal provides for reuse of an existing building that can contribute to an alternative use within the existing industrial area to serve the needs of the community.
- There are no adverse environmental impacts arising from the proposed FSR variation.

**5th Way – The zoning of the site is unreasonable or inappropriate and consequently so is the development standard.**

This consideration is not relevant in this case.

**Are there sufficient environmental planning grounds to justify contravening the development standard? (Clause 4.6(3)(b))**

There are two primary environmental planning grounds which support the contravention to the FSR standard. These grounds are as follows.

The built form of the development will not vary as a result of the non-compliance.

All floor space is contained within the existing building envelope and is a direct result of the prior approvals granted for the development of the site.

Ultimately, strict compliance with the maximum FSR development standard would not result in better amenity to surrounding development or the public domain. Furthermore, requiring strict compliance with the development standard would result in lesser net lettable area impacting on the viability to provide a self storage warehouse on the site.

The development provides a comparable outcome anticipated by the planning controls and represents the desired outcome for the surrounding locality.

As outlined throughout this Clause 4.6 report the justification provided in this request is minor in nature and consistent with the prior development consents and controls of IWLEP and Leichhardt Development Control Plan. The proposal has a built form scale and design that remains as the accepted character for the area established by the existing built form. The overall intensity of the development is less than that of the existing and prior uses of the site and suitable in a zone interface location.

Consequently, the proposal is consistent with the following objects of the EP&A Act:

*(c) to promote the orderly and economic use and development of land,*

*(g) to promote good design and amenity of the built environment,*

There are no material negative impacts resulting from the proposed variation from the FSR standard.

**Is the proposed development in the public interest? (Clause 4.6(4)(a)(ii))**

The proposed development is in the public interest because it:

- Facilitates a development that is not inconsistent with any objectives of the standard and the intent of the E4 General Industrial zoning of the site. Consistency, with the objectives of the standard has been addressed previously under Wehbe methods.
- Provides permissible development within the ageing industrial area to reflect the needs of the local community.

In regard to the first point, the relevant objectives of the E4 General Industrial zoning of the site area are:

- *To provide a range of industrial, warehouse, logistics and related land uses.*
- *To ensure the efficient and viable use of land for industrial uses.*
- *To minimise any adverse effect of industry on other land uses.*
- *To encourage employment opportunities.*
- *To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.*

- *To protect industrial land in proximity to Sydney Airport and Port Botany and the Eastern Economic Corridor.*
- *To retain existing and encourage new industrial uses to meet the needs of the community.*

The proposed development will contribute to the employment and business opportunities in the Inner West LGA during construction. The proposal also provides a mix of storage unit sizes for different needs of the local community and reflects a form that is consistent with the planning controls associated with the E4 zone. Consequently, the proposal would be consistent with the objectives of the zone.

## 6. Conclusion

A variation to the strict application of Council's maximum FSR standard is considered appropriate for the proposed development on 21-35 John St Leichhardt.

The proposed floor space results in an optimum outcome for the site that maximises the lettable area of the development whilst respecting the prior development consents and underlying controls and the appearance of the development within the locality. There are no impacts resulting compared to those cause by a compliant FSR.

The proposal meets the intent of the FSR standard and in accordance with clause 4.6 of the IWLEP, demonstrates that the development standard is unreasonable and unnecessary in this case and that the variation is justified.

## Attachment D – Section 4.6 Exception to Development Standards (based on GFA with corridors excluded)

gln. planning consulting strategy

# CLAUSE 4.6 VARIATION TO FLOOR SPACE RATIO DEVELOPMENT STANDARD (EXCLUDING CORRIDORS)

Self-Storage Warehouse
21 – 35 John Street, Leichhardt

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Document Set ID: 40637543
Version: 1, Version Date: 21/05/2025

Clause 4.6 variation to Floor Space Ratio development standard
(Excluding Corridors)
Self-Storage Warehouse

| Summary Description | |
|---|---|
| **Property:** | Lot 1 DP 611643, 21-35 John Street, Leichhardt. |
| **Development:** | Use of existing building as a Self-Storage Warehouse. |
| **Development Standard:** | Clause 4.4 (Floor Space Ratio) of *Inner West Local Environmental Plan 2022* |
| **Development Plans:** | Architectural and Floor Space Calculation Plans prepared by Lensarc. |


Source: Lensarc

**Figure 1. Site Plan**

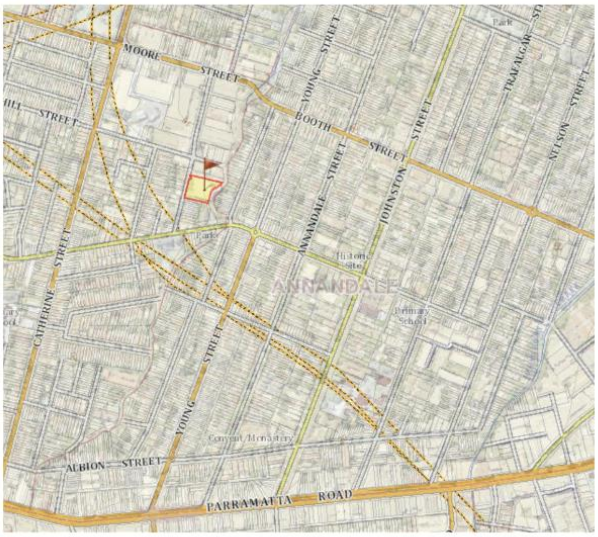
## 1. Background and Summary

Introduction

The proposed development involves the fitout of the existing industrial warehouse and ancillary office and showroom for the purposes of a self-storage warehouse premises. The existing building exceeds the maximum Floor Space Ratio (**FSR**) of 1:1 under Clause 4.4 of Inner West Local Environmental Plan 2022 (**IWLEP**). The proposed works do not increase the amount of floor space and this Clause 4.6 Variation Request is submitted for Council's consideration for abundant caution.

Location

The site is situated within the Inner West Local Government Area (**LGA**). In a regional context, the site is located approximately 6.5kms to the west of the Sydney City CBD and 1.5kms to the east of Leichhardt Town Centre.




Source: sixmaps

**Figure 2 Site Location**

The Site

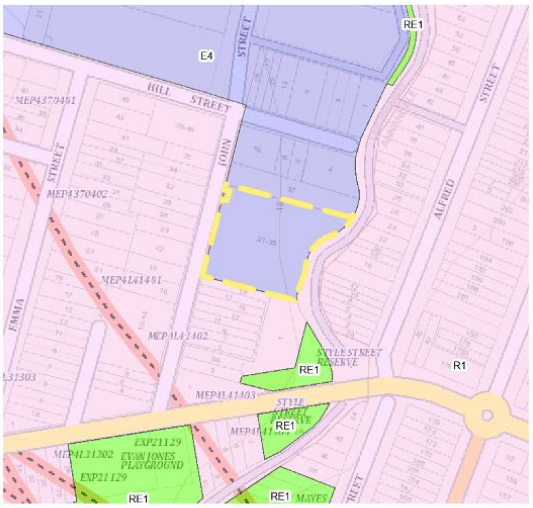
The site is legally described as Lot 1 DP 611643, 21-35 John Street, Leichhardt. The site is of an irregular rectangular shape, with an area of 2612m$^2$. The lot has a primary frontage to John Street and secondary irregular frontage to Whites Creeks Lane. The site is developed with a single warehouse industrial building over two levels with mezzanines and adjacent hardstand parking area.


Source: Nearmap (noting distortion of mapping relative to site boundary)

**Figure 3. Surrounding locality**

Zoning

The subject site is zoned E4 General Industrial under *IWLEP* as shown in **Figure 4**. Self-storage warehouse units are permissible with consent in this zone.




Source: NSW Planning Portal espatial viewer

**Figure 4. Land zoning map**

Summary of Clause 4.6 Request

This DA proposes the use of the existing warehouse building as a self-storage warehouse development that, in part exceeds the 1:1 maximum floor space ratio development standard under IWLEP. A variation to the development standard is sought having regard to the site context, compliance with the objectives of the standard and a site responsive design that seeks to adapt the use of the existing building and does not impact the amenity of the surrounding properties and public domain.

**2. Authority to vary a development standard**

The objectives of clause 4.6 of the inner West LEP seek to recognise that in particular circumstances strict application of development standards may be unreasonable or unnecessary. The clause provides objectives and a means by which a variation to the standard can be achieved as outlined below:

*(1) The objectives of this clause are as follows—*

*(a) to provide an appropriate degree of flexibility in applying certain development standards to particular development,*

*(b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.*

*(2) Development consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this clause does not apply to a development standard that is expressly excluded from the operation of this clause.*

*(3) Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating—*

*(a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*

*(b) that there are sufficient environmental planning grounds to justify contravening the development standard.*

*((4) The consent authority must keep a record of its assessment carried out under subclause (3).*

*(5) (Repealed)*

*(6) Development consent must not be granted under this clause for a subdivision of land in Zone RU1 Primary Production, Zone RU2 Rural Landscape, Zone RU3 Forestry, Zone RU4 Primary Production Small Lots, Zone RU6 Transition, Zone R5 Large Lot Residential, Zone C2 Environmental Conservation, Zone C3 Environmental Management or Zone C4 Environmental Living if—*

*(a) the subdivision will result in 2 or more lots of less than the minimum area specified for such lots by a development standard, or*

*(b) the subdivision will result in at least one lot that is less than 90% of the minimum area specified for such a lot by a development standard.*

*(7) (Repealed)*

*(8) This clause does not allow development consent to be granted for development that would contravene any of the following—*

*(a) a development standard for complying development,*

*(b) a development standard that arises, under the regulations under the Act, in connection with a commitment set out in a BASIX certificate for a building to which State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 applies or for the land on which such a building is situated,*

*(c) clause 5.4,*

*(caa) clause 5.5,*

*(ca) clause 6.27(4),*

*(cb), (cc) (Repealed)*

*(cd) clause 6.31.*

**Development standard to be varied**

A variation is requested to Clause *4.4 Floor Space Ratio* in Inner West LEP which requires:

*((2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.*

The site is subject to a maximum floor space ratio of 1:1 as illustrated at **Figure 5**.


Source: NSW Planning Portal espatial viewer

**Figure 5. Maximum FSR**

The IWLEP dictionary provides the following relevant definitions:

***floor space ratio****—see clause 4.5*

***4.5 Calculation of floor space ratio and site area***

*(1) Objectives The objectives of this clause are as follows—*

*(a) to define floor space ratio,*

*(b) to set out rules for the calculation of the site area of development for the purpose of applying permitted floor space ratios, including rules to—*

*(i) prevent the inclusion in the site area of an area that has no significant development being carried out on it, and*

*(ii) prevent the inclusion in the site area of an area that has already been included as part of a site area to maximise floor space area in another building, and*

*(iii) require community land and public places to be dealt with separately.*

*(2) Definition of "floor space ratio" The floor space ratio of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area.*

*(3) Site area In determining the site area of proposed development for the purpose of applying a floor space ratio, the site area is taken to be—*

*(a) if the proposed development is to be carried out on only one lot, the area of that lot, or*

*(b) if the proposed development is to be carried out on 2 or more lots, the area of any lot on which the development is proposed to be carried out that has at least one common boundary with another lot on which the development is being carried out.*

*In addition, subclauses (4)–(7) apply to the calculation of site area for the purposes of applying a floor space ratio to proposed development.*

*(4) Exclusions from site area The following land must be excluded from the site area—*

*(a) land on which the proposed development is prohibited, whether under this Plan or any other law,*

*(b) community land or a public place (except as provided by subclause (7)).*

*(5) Strata subdivisions The area of a lot that is wholly or partly on top of another or others in a strata subdivision is to be included in the calculation of the site area only to the extent that it does not overlap with another lot already included in the site area calculation.*

*(6) Only significant development to be included The site area for proposed development must not include a lot additional to a lot or lots on which the development is being carried out unless the proposed development includes significant development on that additional lot.*

*(7) Certain public land to be separately considered For the purpose of applying a floor space ratio to any proposed development on, above or below community land or a public place, the site area must only include an area that is on, above or below that community land or public place, and is occupied or physically affected by the proposed development, and may not include any other area on which the proposed development is to be carried out.*

*(8) Existing buildings The gross floor area of any existing or proposed buildings within the vertical projection (above or below ground) of the boundaries of a site is to be included in*

*the calculation of the total floor space for the purposes of applying a floor space ratio, whether or not the proposed development relates to all of the buildings.*

*(9) Covenants to prevent "double dipping" When development consent is granted to development on a site comprised of 2 or more lots, a condition of the consent may require a covenant to be registered that prevents the creation of floor area on a lot (the restricted lot) if the consent authority is satisfied that an equivalent quantity of floor area will be created on another lot only because the site included the restricted lot.*

*(10) Covenants affect consolidated sites If—*

*(a) a covenant of the kind referred to in subclause (9) applies to any land (affected land), and*

*(b) proposed development relates to the affected land and other land that together comprise the site of the proposed development,*

*the maximum amount of floor area allowed on the other land by the floor space ratio fixed for the site by this Plan is reduced by the quantity of floor space area the covenant prevents being created on the affected land.*

*(11) Definition In this clause, public place has the same meaning as it has in the Local Government Act 1993.*

***gross floor area** means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes—*

*(a) the area of a mezzanine, and*

*(b) habitable rooms in a basement or an attic, and*

*(c) any shop, auditorium, cinema, and the like, in a basement or attic,*

*but excludes—*

*(d) any area for common vertical circulation, such as lifts and stairs, and*

*(e) any basement—*

*(i) storage, and*

*(ii) vehicular access, loading areas, garbage and services, and*

*(f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and*

*(g) car parking to meet any requirements of the consent authority (including access to that car parking), and*

*(h) any space used for the loading or unloading of goods (including access to it), and*

*(i) terraces and balconies with outer walls less than 1.4 metres high, and*

*(j) voids above a floor at the level of a storey or storey above.*

**3. Extent of variation**

The existing development predates the controls of IWLEP and was likely approved under the now repealed *Leichhardt Planning Scheme Ordinance* in the later 1970's prior to the commencement of the *Environmental Planning and Assessment Act, 1979*. The existing FSR of the building exceeds the 1:1 development standard of Clause 4.4 of IWLEP. There is no increase to the floor area of the building proposed as a result of this DA as detailed in **Table 1** below.

**Table 1 GFA and FSR Calculations**

| Floor | Existing Floor Area ($m^2$) | Proposed Floor Area ($m^2$) | Proposed GFA ($m^2$) |
|---|---|---|---|
| Lower Ground | 1433 | 1424 | 1186.4 |
| Ground Floor | 1469 | 1460 | 1218.2 |
| First Floor | 249.3 | 304 | 274.9 |
| Second Floor | 36.7 | Nil | Nil |
| **Total** | **3,188** | **3,188** | **2,679.5** |

An extract of the plans indicating the corridor areas to be excluded are contained in Figure 6 below.

Clause 4.6 variation to Floor Space Ratio development standard
(Excluding Corridors)
Self-Storage Warehouse

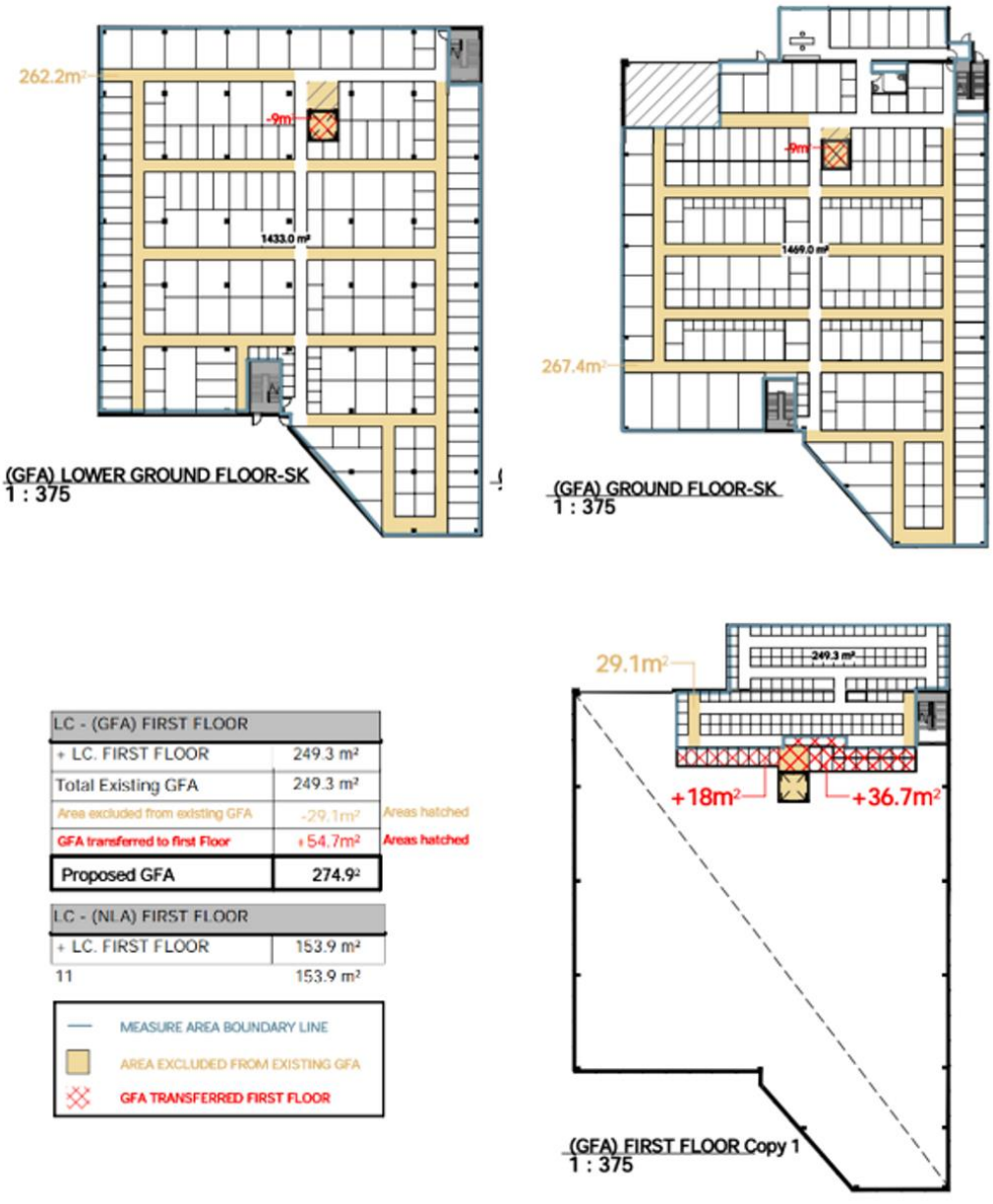



**Figure 6 GFA excluding corridor areas**

The site area is 2,612m$^2$ and the existing FSR of the development is 1.22:1. This DA seeks to achieve an FSR of 1.02 or a variation of 67.5m$^2$ or 2.58%.

The floor space calculations are contained in the submitted documents.

As detailed within the SEE, the Applicant has chosen to submit a DA which does not seek to increase the overall GFA from that of the approved development. Notably, the DA is for the purposes of a self storage premises and by application of the principles applied in the Court of Appeal decision of *Ku-ring-gai Council v Buyozo Pty Ltd [2021] NSWCA 177 (13 August 2021*) (***Buyozo***), the corridor areas which are used exclusively for the loading and unloading of goods have been identified within the gross floor area (**GFA**) calculations and excluded. We note the advice that Council provided in the Pre DA Meeting and Minutes that Council's interpretation of the definition of GFA and the Court of Appeal decision would be to the effect that the corridors will be included in GFA and so FSR.

On our review of the decision Buyozo we consider that the decision of the Court does not in all circumstances result in the corridors of self storage units to be included but rather on the facts of Buyozo the areas were determined to be GFA.

At [84 -85] the judgment states (our bold):

*In order to identify these areas,* ***reference needs to be made to the development consent and the plans approved by the consent****. In this case, the approved plans do expressly identify the spaces authorised to be used for loading or unloading of goods. On the Level 1 Plan, West Street Level, a space is designated as being for loading by the word "Loading" and the depiction of a truck within an area delineated on three sides by a dashed line, separating the loading area from the carparking area in which carparking spaces with parked cars are shown. Access to the designated loading area is shown to be by the driveway off West Street to the south, with an extension of the driveway to the north of the loading area being designated as a "turning space" to allow trucks to be able to reverse into the loading area. The South-East Elevation depicts and names the "Loading Bay" entrance from West Street. On the Level 2 Ground Floor Plan, Bridge Street, a space is designated as being for loading by the words "Existing Loading Dock Re-used" within an area delineated to the south by a dashed line along the edge of the designated carparking spaces with the cars shown, to the east by an internal wall separating the loading area from the storage premises, and to the north by the external wall of the building and stairwell. Access to the designated loading dock is shown to be by the driveway off Bridge Street to the west. The North-West Elevation to Bridge Street depicts, but does not name, the entrance to the loading dock off Bridge Street.*

*The spaces within the building designated as "Loading" (on Level 1) and "Existing Loading Dock Re-used" (on Level 2) are the only spaces authorised by the development consent to be used for the loading or unloading of goods within the building. If loading or unloading of goods were to be carried out in other areas within the building, including in the areas designated as carparking, the development would be carried out otherwise than in accordance with the development consent, in breach of s 4.2(1)(b) of the EPA Act.*

We consider that the decision in *Buyozo* did not turn on the calculation of GFA, but rather modification of a consent and the manner in which a consent may be modified. The matter of GFA arose in the Court of Appeal decision on the basis that the initial decision of the Land and Environment Court had been error.

For the purpose of clarity, this development application is submitted with the areas of the corridors used exclusively for the purposes of access and so loading and unloading of the storage units are

excluded, in the same manner as the areas of the lift/hoist and immediately adjacent and the vehicle loading dock on the ground floor. It is important to note that the operation of the self storage warehouse cannot operate in the absence of the corridors being free of any obstruction as trolleys used to service the loading and unloading of the storage units require the corridor to be clear. A condition of consent can be imposed to this effect.

Notably, *Buyozo* and the calculation of GFA was relevant to the calculation of contributions which were based on the GFA. Under the terms of the Inner West Contributions Plan, the calculation of GFA will not vary the amount of the contributions payable which are levied on the estimated development cost (**EDC**).

The recent decision of the Court in *Keith v Randwick City Council [2025] NSWLEC 1011* (***Keith***), supports the applicant's position in relation to the calculation of GFA which turned on paragraph (g) of the GFA definition and excluded pedestrian access from the GFA calculation within a basement carpark. The position of Council in Keith was that only the swept paths of vehicles should be excluded.

The DA is submitted on the basis that the floor area of the building remains unchanged from that of the existing building. The second floor mezzanine floorspace is demolished and the area of the lift/hoist is now located at the first floor level. For the purposes of calculating the GFA and so FSR the corridor areas used exclusively for loading access to units and for no other purpose have been excluded.

## 4. Objectives of Clause 4.4 Floor Space Ratio

The objectives of Clause 4.4 of IWLEP are outlined below:

*(1) The objectives of this clause are as follows—*

*(1) The objectives of this clause are as follows—*

*(a) to establish a maximum floor space ratio to enable appropriate development density,*

*(b) to ensure development density reflects its locality,*

*(c) to provide an appropriate transition between development of different densities,*

*(d) to minimise adverse impacts on local amenity,*

*(e) to increase the tree canopy and to protect the use and enjoyment of private properties and the public domain.*

All objectives are of specific relevance to the site and proposed development.

**5. Assessment**

**Is compliance with the development standard unreasonable or unnecessary in the circumstances of the case? (Clause 4.3 (3)(a))**

Clause 4.6(3)(a) requires the applicant to provide justification that strict compliance with the maximum FSR requirement is unreasonable or unnecessary in the circumstances of the case.

In *Wehbe v Pittwater Council (2007) NSWLEC 827*, Preston CJ established five potential ways for determining whether a development standard could be considered to be unreasonable or unnecessary. These include:

1. The objectives of the standard are achieved notwithstanding non-compliance with the standard.
2. The underlying objective or purpose of the standard is not relevant to the development and therefore compliance is unnecessary.
3. The underlying object or purpose would be defeated or thwarted if compliance was required and therefore compliance is unreasonable.
4. The development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard and hence compliance with the standard is unnecessary and unreasonable.
5. The zoning of the particular land is unreasonable or inappropriate so that a development standard appropriate for that zoning is also unreasonable and unnecessary as it applies to the land and compliance with the standard would be unreasonable or unnecessary. That is, the particular parcel of land should not have been included in the particular zone.

