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Planning & Heritage Services

Revised Statement of Environmental Effects

43 Guttler Street, Uranquinty

DA21/0839 Review of Determination S.8.2A Self Storage Units & Associated Works

8 September 2022



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This Statement of Environmental Effects has been prepared by Camilla Rocks, on behalf of the proponents for the development of 43 Guttler St, Uranquinty.

Material is provided for the assessment of a Development Application only. If material is required for any other use, the user is to contact Camilla Rocks for permission.

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2 INTRODUCTION

2.1 OVERVIEW OF THE PROPOSAL

This Statement of Environmental Effects (SEE) has been prepared by Camilla Rocks on behalf of Fairview Riverina Pty Ltd (the proponent) to accompany a Review of Determination Application (RDA) for the site located at 43 Guttler St, Uranquinty (the subject site). The RDA has been prepared under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) for submission to Wagga Wagga City Council (Council).

The proposed development seeks to construct self storage units and ancillary landscaping and infrastructure on a vacant lot. DA21/0839 was submitted to Wagga Wagga City Council on 16 December 2021 and determined at a meeting of council on 8 August 2022. The council refused the application for the following reasons:

- a) the proposed development is not consistent with the objectives of the RU5 Village zoning as outlined in the Wagga Wagga LEP 2010
- b) the proposed development conflicts with the residential amenity of the village as outlined in the Wagga Wagga DCP 2010.

This report seeks to address the reasons for refusal and support Wagga Wagga City Council to review the determination.

2.2 PROPERTY DESCRIPTION & SITE ANALYSIS

The site is formally identified as 43 Guttler St, Uranquinty, comprising of Lot 11 DP 129731. It is located on the southern side of the Olympic Highway, between Grady's Road and Uranquinty Street, in the locality of Uranquinty and within the boundaries of Wagga Wagga City Council, as identified in Figure 1 below.



Figure 1 Identification of subject site (Source WWCC Intramaps)

The site is located in the Wagga Wagga City Council Local Government Area (LGA) and within the village of Uranquinty.

A broader view of the site in terms of its regional context is provided at Figure 2 below.

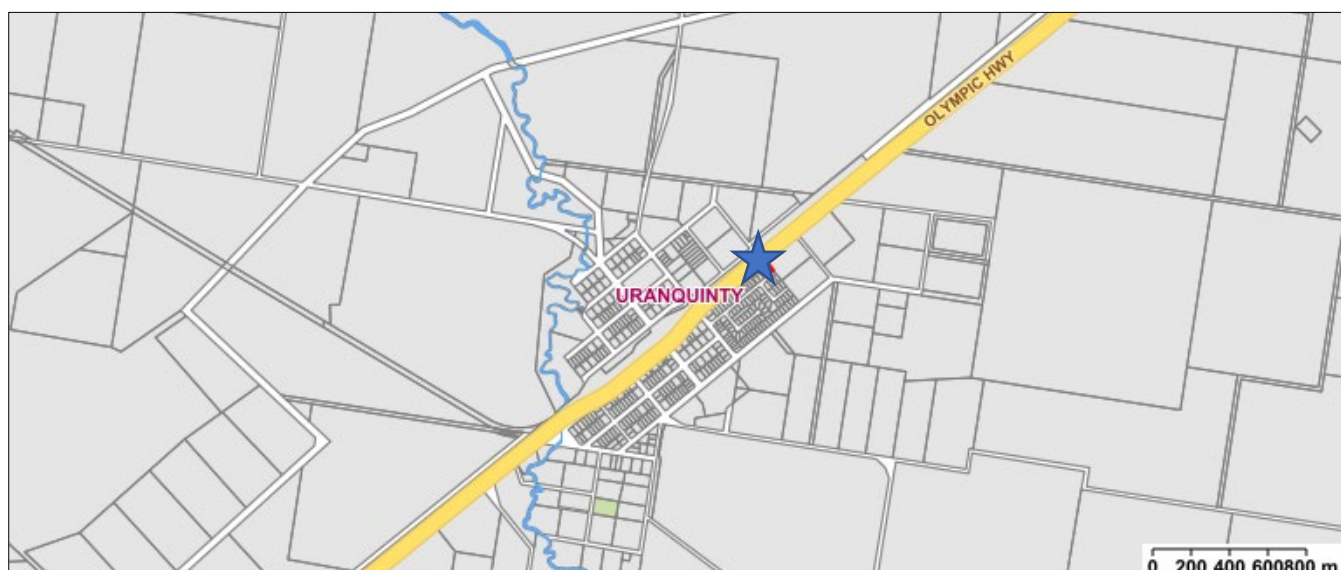


Figure 2 Site marked with blue star (Source WWCC Intramaps)

This site is a vacant lot, that was created under DA17/0036. The consent was for an 11 lot subdivision including tree removal and demolition of sheds. Consent was granted for the subdivision on 10 May 2018. It is burdened by a building envelope and covenants as follows:

