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Statement of Environmental Effects
V1.0

Demolition of existing buildings and construction of ten (10) light industrial units, twelve (12) self-storage units on-site car parking, signage and associated site works including tree removal and retaining walls on Lot 41 DP 564556, 38 Green Street, Telarah

May 2025

TABLE OF CONTENTS

1.0 INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared on behalf of Bangalow Street Investments Pty Ltd (Owner) to accompany a development application (DA) seeking consent to the demolition of existing buildings, construction of ten (10) light industrial units, twelve (12) self-storage units, on-site car parking, signage and site works including tree removal and construction of retaining walls on Lot 41 DP 564556, 38 Green Street, Telarah.

The SEE addresses the matters for consideration under Section 415 of the Environmental Planning & Assessment Act 1979 as well as matters required to be considered by Maitland City Council.

2.0 SUBJECT SITE

2.1 Property Description

The subject site is legally identified as Lot 41 DP 564556 and known as 38 Green Street, Telarah.

The site is an irregular shaped parcel of land located on the southern side of Green Street to the west of the intersection with Lismore Street and directly opposite Lions Street. (refer Images 1 & 2).

2.2 Site Dimensions

A Detail Survey Plan prepared by David Cant Surveyors accompanies the submitted DA documentation.

The site has frontage to Green Street of 59.32m and depth along the eastern side boundary of 78.33m. The western side boundary has a length of 79.83m and the southern rear boundary a length of 44.02m. Overall the site has an area of 4,047m^2.

2.3 Topography

The site has a fall of approximately 6.9 metres from the north-western, Green Street, corner frontage (RL 18.41m AHD) to the south-eastern rear corner (RL 11.48m AHD).

The fall equates to approximately 1 in 14 or 7%.

2.4 Site Improvements/Characteristics

The site is predominantly vacant with the exception of a derelict brick building, metal garden shed and hardstand concrete apron situated within the front half of the site.

A number of scattered mature trees are located within the site frontage and in proximity to the side boundaries.

Older style low density residential development comprising single storey detached dwellings are located opposite the site on the northern side of Green Street while the adjacent site to the east is vacant. The adjacent site on the western side is occupied by a galvanized iron workshop (Rob McShane Mechanical Repairs).

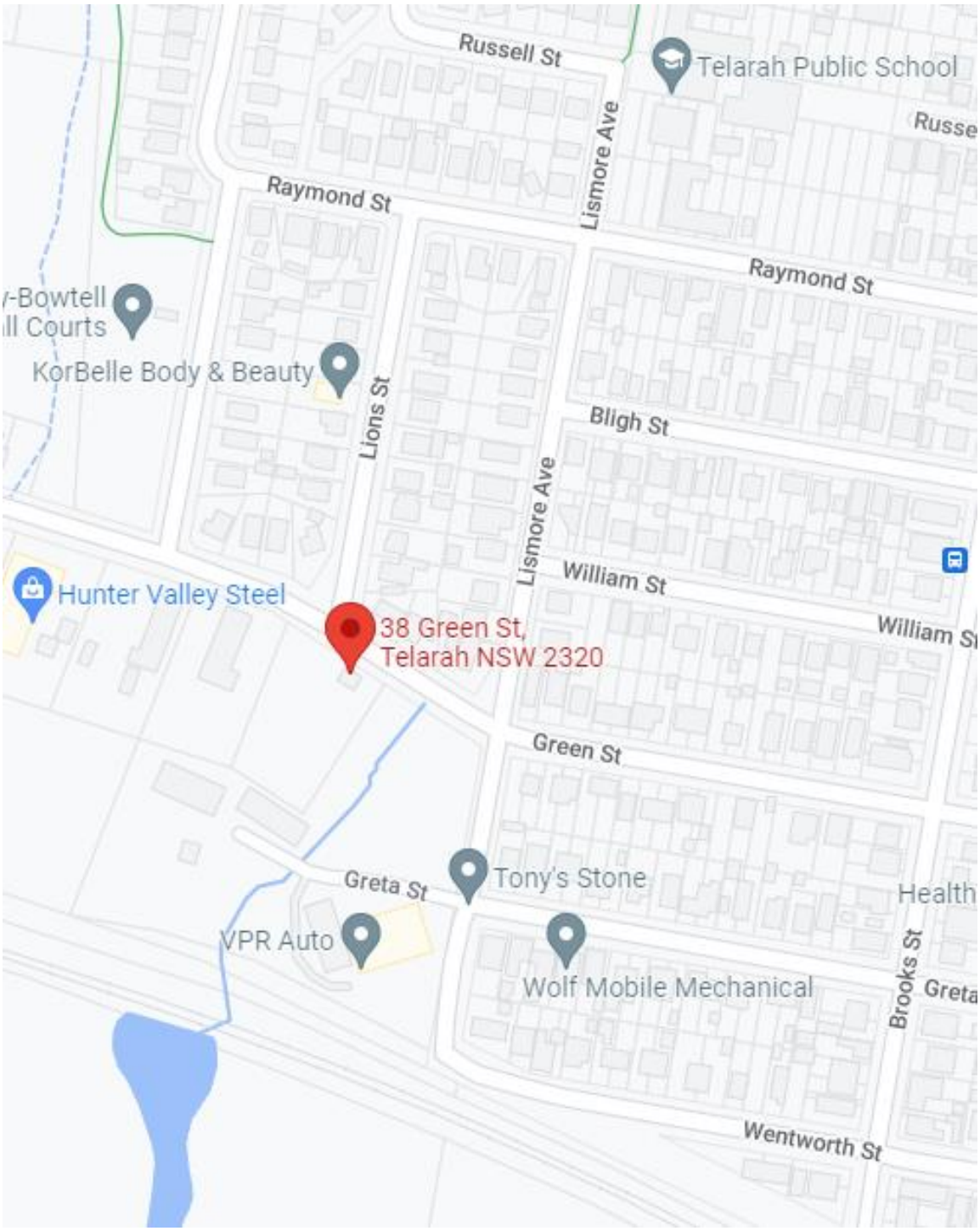

Image 2 – Extract from Nearmap 14 April 2021 showing subject site, existing improvements and immediate surrounds.

3.0 THE PROPOSED DEVELOPMENT

The proposed development comprises demolition of the existing buildings, construction of light industry and self-storage units as outlined below;

- Three (3) light industrial units (Units 1-3) fronting Green Street. Each unit is identical and incorporates;
  - Single office,
  - Showroom/workshop space (100m^2) with shopfront windows facing the public street and rear roller door access to internal driveway,
  - Unisex accessible amenities,
  - Staff/lunch room,
  - Mezzanine (31.22m^2) over office, staff/lunch room and amenities.