We note that whilst *Wehbe* was a decision of the Court dealing with SEPP 1, it has been also found to be applicable in the consideration and assessment of Clause 4.6. Regard is also had to the Court's decision in *Four2Five Pty Limited v Ashfield Council [2015] NSWLEC 90* and *Randwick City Council v Micaul Holdings Pty Ltd [2016] NSWLEC 7*, which elaborated on how these five ways ought to be applied, requiring justification beyond compliance with the objectives of the development standard and the zone.

In addition to the above, Preston CJ further clarified the appropriate tests for a consideration of a request to vary a development standard in accordance with clause 4.6 in *Initial Action Pty Ltd v Woollahra Municipal Council [2018] NSWLEC 118*. This decision clarifies a number of matters including that:

- the five ways to be satisfied about whether to invoke clause 4.6 as outlined in Wehbe are not exhaustive (merely the most commonly invoked ways).
- it may be sufficient to establish only one way.
- the written request must be "sufficient" to justify contravening the development standard; and
- it is not necessary for a non-compliant development to have a neutral or beneficial effect relative to a compliant development.

It is our opinion that the proposal satisfies at least one of the five ways established in *Wehbe* that demonstrate that the development standard is unreasonable and unnecessary in this instance, for the reasons set out below.

**1st Way – The objectives of the standard are achieved notwithstanding non-compliance with the standard**

The proposal satisfies the objectives of the standard to the extent relevant to the current proposal, and compliance with the maximum FSR standard in the circumstances is considered both unreasonable and unnecessary for the following reasons.

***Objective (a) - to establish a maximum floor space ratio to enable appropriate development density***

The proposal is for the fit out of the existing approved warehouse/showroom building. The proposal does not seek to increase the floor area or the intensity of the use of the site.

The variation will not be discernible as the exterior of the building and all site improvements will remain as existing. The extent of the variation therefore does not contribute to any additional bulk and scale with the floor space being located within the existing building envelope.

Consequently, the proposal would be consistent with this objective despite the variation to the FSR development standard.

***Objective (b) - to ensure development density reflects its locality.***

AS discussed in relation to Objective (a) above, the proposed development does not seek to vary the appearance of the building from that of the existing building nor increase the floor area within the development from that of the existing. To this end the development density will continue to reflect the locality as it has since the original development was approved in the late 1970's.

**Objective (c) - to provide an appropriate transition between development of different densities.**

The development within the locality is of varying densities. There is no change to the external appearance of the building as a result of the proposed self storage warehouse development by way of bulk and scale.

***Objective (d) – to minimise adverse impacts on local amenity,***

The proposed self storage warehouse development is of a lesser intensity of use than that of the existing development of a showroom warehouse and historically for manufacturing purposes. The variation of the FSR control will not give rise to any adverse impacts on the local amenity and further suitable conditions of consent can be imposed to address operational matters that do not arise as a result of any variation to the FSR development control.

***Objective (e) to increase the tree canopy and to protect the use and enjoyment of private properties and the public domain.***

The maintenance of the existing FSR will not give rise to any change to tree canopy or use and enjoyment of private properties and the public domain.

**2nd Way - The underlying objective or purpose of the standard is not relevant to the development and therefore compliance is unnecessary.**

The existing floor space and so FSR of the existing development has been established by the granting of previous development consents prior to the introduction of IWLEP controls. It is to be noted that Complying Development Certificate can be obtained where the floor space of a development may exceed the FSR control provided there is no increase in the overall floor area. In this DA, there is no increase in the floor space of the development from that of the existing development.

**3rd Way - The underlying objective or purpose of the standard would be defeated or thwarted if compliance was required.**

This consideration is not relevant in this case.

**4th Way - The development standard has been virtually abandoned or destroyed by the Council's own decisions**

The maximum FSR standard may not have been completely abandoned or destroyed, by prior Council decisions although it is noted that the existing development exceeds the 1:1 FSR applicable. Considering Preston CJ in *Initial Action Pty Ltd v Woollahra Municipal Council [2018] NSWLEC 118* detailed that the five ways of determining whether a standard is unreasonable or unnecessary are not exhaustive, the fact that the nature of the exceedance in the proposal reflects the exceedance of the previously approved development can still be considered in determining whether the application of the standard is reasonable or necessary.

Ultimately the proposal is consistent with the existing approved development and does not provide for any variation:

- The proposal is consistent with the height, bulk and scale of the approved development and forms part of the character of the locality.
- A compliant development will not improve or alter the outcome in relation to visual bulk, scale, amenity and solar access.
- Sufficient parking is available on site to meet the needs of the development.
- The proposal provides for reuse of an existing building that can contribute to an alternative use within the existing industrial area to serve the needs of the community.
- There are no adverse environmental impacts arising from the proposed FSR variation.

**5th Way – The zoning of the site is unreasonable or inappropriate and consequently so is the development standard.**

This consideration is not relevant in this case.

**Are there sufficient environmental planning grounds to justify contravening the development standard? (Clause 4.6(3)(b))**

There are two primary environmental planning grounds which support the contravention to the FSR standard. These grounds are as follows.

The built form of the development will not vary as a result of the non-compliance.

All floor space is contained within the existing building envelope and is a direct result of the prior approvals granted for the development of the site.

Ultimately, strict compliance with the maximum FSR development standard would not result in better amenity to surrounding development or the public domain. Furthermore, requiring strict compliance with the development standard would result in lesser net lettable area impacting on the viability to provide a self storage warehouse on the site.

The development provides a comparable outcome anticipated by the planning controls and represents the desired outcome for the surrounding locality.

As outlined throughout this Clause 4.6 report the justification provided in this request is minor in nature and consistent with the prior development consents and controls of IWLEP and Leichhardt Development Control Plan. The proposal has a built form scale and design that remains as the accepted character for the area established by the existing built form. The overall intensity of the development is less than that of the existing and prior uses of the site and suitable in a zone interface location.

Consequently, the proposal is consistent with the following objects of the EP&A Act:

*(c) to promote the orderly and economic use and development of land,*

*(g) to promote good design and amenity of the built environment,*

There are no material negative impacts resulting from the proposed variation from the FSR standard.

**Is the proposed development in the public interest? (Clause 4.6(4)(a)(ii))**

The proposed development is in the public interest because it:

- Facilitates a development that is not inconsistent with any objectives of the standard and the intent of the E4 General Industrial zoning of the site. Consistency, with the objectives of the standard has been addressed previously under Wehbe methods.
- Provides permissible development within the ageing industrial area to reflect the needs of the local community.

In regard to the first point, the relevant objectives of the E4 General Industrial zoning of the site area are:

- *To provide a range of industrial, warehouse, logistics and related land uses.*
- *To ensure the efficient and viable use of land for industrial uses.*
- *To minimise any adverse effect of industry on other land uses.*
- *To encourage employment opportunities.*
- *To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.*

- *To protect industrial land in proximity to Sydney Airport and Port Botany and the Eastern Economic Corridor.*
- *To retain existing and encourage new industrial uses to meet the needs of the community..*

The proposed development will contribute to the employment and business opportunities in the Inner West LGA during construction. The proposal also provides a mix of storage unit sizes for different needs of the local community and reflects a form that is consistent with the planning controls associated with the E4 zone. Consequently, the proposal would be consistent with the objectives of the zone.

## 6. Conclusion

A variation to the strict application of Council's maximum FSR standard is considered appropriate for the proposed development on 21-35 John St Leichhardt.

The proposed floor space results in an optimum outcome for the site that maximises the lettable area of the development whilst respecting the prior development consents and underlying controls and the appearance of the development within the locality. There are no impacts resulting compared to those cause by a compliant FSR.

The proposal meets the intent of the FSR standard and in accordance with clause 4.6 of the IWLEP, demonstrates that the development standard is unreasonable and unnecessary in this case and that the variation is justified.

# Attachment E – Plan of Management

265-267 Halifax Street
Adelaide SA 5000
ABN: 92 612 184 899

STORAGE INVESTMENTS AUSTRALIA

24/03/2025

The City Manager
Inner West Council
PO Box 14
PETERSHAM NSW 2049

**Re:** **PROPOSED SELF STORAGE FITOUT** **FINAL DRAFT**
**21-35 JOHN STREET, LEICHHARDT NSW**

**REVISED PLAN OF MANAGEMENT – RFI RESPONSE**

---

Dear Sir / Madam,

The proposed fit-out of the above property from a Bathroom Product Display and Warehouse Distribution Facility into a Self-Storage Facility will have the following **Plan of Management**:

**Office Hours:**

| | |
|---|---|
| Monday to Friday: | 9.00am to 5.00pm. |
| Saturdays: | 9.00am to 2.00pm. |
| Sundays and Public Holidays: | Closed |

**Staffing Details:**

The facility will have one (1) staff member only in attendance during office hours.

**Delivery Arrangements / Customer Access / Handling:**

Customers are able to access the site and their specific storage units from between **6.00am and 9.00pm 7 days a week ONLY.** Store Management can accept or decline any customer requests based on safety, anticipated noise and / or other factors.

All loading and unloading of customer goods will occur from within the building's only loading bay located on the John Street frontage.

**Site Security:**

The site will be fully monitored by CCTV 24 hours a day 7 days a week. Access is controlled by remote security with each customer having their own Mobile Phone App security code to gain access to the property via either the Whites Creek Lane or John Street sliding security gates. Both gates will have a timed sensor meaning that they close within 30 seconds of a vehicle passing through.

STORAGE INVESTMENTS AUSTRALIA

**External Lighting**

In response to Council's **RFI Item 4 'Lighting'** we attach an updated Site Plan and Elevations showing our proposed external lighting locations.

In summary there will be **no additional external lights** installed to the property facades.

All external lighting will remain **in the existing lighting locations** with the only changes proposed being the replacement of these existing fittings **with LED Sensor Light Fittings** to improve security and to minimise impact on neighbours.

The 2 sets of driveway lights **(L1 and L2)** will be directed downwards (as currently is the case) to illuminate the driveway and parking areas while the 2 existing soffit lights **(L3 and L4)** on the John Street frontage will retain their current location with the main beam angle of both lights **kept below 70 degrees** (as currently is the case).

As the Whites Creek Lane roller door is to be 'infilled' the existing flood light **(L5)** will no longer be needed and will be removed.

**Complaint Handling Procedure:**

We are committed to providing a safe, clean, and respectful environment for all our customers and the local community. We take all feedback seriously and are dedicated to resolving any issues, whether received in person or online, promptly and professionally.

1. **Acknowledgment**
   - We promptly acknowledge complaints, whether in person, via email, or online reviews. We thank customers for bringing issues to our attention and assure them of our commitment to resolution.

2. **Gathering Information:**
   - We seek to understand the issue and gather details, including the concern's nature, specific incidents, and involved parties.

3. **Investigation and Resolution:**
   - Our team assesses the situation to determine the best resolution, aiming to resolve issues immediately. Complaints requiring further investigation or escalation are promptly directed to the National Operations Manager. For concerns like safety, noise, or litter, we explain our policies and reinforce that repeated violations can result in agreement termination.

4. **Follow-Up and Communication:**
   - If further action is needed, we contact the complainant privately via phone or email and keep them informed of progress.

5. **Documentation and Continuous Improvement:**
    - All complaints, in-person or online, are documented to track trends, enhance services, and prevent recurrence.

**Termination of Agreements Due to Breaches**

We have a zero-tolerance policy for breaches related to:

- Any actions that compromise the safety of customers, staff, or property.
- Disruptive behaviour that affects others.
- Improper disposal of waste or accumulation of litter outside designated areas.

As part of our customer agreement, we reserve the right to terminate a lease if any of these policies are violated. Our procedure includes:

- **First Offense:** A formal warning outlining the breach and the consequences.
- **Second Offense:** Immediate termination of the agreement, with the customer required to vacate the premises.

**Self-Storage Customers**

Our customer base is typically split between Residential Customers (approx. 85%) and Small Business Customers (approx. 15%). Due to the demographics of this location however its anticipated that the residential customer usage is likely to be higher than 85%.

If you have any questions please contact the undersigned.

Yours sincerely,

Per/ Matthew MacMahon
**Operations Director**

*E • Matt@storageinvestments.com.au*
*M* • 0418 816 935

*Encl.: Site Plan and Elevations showing Lighting Locations.*

# Attachment F – Noise Impact Assessment

ACOUSTIC LOGIC

MATTHEW PALAVIDIS
VICTOR FATTORETTO
MATTHEW SHIELDS

21-35 John Street, Leichhardt

Noise Impact Assessment

**SYDNEY**
9 Sarah St
MASCOT NSW 2020
(02) 8339 8000

ABN 98 145 324 714
www.acousticlogic.com.au

| | |
|---|---|
| Project ID | 20241235.1 |
| Document Title | Noise Impact Assessment |
| Attention To | SIA No. 5 ATF SIA FUNDS No.5 |

| Revision | Date | Document Reference | Prepared By | Checked By | Approved By |
|---|---|---|---|---|---|
| 0 | 22/11/2024 | 20241235.1/2211A/R0/HD | HD | AW | AW |
| 1 | 18/12/2024 | 20241235.1/1812A/R1/HD | HD | | AW |
| 2 | 24/03/2025 | 20241235.1/2403A/R2/HD | HD | | AW |
| | | | | | |

**TABLE OF CONTENTS**

# 1 INTRODUCTION

Acoustic Logic (AL) have been engaged to undertake an acoustic assessment of potential noise impacts associated with the proposed alterations and additions to the existing site for conversion into a self-storage facility located at 21-35 John Street, Leichhardt.

As part of this assessment, the following has been undertaken:

- Quantification of the existing noise environment.
- Identification of nearby noise sensitive receivers and the noise emission sources.
- Establishment of suitable noise criteria for the development.
- Predictions of the level of noise from proposed use of the site to surrounding receivers.
- Recommendations to control noise to surrounding development where required to mitigate any adverse impacts identified.

This report should be read in conjunction with all supporting material associated with the DA submission.

# 2 REFERENCED DOCUMENTS

## 2.1 BACKGROUND INFORMATION USED

The assessment is based on the following drawings, reports and other information:

- Architectural drawings provided by LensArc (project ref: ADL24056, Rev DA.1, dated 12/12/2024)
- Traffic and Parking Impact Assessment provided by McLaren Traffic Engineering (ref: 240955.01DA, dated 12 December 2024)

## 2.2 GUIDELINES

The following planning instruments and guidelines have been used in the assessment:

- Inner West Council – Leichhardt Development Control Plan (DCP) 2013
- NSW Department of Environment and Heritage, Environment Protection Authority document – *Noise Policy for Industry* ("**NPfI**") 2017
- NSW Department of Environment and Heritage, Environment Protection Authority document – *Road Noise Policy* ("**RNP**") 2011

## 3 SITE DESCRIPTION AND THE PROPOSAL

The site is located within an E4 General Industrial Zone at 21-35 John Street, Leichhardt. The site is occupied by an existing bathroom supply store.

The site is proposed to accommodate self-storage units located internally across three floors within the existing building. There are provisions for 17 car parking spaces along the southern boundary of the site with access from John Road and White Creek Lane.

The key changes relating to the operation of the development compared to the existing site are as follows:

- The overall footprint is to remain the same
- The total number of external car spaces is expected to reduce by 5
- There will be a reduction in the level of vehicle movements during standard operating hours from an existing peak of 32 movements to a predicted worse case 19 movements during the PM.

The proposed self-storage facility will be available for access to customers between 6am and 9pm.

Staffed hours (max 2 staff at any one time) are as follows:

- Monday to Friday – 9am to 5pm
- Saturday – 9am to 2pm
- Sundays and public holidays – closed.

We have been informed that 24-hour access can be provided however will be by appointment only and will typically be on a very infrequent basis.

Acoustic investigation has been carried out by this office with regards to surrounding noise sources and noise sensitive receivers. These are detailed below:

- Existing industrial developments to the north.
- Existing single and multi-storey residential dwellings in all other directions.
- The surrounding road network is comprised of local and regional roads.

### 3.1 SURROUNDING RECEIVERS

Sensitive noise receivers near to site include:

- **Receiver R1** – Existing residential dwellings to the west along John Street.
- **Receiver R2** – Existing residential dwellings to the south along John Street and Styles Street.
- **Receiver R3** – Existing residential dwellings to the east along White Creek Lane.
- **Receiver R4** – Existing residential dwellings further to the north along Hill Street.
- **Receiver C1** – Existing industrial development further to the north.

A site map, measurement description and surrounding receivers is presented in Figure 1 below

Noise impacts to the surrounding commercial and industrial receivers will not be significantly altered by the proposed development.

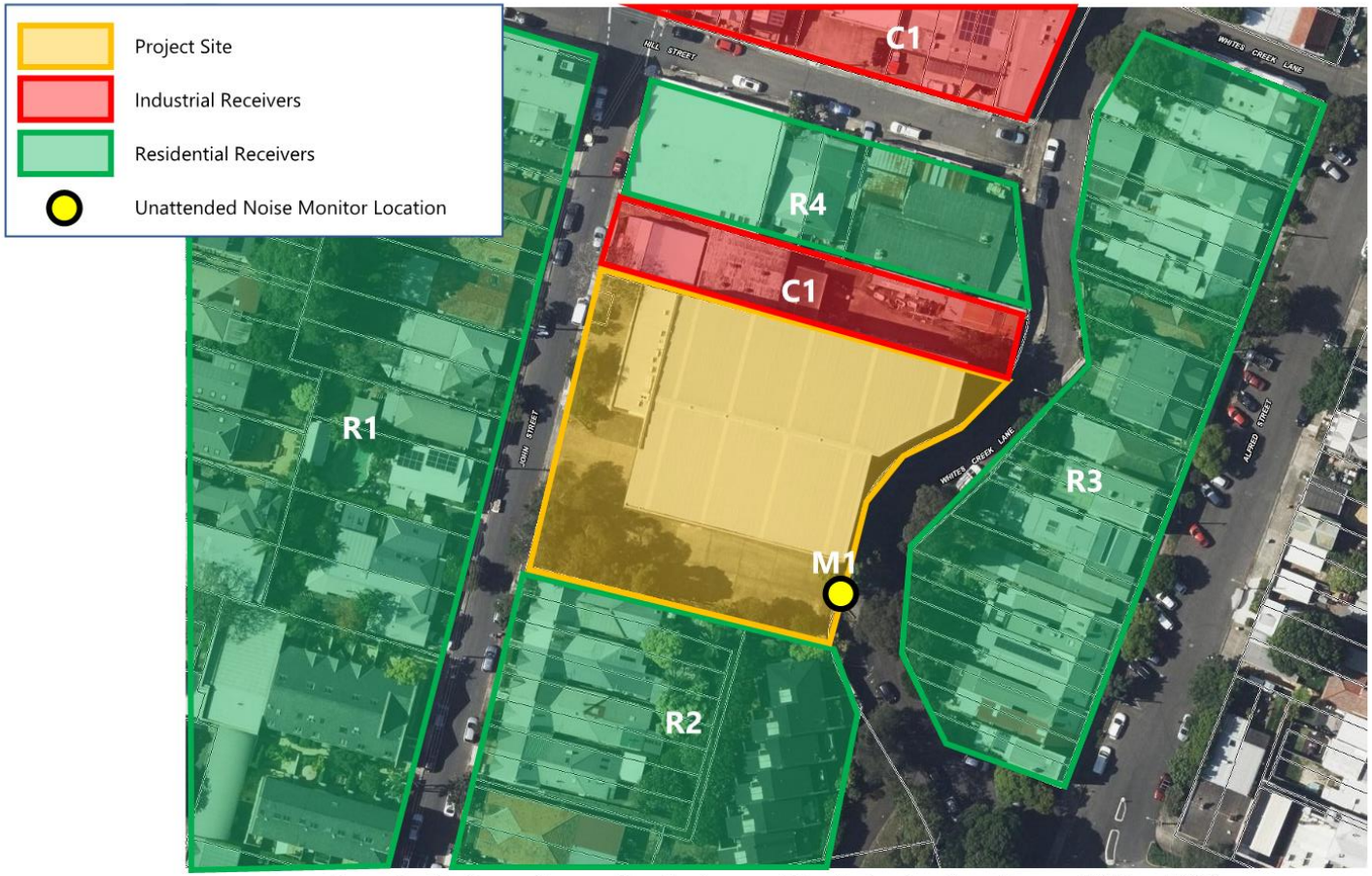



**Figure 1 - Site Survey, Surrounding Receivers and Monitoring Locations (Source: SIX Maps NSW)**

# 4 AMBIENT NOISE SURVEY SUMMARY

## 4.1 UNATTENDED MONITORING

Long term unattended noise monitoring was conducted to quantify the existing acoustic environment at the project site. Acoustic Logic have obtained noise data undertaken in November 2024.

Unattended measurements have been undertaken as per the procedures outlines in Fact Sheet A & B of the NSW EPA Noise Policy for Industry. Detailed graphs of the measured noise levels from unattended noise monitoring are presented in the appendices of this report.

Rating background noise levels and traffic noise levels have been summarised in the tables below. Appendix A provides detailed information on the selected monitoring locations, duration and calculation procedures required for the assessment, as well as detailed graphs of the measured noise levels from the monitor.

**Table 1 – Measured Rating Background Noise Levels**

| Monitor | Time of Day | Rating Background Noise Level dB(A)$_{L90(Period)}$ |
|---|---|---|
| M1 | Early Morning (6am-7am) | 38 |
| | Day (7am – 6pm) | 42 |
| | Evening (6pm – 10pm) | 40 |
| | Night (10pm – 7am) | 31 |

Traffic noise levels at the monitoring location have been calculated from the data in accordance with RNP guidelines and are summarised in the following table.

**Table 2 – Measured Traffic Noise Levels**

| Monitor Location | Traffic Noise Level dB(A) $L_{eq,period}$ | |
|---|---|---|
| | Daytime (7am-10pm) | Night (10pm-7am) |
| M1 | 61 dB(A) $L_{eq(1\text{-}hr)}$<br>60 dB(A) $L_{eq(15\text{-}hr)}$ | 54 dB(A) $L_{eq(1\text{-}hr)}$<br>52 dB(A) $L_{eq(9\text{-}hr)}$ |

# 5 NOISE ASSESSMENT GUIDELINES

Potential noise emissions from the proposed development will be assessed against project specific noise criteria derived using the relevant EPA guideline. The primary potential noise sources from the use of the site will be from vehicle noise (cars and SRV movements) and any proposed mechanical plant and equipment servicing the development.

The following guidelines have been referenced to as part of the assessment:

- Inner West Council – Leichhardt Development Control Plan (DCP) 2013
- NSW EPA Noise Policy for Industry ("NPfI") 2017
- NSW EPA Road Noise Policy ("RNP") 2011

An outline of relevant acoustic criteria is presented below.

## 5.1 LEICHHARDT DEVELOPMENT CONTROL PLAN 2013

The Leichhardt DCP does not provide specific (numerical) controls relating to operational noise from the development. Therefore, noise emission criteria will be established from EPA guidelines.

## 5.2 NSW EPA NOISE POLICY FOR INDUSTRY (NPFI) 2017

The EPA NPfI has two criteria which both are required to be satisfied, namely intrusiveness and amenity. The NPfI sets out acceptable noise levels for various localities. The policy indicates four categories to assess the appropriate noise level at a site. They are rural, suburban, urban and urban/industrial interface. Under the policy the nearest residential receivers would be assessed against the 'suburban' criteria.

Noise levels are to be assessed at the property boundary or nearby dwelling, or at the balcony or façade of an apartment.

### 5.2.1 Intrusiveness Criterion

The guideline is intended to limit the audibility of noise emissions at residential receivers and requires that noise emissions measured using the $L_{eq}$ descriptor not exceed the background noise level by more than 5dB(A).

**Table 3 – NPfI Intrusiveness Noise Trigger Levels**

| Location | Period/Time | Background Noise Level dB(A) $L_{90,(15min)}$ | Intrusiveness Noise Level dB(A) $L_{eq(15min)}$ |
|---|---|---|---|
| Surrounding residential receivers | Day (7am-6pm) | 42 | 47 |
| | Evening (6pm-10pm) | 40 | 45 |
| | Night (10pm-7am) | 31 | 36 |

### 5.2.2 Amenity Criterion

The guideline is intended to limit the absolute noise level from all noise sources to a level that is consistent with the general environment.

The EPA's NPfI sets out acceptable noise levels for various localities. The recommended noise amenity area is based upon the measured background noise levels at the sensitive receiver. Based on the measured

background noise levels, the Noise Policy for Industry suggests the adoption of the 'Suburban' categorisation.

The NPfI requires project amenity noise levels to be calculated in the following manner;

$L_{Aeq,15min}$ = *Recommended Amenity Noise Level – 5 dB(A) + 3 dB(A)*

The amenity levels appropriate for the receivers surrounding the project site are presented below.

**Table 4 – NPfI Amenity Noise Trigger Levels**

| Type of Receiver | Time of day | Recommended Noise Level dB(A)$L_{eq(period)}$ | Project Amenity Noise Level dB(A)$L_{eq(period)}$ |
|---|---|---|---|
| Residential – Suburban | Day | 55 | 53 |
| | Evening | 45 | 43 |
| | Night | 40 | 38 |
| Commercial | When in use | 65 | 63 |
| Industrial | When in use | 70 | 68 |

### 5.2.3 Sleep Arousal Criteria

In addition to the above, the NSW EPA NPfI provides an assessment procedure for assessing any potential sleep arousal impacts for when any noise is generated between 10:00pm and 7:00am (i.e. during the night period). Sleep arousal is a function of both the noise level and the duration of the noise.

As recommended in the NPfI, to assess the potential sleep arousal impacts a two-stage test is carried out:

- Step 1 – Section 2.5 *Maximum noise level event assessment* from the NPfI states the following:

  *Where the subject development/premises night-time noise levels at a residential location exceed:*

  - $L_{Aeq,15min}$*40dB(A) or the prevailing RBL plus 5dB, whichever is the greater, and/or*
  - $L_{AFmax}$*52dB(A) or the prevailing RBL plus 15dB, whichever is greater*

**Table 5 – Sleep Arousal Criteria for Residential Receivers**

| Receiver | Rating Background Noise Level (Night) dB(A)$L_{90}$ | Emergence Level |
|---|---|---|
| Residential Receivers Night (10pm – 7am) | 31 dB(A) $L_{90}$ | 40 dB(A)$L_{eq,\ 15min}$; 52 dB(A)$L_{Fmax}$ |

- Step 2 – If there are noise events that could exceed the average/maximum criteria detailed above, then an assessment of sleep arousal impact is required to be carried out, taking into account the level and frequency of noise events during the night, existing noise sources, etc. This test takes into account the noise level and number of occurrences of each event with the potential to create a noise disturbance. As is recommended in the explanatory notes of the EPA *NPfI*, this more detailed sleep arousal test is conducted using the guidelines in the EPA Road Noise Policy. Most relevantly the Road Noise Policy states:

  *For the research on sleep disturbance to date it can be concluded that:*

  - *Maximum internal noise levels below 50-55dB(A) are unlikely to awaken people from sleep*
  - *One to two noise events per night with maximum internal noise levels of 60-75dB(A) are not likely to affect health and wellbeing significantly.*

#### 5.2.4 Summarised NPfI Project Noise Trigger Levels

NPfI project noise trigger levels have been presented for the relevant periods below.

**Table 6 – NPfI Project Noise Trigger Levels**

| Receiver | Period | Assessment Background Noise Level dB(A)$L_{90}$ | Project Amenity Noise Level dB(A) $L_{eq(15min)}$ | Intrusiveness Noise Level $L_{eq(15min)}$ | NPfI Sleep Disturbance Noise Level |
|---|---|---|---|---|---|
| Residential Receivers (Suburban) R1-R4 | Early Morning | 38 | 53 | 43 | 43 dB(A)$L_{eq,\ 15min}$; **53** dB(A)$L_{Fmax}$ |
| | Day | 42 | 53 | **47** | N/A |
| | Evening | 40 | **43** | 45 | N/A |
| | Night | 31 | 38 | **36** | 40 dB(A)$L_{eq,\ 15min}$; **52** dB(A)$L_{Fmax}$ |
| Commercial C1 | When in use | N/A | **63** | N/A | N/A |
| Industrial C1 | When in use | N/A | **68** | N/A | N/A |

### 5.3 NSW EPA ROAD NOISE POLICY

For land use developments with the potential to create additional traffic, the development shall comply with the requirements detailed in the EPA's RNP guidelines, detailed in the table below. This has been applied to assess the potential acoustic impacts of increased through-traffic that may result from the use of the development.

The surrounding road network is comprised of local roads. The criteria applicable to local roads is adopted for this assessment:

**Table 7 – RNP Criteria for Increased Traffic Generation from the Development**

| Time of Day | Permissible Noise Generation |
|---|---|
| Day (7am – 10pm) | 55 dB(A)$L_{eq(1hour)}$ |
| Night (10pm- 7am) | 50 dB(A)$L_{eq(1hour)}$ |

Given $L_{eq(1hour)}$ traffic noise levels currently exceed the noise levels identified in the above table, the provisions outlined in Section 3.4 of the Road Noise Policy apply, as detailed below:

*"If practicable, noise on public roads as a result of increased traffic generation should not result in an increase in traffic noise levels of more than 2 dB(A). In this regard, the policy relevant states that "an increase of up to 2 dB represents a minor impact that is considered barely perceptible to the average person".*

# 6 NOISE EMISSION ASSESSMENT

This section of the report provides an assessment of potential noise impacts from the self-storage facility in comparison to the operation of the existing bathroom supply store/warehouse.

The main potential noise sources will be from vehicular movements (cars and small rigid vehicles (SRVs)) during the day-time and night-time period as well as from any additional mechanical plant/equipment. Noise from the various activities associated with the proposal has been predicted at the potentially affected residential receivers as identified in Section 3.

The following noise sources have been assessed:

- Extended use of the site to cater for appointment-only night-time access between 10pm – 7am.
- Preliminary assessment of mechanical plant noise emissions
- Traffic noise generation from the development

## 6.1 ASSUMPTIONS ADOPTED

The following additional operating assumptions have been adopted, based on the findings of the referenced traffic assessment prepared by McLaren Traffic:

**Site Traffic and Access Assumptions – Standard hours (6am-10pm)**

- Traffic generation for the site has been summarised as follows (per referenced Traffic assessment):
    - Existing Peak 1-hour vehicle movements: 32 trips (16 in, 16 out)
        - Vehicles are generally comprised of cars and SRV movements given site constraints
    - Predicted Future Peak 1-hour vehicle movements (PM): 19 trips (8 in, 11 out)
        - The traffic assessment predicts that the site is estimated to generate a peak of -17 trips in the AM and -13 trips in the PM peak hours.
- Access during early morning period (between 6am – 7am):
    - In a given 15-minute period, up to 2 trips are assumed to occur (1 car and 1 SRV movement)
- Access during day and evening peak periods (between 7am – 9pm)
    - In a given peak-hour period, up to 20 trips are conservatively assumed.
        - In a given 15-minute period, up to 5 trips are assumed to occur (4 cars, 1 SRV movements)

**Access During Non-Standard Hours (10pm-6am)**

- A worst-case scenario is assumed where vehicles will require access during the night-time period between 10pm-6am (by appointment only).
- During night access, vehicles (cars only) are instructed to drive into the internal loading dock area to conduct all loading/unloading activities.
- In a given 15-minute period, 1 car movement has been assumed.

**Acoustic Data and Vehicle Routes**

- Loading and unloading activities occur only in the loading bays located internally within the building
- Access by SRVs will be per Annexure D (Swept Path Testing) of the Traffic Impact Assessment prepared by McLaren Traffic
- Noise emissions from use of site are predicted to the nearest receivers based on the noise levels outlined in the table below. Noise levels presented below are based on data held by this office for vehicles of a similar make and size. These are considered an accurate representation of noise emitted from the use of the self-storage facility.

**Table 7 – Acoustic Data Used for Assessment**

| Noise Source | Sound Power Level | Area Assessed |
|---|---|---|
| Car Manoeuvring at 10 km/h | 84 dB(A) $L_{eq}$ | Internal Driveways and Loading Areas |
| SRV Manoeuvring at 10 km/h | 90 dB(A) $L_{eq}$ | |
| SRV Reversing (tonal beacon) at 10 km/h | 95 dB(A) $L_{eq}$ | |
| Engine Start / door slam | 95 dB(A) $L_{max}$ | |

## 6.2 ASSESSMENT OF SITE OPERATIONAL NOISE EMISSIONS

Noise emissions from the additional proposed activities on the site have been assessed using the methodology in the EPA NPfI.

### 6.2.1 General Noise Emissions

#### 6.2.1.1 Early Morning Operations

An assessment of potential noise impacts has been undertaken based on the assumptions presented in Section 6.1 for the early morning period. The assessment is detailed for average noise levels to nearby residences below:

**Table 8 – Predicted Average $L_{eq}$ Noise Emissions to Receivers – Early Morning**

| Receiver* | Noise Sources | Predicted Noise Level dB(A)$L_{eq}$ | Noise Emission Objective | Compliance |
|---|---|---|---|---|
| R1 | Car and SRV movements along driveway and loading dock | ≤ 40 | 43 dB(A)$L_{eq(15\text{-}min)}$ Early Morning (6am – 7am) | Yes |
| R2 | | ≤ 36 | | Yes |
| R3 | | ≤ 31 | | Yes |

*The assessment is undertaken at the nearest affected residential receivers as a worst-case scenario for all receivers listed above. Predicted noise levels will be lower at all other residences given they are located further away. A summary of worst-affected resident locations is provided below:

- R1 – 19 John Street, Leichhardt
- R2 – 22 and 24 John Street, Leichhardt
- R3 – 4-8 Alfred Street, Annandale

#### 6.2.1.2 Daytime Operations

An assessment of potential noise impacts has been undertaken based on the assumptions presented in Section 6.1 for the peak daytime and evening periods. The assessment is detailed for average noise levels to nearby residences below:

**Table 9 – Predicted Average $L_{eq}$ Noise Emissions to Receivers – Day and Evening**

| Receiver* | Noise Sources | Predicted Noise Level dB(A)$L_{eq}$ | Noise Emission Objective | Compliance |
|---|---|---|---|---|
| R1 | Car and SRV movements along driveway and loading dock | ≤ 44 | 47 dB(A)$L_{eq(15\text{-}min)}$ Day (7am – 6pm) | Yes |
| R2 | | ≤ 40 | | Yes |
| R3 | | ≤ 35 | 43 dB(A)$L_{eq(15\text{-}min)}$ Evening (6pm-9pm) | Yes |

*Note: a residual noise level of 1dB(A) above the trigger level is not perceptible to the human ear and will have a 'negligible' impact on receivers with reference to the NPfI. On this basis, the predicted noise levels are compliant with the referenced noise emission objectives.

*The assessment is undertaken at the nearest affected residential receivers as a worst-case scenario for all receivers listed above. Predicted noise levels will be lower at all other residences given they are located further away. A summary of worst-affected resident locations is provided below:

- R1 – 19 John Street, Leichhardt
- R2 – 22 and 24 John Street, Leichhardt
- R3 – 4-8 Alfred Street, Annandale

#### 6.2.1.3 Night Operations

Given that the proposal will allow for appointment-only access during outside of staffed hours, an assessment of potential noise impacts has been undertaken based on the assumptions presented in Section 6.1. An assessment of impacts is detailed for both average and peak noise events to nearby residences.

**Table 10 – Predicted Average $L_{eq}$ Noise Emissions to Receivers - Night**

| Receiver | Noise Sources | Predicted Noise Level dB(A)$L_{eq}$ | Noise Emission Objective | Compliance |
|---|---|---|---|---|
| R1 | Car movements along driveway and loading dock | ≤ 35 | 40 dB(A)$L_{eq(15\text{-}min)}$ Night | Yes |
| R2 | | ≤ 31 | | Yes |
| R3 | | < 30 | | Yes |

*The assessment is undertaken at the nearest affected residential receivers as a worst-case scenario for all receivers listed above. Predicted noise levels will be lower at all other residences given they are located further away. A summary of worst-affected resident locations is provided below:

- R1 – 19 John Street, Leichhardt
- R2 – 22 and 24 John Street, Leichhardt
- R3 – 4-8 Alfred Street, Annandale

The predictions indicate that general noise emissions will comply with the average project noise trigger levels at all times during the night period.

#### 6.2.1.4 Maximum Noise Level Assessment – Sleep Disturbance

The predicted maximum noise levels from activities occurring on the site during the night period have been assessed against the project maximum noise screening test trigger levels in the following tables.

**Table 11 – Predicted $L_{Max}$ Noise Emissions to Receivers**

| Receiver | Noise Sources | Predicted Noise Level dB(A) $L_{Fmax}$ | Emergence Level dB(A) $L_{Fmax}$ | Comment |
|---|---|---|---|---|
| R1 | Car engine start / door slam | 60 dB(A) | 52 dB(A) Night | Detailed assessment required |
| R2 | | 57 dB(A) | | |

*The assessment is undertaken at the nearest affected residential receivers as a worst-case scenario for all receivers listed above. Predicted noise levels will be lower at all other residences given they are located further away. A summary of worst-affected resident locations is provided below:

- R1 – 19 John Street, Leichhardt
- R2 – 22 and 24 John Street, Leichhardt

A detailed assessment for night-time use of the site has been undertaken. With regard to the level of impact from the proposal to cause sleep disturbance, the following has been considered:

- The assessment is based on the assumptions outlined within this report as well as the recommendations in Section 7 being adopted.
- In assessing sleep disturbance potential, it is the resultant internal noise level and the number of events within residences that is relevant.
- The Road Noise Policy provides the following guidance with reference to internal noise levels:
  - *"Maximum internal noise levels below 50–55 dB(A) are unlikely to awaken people from sleep*
  - *One to two noise events per night with maximum internal noise levels of 60-75dB(A) are not likely to affect health and wellbeing significantly.*
- Typically, there is a 10dB(A) noise reduction between an external noise level and the noise level inside the residence (assuming that the windows are left open).
- The predicted internal peak ($L_{Fmax}$) noise level from movements at the most affected residences (through an open window that is unscreened) is 50 dB(A). This is within the range outlined by the RNP as unlikely to cause an awakening. The noise levels in rooms screened by the site boundary fence would have noise levels further below the 50-55 dB(A) range.

It is concluded that the proposed use of the site during night-time appointment-only access is considered acceptable with respect to the guidance outlined in the Road Noise Policy.

### 6.2.2 Traffic Generation on Surrounding Roads

As Table 2 indicates, the general ($L_{eq,15hr}$ and $L_{eq,9hr}$) noise levels due to traffic at the residential receivers currently exceed the EPA RNP night time noise goal of 55 and 50 dB(A) for the day and night periods respectively. Therefore, the increase in noise as a result of traffic generation from the development will be assessed to determine whether it is within the 2 dB increase permitted by the RNP.

#### 6.2.2.1 Access During Standard Operating Hours

Based on the findings of the traffic assessment prepared by McLaren, the noise level generated by vehicle movements is predicted to decrease compared to existing site activity.

On this basis the development will be acceptable during standard operating hours.

#### 6.2.2.2 Access During Non-Standard Operating Hours

The increase in night-time movements as a result of appointment-only access is predicted to result in an increase in noise levels of less than 2 dB(A), which is within the increase permitted by the RNP and would be an imperceptible change to existing levels along surrounding roads.

### 6.2.3 NOISE FROM MECHANICAL PLANT

Detailed mechanical plant selections have not been made at this stage. It is expected that a ventilation system that caters to the use of the existing warehouse as a storage facility will be installed

Indicatively, the cumulative sound power level from all additional mechanical plant servicing the site shall be no greater than 75 dB(A) in order to achieve compliance at the nearest residential receivers. The performance of any new mechanical plant and equipment should be assessed against the NPfI as part of a detailed assessment.

Satisfactory levels will be achievable through appropriate plant selection, location and if necessary, standard acoustic treatments such as duct lining, acoustic silencers, acoustic louvres and enclosures.

## 7 RECOMMENDATIONS

The assessment indicates that compliance with the relevant noise criteria can be achieved at all times. To ensure ongoing compliance, the following recommendations are provided:

- Loading and unloading activities shall occur only in the loading bay located internally within the building
- Prominent notices shall be placed to remind customers that a minimum amount of noise is to be generated when entering and leaving the premises, particularly in the external car parking areas.
- It is recommended that the management keep a complaint register on site and that noise complaints are registered (if any) and what course of remedial action has been taken. This register should be stored on site and be accessible at all times.
- An assessment of new mechanical plant and equipment should be undertaken by a qualified acoustic consultant prior to CC stage to ensure that noise emissions are complaint with the noise criteria outlined within this report.
- The operation of any roller doors, site access gates and the like should be such that these elements do not exhibit any tonal or annoying characteristics such as rattling or squeaking during their operation.

## 8 CONCLUSION

An acoustic assessment of potential noise impacts associated with the proposed self-storage facility at 21-35 John Street, Leichhardt has been undertaken. The following has been assessed:

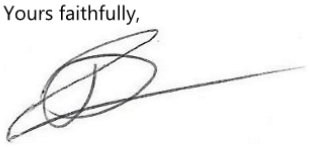
- Extended use of the site to cater for appointment-only night-time access between 10pm – 7am.
- Preliminary assessment of mechanical plant noise emissions
- Traffic noise generation from the development

The predicted noise levels have been assessed against project trigger levels determined using the EPA Noise Policy for Industry (to assess noise emissions from the site) and the EPA Road Noise Policy (to assess noise from vehicles on public roads). The findings are as follows:

- Noise emissions from the operation of the proposed development (vehicle movements associated with the use of the self-storage facility during standard hours as well as appointment-only access during non-staffed hours) are predicted to be compliant with the relevant noise criteria.
- An assessment of any new ventilation plant should be undertaken prior to installation to confirm that any noise emitted (including the cumulative effect of other noise sources on the site) complies with the emission criteria outlined in Section 5.2.4 of this report.
- On this basis, no additional management conditions would be required for the facility to operate during proposed staffed-hours and be compliant with the requirements outlined within this report.

Please contact us should you have any further queries.

Yours faithfully,



Acoustic Logic Pty Ltd
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## APPENDIX A AMBIENT NOISE MONITORING

This appendix summarises the ambient noise data measured near the subject site, and the calculated noise level descriptors adopted to characterise the existing noise environment.

Monitoring has been undertaken to provide the following ambient data:

- Background noise levels at surrounding residential receivers.
- Existing traffic noise levels

### A.1 UNATTENDED LONG TERM NOISE MONITORING

#### A.1.1 Ambient Noise Descriptors

Ambient noise constantly varies in level from moment to moment, so it is not possible to accurately determine prevailing noise conditions by measuring a single, instantaneous noise level.

To quantify ambient noise, a 15 minute measurement interval is typically utilised. Noise levels are monitored on a continuous basis over this period, and statistical and integrating techniques are used to characterise the noise being measured.

The principal measurement parameters are:

**$L_{eq}$** - represents the average noise energy during a measurement period. This parameter is derived by integrating the noise levels measured over the measurement period. $L_{eq}$ is important in the assessment of noise impact as it closely corresponds with how humans perceive the loudness of steady state and quasi-steady state noise sources (such as traffic noise).

**$L_{90}$** – This is commonly used as a measure of the background noise level as it represents the noise level heard in the quieter periods during the measurement interval. The $L_{90}$ parameter is used to set noise emission criteria for potentially intrusive noise sources since the disturbance caused by a noise source will depend on how audible it is above the pre-existing noise environment, particularly during quiet periods, as represented by the $L_{90}$ level.

**$L_{10}$** is used in some guidelines to measure noise produced by an intrusive noise source since it represents the average of the loudest noise levels produced at the source. Typically, this is used to assess noise from licenced venues.

**$L_{max}$** is the highest noise level produced during a noise event, and is typically used to assess sleep arousal impacts from short term noise events during the night. It is also used to assess internal noise levels resulting from aircraft and railway ground vibration induced noise.

**$L_1$** is sometimes used in place of $L_{max}$ to represent a typical noise level from a number of high level, short term noise events.

### A.1.2 Monitoring Locations

Monitoring locations are as outlined in Section 3, Figure 1 and detailed as follows:

- M1 – Monitor located along the south boundary adjacent to residents along Whites Creek Lane. Ambient noise levels at this monitor are representative of surrounding residences.

### A.1.3 Measurement Period and Equipment Used

Long term unattended noise monitoring was conducted between the 14th to 25th November 2024.

Unattended noise monitoring was conducted using an Acoustic Research Laboratories Rion-NL42 noise monitor

The monitoring was continuous, with statistical noise levels recorded at 15-minute intervals throughout the monitoring period. Measurements were taken on "A" frequency weighting and fast time response, unless noted otherwise.

All monitoring equipment used retains current calibration - either manufacturers' calibration or NATA certified calibration. The monitors were field calibrated at the beginning and the end of the measurement with no significant drift in calibration noted.

### A.1.4 Weather Affected and Extraneous/Outlying Data

Periods affected by adverse weather conditions are indicated on the following data graphs. Weather data was obtained from records provided by the Bureau of Meteorology for the following station:

- Canterbury Racecourse AWS

### A.2 CALCULATION OF REPRESENTATIVE AMBIENT NOISE LEVELS

The noise data for the day, evening and night periods have been processed to determine the period ambient noise levels at the monitoring locations. Noise levels that are in bold type indicate that these periods were determined to have been significantly affected by non-representative noise sources (weather, mechanical plant, etc.) and these periods were excluded from subsequent calculations.

The following tables summarise the daily measurements and the representative rating background noise levels and traffic noise levels at the monitoring location.