- Seven (7) light industrial units (Units 4-10) on the central portion of the site. Each unit incorporates;
  - Combined staff/kitchenette space,
  - Workshop area (100m^2) with roller door access to internal driveway,
  - Unisex accessible amenities,
  - Mezzanine over staff/kitchenette and amenities.

- Twelve (12) self-storage units each of approximately 100m^2 located on the lower rear portion of the site.

- Provision of a total of 25 on-site parking spaces comprising;
  - Four (4) parking spaces within the site frontage and accessible off the existing eastern side driveway,
  - Seventeen (17) parking spaces, including an accessible parking space, situated on the upper central portion of the site accessed via the existing western driveway, and
  - Four (4) parking spaces located on the rear portion of the site.

3.1 Supporting Documentation

Details of the proposed development are described in the following submitted documentation;

- Architectural plans prepared by Doug Checinski Building Design, Dated 27.08.2024,

- Detail Survey Plan prepared by David Cant Surveyors, dated 12/04/2022,

- Landscape Plan prepared by Meraki Green Landscape Architecture, Project 2256, Issue A, Sheets 1-3, 03 March 2023,

- Cost Estimate prepared by MCG Quantity Surveyors.

4.0 ENVIRONMENTAL PLANNING ASSESSMENT

The proposed development has been assessed having regard to the relevant matters for consideration under the provisions of Section 4.15 of the Environmental Planning & Assessment Act 1979, as detailed hereunder.

4.1 Statutory Considerations

The proposed development comprises a combination of *light industry* and self storage units which constitute *storage premises.*

The Dictionary of Maitland Local Environmental Plan (MLEP), 2011 defines *light industries* and *self-storage units* as follows;

light industry means a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise, and includes any of the following—
(a) high technology industry,
(b) home industry,
(c) artisan food and drink industry,
(d) creative industry.
Note—
Light industries are a type of ***industry***—see the definition of that term in this Dictionary.

self-storage units means premises that consist of individual enclosed compartments for storing goods or materials (other than hazardous or offensive goods or materials).
Note—
Self-storage units are a type of ***storage premises***—see the definition of that term in this Dictionary.

The subject property is zoned B5 Business Development (E3 Productivity Support) under the provisions of Maitland Local Environmental Plan, 2011 and associated zoning map (LZN_004A) within which zone *light industries* and *self-storage units* are permissible with development consent (refer Image 3).

The proposed development is consistent with the zone objectives, which are reproduced below, on the basis that the proposed light industrial units and storage units provides a facility to meet the day to day needs of the community and businesses and can operate in a manner that does not create conflicts with residents located in the neighbouring residential zone.

Objectives of zone

• To provide a range of facilities and services, light industries, warehouses and offices.

• To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.

• To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.

• To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.

• To provide opportunities for new and emerging light industries.

• To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.

• To minimise conflict between land uses within the zone and with adjoining zones.

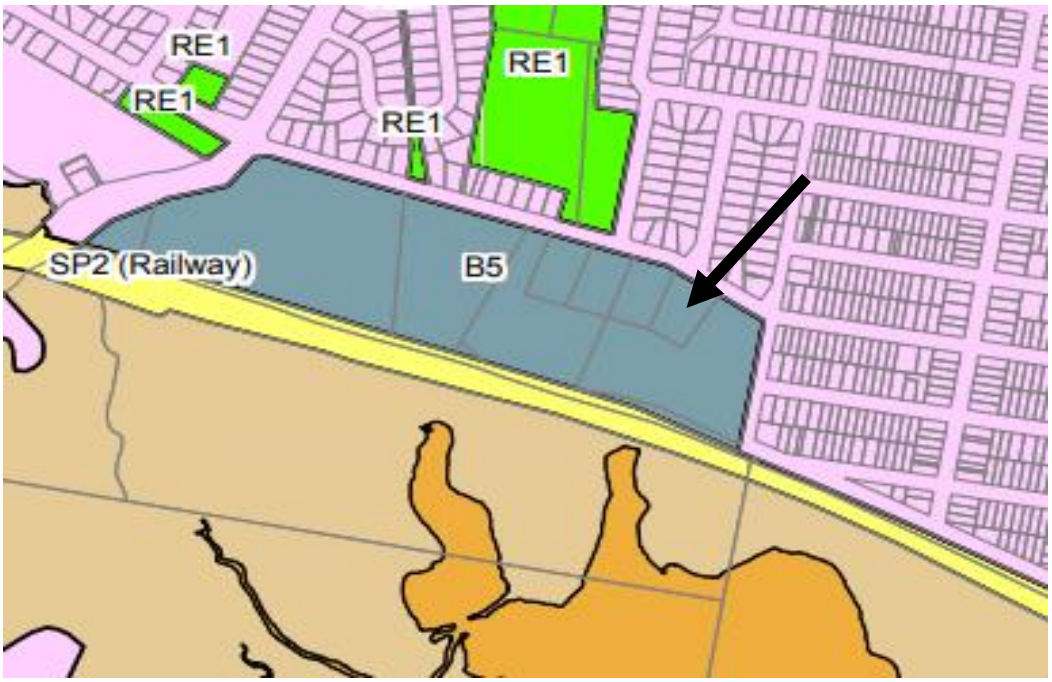

Image 3 – Extract from MLEP, 2011 Land Zoning Map (LZN_004A) showing B5 Business Development zone (E3 Productivity Support) and subject site.

Height of Buildings (clause 4.3 MLEP 2011)

Clause 4.3 of the MLEP 2011 and associated Height of Buildings Map (HOB_004A) does not specify a maximum height of building for the site.

The Dictionary of MLEP 2011 defines building height or height of building as follows;

building height (or ***height of building***) means:

(a) in relation to the height of a building in metres—the vertical distance from ground level (existing) to the highest point of the building, or
(b) in relation to the RL of a building—the vertical distance from the Australian Height Datum to the highest point of the building,

including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

The proposed buildings have a variable, but maximum, height of approximately 9.8m.

The industrial units fronting Green Street have a height of 5.677m which is comparable to a two storey building. The light industrial units located on the central portion of the site have a similar two storey height.

Light industrial units 7-10 have a maximum height of 9.8m as they are built over self-storage units I to 7.

Floor Space Ratio (clause 4.4 MLEP 2011)

Clause 4.4 of MLEP 2011 and associated Floor Space Ratio Map (FSR_004A) does not specify a maximum floor space ratio (FSR) for the subject site.

Acid Sulfate soils (clause 7.1 MLEP 2011)

The subject site is identified on the LEP Acid Sulfate Soils Map (ASS_004A) as acid sulfate soils Class 5.

Clause 6.1(2) is reproduced as follows;

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

Class of land	Works
1	Any works.
2	Works below the natural ground surface. Works by which the watertable is likely to be lowered.

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

A review of the acid sulfate soils maps (ASS_006A) indicates there is no adjacent class 1, 2 or 3 land within 500 metres of the site.

Due to the fall of the site from the front Green Street property frontage to the rear boundary of some 7% partial excavation and filling of the site to a maximum depth of some 1400mm is required as shown on the submitted plans to create level building pads for the self-storage units.

Earthworks (clause 7.2 MLEP 2011)

The proposed development will not involve any significant earthworks however partial excavation of the site will be necessary to create level building pads to accommodate at-grade parking and for building structures due to the fall of the site.

Flood Planning (clause 7.3 MLEP 2011)

The subject site is not identified on the Flood Planning Map (FLD_004A) as affected by flooding.

4.1.1 State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 4 Remediation of Land is applicable to the proposed development.

The subject site is currently vacant but formerly used for a variety of commercial/industrial purposes including;

- Landscaping supply and earth moving,
- Depot for Shell Company of Australia.

A report to the Ordinary Meeting of Council dated 14 April 2009 and prepared by Council Officers in regard to DA07-263 for proposed industrial/warehouse buildings noted the following comments in regard to site contamination;

In 1993 the EPA reviewed a report prepared by the previous fuel depot operations business which provided an assessment of the basic geology of the site and gave information regarding groundwater in the area surrounding the site. The EPA were satisfied at this point in time that procedures could be undertaken to remediate the site to ensure its suitability for divestment for industrial purposes. These works were undertaken prior to the previous landscaping business operations commencing on the site in 1998. It is therefore considered that there is no risk of harm to human health or any other aspect of the environment from the previous fuel distribution depot use undertaken on the site.

4.1.2 Section 4.15 Environmental Planning & Assessment Act 1979

The matters for consideration under section 4.15 of the EPA Act 1979 are addressed as follows;

(a) the provisions of:

(i) any environmental planning instrument, and

Maitland LEP 2011 represents the principal environmental planning instrument applicable to the proposed development. The site is zoned B5 Business Development (E3 Productivity Support) and within which zone light industries and self-storage units are permissible with development consent.

The relevant provisions of the LEP are addressed within section 4.1.1 of the SEE.

State Environmental Planning Policy (Resilience and Hazards) 2021 – Chapter 4 is applicable and has been addressed within the SEE.

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

There are no known such instruments affecting the subject site or proposed development.

(iii) any development control plan, and

Maitland DCP 2011 is applicable and the relevant provisions of the DCP have been addressed within the SEE.

(iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and

No such planning agreement, has, or is proposed to be, entered into in respect of the proposed development.

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

There is no specific prescribed matter within the Regulations that is required to be addressed.

(v) any coastal zone management plan (within the meaning of the Coastal Protection Act 1979), that apply to the land to which the development application relates,

There are no coastal management plans applicable to the subject land.

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

The likely impacts of the proposed development including environmental, social and economic are addressed within the SEE.

(*c) the suitability of the site for the development,*

The survey plan, prepared by David Cant Surveyors, does not identify the site as being affected by any easement, covenant and/or restriction as to use which would prevent the proposed development.

An easement to drain water over the adjacent land on the eastern side (Lot 42 DP 564556) to connect to the existing Council stormwater pipeline is required and the adjoining owner's written consent to provide for this stormwater connection has been provided.

Furthermore, the site is not affected by any particular natural hazard that would render the site unsuitable for the proposed use for light industrial and self-storage units.

(d) any submissions made in accordance with this Act or the regulations,

It is expected that Council will advise the Applicant of any particular issues that are raised as a consequence of public notification of the development application.

(e) the public interest.

The proposed development is considered to be in the public interest as the provision of light industrial units and self-storage units will provide additional light industrial workshop and storage facilities/options for residents or businesses.

applies—the development complies with the indoor space requirements or the useable outdoor play space requirements in that clause,

(a) **site area and site dimensions**—the development may be located on a site of any size and have any length of street frontage or any allotment depth,

(d) **colour of building materials or shade structures**—the development may be of any colour or colour scheme unless it is a State or local heritage item or in a heritage conservation area.

4.1.4 SEPP (Industry and Employment) 2021 – Chp 3 Advertising and signage

Chapter 3 Advertising and signage of the Policy is applicable to the proposed development.

The proposed development includes ancillary *business identification signage* which is defined within Maitland LEP 2011 as follows;

business identification sign means a sign—
(a) that indicates—
(i) the name of the person or business, and
(ii) the nature of the business carried on by the person at the premises or place at which the sign is displayed, and
(b) that may include the address of the premises or place and a logo or other symbol that identifies the business,
but that does not contain any advertising relating to a person who does not carry on business at the premises or place.
Note—
Business identification signs are a type of ***signage***—see the definition of that term in this Dictionary.

The proposed signage comprises two free-standing pylon signs located within the site frontage facing Green Street as shown on the Site Plan.

One sign is located within the NW corner frontage of the site adjacent to the western driveway and indicates the Self Storage Units.

The remaining sign is located on the eastern side of the western driveway and comprises a multi tenancy sign for proposed industrial units 5-10 which are located on the central portion of the site.

Industrial units 1-4 which front Green Street incorporate a fascia advertising panel measuring 3m L x 1500mm H (4.5m^2).

A Compliance Table Assessment of the proposed signage against the assessment criteria specified in Schedule 5 of the Policy is provided at Appendix A.

4.2 Merit Considerations

4.2.1 Maitland Development Control Plan 2011

Maitland Development Control Plan 2011 provides, among other things, detailed criteria for the assessment of development applications and is required to be considered by the Council under section 4.15 of the Environmental Planning and Assessment Act 1979 when determining development applications.

The following parts of DCP 2011 which are deemed relevant to the proposed development are addressed within the Compliance Table Assessment at Appendix B;

- Part B Environmental Guidelines
- Part C5 Industrial Land
- Part C6 Signage
- Part C11 Vehicular Parking

4.2.2 Crime Prevention Through Environmental Design

Given the location of the proposed self-storage units within a business zone adjacent to an established residential precinct it would be expected that during daylight hours that there will be minimal risk or harm to public safety for customers accessing the facility due to the presence of other persons (residents and workers) in and around the locality.