**Table 12 – NPfI Assessment Background Noise Levels – Location M1**

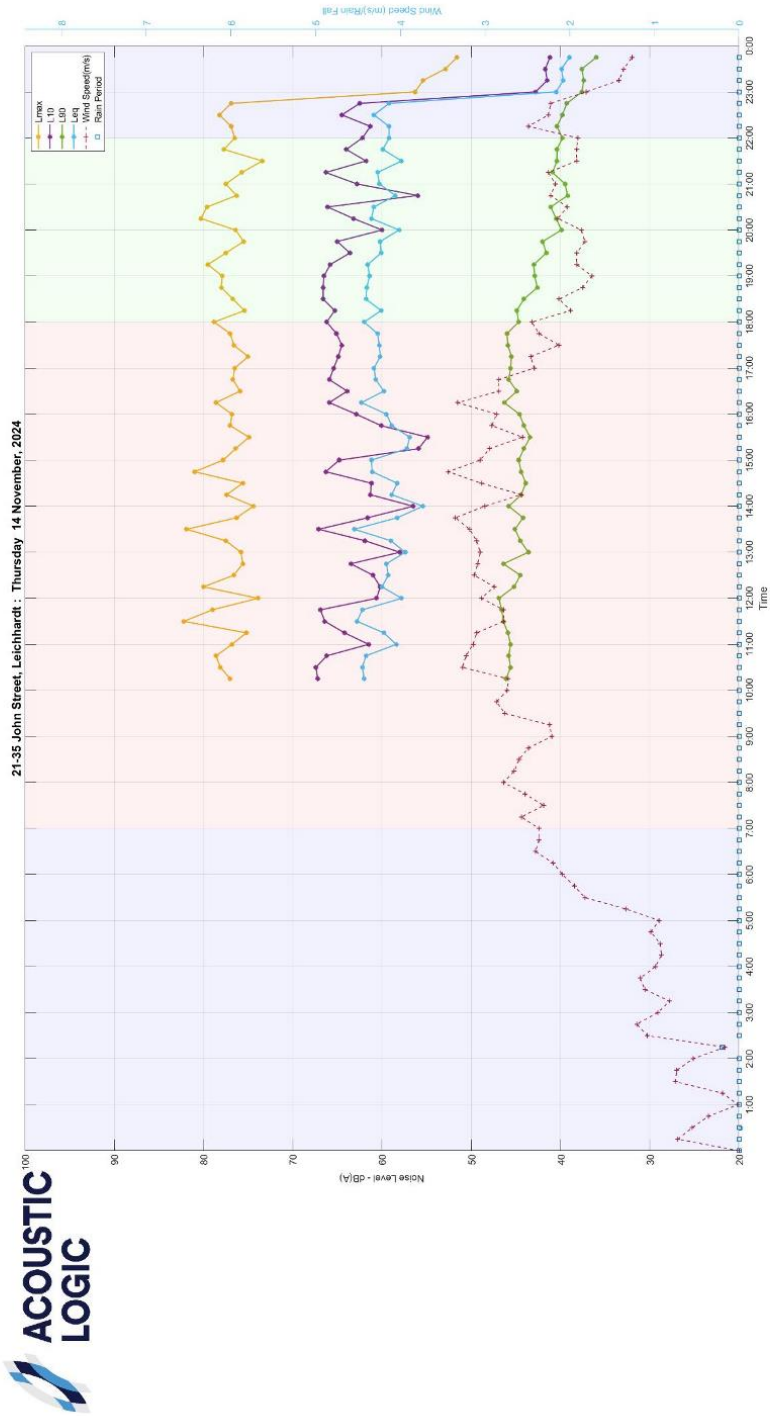
| Location | Date | ABL | | |
|---|---|---|---|---|
| | | Day | Evening | Night |
| Location M1 | 14/11/2024 | 0 | 39.8 | 33.1 |
| | 15/11/2024 | 41.4 | 39.9 | 33.1 |
| | 16/11/2024 | 42.2 | 40.9 | 30.8 |
| | 17/11/2024 | 40.5 | **41.8** | **32.4** |
| | 18/11/2024 | 42.6 | 40.8 | **31.7** |
| | 19/11/2024 | 42.2 | 37.9 | 28 |
| | 20/11/2024 | 41.2 | 40.2 | 29 |
| | 21/11/2024 | 40.9 | 42.1 | 30.4 |
| | 22/11/2024 | 43.6 | 41.2 | 31.6 |
| | 23/11/2024 | 44.3 | 40 | 32.1 |
| | 24/11/2024 | 42.9 | 40.5 | 31 |
| | 25/11/2024 | - | - | - |
| | **RBL** | **42** | **40** | **31** |

**Table 13 – Measured Traffic Noise Levels – Location M1**

| Location | Date | Traffic Noise Level dB(A) $L_{eq,1\text{-hour}}$ | | Traffic Noise Level dB(A) | |
|---|---|---|---|---|---|
| | | Day | Night | Day $L_{eq,15\text{-hour}}$ | Night $L_{eq,9\text{-hour}}$ |
| Location M1 | 14/11/2024 | 61 | 60 | 60 | 54 |
| | 15/11/2024 | 62 | 52 | 59 | 47 |
| | 16/11/2024 | 61 | 53 | 57 | 47 |
| | 17/11/2024 | 59 | 61 | 55 | 53 |
| | 18/11/2024 | 71 | 66 | 65 | 57 |
| | 19/11/2024 | 61 | 62 | 59 | 53 |
| | 20/11/2024 | 61 | 50 | 59 | 46 |
| | 21/11/2024 | 59 | 54 | 58 | 48 |
| | 22/11/2024 | 61 | 54 | 59 | 48 |
| | 23/11/2024 | 64 | 55 | 60 | 49 |
| | 24/11/2024 | 60 | 51 | 58 | 46 |
| | 25/11/2024 | 0 | 0 | 0 | 0 |

### A.3 UNATTENDED NOISE MONITORING DATA

Unattended noise monitoring locations are outlined in Section 3. Photographs of the monitoring location are presented below, with respective monitoring graphs provided on the following pages.

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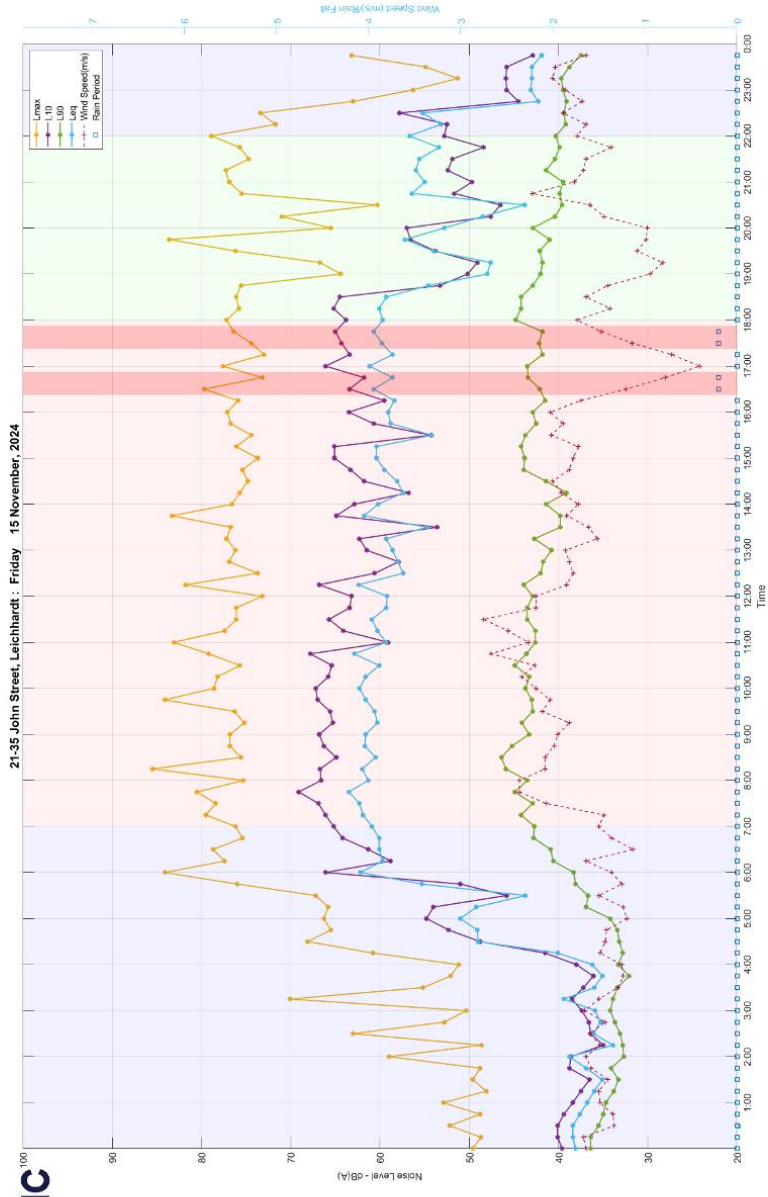


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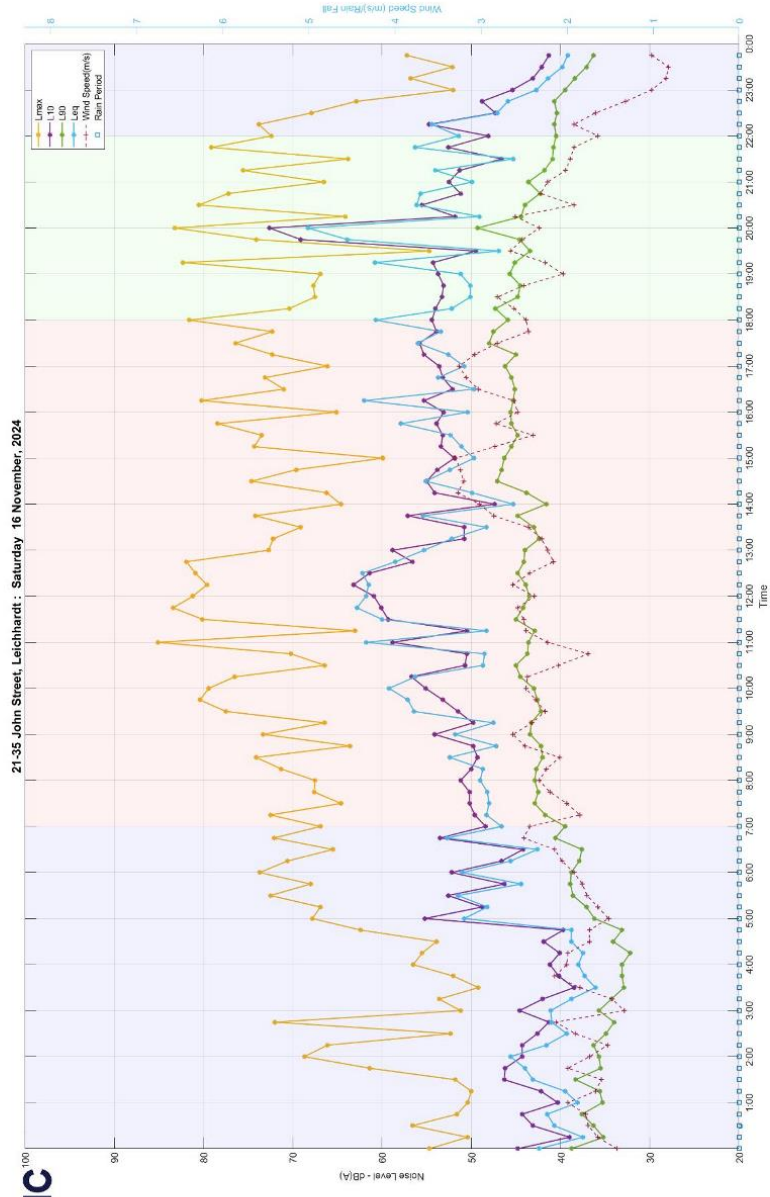


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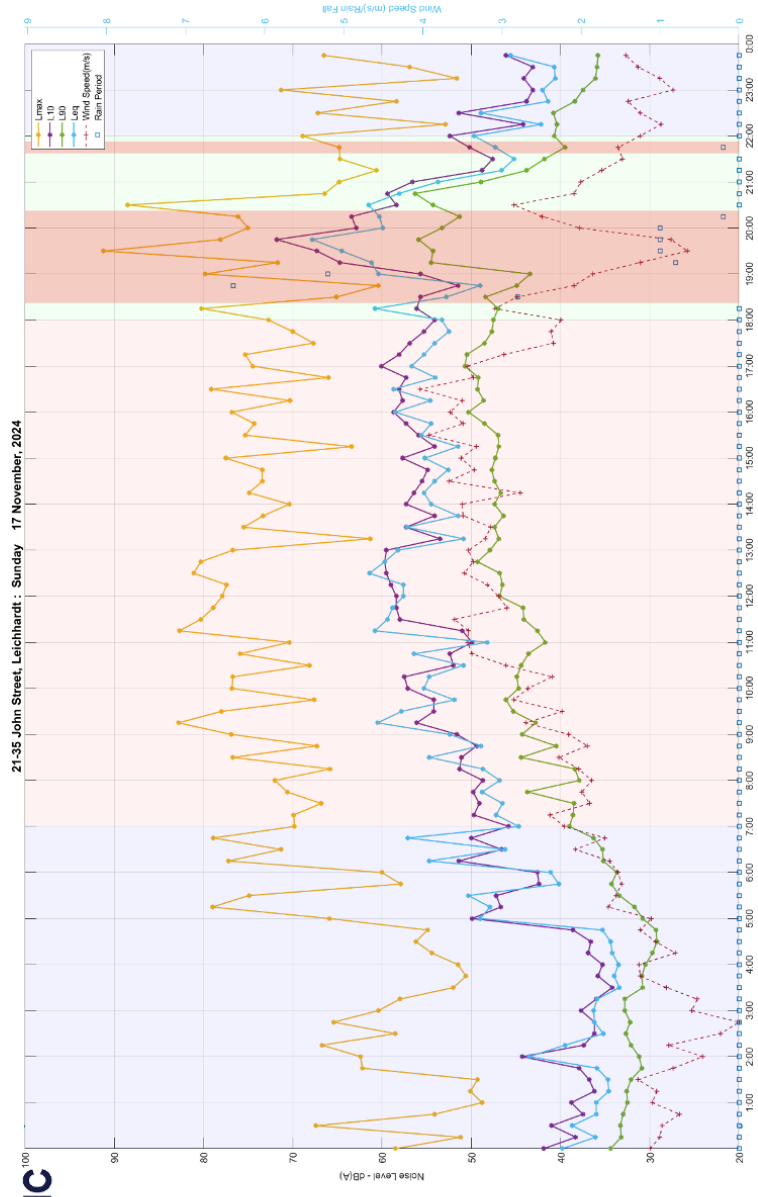


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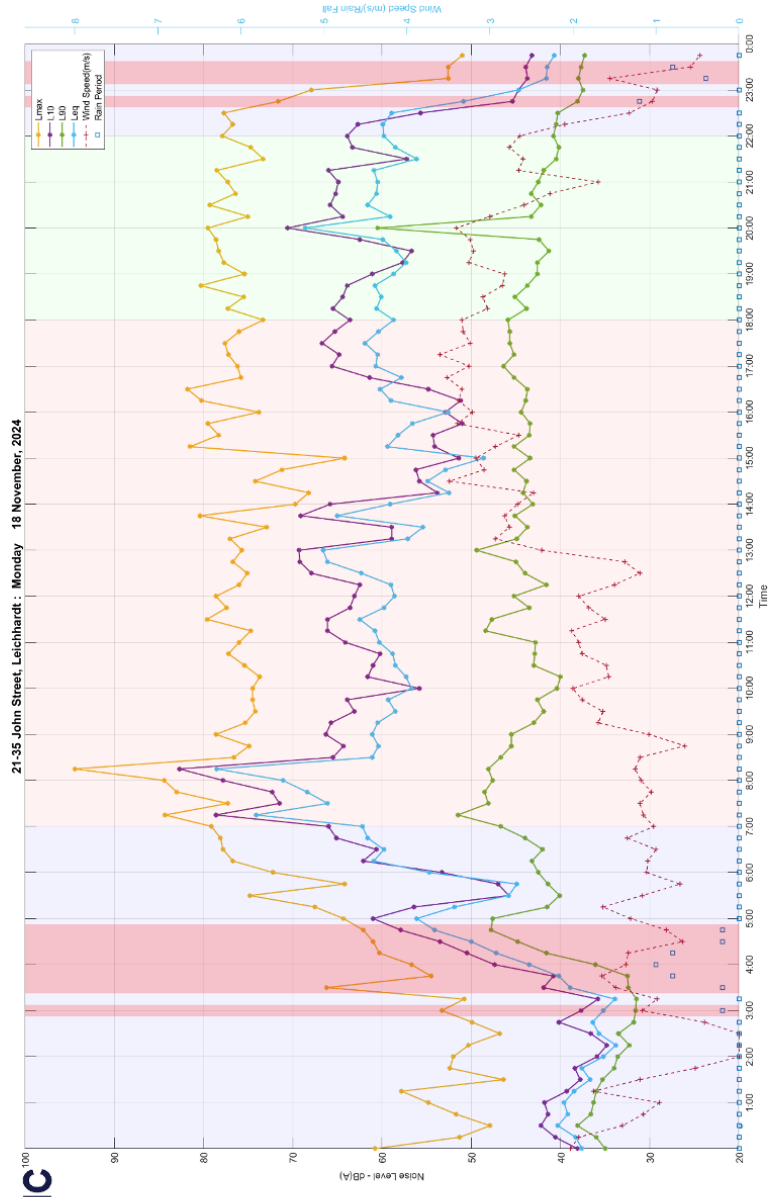


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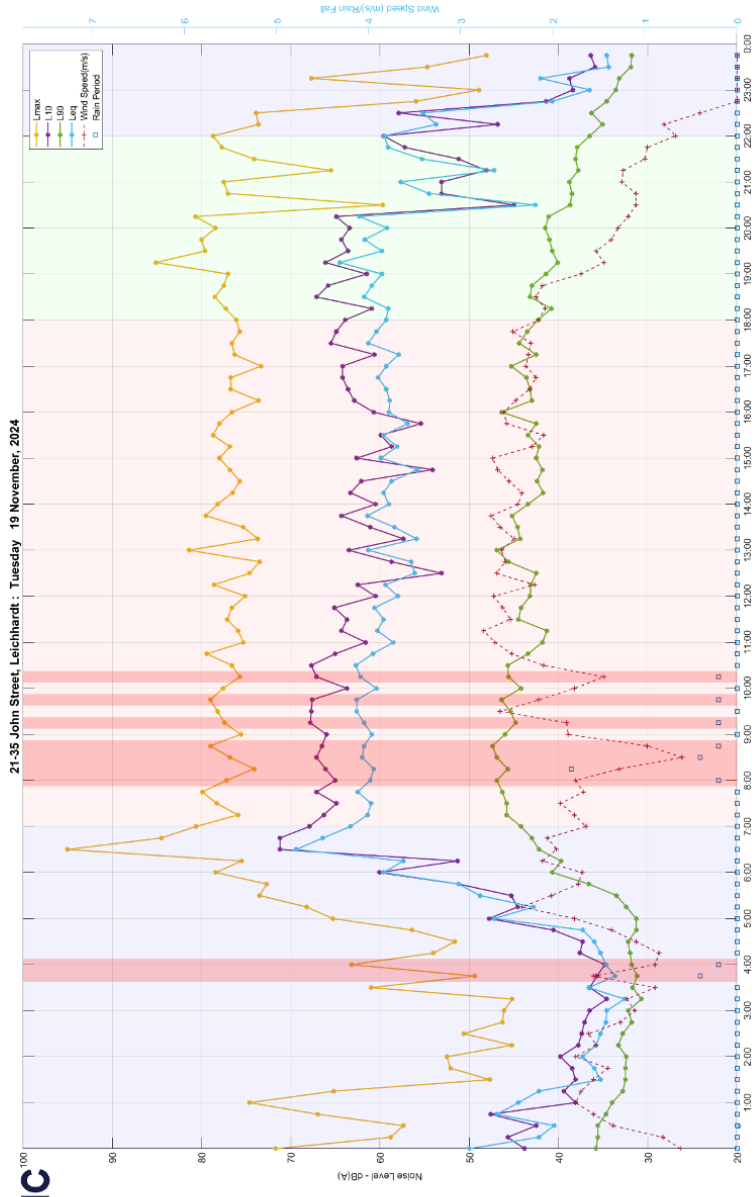


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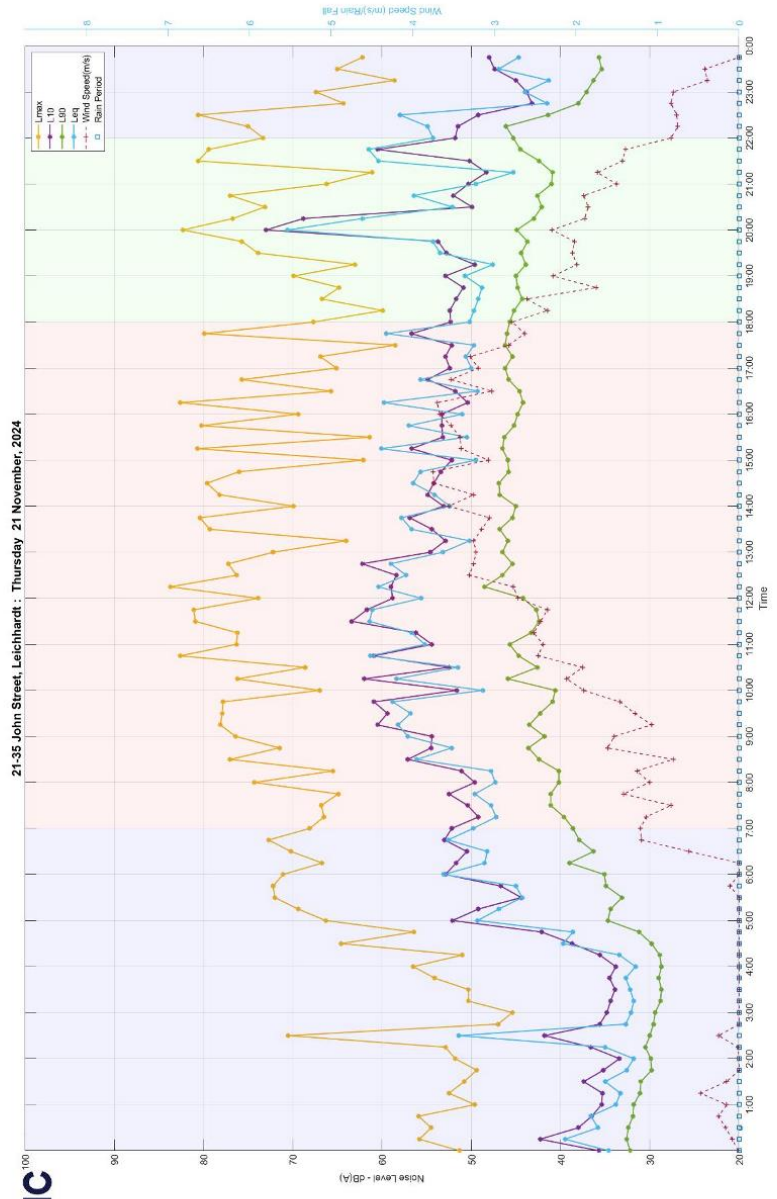


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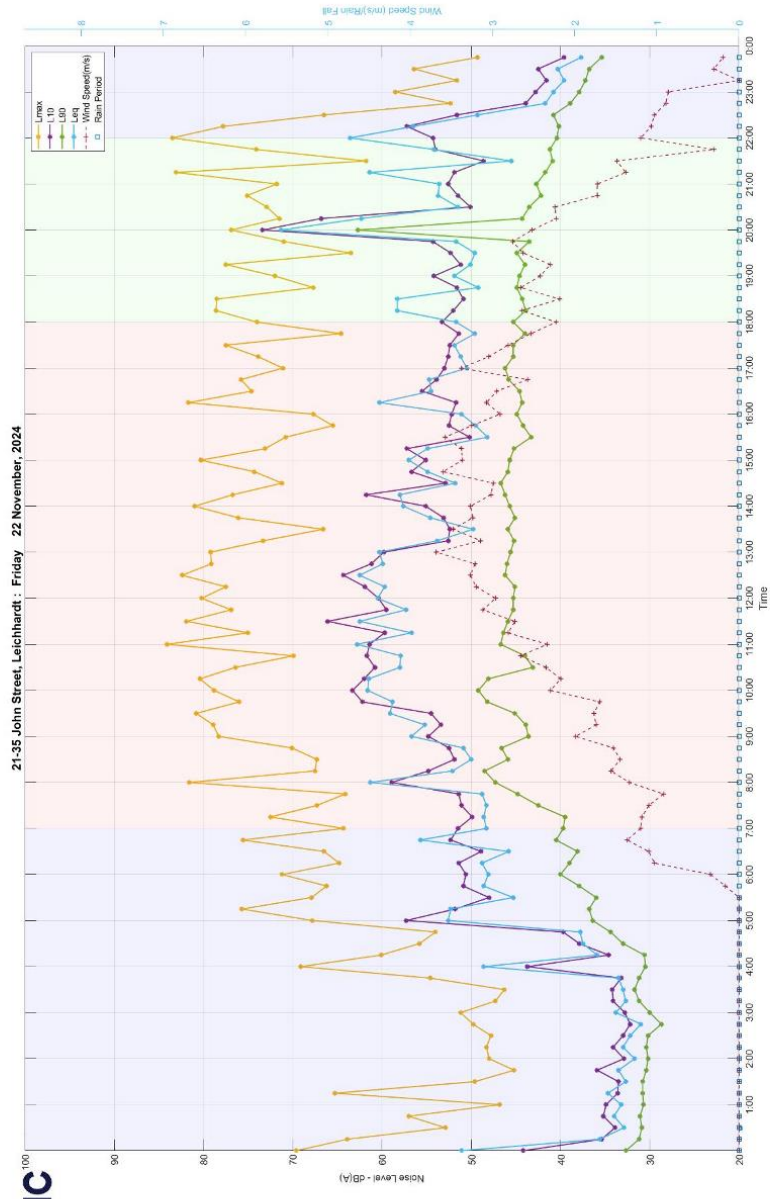


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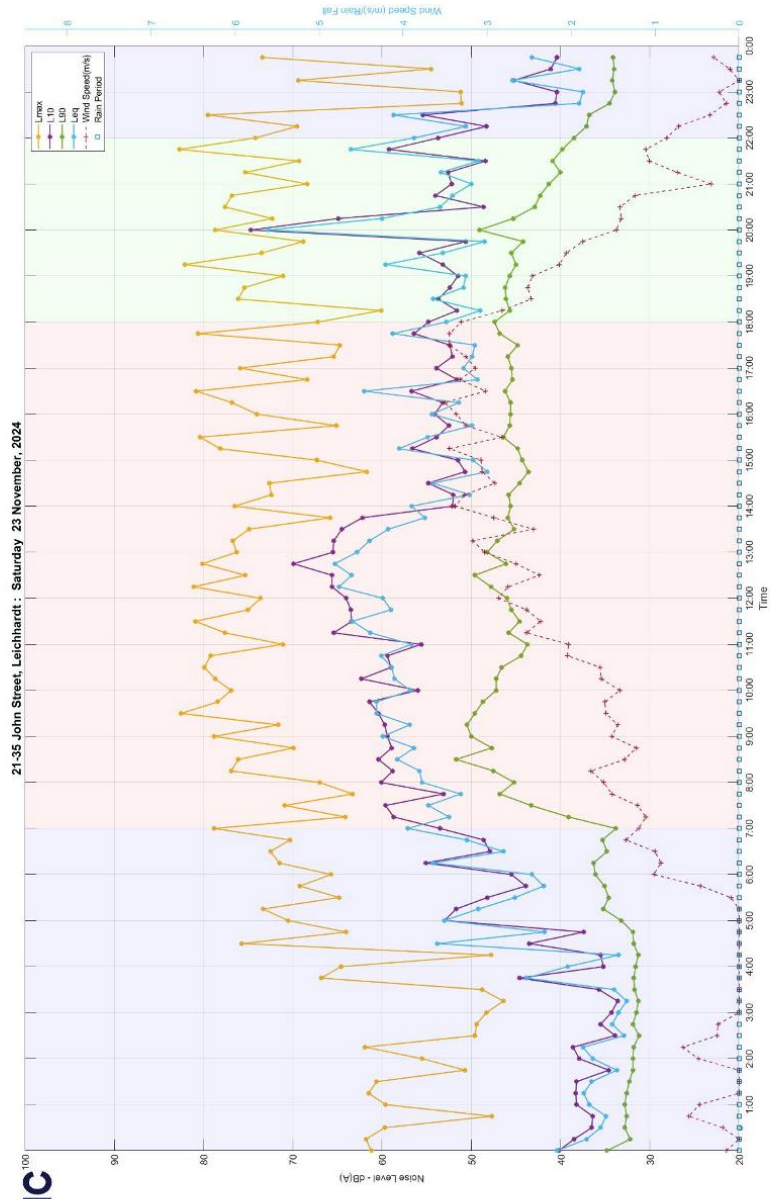


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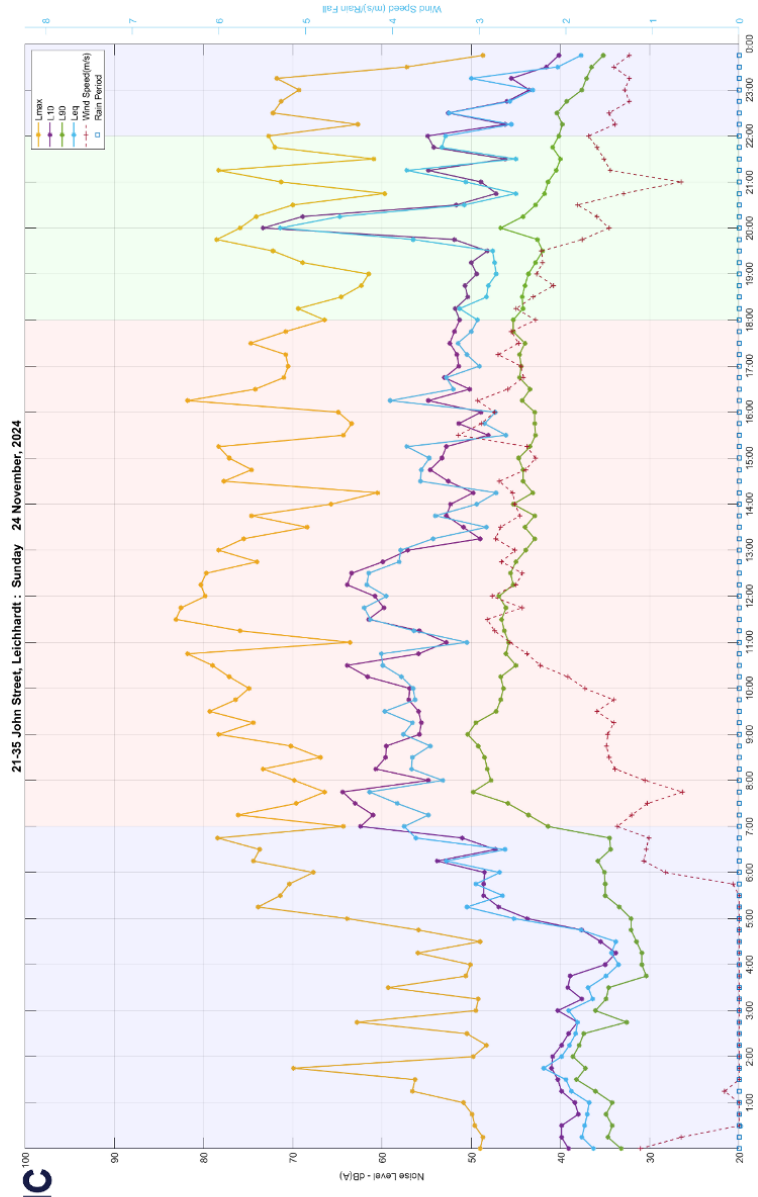


ACOUSTIC LOGIC

21-35 John Street, Leichhardt : Monday 25 November, 2024
Lmax
L10
L90
Leq
Wind Speed(m/s)
Rain Period
Noise Level - dB(A)
Wind Speed (m/s)/Rain Fall
Time
Wind Speed is corrected using factor 0.5000 based on logger location
ACOUSTIC LOGIC

# Attachment G – Acoustic Logic Response to Council Request for Information

ACOUSTIC LOGIC

MATTHEW PALAVIDIS
VICTOR FATTORETTO
MATTHEW SHIELDS

20241235.2/1903A/R0/HD

19/03/2025

SIA No. 5 ATF SIA FUNDS No.5
265-267 Halifax Street
ADELAIDE SA 5061
AUSTRALIA

Attn: Peter Leipus

**21-35 John Street, Leichhardt - Response to Council RFIs**

This letter has been prepared in response to comments received from Inner West Council regarding Development Application DA/2025/0001 relating to the *Noise Impact Assessment* prepared by Acoustic Logic (document reference 20241235.1/1812A/R1/HD, dated 18/12/2024).

Councils comments relating to acoustics are reproduced within this letter and our response to each issue has been detailed.

**Council Comment**

*An acoustic report prepared by Acoustic Logic (Reference: 20241235.1/1812A/R1/HD, Revision 1), dated 18 December 2024, has been submitted with the application. The report assesses noise impacts on all residential properties surrounding the proposed development, regardless of their location.*

*However, Council's Environmental Health team has requested a targeted assessment of the most affected residential properties, specifically 19, 22, and 24 John Street, Leichhardt. Additionally, the assessment must consider and incorporate the noise impact from reversing alarms on SRVs and trucks.*

*The following further information will need to be submitted for further assessment:*

- *An amended acoustic report that will identify the most affected residential receivers on 1 9, 22 and 24 John Street, Leichhardt and assess the noise impact from the proposed development, including noise from reverse alarms of SRV/trucks to those receivers.*

**AL Response**

An updated Noise Impact Assessment has been prepared to address Council comments (reference 20241235.1/2403A/R2/HD, dated 24/03/2025) and provides more clarification with respect to the assessment of SRV movements and noise predictions to residential properties – refer Sections 6.1 and 6.2.

**SYDNEY**
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MASCOT NSW 2020
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Notably, clarifications have been made regarding the assessment of reversing alarms from SRVs manoeuvring within the driveways – wherein the assessment was undertaken based on swept paths presented within Annexure D of the referenced Traffic assessment prepared by McLaren Traffic Consultants (240955.01DA).

AL has also provided a broadened noise prediction summary to surrounding residential receivers in response to Council's request.

**Council Comment**

*Furthermore, multiple submissions from surrounding residential properties have raised concerns about acoustic impacts. One submission, received during community consultation, was accompanied by a letter from E-Lab Consulting dated 18 December 2024. As this letter outlines specific areas of contention, Council requests a response to these matters from a suitably qualified person.*

The referenced E-Lab Consulting submission provides a table summarising points of contention which are repeated below:

*Table 4: Points of contention*

| ITEM | CONTENTION |
|---|---|
| Noise monitoring location | Noise monitor was installed on the south-eastern corner of the site along White Creek Lane. We understand the existing warehouse facility was in operation during the monitoring period, and site observations indicate the trucks/vans typically sit idling in proximity of the monitor position.<br>The NIA also does not provide a qualitative description of the acoustic environment with respect to the character of noise, and dominant sources of noise driving background and ambient noise levels, as is required by the NPfI.<br>In consideration of the above, it is not clear whether the monitoring undertaken presents noise levels representative of the acoustic environment at nearby residences in isolation of the industrial uses of the existing site, or whether the operation of the existing site have skewed the results (which should be deducted in accordance with the NPfI).<br>Further to above, residents observed pressure washing activities during the week of monitoring.<br>In consideration of above, we recommend monitoring is conducted again. |
| Maximum noise level assessment for sleep disturbance | Based on the proposed layout of the development, we understand car-parking spaces run along the southern boundary adjacent to multi-storey residential dwellings which will have direct line of sight to cars on the project site.<br>Table 11 of the NIA provides predicted $L_{max}$ noise levels at the most affected residential facades. A maximum of 60dB(A) has been predicted based on a sound power level of 95dB(A)$L_{max}$ from a car door slam/engine start. This corresponds to a distance attenuation of approximately 23m between the noise source and receiver.<br>Assuming a conservative minimum distance of 10m between a car space and the nearest residential façade, maximum noise levels are expected to be approximately 67dB(A)$L_{max}$ as opposed to 60dB(A)$L_{max}$.<br>Clarification should be provided on the assumptions (specific carparks required?) and distances/receivers used to achieve a maximum noise level of 60dB(A)$L_{max}$. |
| Traffic Generation | The traffic report states an estimated existing peak PM and AM hour traffic generation of 32 vehicle trips. Residents observe a maximum of 1-2 vehicle trips in a peak hour. |

With reference to the above points of contention, AL provide the following responses:

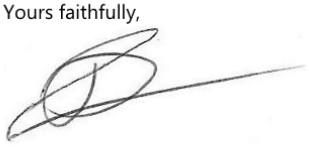
- Noise monitoring location:
    - The Rating Background Level (RBL) is calculated based on the ambient noise level exceeded for 90% of the time ($L_{90}$) – i.e. the quietest 10% of noise is considered for the noise descriptor. Whilst the noise monitor may have been impacted by site operations to some degree, given the total activity generated by the site, it is unlikely to raise the RBL significantly.
    - Further, the assessment has been undertaken conservatively for the evening and night time period, which is in absence of any existing noise from the development (given existing site hours are between 9am-5pm). These periods correspond with a lower RBL, whilst still maintaining the same operational scenarios as would be present during the daytime period.
- Maximum noise level assessment for sleep disturbance:
    - Access to the site during the night time period, whilst possible, is not expected to be a routine occurrence. Access will be by appointment only, rather than allowing for open access to customers of the facility.
    - The assessment is based on the assumption is that any vehicle movements during the night time would involve cars driving into the internal loading dock to load/unload rather than parking within the external vehicle spaces, noting that this is also the most convenient location for accessing internal storage units.
    - Given access to the site is required to be coordinated prior to arrival, customers can be clearly informed of any management controls or restrictions prior to arrival.
- Traffic Generation
    - The assessment is based on the information provided by the traffic consultant.

With reference to the remaining submissions from surrounding residential properties, the primary objections are summarised in the following main dot points, with subsequent AL comments provided below.

- Noise from operation of security gate
    - AL agrees that the operation of security gates generally should not exhibit any tonal or annoying characteristics, including any sirens or beeping noise which can be disruptive to surrounding residents. We note that these modifying factors are also included in the NSW EPA Noise Policy for Industry, the requirements of which are detailed in the acoustic report.
    - The gate motor should be effectively acoustically isolated, and the operation of the door should not generate any rattling or squeaking. AL have provided an update to the recommendations within the assessment to address this item.
- Noise from loading/unloading activities within the warehouse
    - AL have been informed that all loading and unloading activities shall be carried out within the loading bay located internally within the building. An allowance for this has been included in the updated acoustic report, noting that it does not contribute significantly to the overall level of noise emission from the site.
- Consideration of Emma Street receivers
    - Where compliant noise levels are achieved at John Street residences, compliant noise levels will also be achieved at Emma Street receivers, given they are located further away from the project site and located within a similar noise environment.

Please contact us should you have any further queries.

Yours faithfully,



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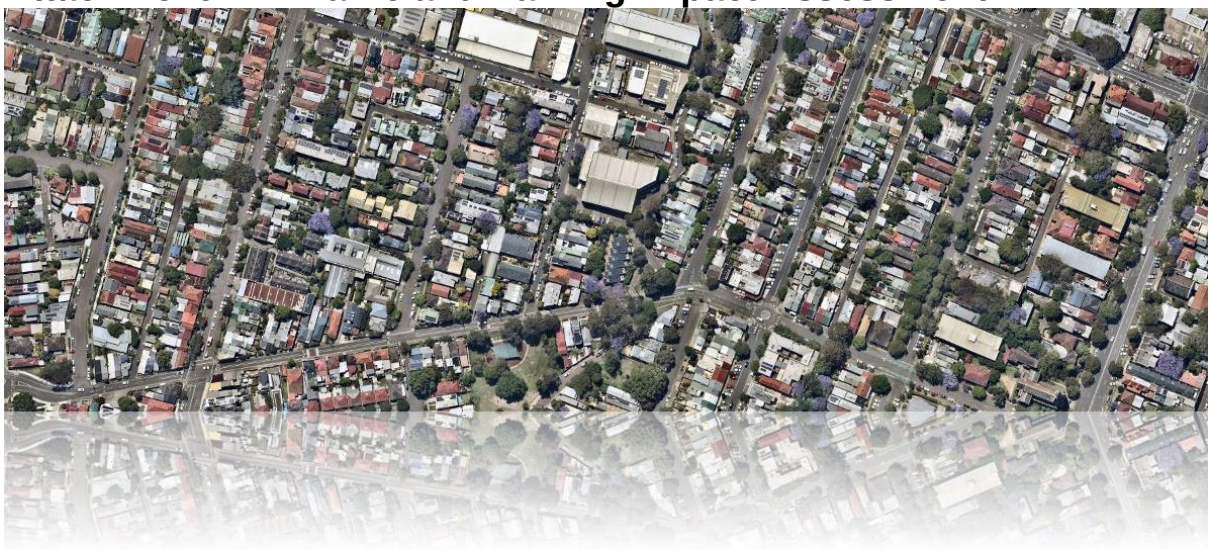
# Attachment H – Traffic and Parking Impact Assessment



## TRAFFIC AND PARKING IMPACT ASSESSMENT OF THE PROPOSED SELF STORAGE FACILITY AT 21-35 JOHN STREET, LEICHHARDT

Address: Shop 7, 720 Old Princes Highway Sutherland NSW 2232
Postal: P.O Box 66 Sutherland NSW 1499

Telephone: +61 2 9521 7199
Web: www.mclarentraffic.com.au
Email: admin@mclarentraffic.com.au

Division of RAMTRANS Australia ABN: 45067491678 RPEQ: 19457

Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

240955.01FB - 18 December 2024

| | |
|---|---|
| **Development Type:** | **Self Storage Facility** |
| **Site Address:** | **21-35 John Street, Leichhardt** |
| **Prepared for:** | **Storage Investments Australia** |
| **Document reference:** | **240955.01FB** |

| Status | Issue | Prepared By | Checked By | Approved By | Date |
|---|---|---|---|---|---|
| Draft | A | AI | MM | MM | 11 December 2024 |
| Final | A | AI | MM | MM | 12 December 2024 |
| Final | B | AI | MM | MM | 18 December 2024 |

## TABLE OF CONTENTS

# 1 INTRODUCTION

*McLaren Traffic Engineering* was commissioned by *Storage Investments Australia* to provide a traffic and parking impact assessment of the proposed Self Storage Facility at 21-35 John Street, Leichhardt as depicted in **Annexure A**.

## *1.1 Description and Scale of Development*

The proposed development has the following characteristics relevant to traffic and parking:

- Three levels of storage area comprising of 3,188m$^2$ GFA and 2,324m$^2$ NLA.
- An existing at-grade parking area with vehicular access via existing driveways from John Street and Whites Creek Lane, accommodating 18 formal car parking spaces.

## *1.2 State Environmental Planning Policy (Transport and Infrastructure) 2021*

The proposed development does not qualify as a traffic generating development with relevant size and/or capacity under *Clause 2.122* of the *SEPP (Transport and Infrastructure) 2021*. Accordingly, formal referral to Transport for NSW (TfNSW) is unnecessary and the application can be assessed by Inner West Council officers accordingly.

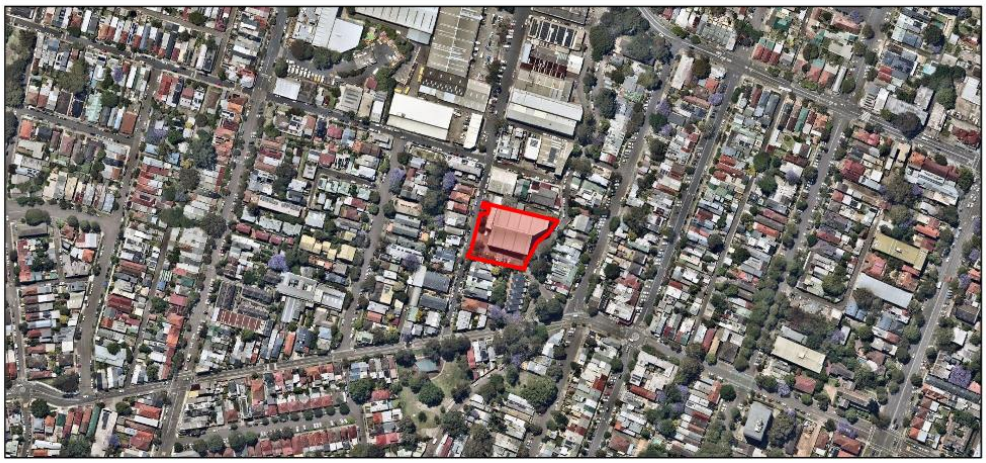
## *1.3 Site Description*

The subject site includes one (1) lot legally identified as Lot 1 DP602355 which is currently zoned *E4 – General Industrial* under *Inner West Local Environmental Plan 2022* and occupied by an existing Bathroom Supply Store. The site has frontages to John Street to the west and Whites Creek Lane to the east.

The site is generally surrounded by industrial developments to the north and low-density residential developments in all other directions.

### *1.4 Site Context*

The location of the site is shown on an aerial photo and a street map in in **Figure 1** and **Figure 2**, respectively.



Site Location

**FIGURE 1: SITE CONTEXT – AERIAL PHOTO**


Site Location

**FIGURE 2: SITE CONTEXT – STREET MAP**

## 2 EXISTING TRAFFIC AND PARKING CONDITIONS

### *2.1 Road Hierarchy*

The road network servicing the site has characteristics as described in the following sub-sections.

2.1.1 John Street

- Unclassified LOCAL Road;
- Approximately 7m width carriageway facilitating one-way traffic flow in the northly direction prior to the intersection of John Street / Hill Street as well as kerbside parking on both sides of the road;
- Signposted 50km/h speed limit;
- Generally unrestricted kerbside parking on both sides of the road;
- Signposted *"No Parking"* restrictions apply along the site's western property boundary, in front of the existing site driveway;
- Signposted *"No Parking – 8 AM – 6 PM MON – FRI"* restrictions apply for approximately 10m north of the site's existing southern driveway.

2.1.2 Styles Street

- TfNSW Classified Secondary Road (No. 2013);
- Approximately 6m wide carriageway facilitating one (1) traffic flow lane in each direction;
- Signposted 40km/h speed limit;
- Signposted *"No Stopping"* restrictions apply on both side of the road.

2.1.3 Moore Street

- TfNSW Unclassified REGIONAL Road (No. 7314);
- Approximately 14m width carriageway facilitating one (1) traffic flow lane in each direction, kerbside parking on both sides of the road as well as a line marked cycling lane on both sides of the road.
- Signposted 50km/h speed limit;
- Generally unrestricted kerbside parking on both sides of the road west of the intersection of John Street / Moore Street;

2.1.4 Whites Creek Lane

- Unclassified LOCAL Road
- Varying road width of approximately 5m to 7.5m width carriageway facilitating two-way traffic flow;
- Default 50km/h speed limit;
- Generally unrestricted kerbside parking on the western side of the road.

### 2.2 Existing Traffic Management

- Priority controlled intersection of John Street / Moore Street;
- Priority controlled intersection of John Street / Styles Street;
- "Stop" controlled intersection of John Street / Hill Street.
- Priority controlled intersection of Alfred Street / Whites Creek Lane.

### 2.3 Existing Traffic Environment

Turning movement count traffic surveys were conducted at the intersections of Whites Creek Lane / Alfred Street, Hill Street / John Street and Styles Street / John Street from 7:00AM to 9:30AM and 3:00PM to 6:00PM on Tuesday 26 November 2024 representing a typical operating weekday. The full survey results are shown in **Annexure B** for reference.

#### 2.3.1 Existing Road Performance

The performance of the surrounding intersections under the existing traffic conditions has been assessed using SIDRA INTERSECTION 9.1, **Table 1** summarises the resultant intersection performance data, with full SIDRA results reproduced in **Annexure C.**

**TABLE 1: EXISTING INTERSECTION PERFORMANCES (SIDRA INTERSECTION 9.1)**

| Intersection | Peak Hour | Degree of Saturation[1] | Average Delay[2] (sec/vehicle) | Level of Service[3][4] | Control Type | Worst Movement |
|---|---|---|---|---|---|---|
| ***EXISTING PERFORMANCE*** | | | | | | |
| Alfred Street / Whites Creek Lane | AM | 0.02 | 1.7 (Worst: 4.9) | **NA** (Worst: A) | Give Way | RT from Alfred Street |
| | PM | 0.01 | 1.7 (Worst: 4.7) | **NA** (Worst: A) | | RT from Whites Creek Lane |
| Hill Street /John Street | AM | 0.02 | 4.5 (Worst: 8.2) | **NA** (Worst: A) | Stop | T from Hill Street |
| | PM | 0.01 | 4.5 (Worst: 7.5) | **NA** (Worst: A) | | LT from Hill Street |
| Styles Street / John Street | AM | 0.32 | 0.4 (Worst: 6.7) | **NA** (Worst: A) | Give Way | RT from Styles Street |
| | PM | 0.16 | 0.2 (Worst: 4.9) | **NA** (Worst: A) | | RT from Styles Street |

**Notes:**

(1) The Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.
(2) The average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.
(3) The Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.
(4) No overall Level of Service is provided for Give Way and Stop controlled intersections as the low delays associated with the dominant movements skew the average delay of the intersection. The Level of Service of the worst approach is an indicator of the operation of the intersection, with a worse Level of Service corresponding to long delays and reduced safety outcomes for that approach.

As shown, the relevant intersections are currently performing at a high level of efficiency, with an overall or worst movement Level of Service "A" conditions in both the AM & PM peak hour periods. The Level of Service "A" performance is characterised by low approach delays and spare capacity.

### *2.4 Public Transport*

The subject site has access to the existing bus stop (ID: 204071) located approximately 270m walking distance to the north of site on Moore Street. The bus stop services existing bus routes 469 (MarketPlace Leichardt to Glebe (Loop Service)) and 470 (Lilyfield to City provided by Transit Systems.

In addition to the above, Lilyfield Light Rail is located 1km walking distance to the north of the subject site, servicing the L1 – Dulwich Hill to Central Line. A light rail service is provided every 6-10 minutes in commuter peak periods and provides direct access between Central and Dulwich Hill.