The potential for anti-social behaviour, including criminal behaviour, will however increase during the late afternoon in winter and evening when the premises closed.

Crime Prevention through Environmental Design (CPTED) acknowledges that the built environment influences the likelihood of criminal behaviour taking place and consequently encourages the application of design features, routine activities and space management practices which alter conditions that create opportunities for criminal behaviour.

The following principles, which are central to Crime Prevention through Environmental Design, Surveillance, Accessibility, Territoriality and Space Management, are addressed accordingly in respect of the proposed development of the site for light industrial units and self storage units.

- Surveillance

"*The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical*".

- The self-storage facility will utilise internal and external movement activated security sensor lighting.

- The site will be securely fenced with chainlink metal fencing

- Accessibility

"*Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime*".

- Access will be restricted to a single vehicular driveway which will require a security coded access

- Territoriality

"*Community ownership of public space sends positive signals. People often feel comfortable in, and are more likely to visit, places which feel owned and cared for. Well used places also reduce opportunities for crime and increase risk to criminals*".

The subject site is located within an established business precinct with a residential precinct opposite on the northern side of Green Street. The side and rear boundaries, which will adjoin other private property, will be suitably fenced for security and safety.

The front property boundary, which delineates private from public property, will also be fenced.

- Space Management

"*Popular public space is often attractive, well maintained and well used space. Linked to the principle of territorial reinforcement, space management ensures that space is appropriately utilised and well cared for*".

The following security measures will be installed;

- Motion activated external security lighting detectors throughout the complex,

- After-hours random private security patrols 7 days a week.

4.2.3 Stormwater

The Stormwater Concept Drainage Plan prepared by Birzulis Associates proposes the collection of all roof and surface water into an underground OSD tank located within the south-eastern corner of the site and under the vehicular driveway and manoeuvring area for the industrial storage units.

The OSD tank is to be connected to the existing Council drainage infrastructure located within the easement located on the adjacent allotment (Lot 42 DP 564556).

The Applicant has secured the written approval of the adjoining land owner of Lot 42 DP 564556 to the granting of a drainage easement over the section of land between the subject site and the existing drainage easement to enable connection of the proposed drainage infrastructure to the existing easement.

Soil erosion and sedimentation details are documented on DWG C.20 of the stormwater drainage concept plans.

4.3 Suitability of the Site for the Development

- **Mine Subsidence**

The subject site is not identified as being located within a proclaimed mine subsidence area.

- **Bushfire**

The subject site is not identified as bush fire prone land.

4.4 Social & Economic Impacts in the Locality

The proposed development is not anticipated to have any adverse social and/or economic impacts in the locality as the proposed use for industrial units and storage facilities is compatible with other business uses on the southern side of Green Street.

4.5 Public Interest

The proposed development is not considered to be contrary to the broader public interest as the facility is a permissible use within the zone and will cater to the demand for additional industrial units and storage facilities with the Maitland locality.

5.0 Conclusion

The proposed development is permissible in the B5 Business Development (E3 Productivity Support) zone with development consent and the Statement of Environmental Effects is considered to have satisfactorily demonstrated that the proposed development is not inconsistent with the provisions of Maitland LEP 2011, Development Control Plan 2011, or applicable SEPP's. The proposed development

is not anticipated to adversely impact on the amenity of neighbouring residential development or other development in the locality.

Having regard to the foregoing it is considered appropriate that the proposed development be approved.

Simon Pocock

Simon Pocock
Director

Appendix A: Compliance Table Assessment SEPP (Industry & Employment) – Schedule 5

SEPP (Industry & Employment) 2021 – Schedule 5 Signage Assessment Criteria

Schedule 5 Assessment Criteria

Criteria	Response
1 Character of the area	
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	Yes, site is zoned B5 (E3 Productivity Support) and signage does not dominate the site frontage.
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There is no particular outdoor advertising theme applicable to the site.
2 Special areas	
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	No, proposed signage is lower in height than proposed buildings and the site is not identified as a 'special area'.
3 Views and vistas	
Does the proposal obscure or compromise important views?	No
Does the proposal dominate the skyline and reduce the quality of vistas?	No, signage is lower in height than host buildings
Does the proposal respect the viewing rights of other advertisers?	Yes.
4 Streetscape, setting or landscape	
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	Yes, signage is lower in height than proposed industrial buildings
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	Neutral
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Yes, signage is multi-tenancy signage.
Does the proposal screen unsightliness?	Not applicable.
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No, signage is lower than proposed industrial buildings.
Does the proposal require ongoing vegetation management?	No.
5 Site and building	
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	Yes, signage does not dominate the host buildings.

Does the proposal respect important features of the site or building, or both?	Not applicable as the site has no important features.
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	Neutral.
6 Associated devices and logos with advertisements and advertising structures	
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Not applicable.
7 Illumination	
Would illumination result in unacceptable glare?	Proposed signage is unilluminated.
Would illumination affect safety for pedestrians, vehicles or aircraft?	
Would illumination detract from the amenity of any residence or other form of accommodation?	
Can the intensity of the illumination be adjusted, if necessary?	
Is the illumination subject to a curfew?	
8 Safety	
Would the proposal reduce the safety for any public road?	No, signage is located wholly within site frontage.
Would the proposal reduce the safety for pedestrians or bicyclists?	No, for reason given above
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No existing sightlines will be obscured.

Appendix B: Maitland DCP 2011 – Compliance Table Assessment

Maitland DCP 2011- Part B – Environmental Guidelines – Compliance Table Assessment

Development Control	Proposed Development	Compliance
Domestic Stormwater	Not applicable. The proposed development is categorised as commercial/industrial.	
Hunter River Floodplain	Not applicable. The subject site is not identified as flood prone land	
On-Site Sewage Management Systems	The subject site is serviced with HWC reticulated sewer system	Yes.
Tree and Vegetation Management	The site is generally devoid of any significant vegetation other than regrowth which has occurred as a consequence of the vacant nature of the site.	Yes.
Waste Not – Site Waste Minimisation & Management	A SWMMP accompanies the submitted DA documentation	Yes
Environmentally Sensitive Land	The site is not identified as environmentally sensitive land and has previously been utilised for various industrial type land use activities.	Yes

Maitland DCP 2011- Part C11 – Design Guidelines – Vehicular Access & Car Parking – Compliance Table Assessment

Development Control	Proposed Development	Compliance
General Requirements		
1.2 Calculation of Parking Requirements		
a. Development Generally The minimum number of parking spaces to be provided for a particular development is to be calculated in accordance with Appendix A of this policy. b. Mixed Uses Ancillary components of a land use (for example an office within an industrial building that occupies less than 20% of the total floor space) will be assessed according to the rate required for the principal land use. For developments incorporating different categories of uses, a separate calculation will be made for each component and then added together to provide the total parking requirement. Any departure from this method will only be considered where it is demonstrated that the peak demand for each land use component of the development is staggered. In this regard the applicant should submit a parking profile showing the cumulative parking demand by time-of-day. c. Calculation of Numbers Where the calculation results in a fraction of a space, the total number of parking spaces required will be the next highest whole number.	Appendix A of DCP 2011 requires car parking for 'Industry' at the rate of 1 space per 75m2 GFA. Appendix A does not specify a car parking rate for self-storage units. The proposed development provides for a total of 1,282.38m2 GFA of industrial space which generates a parking demand of 17.09 (18) spaces for the industrial units. The proposed development provides a total of 25 parking spaces.	Yes
2. Guidelines for the Design, Layout and Construction of Access and Parking Areas		
2.1 Access to the Site		
A development should be designed to provide adequate on-site manoeuvring and circulating areas to ensure that all vehicles can enter and leave the site in a forward direction.	Internal driveways within the development fronting the industrial units is a minimum of 7.0m wide to facilitate turning and manoeuvring by medium rigid trucks.	Yes

Access to or from a site shall be located where it causes the least interference to vehicular and pedestrian traffic on the road frontage. Access will generally not be permitted in the following locations:	Access to the site off Green Street will utilise the existing driveway located at the western end of the site frontage. The existing remaining driveway positioned at the eastern end of the site frontage will be removed and kerb and gutter reinstated. The internal driveway is of variable width with the initial section of driveway at the site frontage being 7058mm wide and narrowing to 5500mm where the driveway extends to the rear of the site to service the self-storage units. The wider driveway at the site frontage will service the light industrial units which are expected to generate greater traffic volume than the self-storage units at the rear of the site.	Yes
a. close to traffic signals, intersections or roundabouts where sight distance is considered inadequate by Council;	The existing driveway is located in proximity to the intersection of Green Street with Lions Street (local Road).	Yes
b. opposite other developments generating a large amount of traffic (unless separated by a median island);	Residential development is located opposite the site.	Yes
c. where there is heavy and constant pedestrian movement along the footpath;	There are no public footways provided within Green Street.	Yes
d. where right turning traffic entering the facility may obstruct through traffic; and	Right turning traffic will not obstruct through traffic as Green Street incorporates a series of indented passing/parking nays to facilitate through traffic.	Yes
e. where traffic using the driveways interferes with, or blocks the operations of bus stops, taxi ranks, loading zones or pedestrian crossings.	There are no bus stops, taxi stands, pedestrian crossings or loading zones impacted.	
f. Direct access onto a major road is to be avoided wherever possible. Auxiliary lanes, (deceleration and acceleration lanes), may need to be provided to minimise conflicts between entering/leaving traffic with through traffic. In many cases, right turn movements into a site are unlikely to be supported, unless an exclusive right turn bay is provided. Council may designate areas over the street frontage of the development where no stopping or no parking sign posting is to be installed to facilitate the entry/exit of vehicles and the safe movement of cyclists and pedestrians. Any on-street signage would be required in accordance with Australian Road Rules requirements as identified by Council's Local Traffic Committee.	Green Street is not a major road.	Yes
2.2 Sight Distances		
Consideration must be given to maintaining adequate sight distances for all access driveways. Any vehicle entering or	The driveway is existing and has sufficient sight distance in both directions. Green Street has a 50 Kmh posted speed limit.	Yes

leaving the driveway must be visible to approaching vehicles and pedestrians. AS 2890.1 Off Street Car Parking gives minimal and desirable sight distances for a range of road frontage speeds.		
2.3 Entrance/Exit to the Site		
The entry and exit requirements for parking areas may vary in relation to: • the size of vehicles likely to enter the proposed development; • the volume of traffic on the streets serving the proposed development; and • the volume of traffic generated by the development. The driveway standards recommended by the Roads and Traffic Authority of NSW Guide To Traffic Generating Developments (the guide) are adopted for the purpose of this Plan. Requirements specified within 'the guide' are summarised in Tables 1 and 2 in Appendix B, and in general the following shall apply: • separate entrance and exit driveways should be provided for developments requiring more than 50 car parking spaces or where the development generates a high turnover of traffic such as a service station or other drive-in retail facilities; • entry and exit driveways shall be clearly signposted; • the number of access points from a development site to any one street frontage should be limited to one ingress and one egress; and • the potential for on-street queuing should be minimised by ensuring that adequate standing areas are available for vehicles entering the car park and loading areas.	The internal driveways have been designed to accommodate a medium rigid truck which is expected to be the maximum size of vehicle to service both the industrial units and self-storage units. As previously noted the internal driveway is of variable width with the initial section of driveway at the site frontage being 7058mm wide and narrowing to 5500mm where the driveway extends to the rear of the site to service the self-storage units. The wider driveway at the site frontage will service the light industrial units which are expected to generate greater traffic volume than the self-storage units at the rear of the site.	Yes
2.4 Location of Parking Areas		
2.4 Location of Parking Areas Parking facilities for visitors and customers shall be provided where clearly visible from the street so their use is encouraged.	A total of 25 on-site parking spaces, including an accessible parking space, are proposed within the development. Four (4) visitor parking spaces are provided within the site frontage and accessible off the existing driveway crossing located at the eastern end of the site to primarily service industrial units 1-4.	