The location of the site subject to the surrounding public transport network is shown in **Figure 3**.


**FIGURE 3: PUBLIC TRANSPORT NETWORK MAP**

## 3 PARKING ASSESSMENT

### *3.1 Council Parking Requirement*

Reference is made to *Leichhardt DCP 2013* (LDCP 2013), which outlines the requirements for industrial developments within the specified Inner West Council areas. However, the Leichhardt DCP does not specify parking rates for self-storage developments.

In the absence of an applicable parking rate within the DCP, further analysis to determine an appropriate parking provision for the proposed self-storage development is necessary and is provided in the following section.

### *3.2 Parking Requirement based on Aurecon Self-Storage Study*

Studies have been previously completed within NSW that have provided a minimum number of parking spaces appropriate for self-storage developments. Reference is made to the Aurecon Report and the more recent *Supplement for Self Storage Facilities 2017* (2017 Report), which provides recommendations regarding the provision of parking for self-storage facilities.

The minimum number of parking spaces recommended to be provided by Aurecon for self-storage developments with respect to the Maximum Leasable Area of developments is shown within the excerpt from their report in **Figure 4** below.

Table 3 - Recommended minimum number of Parking Spaces per MLA group

| Maximum Leasable Area | Office Parking | Storage Area Parking | Staff Parking | Trailer/ Ute Parking | Total Parking (2016) |
|---|---|---|---|---|---|
| 0 - 3,000 m² | 1 | 2 | 2 | 1 | 6 |
| 3,000 - 6,000 m² | 2 | 5 | 2 | 1 | 10 |
| 6,000 - 9,500 m² | 2 | 8 | 2 | 1 | 13 |

**FIGURE 4: AURECON MINIMUM NUMBER OF PARKING SPACES (2017 REPORT)**

With consideration that the site has a total storage area of less than 3,000m$^2$, **Table 2** below summarises the minimum car parking requirement based on the Aurecon traffic study.

**TABLE 2: AURECON RECOMMENDED PARKING PROVISION**

| Land Use | Scale | Parking Space type | Spaces Recommended | Spaces Provided |
|---|---|---|---|---|
| Self-Storage | <3,000m$^2$ NLA | Office and Staff | 3 | 18 |
| | | Storage Area | 2 | |
| | | Trailer / Ute parking | 1 | |
| **Total** | | | **6** | **18** |

Notes:
(1) The storage area and trailer/ute parking can be undertaken within the truck loading and car parking areas

As shown above, six (**6**) car parking spaces are recommended for a self-storage facility of the proposed scale. An additional space is recommended for the parking of a trailer or ute. The site provides **18** car parking spaces in formalised bays. The proposed car parking is in excess of the Aurecon recommended car parking provision. Therefore, the proposed car parking provision is considered acceptable.

### *3.3 Parking for People with Disabilities*

Reference is made to the *Table D3.5* of the *Building Code of Australia* (BCA) as part of the *National Construction Code 2019* (NCC) which categorises a self storage facility as a Class 7b building and therefore requires the provision of car parking for people with disabilities at a rate of:

| | |
|---|---|
| *Class 7b* | *1 space for every 100 carparking spaces or part thereof.* |

In accordance with the BCA requirements, one (**1**) car parking space for people with disabilities is to be provided. The proposed car parking layout details the provision of one (**1**) car parking spaces resulting in compliance with BCA requirements.

It should be noted that the architectural plans do not detail a compliant accessible space with *AS2890.6:2022*, requiring a separate shared space. As there is surplus car parking, the adjacent space to the accessible space should be removed and re-purposed as a shared space.

### *3.4 Bicycle & Motorcycle Parking Requirements*

Reference is made to LDCP 2013 which outlines the following requirements for bicycle and motorcycle parking spaces.

> ***C1.11.3 Bicycle Parking Rates and Facilities***
>
> *Industry*
>
> *Residents/staff – 1 space per 10 staff*
>
> ***Motor Bike Parking Facilities***
>
> *C23 Motor bike parking is to be provided at a rate of one (1) space for developments that require between 1 to 10 vehicle spaces and 5% of the required vehicle parking thereafter. The rate of total parking provision required is established by Table C4: (General Vehicle Parking Rates) for the land use.*

It has been indicated that there will be a maximum of two (2) full-time employees on-site at any one time. Applying the above rates, results in a bicycle parking requirement of one (1) bicycle parking space and one (1) motorcycle parking space.

The plans do not detail the provision of bicycle parking facilities. A single bicycle storage space can be provided informally onsite if required. Moreover, the provision of one (1) motorcycle parking space is considered inappropriate in this case due the nature of a self-storage facility requiring users to carry goods between the storage facility and their vehicles. The carparking provided on-site is in excess of the parking requirements for a self-storage facility, and it is reasonable to assume that any users who travel to the site by motorcycle will be able to park on-site using vacant car parking spaces.

### *3.5 Servicing & Loading*

Due to the location of the site, the maximum commercial vehicle capable of accessing the site shall be limited to a 6.4m length Small Rigid Vehicle. This design vehicle is considered suitable to cater for the demand of the site in the context of the surrounding road environment, as a Small Rigid Vehicle has a smaller vehicle body width. Furthermore, the limitation of a Small Rigid Vehicle is consistent with the existing use of the site.

Swept path analysis has been undertaken to determine the ability of the largest design vehicle to circulate the site, with the results reproduced within **Annexure B**. The results indicate that the site can accommodate a Small Rigid Vehicle (SRV) with access and egress possible from both driveways.

In addition to the above, for egress onto John Street by a Small Rigid Vehicle, the extension of the "No Parking" signage will be required. That is, the existing "No Parking" signage will need to be extended through to weekends and is required to be modified.

The existing "No Stopping" sign has the ability to accommodate one (1) car parking space, which will be lost on weekends. So, to limit the loss of on-street car parking. It is recommended that the northern crossover on John Street be restored and retained as on-street parking.

Waste servicing for the site can be completed by a private waste contractor, utilising the existing loading bay.

### *3.6 Car Park Design & Compliance*

It is understood the existing site provides 18 car parking spaces, with no changes being made as part of the proposal. Hence, it is expected that the operation and use of these car parking spaces has been certified accordingly as part of the existing use of the building and has not been revisited as part of the alterations and additions.

Swept path testing has been undertaken and the results are reproduced within **Annexure D** for reference.

## 4 TRAFFIC ASSESSMENT

The impact of the expected traffic generation levels associated with the subject proposal is discussed in the following sub-sections.

### *4.1 Traffic Generation*

#### 4.1.1 Existing Traffic Generation

The subject site is currently being used as a bathroom supply store. Traffic generation rates for the relevant land uses are provided in the *Guide to Transport Impact Assessment (2024)* and recent supplements as adopted by *Transport for NSW* (TfNSW) and are as follows:

> ***Table 5.38 Bulky goods stores sample summary (weekday)***
>
> *Weekday rates – Sydney*
>
> *Vehicle trips (vehicle trips/100m² GLFA)*
>
> *PM peak hour – 1.01*

The resulting AM and PM peak hourly traffic generation is summarised in **Table 3**.

**TABLE 3: ESTIMATED EXISTING TRAFFIC GENERATION**

| Use | Scale | Peak | Generation Rate | Trips(3) |
|---|---|---|---|---|
| Hardware and bulky goods store | 3,188m²(1) | AM(2) | 1.01 per 100m² GLFA | 32 (16 in, 16 out) |
| | | PM | 1.01 per 100m² GLFA | 32 (16 in, 16 out) |

**Notes:**
(1) Reported GFA of the existing site.
(2) The PM peak hour rate has been applied to the AM peak hour, for a conservative estimate.
(3) 50% inbound and 50% outbound assumed for the AM and PM peak periods.

As shown, the expected traffic generation associated with the existing development is in the order of **32** vehicle trips in the AM peak period (16 in, 16 out) and **32** vehicle trips in the PM peak period (16 in, 16 out).

#### 4.1.2 Future Traffic Generation

The estimated traffic generation level for the facility is based upon the *Aurecon Self Storage Facility Traffic and Parking Study 2009*, which provides rates of traffic generation for other similar developments in *Section 5.2 – Traffic Generation*. The resulting traffic generation is summarised in **Table 4** below.

It should be noted that the generation rates outlined in the updated *Traffic Study 2017* are approximately 12% smaller overall. The generation rates outlined in the 2009 study have been used as a worst-case scenario.

**TABLE 4: ESTIMATED FUTURE TRAFFIC GENERATION**

| Land use | Scale | Type | Generation | |
|---|---|---|---|---|
| | | | AM Peak | PM Peak |
| Self-storage Facility | <3,000m² NLA | Office | 7 | 8 |
| | | Storage | 8 | 11 |
| **Total** | **-** | **-** | **15** | **19** |

As shown in **Table 4** above, the peak hour traffic generation of the site is estimated as **15** vehicle trips in the AM peak hour period and **19** vehicle trips in the PM peak hour period. It is reiterated that the 95th percentile traffic generation from the *Aurecon Report 2009* has been used to give a worst case.

4.1.3 Cumulative Traffic Generation & Impact

The cumulative traffic generation of the proposed development is summarised below in **Table 5**, with consideration made to both the existing and future traffic development of the subject site.

**TABLE 5: CUMULATIVE TRAFFIC GENERATION**

| Use | Scale | Peak | Trips |
|---|---|---|---|
| ***EXISTING*** | | | |
| Hardware and bulky goods store | 3,188m² GFA | AM | -32 (-16 in, -16 out) |
| | | PM | -32 (-16 in, -16 out) |
| ***FUTURE*** | | | |
| Self-storage Facility | <3,000m² NLA | AM | +15 (+7 in, +8 out) |
| | | PM | +19 (+8 in, +11 out) |
| **Total** | **-** | **AM** | **-17 (-9 in, -8 out)** |
| | **-** | **PM** | **-13 (-8 in, -5 out)** |

As shown, the expected cumulative traffic generation associated with the proposed development is in the order of **-17** vehicle trips in the AM peak period (-9 in, -8 out) and **-13** vehicle trips in the PM peak period (-8 in, -5 out).

This level of traffic will have no adverse effect on any nearby intersections and can be readily accommodated within the existing road network with minimal impact in terms of traffic flow efficiency and road safety considerations.

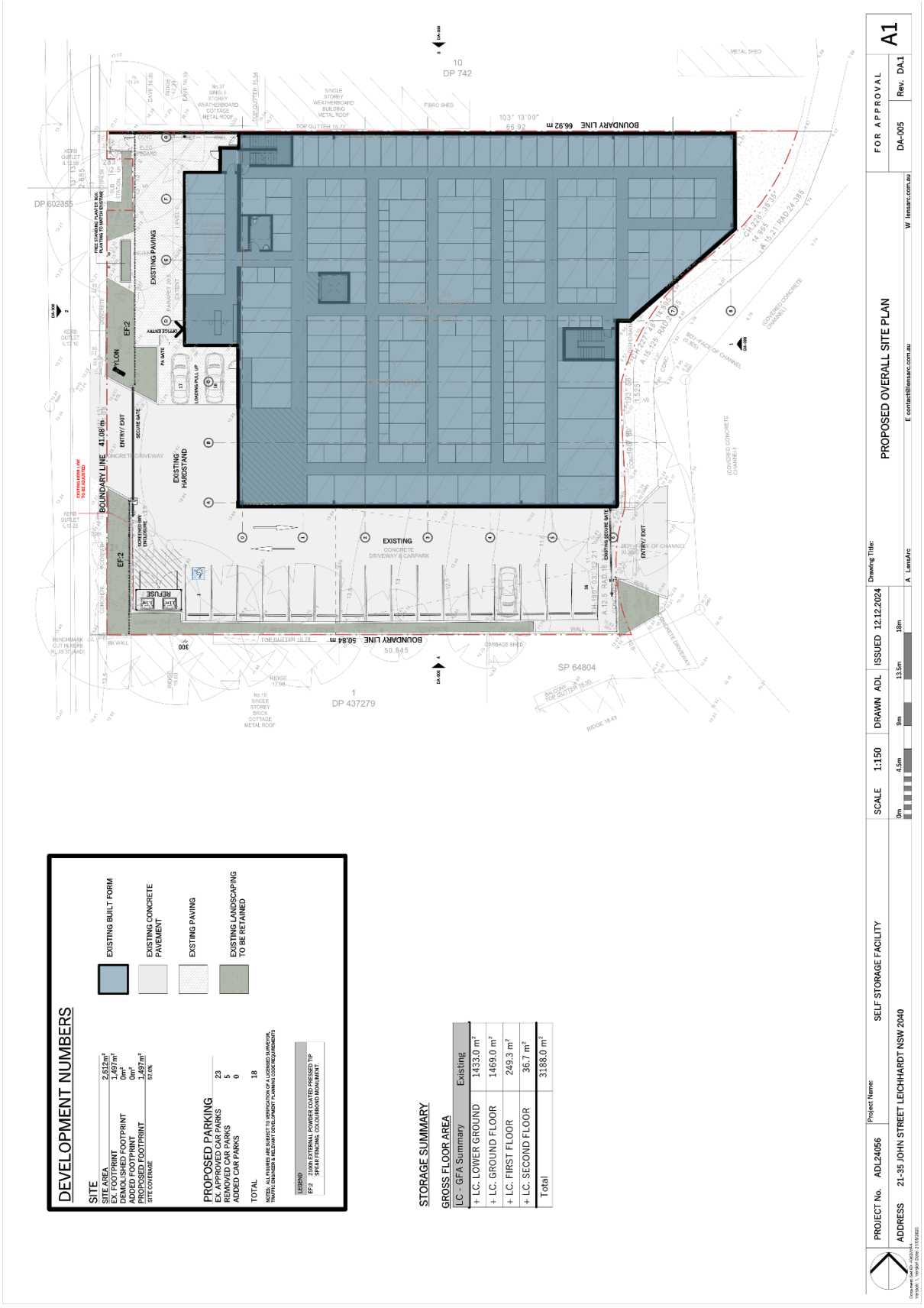
Indeed, the computer models that are available to assess these impacts are not sensitive to such small changes and it may be concluded that the road network will operate with no change in the existing levels of service. In this regard, the proposed use of the site is a low-order traffic use, and the proposed development is supportable in terms of its traffic impacts.

## 5 CONCLUSION

In view of the foregoing, the subject self-storage facility proposal at 21 – 35 John Street, Leichhardt (as depicted in **Annexure A**) is fully supportable in terms of its traffic and parking impacts. The following outcomes of this traffic impact assessment are relevant to note:

- The proposal includes the provision of **18** car parking spaces within an existing carpark, satisfying the relevant parking provision suggested in the *Aurecon Self Storage Facility Traffic and Parking Study 2009* and the more recent *Supplement for Self Storage Facilities 2017* which includes recommended parking provisions for self-storage facilities based upon extensive surveys of similar sites.
- The existing parking area is not proposed to change with the proposed alterations and additions of the subject site.
- Based on *Aurecon Self Storage Facility Traffic and Parking Study 2019* the site is estimated to generate a cumulative peak **-17** vehicle trips in the AM and **-13** trips in the PM peak hours. The traffic generation of the site is not expected to have a noticeable impact on the surrounding road network in terms of traffic flow efficiency.
- The subject site is recommended to be restricted to a 6.4m length Small Rigid Vehicle due to the site location which is consistent with the previous operation of the site.
- As part of the proposal, the existing "No Parking" sign along John Street will be required to be extended through to weekends to ensure Small Rigid Vehicles can exit the site onto John Street. So, to limit the loss of on-street parking on weekends, it is recommended that the existing northern driveway along John Street be restored as kerbside parking.
- To accommodate a compliant accessible space, the loss of one (1) space will be required to be re-purposed as a shared space. This will result in a loss of one (1) space, where there being ample spare spaces on-site to accommodate the demand of the site.

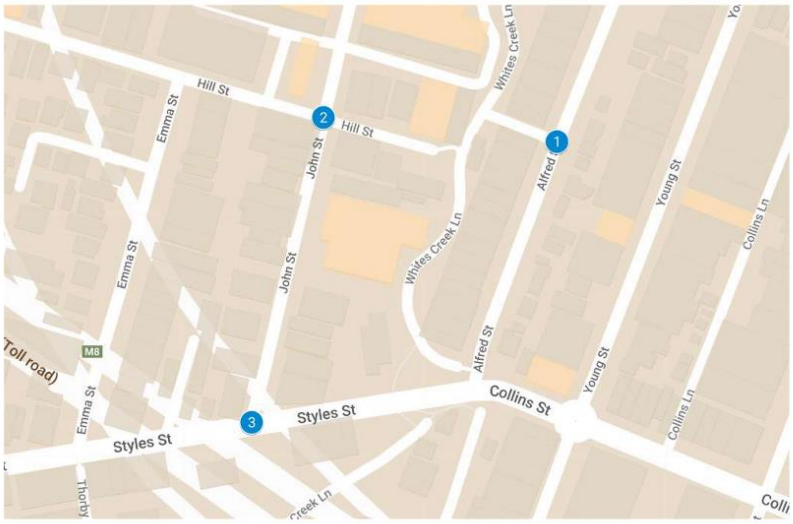

**ANNEXURE A: PROPOSED PLANS**
**(1 SHEET)**

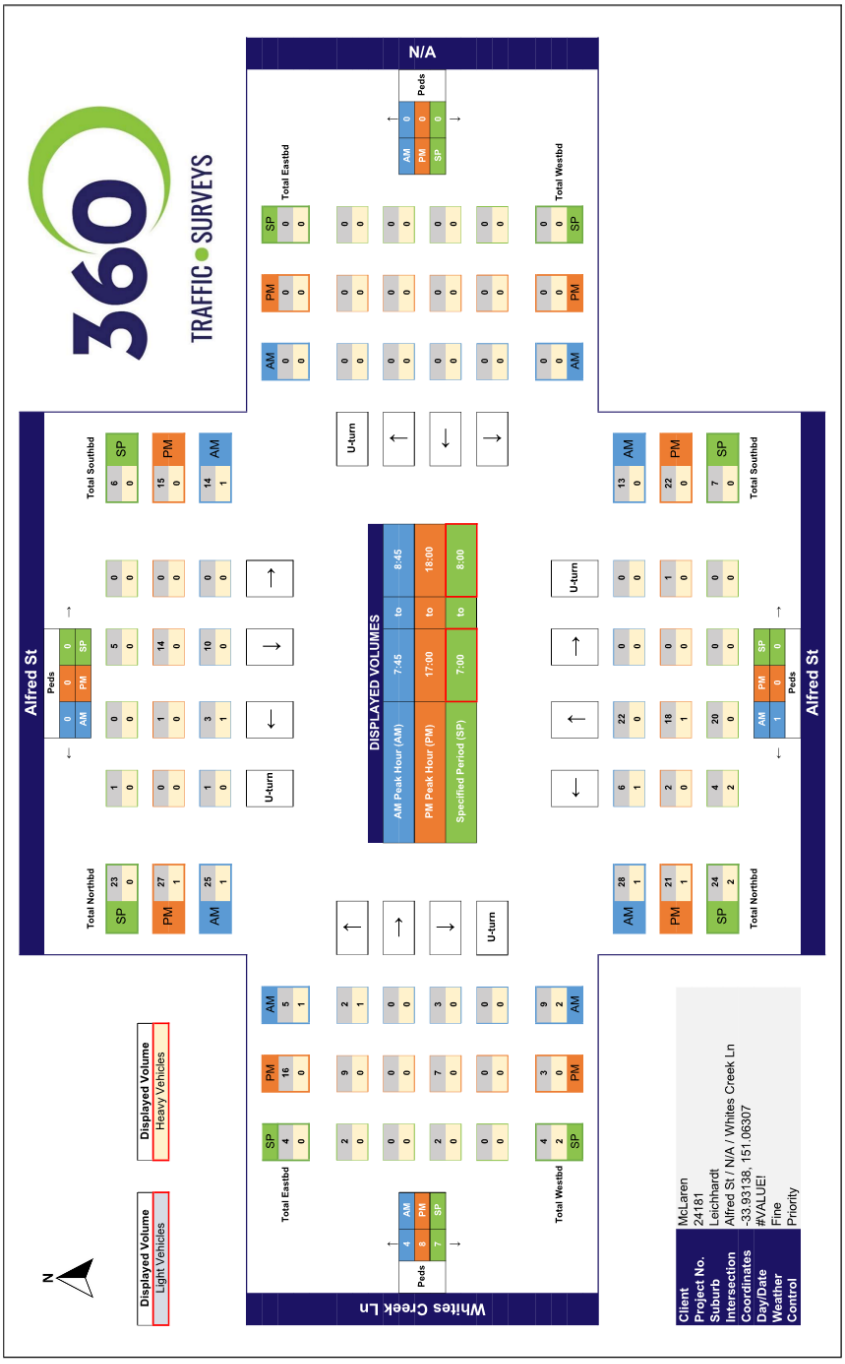

DEVELOPMENT NUMBERS
SITE
SITE AREA 2,612m²
EX. FOOTPRINT 1,497m²
EXISTING TO BE DEMOLISHED FOOTPRINT 0m²
ADDED FOOTPRINT 0m²
PROPOSED FOOTPRINT 1,497m²
SITE COVERAGE 57.0%
PROPOSED PARKING
EX. APPROVED CAR PARKS 23
REMOVED CAR PARKS 5
ADDED CAR PARKS 0
TOTAL 18
NOTES: ALL FIGURES ARE SUBJECT TO VERIFICATION OF A LICENSED SURVEYOR, TRAFFIC ENGINEER & RELEVANT DEVELOPMENT PLANNING CODE REQUIREMENTS
LEGEND
EF-2 210MM EXTERNAL POWDER COATED PRESSED TIP SPEAR FENCING, COLOUR/BOND MONUMENT
EXISTING BUILT FORM
EXISTING CONCRETE PAVEMENT
EXISTING PAVING
EXISTING LANDSCAPING TO BE RETAINED
STORAGE SUMMARY
GROSS FLOOR AREA
LC - GFA Summary Existing
+ LC. LOWER GROUND 1433.0 m²
+ LC. GROUND FLOOR 1469.0 m²
+ LC. FIRST FLOOR 249.3 m²
+ LC. SECOND FLOOR 36.7 m²
Total 3188.0 m²
PROPOSED OVERALL SITE PLAN
FOR APPROVAL
A1
PROJECT No. ADL24056
Project Name: SELF STORAGE FACILITY
ADDRESS 21-35 JOHN STREET LEICHHARDT NSW 2040
SCALE 1:150
DRAWN ADL
ISSUED 12.12.2024
Drawing Title:
DA-005
Rev. DA1
A. LensArc
E contact@lensarc.com.au
W lensarc.com.au
BOUNDARY LINE 66.92 m
BOUNDARY LINE 50.84 m
BOUNDARY LINE 41.06 m
EXISTING CONCRETE DRIVEWAY & CARPARK
EXISTING HARDSTAND
EXISTING PAVING
ENTRY / EXIT
SECURE GATE
PYLON
LOADING PULL UP
SCREENED BIN ENCLOSURE
REFUSE
GARBAGE SHED
FIBRO SHED
METAL SHED
SP 64804
DP 602355
DP 742
DP 437279