Parking spaces for employees and for longer duration parking may be located more remotely from the street. Within the development site, the location of the parking area should be determined having regard to: a. site conditions such as slope and drainage; b. visual amenity of the proposed and adjacent development; c. the relationship of the building to the parking area; and d. the proximity of the parking area to any neighbouring residential areas.	The central portion of the site provides 17 parking spaces, including the accessible parking space, to service the light industrial units 5 to 10.. The remaining 4 parking spaces (#18-21) are situated at the rear of the site and will service the 12 self-storage units located at the rear of the site.	
2.5 Parking Space and Aisle Dimensions		
The following figures illustrate typical parking layouts and aisle dimensions. It should be noted that these parking space dimensions represent minimum unobstructed requirements and that greater dimensions should be provided in the following instances: • a parking space which has a wall or obstruction on one side – an additional 300mm width to that shown is required; and, • for the end space in a blind aisle, the width is to be increased to 3.6 metres.	All car parking spaces are a minimum dimension of 5.5m x 2.6m with the 17 spaces servicing the industrial units on the front portion of the site centrally located and easily accessible to each of the units. The remaining 4 parking spaces are located on the rear portion of the site, at the end of the internal driveway and service the self-storage units.	Yes
2.6 Construction Requirements		
In general, all car parking areas, manoeuvring areas and unloading areas shall be constructed with a base course of adequate depth to suit design traffic, and shall be sealed with either bitumen, asphaltic concrete, concrete or interlocking pavers. In choosing the most suitable pavement type, consideration should be given to: • anticipated vehicle loads; • run-off gradients and drainage requirements; and, • construction constraints. The works are to be maintained to a satisfactory standard throughout the term of development and/or use of the land for which the facilities are provided.	All car parking, manoeuvring and driveways will be constructed of concrete to engineers requirements with details provided at Construction Certificate stage.	Yes
2.7 Landscaping		
Parking areas shall be appropriately landscaped to achieve a satisfactory appearance, particularly for those	A landscape plan prepared by Meraki Green Landscape Architecture has been submitted with the DA documentation.	Yes

car parks with large areas of bitumen, to provide shade and to provide a buffer between neighbouring land uses. Landscaping should be used throughout the car park and on the perimeters. In general, there should be no more than 10 parking bays before a break with planting. Species should be selected and located to avoid maintenance problems, so that they do not hinder visibility at entry or exit points and so that they do not cause damage to paved areas by root systems or create excessive leaf or branch litter. Trees with large surface roots, excessive girth, brittle limbs, fruits which drop and trees which attract large numbers of birds should be avoided in parking areas. In most cases landscaping can be integrated into parking layouts without the need for additional area or loss of car parking spaces. Wheel stops are to be provided along the front of parking bays to prevent vehicles from damaging landscaped areas, buildings and/or fencing and other vehicles.	The proposed development is predominantly hard-paved due to the industrial nature of the development. However the site frontage and western side boundary are landscaped together with pockets of landscaping adjacent to the main parking area within the central front portion of the site.	
2.8 Directional Signs and Marking		
Parking areas are to be clearly signposted and line-marked. Entry and exit points are to be clearly delineated and parking spaces for specific uses (disabled, visitors, employees etc) clearly signposted. “One way” markings must be clearly set out on the pavement in such a manner as to be easily readable and understandable to users of the car park. Council may designate areas within the car park where no stopping or no parking signposting is to be installed to facilitate the free movement of vehicles and pedestrians.	All parking spaces, including the accessible parking space, will be appropriately line marked and signposted and also incorporate wheel stops.	Yes.
2.9 Principles for Crime Prevention		
Design of car parking areas should consider the principles of effective lighting. Lighting is to be provided in off-street car parks in accordance with the requirements of AS 2890.1, 2004 – Parking Facilities Off Street Parking. Lighting may also be required over the street frontage of the development,	Movement activated sensor security lighting will be installed within the development to minimise the risk of crime particularly theft and vandalism.	Yes.

particularly at entry or exit points in accordance with AS/NZS 1158, Lighting for Roads and Public Places. a. Provision of clear sightlines between public and private places; b. Landscaping that makes the car park attractive but does not provide offenders with a place to hide or entrap victims; c. In some cases restricted access to the car park, particularly after business hours through the use of physical barriers should be considered; d. Design with clear transitions and boundaries between public and private space through the provision of clear access points; e. Clear design cues on who is to use the space and what it is to be used for – care should be taken to ensure that gates and enclosures do not make public areas into private areas and consideration should be given to suitable signage (eg need to lock vehicles); f. Strategies to prevent vandalism through appropriate design, eg durable lighting materials and minimisation of exposed walls; g. Management strategies for site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned out lighting, the removal or refurbishment of decayed physical elements and the continued maintenance of landscaped areas.		
3. Loading/Unloading Requirements		
3.1 General		
On-site loading and unloading facilities must be provided for all businesses, commercial, industrial, retail and storage uses and any other where regular deliveries of goods are made to or from the site.	All the light industrial units include roller door access (4500mm W x 4500mm H) off the circulation driveway for loading/unloading.	Yes
3.2 Number and Size of Loading Bays		
The number and dimensions of the on-site loading bays must be designed having regard to the nature and scale of the proposed development, the estimated frequency of	Separate loading bays are not provided and not deemed necessary given the nature of the proposed development.	Yes

deliveries, the type of delivery vehicle likely to be involved and the types of goods being loaded/unloaded. Accordingly, these details are required to be submitted with the Development Application for Council's consideration. As a guide, for small and medium-sized shops or commercial premises, restaurants or small-scale industrial development likely to involve the use of vans, utilities or small trucks only, one loading bay will usually be sufficient.		
3.3 Design and Layout of Loading Bays		
The loading areas must be designed to ensure that standard design vehicles can manoeuvre into and out of all loading areas without causing conflict to the movement of traffic on-site or in the adjacent streets. It is not possible to specify dimensions for service areas which would be appropriate for all situations. The dimensions of the service bay will depend, in part, on the type of vehicle to be accommodated. The loading bay(s) should be a physically defined area (by signposting and/or pavement marking) which is not used for other purposes such as customer parking or the storage of goods and equipment. The loading areas must be designed to ensure that vehicles stand entirely within the site during all loading and unloading operations. Where existing buildings are being redeveloped, all of the above design criteria may not be achievable. However, every effort must be made to ensure that public safety is not compromised. In addition to the above requirements, the Roads and Traffic Authority's "Guide to Traffic Generating Developments" details recommended dimensions for loading areas based on the various types of service vehicles and other requirements for ramps, internal roadway etc (refer to Table 1 in Appendix B).	Not applicable.	
4. Car Parking For Persons with a Disability		

Special parking spaces for persons with a disability are to be made available in the provision of car parking facilities, in accordance with Australian Standard AS2890.1 – 2004. In general, where 10 or more vehicle spaces are required, one designated parking space for people with disabilities is required per 100 (or part thereof) car spaces provided.	1 accessible parking space is provided (#5) within the front central portion of the site.	Yes
5. Bicycle Parking		
Provision is to be made for cyclists via the installation of bicycle parking facilities in accordance with Australian Standard AS 2890.3-2015 – Bicycle Parking Facilities and Austroads Guide to Traffic Engineering, Part 14, Bicycles: Second Edition.	Bicycle parking can be provided within each of the light industrial units for employees.	Yes

Maitland DCP 2011- Part C5 – Design Guidelines – Industrial Land

Development Control	Proposed Development	Compliance
1. Scale of Development		
1.1 Designated Development	Not applicable.	
1.2 Integrated Development	Not applicable.	
1.3 Other Development	Applicable.	
2. Development Guidelines		
1. Design and Appearance of Buildings		
a. The external walls of industrial buildings shall be of profiled colour-treated cladding or masonry materials, or a combination of both;	The external walls of the development comprise concrete pre-cast tilt-up panels.	Yes
b. Particular consideration shall be given to the design and use of the above materials in the street elevation of industrial buildings, particularly where such buildings are in close proximity to residential or commercial neighbourhoods or front main roads.	The facades of the three (3) industrial units fronting Green Street have a comparable height of two storey and incorporate aluminium shopfront windows	Yes
c. Where the side or rear elevation of an industrial building is visible from residential areas, colours and wall profiles should be selected to minimise their visual impact.	The side and rear elevations of the development are not generally visible from neighbouring residential areas and step down the site thereby reducing their visual prominence.	Yes
d. Buildings should be designed to be energy efficient through the use of insulation, correct orientation on the site, passive solar design and other energy saving technologies.	The industrial buildings will incorporate roof sarking and insulation and are generally orientated so that the façade faces north.	Yes
e. Where the site is liable to flooding, accurate information on ground and building levels should be provided. This should be related to proposed measures for evacuation, safe storage and hazard reduction in the event of a flood.	Not applicable. The site is not identified as subject to flooding.	
2. Landscaping		
a. The following areas of the site shall be landscaped:	A landscape plan prepared by Meraki Green Landscape Architecture accompanies the submitted DA documentation.	Yes

i. The front setback area to a minimum depth of 5 metres;	The majority of the front setback to a depth of 5m is landscaped.	Yes
ii. The side and rear setbacks if visible from residential areas or a public place;	The western side boundary is landscaped.	Yes
iii. The perimeters of open storage areas are to be landscaped as necessary to provide screening from public view;	The waste bin storage area located within the central portion of the site is landscaped.	Yes
iv. Car parking areas are to be landscaped to provide shade and to soften the visual impact of parking facilities (refer to diagram).	Proposed car parking areas are landscaped.	Yes
b. A physical barrier of kerb is to be constructed between all landscaped and grassed areas, and areas for the standing or manoeuvring of vehicles on the site.	All car parking spaces include wheel stops.	Yes
c. Where practicable, parking areas in the front of building could be constructed at a lower level, to increase the effect of frontage mounding and landscaping in screening parking areas.	The car parking located within the site frontage and accessible off the eastern side driveway is situated approximately 600mm lower than the adjacent road reserve due to the fall of the site to the rear.	Yes
d. A detailed plan is to be submitted with the development application and is to show the location and species of all planting and all other landscaping works to be carried out. In this regard Australian native plants will grow faster and require less attention than introduced species. A brochure of suitable species for the Maitland area is available from Council.	The submitted landscape plan details planting species etc.	Yes
e. Landscaping treatment should be designed to complement any existing vegetation and any landscaping of roads and other public spaces.	There is minimal significant landscape planting in the immediate locality.	Yes
3. Vehicular Access		
a. Access drives shall have a minimum width of 6 metres (Note: Major traffic generating developments may require a greater access width, divided at the property line).	The existing concrete vehicular driveway crossings located at the eastern and western end of the site frontage which has a width of some 7-8 metres will be retained. The eastern vehicular driveway crossing will be reduced in width.	Yes
b. Access drives shall not be located in close proximity to an intersection.	The western driveway crossing is located opposite Lions Street.	Yes
c. Loading and unloading facilities appropriate to the particular development are to be provided on site such that service vehicles are located wholly within the site, and do not create conflicts with parking areas.	The proposed development has been designed to accommodate a Medium Rigid Vehicle which is expected to be the largest vehicle to service the development.	Yes

4. Parking		
a. See C.11: Vehicular Access and Car Parking for number of parking spaces required.	The proposed development provides on-site parking for a total of 25 vehicles based on 1 space per 75m2 GFA. Two parking spaces have been allocated for the self-storage units as Maitland DCP does not specify parking for this land use.	Yes
b. All car parking facilities shall be located behind the front 5 metre landscaped area;	All parking is located behind the 5m landscaped area.	Yes
c. Where it is proposed to locate parking facilities behind an industrial building or to the rear of an industrial site, separate provision for visitor parking shall be made in front of the building and behind the front 5 metre landscaped area.	Four (4) visitor parking spaces are provided within the site frontage at the eastern end and serviced by the existing vehicular driveway crossing. The remaining on-site parking is located within the central and rear part of the site and accessed via the western side driveway crossing.	Yes
d. Car parking bays are to have a minimum construction standard of a two coat bitumen seal, be clearly delineated, and have dimensions of 2.6m width x 5.5m length.	Car parking bays are to be hard surfaced (concrete or bitumen) and are minimum dimension of 5.5 x 2.6m.	Yes
5. Setbacks		
a. Front building setback shall be determined on the following criteria:		
i. Provision of landscaped area to a minimum depth of 5 metres;	Units 1-3 have a variable setback of 5-6m with a building height to the eave of approximately 5.7m.	Yes.
ii. Provision of car parking facilities;	The majority of the on-site car parking is located to the rear with the exception of 4 visitor spaces within the site frontage.	Yes
iii. Building height, bulk and layout;		
iv. The nature and needs of the industrial activity;	Residential development comprising predominantly single detached older style housing is located on the northern side of Green Street.	Yes
v. The general streetscape.		
b. Side and rear setbacks shall be as specified by the Building Code of Australia.	The proposed development is built to the side and rear boundaries and comprises concrete tilt-up panels with no openings.	Yes
6. Storage Areas		
a. External storage areas are to be located to the rear or the site and be screened from public view by means of fencing and/or landscaping.	The proposed development does not provide designated external storage areas with each industrial unit occupant expected to contain all goods with their respective unit.	Yes
7. Advertising Signs		
a. Advertising signs and strutures shall be of a size, colour and design which is compatible with the building to which they relate and is streetscape;	Two freestanding multi-tenancy pylon signs are proposed within the site frontage adjacent to the entry to the western vehicular driveway crossing.	Yes