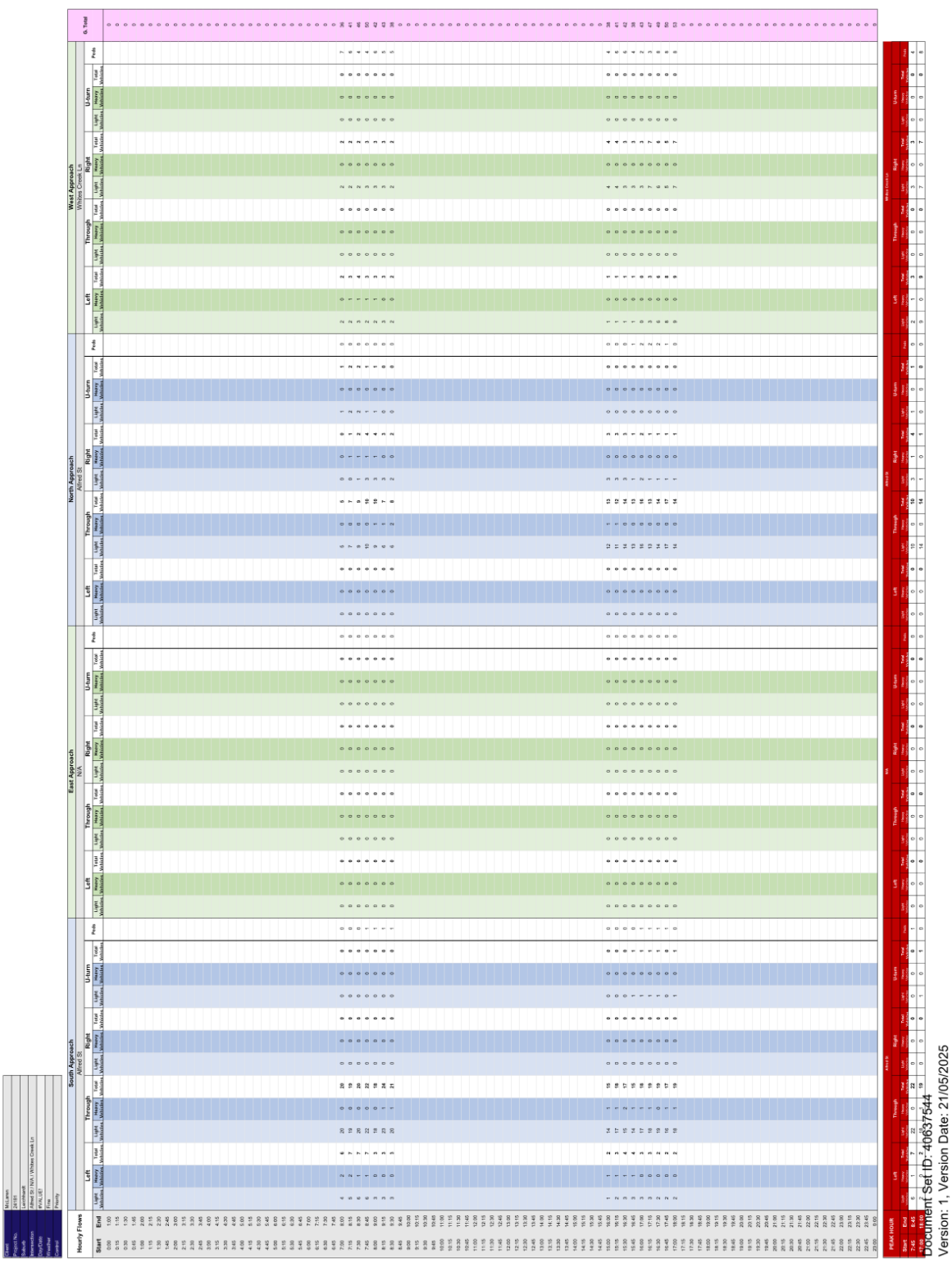

**ANNEXURE B: TRAFFIC SURVEY DATA**
**(7 SHEETS)**

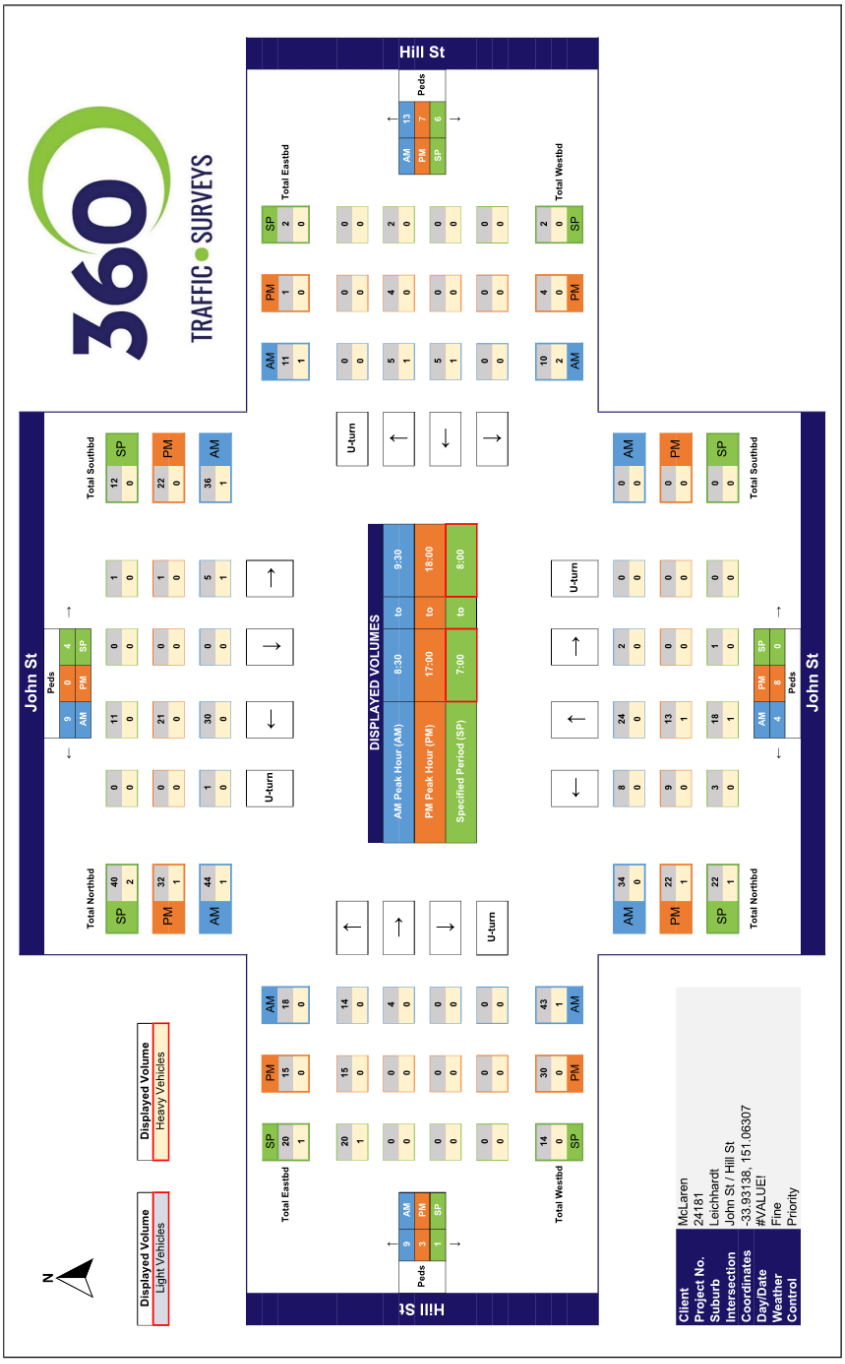
| | |
|---|---|
| **Client** | McLaren |
| **Project No.** | 24181 |
| **Suburb** | Leichhardt |
| **Site 1** | Alfred St / Whites Creek Ln |
| **Site 2** | John St / Hill St |
| **Site 3** | Styles St / John St |
| **Day/Date** | #VALUE! |
| **Survey Period Day** | 0700-0930 & 1500-1800 |
| **Weather** | Fine |

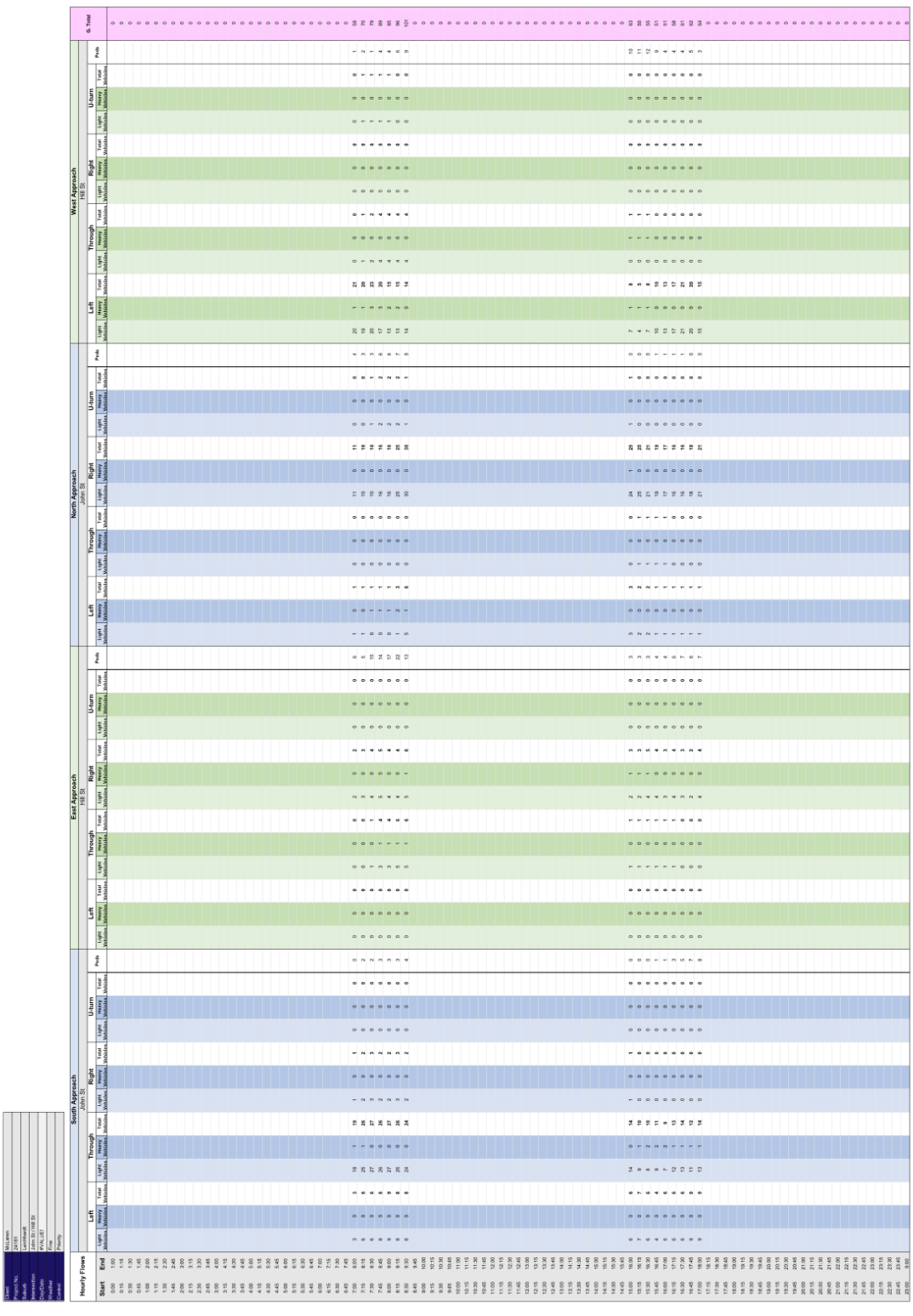
360 TRAFFIC • SURVEYS

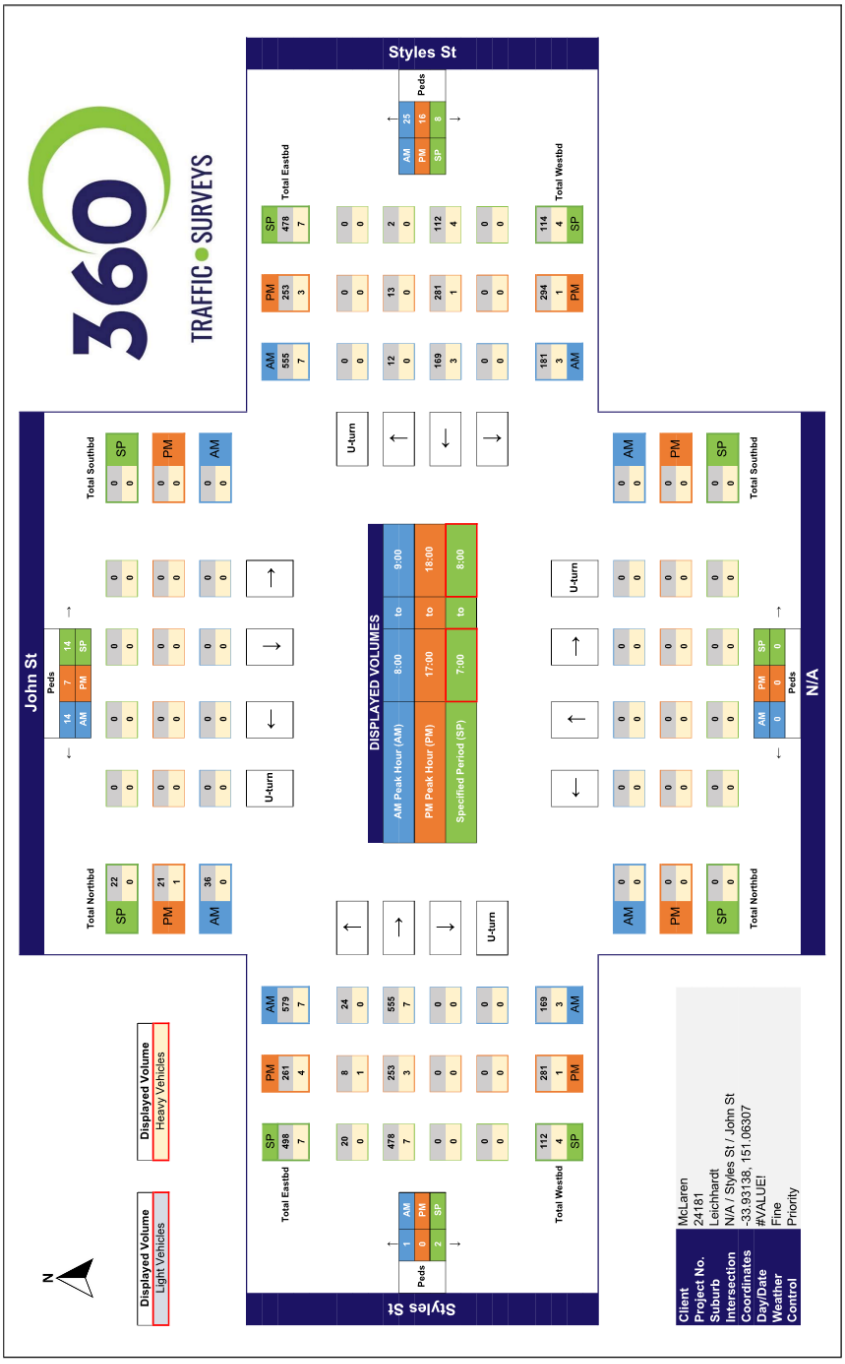


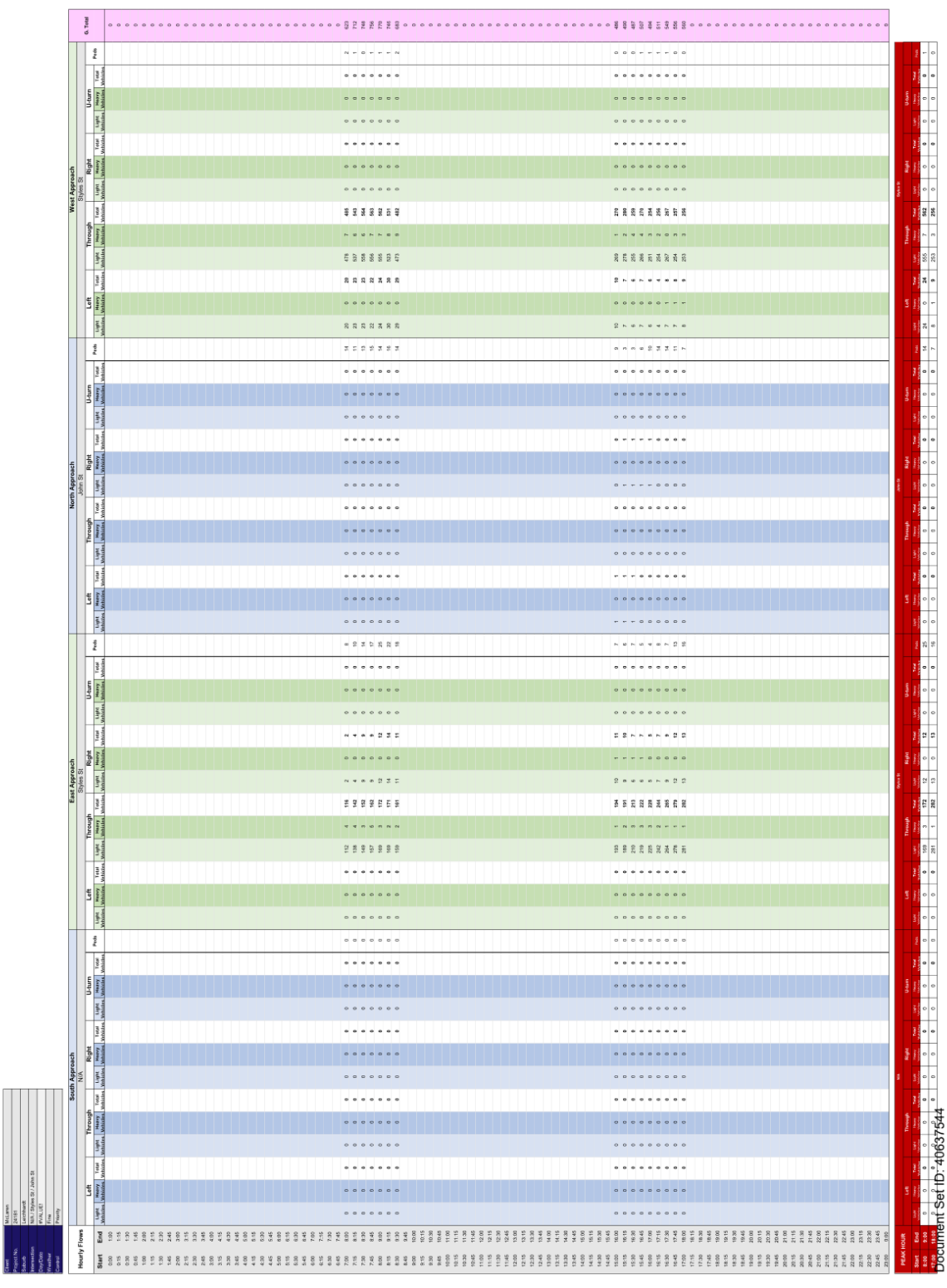













**ANNEXURE C: SIDRA RESULTS**
**(6 SHEETS)**

# MOVEMENT SUMMARY

## Site: 101 [Ex AM Alfred St / Whites Creek Ln (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

Alfred Street / Whites Creek Lane
Existing conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Alfred Street (S) | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 7 | 14.3 | 7 | 14.3 | 0.016 | 4.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.13 | 0.00 | 47.9 |
| 2 | T1 | All MCs | 23 | 0.0 | 23 | 0.0 | 0.016 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.13 | 0.00 | 49.3 |
| Approach | | | 31 | 3.4 | 31 | 3.4 | 0.016 | 1.1 | NA | 0.0 | 0.0 | 0.00 | 0.13 | 0.00 | 49.0 |
| North: Alfred Street (N) | | | | | | | | | | | | | | | |
| 8 | T1 | All MCs | 11 | 0.0 | 11 | 0.0 | 0.008 | 0.0 | LOS A | 0.0 | 0.2 | 0.07 | 0.16 | 0.07 | 49.1 |
| 9 | R2 | All MCs | 4 | 25.0 | 4 | 25.0 | 0.008 | 4.9 | LOS A | 0.0 | 0.2 | 0.07 | 0.16 | 0.07 | 47.3 |
| Approach | | | 15 | 7.1 | 15 | 7.1 | 0.008 | 1.4 | NA | 0.0 | 0.2 | 0.07 | 0.16 | 0.07 | 48.6 |
| West: Whites Creek Lane (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 3 | 33.3 | 3 | 33.3 | 0.005 | 4.9 | LOS A | 0.0 | 0.1 | 0.09 | 0.51 | 0.09 | 45.3 |
| 12 | R2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.005 | 4.7 | LOS A | 0.0 | 0.1 | 0.09 | 0.51 | 0.09 | 45.6 |
| Approach | | | 6 | 16.7 | 6 | 16.7 | 0.005 | 4.8 | LOS A | 0.0 | 0.1 | 0.09 | 0.51 | 0.09 | 45.4 |
| All Vehicles | | | 52 | 6.1 | 52 | 6.1 | 0.016 | 1.7 | NA | 0.0 | 0.2 | 0.03 | 0.19 | 0.03 | 48.4 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 101 [Ex PM Alfred St / Whites Creek Ln (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

Alfred Street / Whites Creek Lane
Existing conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Alfred Street (S) | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.011 | 4.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 48.5 |
| 2 | T1 | All MCs | 20 | 5.3 | 20 | 5.3 | 0.011 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 49.7 |
| Approach | | | 22 | 4.8 | 22 | 4.8 | 0.011 | 0.4 | NA | 0.0 | 0.0 | 0.00 | 0.05 | 0.00 | 49.6 |
| North: Alfred Street (N) | | | | | | | | | | | | | | | |
| 8 | T1 | All MCs | 15 | 0.0 | 15 | 0.0 | 0.008 | 0.0 | LOS A | 0.0 | 0.0 | 0.01 | 0.04 | 0.01 | 49.8 |
| 9 | R2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.008 | 4.6 | LOS A | 0.0 | 0.0 | 0.01 | 0.04 | 0.01 | 48.3 |
| Approach | | | 16 | 0.0 | 16 | 0.0 | 0.008 | 0.3 | NA | 0.0 | 0.0 | 0.01 | 0.04 | 0.01 | 49.7 |
| West: Whites Creek Lane (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 9 | 0.0 | 9 | 0.0 | 0.012 | 4.6 | LOS A | 0.0 | 0.3 | 0.08 | 0.51 | 0.08 | 45.8 |
| 12 | R2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.012 | 4.7 | LOS A | 0.0 | 0.3 | 0.08 | 0.51 | 0.08 | 45.6 |
| Approach | | | 17 | 0.0 | 17 | 0.0 | 0.012 | 4.6 | LOS A | 0.0 | 0.3 | 0.08 | 0.51 | 0.08 | 45.7 |
| All Vehicles | | | 55 | 1.9 | 55 | 1.9 | 0.012 | 1.7 | NA | 0.0 | 0.3 | 0.03 | 0.19 | 0.03 | 48.3 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 101 [Ex AM Hill St / John Street (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

Hill Street / John Street
Existing conditions
AM Peak Period
Site Category: (None)
Stop (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: John Street (S) | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.017 | 4.6 | LOS A | 0.0 | 0.1 | 0.01 | 0.16 | 0.01 | 47.9 |
| 2 | T1 | All MCs | 25 | 0.0 | 25 | 0.0 | 0.017 | 0.0 | LOS A | 0.0 | 0.1 | 0.01 | 0.16 | 0.01 | 49.1 |
| 3 | R2 | All MCs | 2 | 0.0 | 2 | 0.0 | 0.017 | 4.8 | LOS A | 0.0 | 0.1 | 0.01 | 0.16 | 0.01 | 47.5 |
| Approach | | | 36 | 0.0 | 36 | 0.0 | 0.017 | 1.4 | NA | 0.0 | 0.1 | 0.01 | 0.16 | 0.01 | 48.7 |
| East: Hill Street (E) | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 6 | 16.7 | 6 | 16.7 | 0.013 | 8.2 | LOS A | 0.0 | 0.4 | 0.18 | 0.95 | 0.18 | 44.3 |
| 6 | R2 | All MCs | 6 | 16.7 | 6 | 16.7 | 0.013 | 8.2 | LOS A | 0.0 | 0.4 | 0.18 | 0.95 | 0.18 | 44.1 |
| Approach | | | 13 | 16.7 | 13 | 16.7 | 0.013 | 8.2 | LOS A | 0.0 | 0.4 | 0.18 | 0.95 | 0.18 | 44.2 |
| North: John Street (N) | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 6 | 16.7 | 6 | 16.7 | 0.021 | 4.8 | LOS A | 0.1 | 0.7 | 0.10 | 0.51 | 0.10 | 45.5 |
| 9 | R2 | All MCs | 32 | 0.0 | 32 | 0.0 | 0.021 | 4.7 | LOS A | 0.1 | 0.7 | 0.10 | 0.51 | 0.10 | 45.6 |
| Approach | | | 38 | 2.8 | 38 | 2.8 | 0.021 | 4.7 | NA | 0.1 | 0.7 | 0.10 | 0.51 | 0.10 | 45.6 |
| West: Hill Street (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 15 | 0.0 | 15 | 0.0 | 0.014 | 7.5 | LOS A | 0.1 | 0.4 | 0.10 | 0.94 | 0.10 | 44.4 |
| 11 | T1 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.014 | 7.4 | LOS A | 0.1 | 0.4 | 0.10 | 0.94 | 0.10 | 44.4 |
| Approach | | | 19 | 0.0 | 19 | 0.0 | 0.014 | 7.5 | LOS A | 0.1 | 0.4 | 0.10 | 0.94 | 0.10 | 44.4 |
| All Vehicles | | | 105 | 3.0 | 105 | 3.0 | 0.021 | 4.5 | NA | 0.1 | 0.7 | 0.08 | 0.52 | 0.08 | 46.2 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 101 [Ex PM Hill St / John Street (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