b. Advertising signs and structures may be located as follows: ii. Multiple-Unit Industrial Sites: • One index board may be constructed near the site entrance or within the front 5 metre landscaped area, detailing the unit number, tenant and product of each occupant of the industrial site; and • One advertising sign may be placed on the façade of each unit, but shall not be higher than the building roof line. All advertising signs are subject to separate approval from the Council.	Refer comments above and separate Compliance Table Assessment for Part C6 Signage of Maitland DCP 2011. Each of the industrial units incorporates a rectangular fascia advertising panel.	Yes Yes
8. Drainage		
a. On-site detention of stormwater is required in accordance with Council's Manual of Engineering Standards, to restrict the discharge rate of stormwater runoff. The methods may include tanks (either underground or aboveground) or surface storage areas such as driveways. b. Ultimate discharge for collected stormwater runoff should be to a street drainage system, to an interallotment drainage line, or by approval to a public area. The system should be gravity-drained. Pumping of stormwater is not permitted. c. Pollutants carried in stormwater runoff, generated from building activity, vehicle parking, manoeuvring, and hardstand areas should be assessed for the potential adverse effects of sediment movement (by wind, water and wheeltracking), and vehicle-sources hydrocarbon pollution. Appropriate measures must be taken to contain pollutants, both during construction and long term permanent treatments. Reference should be made to Landcom/Department of Housing guidelines "Managing Urban Stormwater". An Erosion and Sediment Control Plan should be prepared as part of the drainage design for the site.	A stormwater management plan prepared by Birzulis Associates accompanies the submitted DA documentation.	Yes

9. Security Fencing		
a. Security fencing, wherever possible, is to be located within or behind the front 5 metre landscaped area.	Chainlink metal fencing will be erected along those section of the side and rear boundaries where the proposed buildings are not located on the boundaries.	Yes
10. Compatibility		
a. Windows, doors and other wall openings should be arranged to minimise noise impacts on residences, where an industry is located within 400 metres of a residential zone;	Units 1-4 which front Green Street and residential neighbours opposite incorporate an office and showroom within the front portion of the building and only a single pedestrian access door. Roller door access for any industrial activity is located to the rear of the building.	Yes
b. External plant such as generators, air conditioning plant and the like should be enclosed to minimise noise nuisance;	Not detailed on the DA plans but noted. Assumed this requirement would be a condition of any DA approval.	Yes
c. External and security lighting should be directed and shielded to avoid light spillage to adjoining residential areas;	As above.	
d. Driveways should be arranged or screened to avoid headlight glare on residential windows;	The existing vehicular driveway at the western end of the site is to be retained.	Yes
e. Hours of operation may be limited if extended operation is likely to cause a nuisance to adjoining residential areas (including nuisance from traffic).	Hours of operation are anticipated to be 6.30am to 5.00pm Monday to Friday and 8.00am to 4.00pm Saturday for the industrial units with 24/7 access to the storage units.	Yes

Maitland DCP 2011- Part C6 – Design Guidelines – Signage

Development Control	Proposed Development	Compliance
Guidelines for Signage		
1. Signs should be simple, clear and concise. In some cases graphic symbols may be more effective than words.	Proposed signage comprises single free standing pylon sign	Yes
2. Signs should fit the structure of the building and be complementary to the building.	Proposed signage is considered complementary.	Yes
3. Historic buildings and places should be treated with sympathy and signs should not obscure or overwhelm the architectural features of the building or place. Traditional sign materials of the era should be used rather than plastics, Styrofoam, opalescence and similar materials.	Not applicable.	
4. Signs in rural and environmental protection zones should only advertise facilities, activities or services located on the land or be directional signs to tourist or historical interest.	Not applicable.	
5. Multi-tenancy development signage to be uniform size, shape and of similar construction.	Each of the industrial units fronting Green Street include a fascia advertising panel.	Yes
6. Wall signs shall be restricted to 25% of the visible wall surface.	Not applicable.	
7. Signs resembling road or traffic signs are prohibited.	The proposed signage does not resemble road or traffic signs.	Yes
8. Signs are to be properly maintained.	The proposed signage is constructed of durable materials.	Yes
9. Footpath signs are prohibited.	Not applicable.	
10. Rationalisation of signage is encouraged.	A single multi tenancy pylon sign is proposed within the Green Street property frontage.	Yes
11. Temporary signs and banners are generally not encouraged but when allowed, are subject to strict conditions of approval and removal following the event.	Not applicable.	
12. Signs requiring substantial supporting structure may require detail design plans from a practising Structural Engineer.	The signage footings will be designed by a practising structural engineer.	Yes

Appendix C: SWMMP

Outline of Proposal

Site Address Lot 41 DP 564556 - 38 Green Street, Telarah

Applicant Name Compass Planning Pty Ltd

Applicant Address PO Box 197, New Lambton NSW 2305

Building and other structures currently on the site

Derelict Brick Building, concrete paving, scattered trees

Brief description of the proposal

Demolition of existing structures and construction of light industrial units, self-storage units, signage and associated site works including tree removal and retaining walls.

Construction Phase

			DESTINATION		
Waste materials on site	**Vol (m^3)**	**Wt (t)**	ON SITE	OFF SITE	DISPOSAL
			Specify proposed reuse or on-site recycling methods	*Specify contractor and recycling outlet*	*Specify Contractor and Landfill Site*
Excavation Material	200	400			To be dertermined once soil te
Garden Waste	18	6-8	Mulched on site with some reta		
Bricks					
Tiles					
Concrete	35	70			To be determied by demolition
Timber – pine, particle board					
Plasterboard					
Metal – copper, aluminium					
Asbestos – cement, roof and wall					
Other – including glass, doors, etc					

Ongoing Operations Phase

Ongoing Operations - Option 1
(applies to the following types of development)

- Single dwellings
- Dual Occupancy and Medium Density Housing – Individual Storage Areas
- Construction of outbuildings, such as garages, carports and sheds
- Dwelling alterations and additions
- Fences and retaining walls
- Swimming Pools
- Water Tanks
- Proposals involving minor construction
- Change of use applications involving minimal construction

Who is going to collect the waste and recycling generated by this development? *(tick applicable)*

☐ Council General Waste Collection (Green bin)

☐ Council Recycling Collection (Yellow bin)

☐ Private Contractor Council

Ongoing Operations - Option 2
(applies to all development excluding those categories nominated under Option 1 above)

Describe how you intend to ensure ongoing management of waste on site

1. The industrial units incorporate mobile waste bins (1200lt) located in central car park area.
2. Tenants of the self-storage units will be expected to dispose of own rubbish.
3.
4.
5.
6.