Hill Street / John Street
Existing conditions
PM Peak Period
Site Category: (None)
Stop (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: John Street (S) | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 9 | 0.0 | 9 | 0.0 | 0.013 | 4.6 | LOS A | 0.0 | 0.1 | 0.00 | 0.23 | 0.00 | 47.5 |
| 2 | T1 | All MCs | 15 | 7.1 | 15 | 7.1 | 0.013 | 0.0 | LOS A | 0.0 | 0.1 | 0.00 | 0.23 | 0.00 | 48.7 |
| 3 | R2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.013 | 4.8 | LOS A | 0.0 | 0.1 | 0.00 | 0.23 | 0.00 | 47.2 |
| Approach | | | 25 | 4.2 | 25 | 4.2 | 0.013 | 1.9 | NA | 0.0 | 0.1 | 0.00 | 0.23 | 0.00 | 48.2 |
| East: Hill Street (E) | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.005 | 7.3 | LOS A | 0.0 | 0.1 | 0.14 | 0.91 | 0.14 | 44.5 |
| 6 | R2 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.005 | 7.3 | LOS A | 0.0 | 0.1 | 0.14 | 0.91 | 0.14 | 44.4 |
| Approach | | | 5 | 0.0 | 5 | 0.0 | 0.005 | 7.3 | LOS A | 0.0 | 0.1 | 0.14 | 0.91 | 0.14 | 44.4 |
| North: John Street (N) | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.013 | 4.6 | LOS A | 0.1 | 0.4 | 0.09 | 0.52 | 0.09 | 45.8 |
| 9 | R2 | All MCs | 22 | 0.0 | 22 | 0.0 | 0.013 | 4.6 | LOS A | 0.1 | 0.4 | 0.09 | 0.52 | 0.09 | 45.6 |
| Approach | | | 23 | 0.0 | 23 | 0.0 | 0.013 | 4.6 | NA | 0.1 | 0.4 | 0.09 | 0.52 | 0.09 | 45.6 |
| West: Hill Street (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 16 | 0.0 | 16 | 0.0 | 0.012 | 7.5 | LOS A | 0.0 | 0.3 | 0.07 | 0.95 | 0.07 | 44.4 |
| 11 | T1 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.012 | 7.2 | LOS A | 0.0 | 0.3 | 0.07 | 0.95 | 0.07 | 44.4 |
| Approach | | | 17 | 0.0 | 17 | 0.0 | 0.012 | 7.5 | LOS A | 0.0 | 0.3 | 0.07 | 0.95 | 0.07 | 44.4 |
| All Vehicles | | | 71 | 1.5 | 71 | 1.5 | 0.013 | 4.5 | NA | 0.1 | 0.4 | 0.06 | 0.55 | 0.06 | 46.1 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 101 [Ex AM Styles St / John St (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

Styles Street / John Street
Existing conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Styles Street (E) | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 181 | 1.7 | 181 | 1.7 | 0.108 | 0.4 | LOS A | 0.2 | 1.1 | 0.10 | 0.12 | 0.10 | 39.7 |
| 6 | R2 | All MCs | 13 | 0.0 | 13 | 0.0 | 0.108 | 6.7 | LOS A | 0.2 | 1.1 | 0.10 | 0.12 | 0.10 | 42.8 |
| Approach | | | 194 | 1.6 | 194 | 1.6 | 0.108 | 0.8 | NA | 0.2 | 1.1 | 0.10 | 0.12 | 0.10 | 39.9 |
| West: Styles Street (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 25 | 0.0 | 25 | 0.0 | 0.319 | 3.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 39.4 |
| 11 | T1 | All MCs | 592 | 1.2 | 592 | 1.2 | 0.319 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 39.8 |
| Approach | | | 617 | 1.2 | 617 | 1.2 | 0.319 | 0.3 | NA | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 39.8 |
| All Vehicles | | | 811 | 1.3 | 811 | 1.3 | 0.319 | 0.4 | NA | 0.2 | 1.1 | 0.02 | 0.04 | 0.02 | 39.8 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 101 [Ex PM Styles St / John St (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

Styles Street / John Street
Existing conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Styles Street (E) | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 296 | 0.0 | 296 | 0.0 | 0.162 | 0.1 | LOS A | 0.1 | 0.8 | 0.04 | 0.05 | 0.04 | 39.9 |
| 6 | R2 | All MCs | 14 | 0.0 | 14 | 0.0 | 0.162 | 4.9 | LOS A | 0.1 | 0.8 | 0.04 | 0.05 | 0.04 | 43.0 |
| Approach | | | 309 | 0.0 | 309 | 0.0 | 0.162 | 0.3 | NA | 0.1 | 0.8 | 0.04 | 0.05 | 0.04 | 40.0 |
| West: Styles Street (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 9 | 11.1 | 9 | 11.1 | 0.145 | 3.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 39.4 |
| 11 | T1 | All MCs | 269 | 1.2 | 269 | 1.2 | 0.145 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 39.9 |
| Approach | | | 279 | 1.5 | 279 | 1.5 | 0.145 | 0.2 | NA | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 39.9 |
| All Vehicles | | | 588 | 0.7 | 588 | 0.7 | 0.162 | 0.2 | NA | 0.1 | 0.8 | 0.02 | 0.03 | 0.02 | 39.9 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

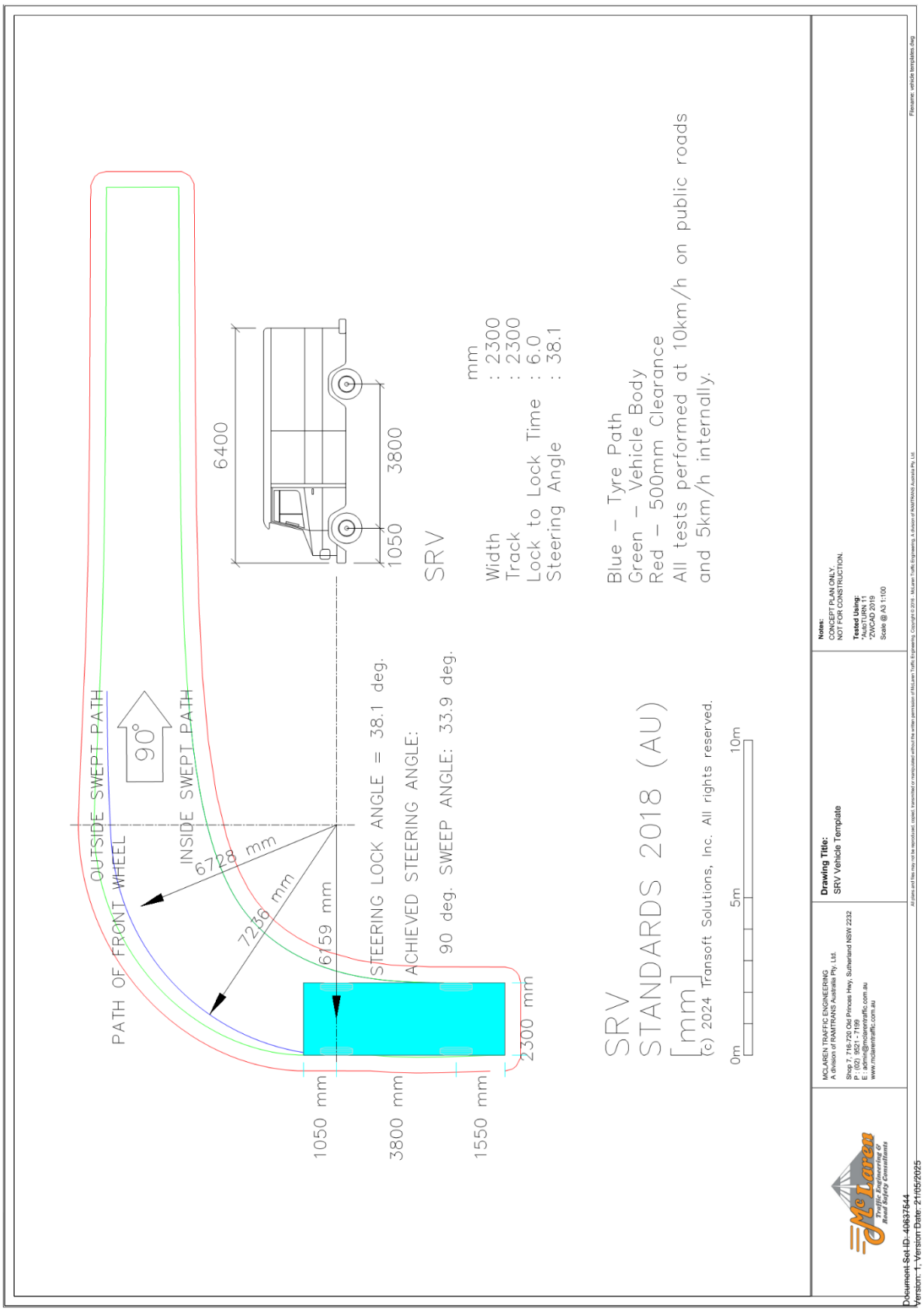
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.


**ANNEXURE D: SWEPT PATH TESTING**
**(5 SHEETS)**


OUTSIDE SWEPT PATH
INSIDE SWEPT PATH
PATH OF FRONT WHEEL
90°
6720 mm
7256 mm
6159 mm
STEERING LOCK ANGLE = 38.1 deg.
ACHIEVED STEERING ANGLE:
90 deg. SWEEP ANGLE: 33.9 deg.
2300 mm
1050 mm
3800 mm
1550 mm
6400
1050
3800
SRV
mm
Width : 2300
Track : 2300
Lock to Lock Time : 6.0
Steering Angle : 38.1
Blue – Tyre Path
Green – Vehicle Body
Red – 500mm Clearance
All tests performed at 10km/h on public roads and 5km/h internally.
SRV
STANDARDS 2018 (AU)
[mm]
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0m
5m
10m
McLaren Traffic Engineering
Traffic Engineering & Road Safety Consultants
McLAREN TRAFFIC ENGINEERING
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Shop 7, 716-720 Old Princes Hwy, Sutherland NSW 2232
P: (02) 9521 - 7199
E: admin@mclarentraffic.com.au
www.mclarentraffic.com.au
Drawing Title:
SRV Vehicle Template
Notes:
CONCEPT PLAN ONLY.
NOT FOR CONSTRUCTION.
Tested Using:
*AutoTURN 11
*ZWCAD 2019
Scale @ A3 1:100
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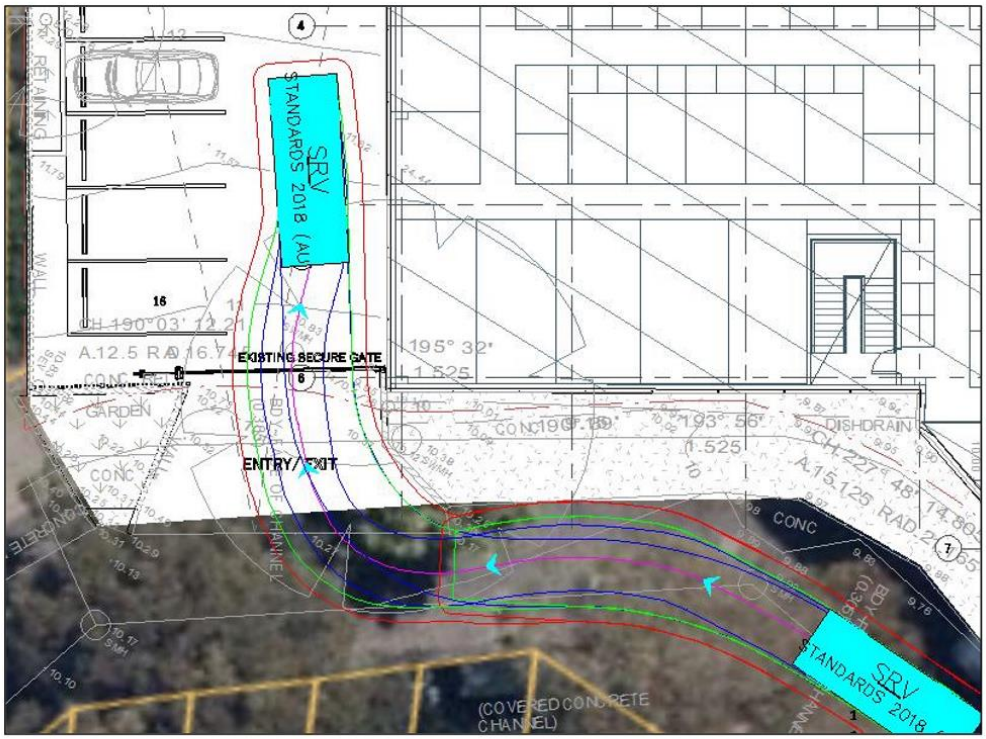
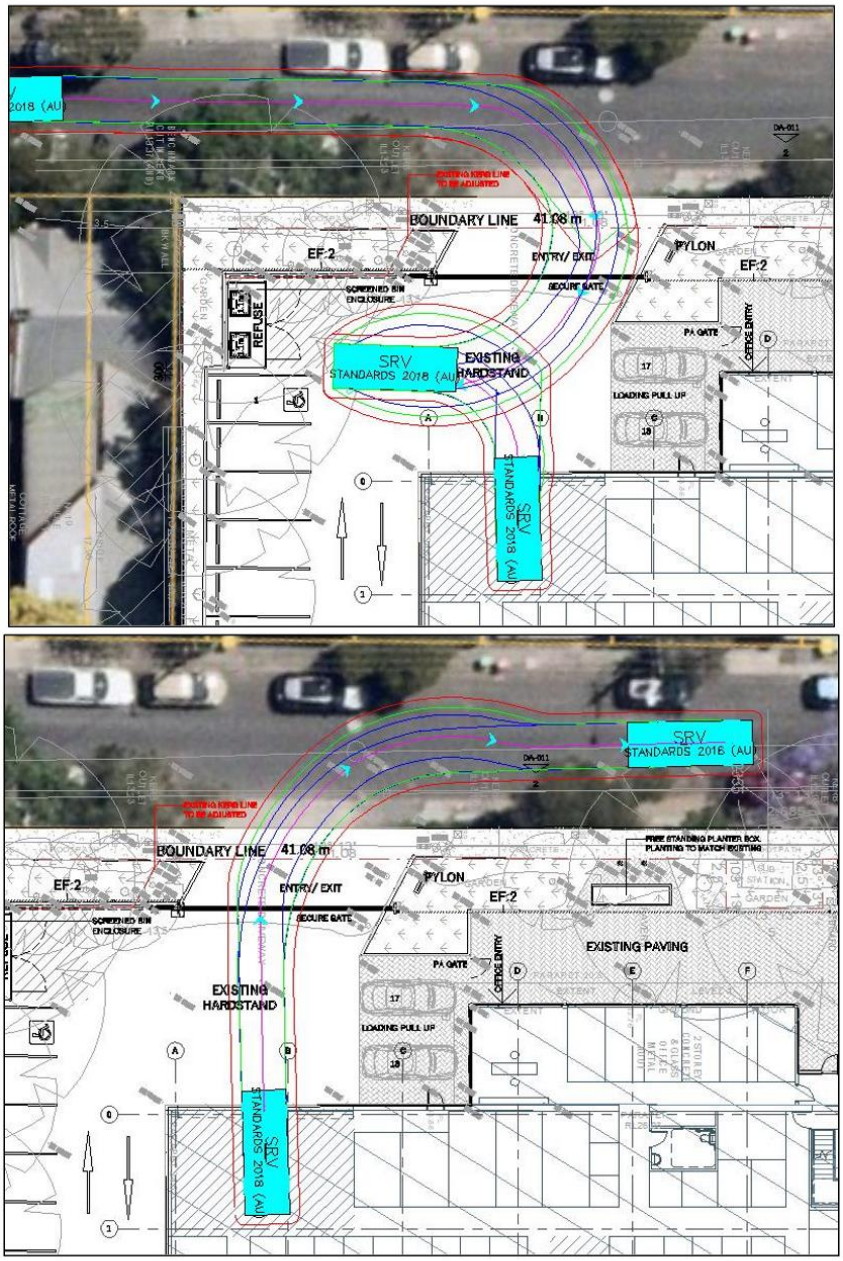
Filename: vehicle templates.dwg
Document Set ID: 40637644
Version: 1, Version Date: 21/05/2025

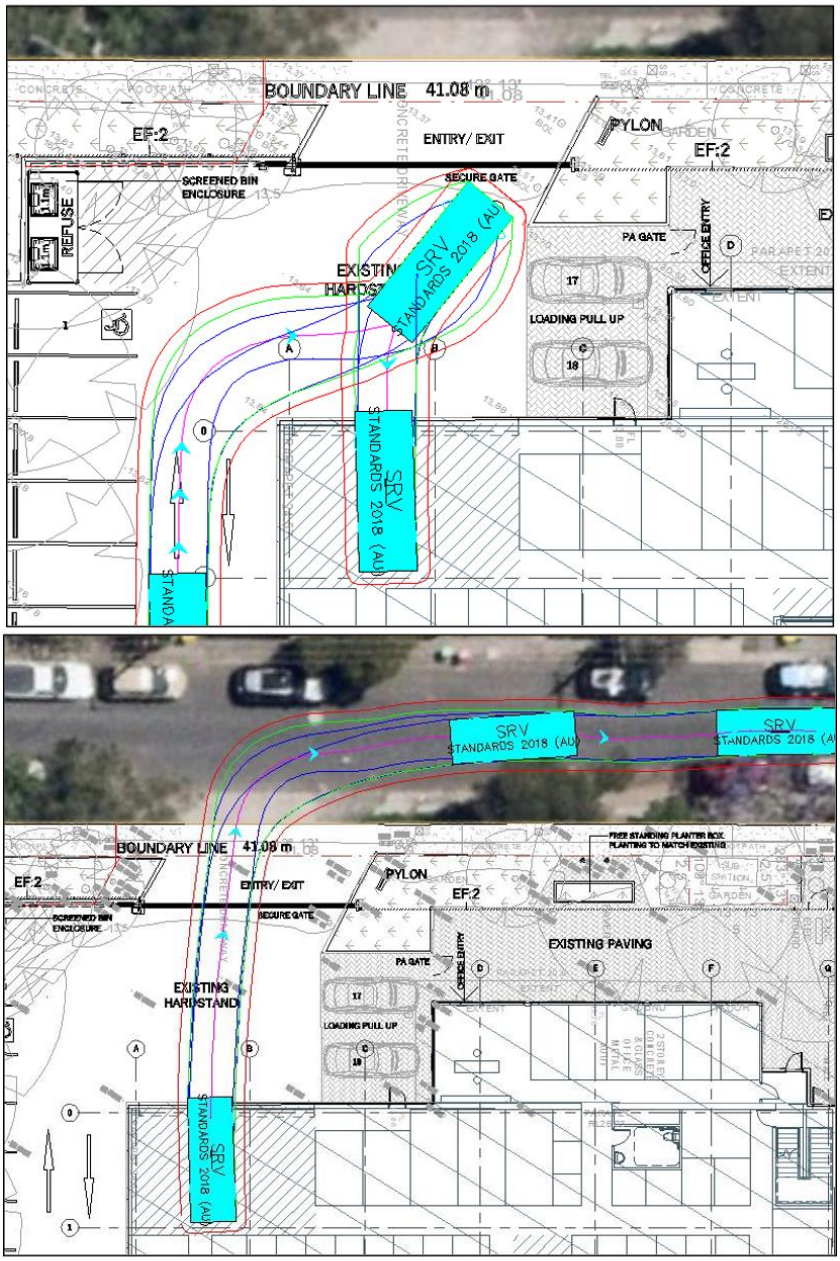



**SRV Entry via Whites Creek Lane**

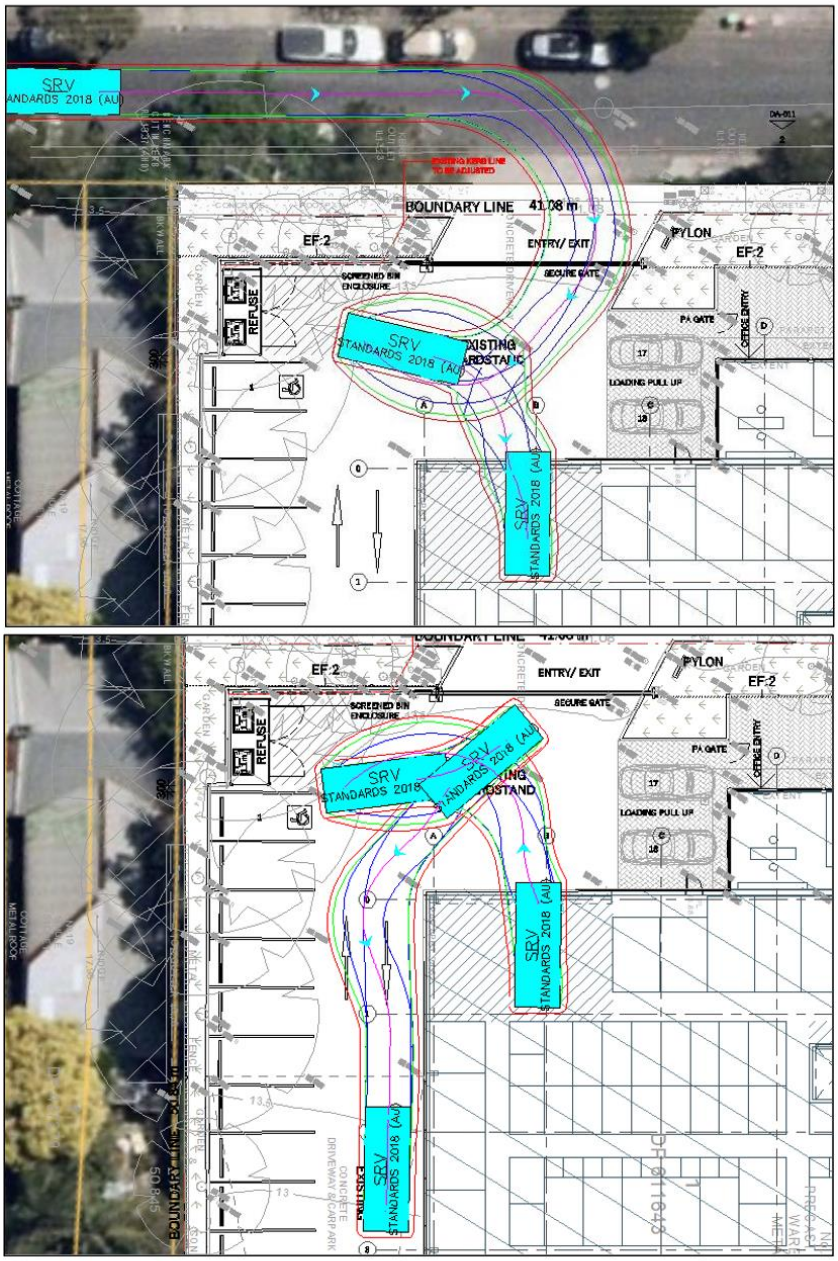
**SUCCESSFUL**




**SRV Loading Bay Entry via John Street and Exit via John Street**
**SUCCESSFUL**




**SRV Loading Bay Entry via Whites Creek Lane and Exit via John Street**
**SUCCESSFUL**




**SRV Loading Bay Entry via John Street and Exit via Whites Creek Lane**
**SUCCESSFUL**