- No dwelling shall be erected upon a lot unless it lies within the area denoted as building envelope
- No fence shall be erected having a height exceeding 180cm
- Dividing fences must have consent from Fairview Riverina
- No building erected on the subject land shall have a roof of material other than concrete tile, clay tiles, slate or Colorbond steel
- All grass and vegetation shall be regularly maintained
- No use of any shed, basement, tent, shack, garage, trailer, camper, caravan, transportable home or outbuilding on the lot as a permanent or seasonal dwelling
- No vehicular or pedestrian access to or from any of the lots from the Olympic Highway
- A vegetated buffer up to 5m to be established along the boundary with Olympic Highway to minimise the impact of road related noise and vehicle headlights

There is a driveway on the eastern side of the lot, providing access to the main body of the lot from Guttler Street. The north-western boundary is slightly higher than the road reserve but the lot is generally flat. There is a gasline below the surface, as indicated in Figure 3 and a presumed easement above that. There is a streetlight and power box adjacent to the entrance from Guttler St.

The site is vacant and other lots within the subdivision are under development for residential purposes. The land is zoned RU5.



Figure 3 View of subject site from access handle

To the south, the site adjoins Guttler Street. There is a disused caravan park on a large lot immediately east of the site and residential development immediately west. The Olympic Highway lies to the north-west, with rural land in the north-easterly direction and a school and residential development in the north-westerly direction.



Figure 4 View of entrance from within site

Frontage to the Olympic Highway is approximately 61 metres and the site is approximately 28 metres deep along its western boundary, with a 76-metre-long handle along the eastern boundary. The access is 6 metres wide and is bitumen sealed. The lot is 2023m² in size.



Figure 5 Olympic Highway frontage

The streetscape in the vicinity of the subject site is generally consistent as a newly developed subdivision. The frontage of the subdivision to the highway is not accessible by vehicle and is fenced with Colorbond fencing. There is a covenant on the lots within the subdivision requiring treelines along the highway boundary to soften the effect of the fencing.



Figure 6 Streetscape of north-western side of Guttler St



Figure 7 Streetscape of south-eastern side of Guttler St



Figure 8 View of Guttler St from eastern end

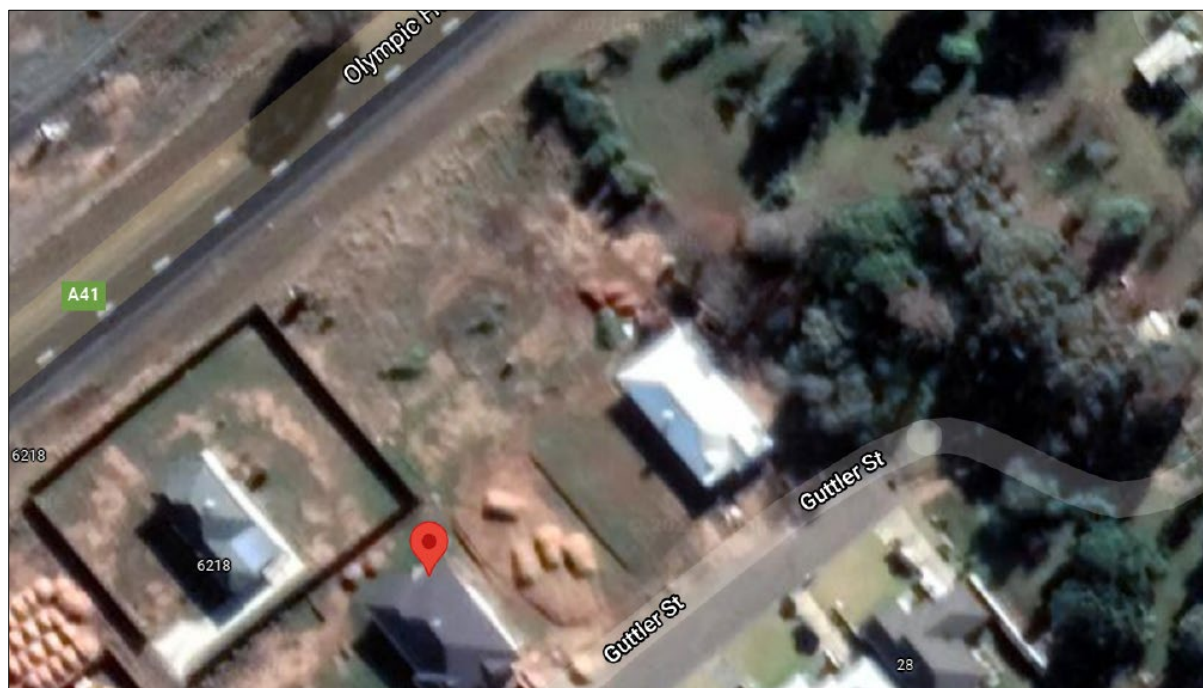


Figure 9 Aerial view of subject lot (Source Google Maps)

2.2.1.1 History of the Site

The site was subdivided in 2020. Aerial imagery indicates it was part of a larger residential lot.

There are no consents attached to the site, according to Council's Intramaps program.



Figure 10 View across Olympic Highway from subject site

2.3 SUPPORTING DOCUMENTATION

- Site and Elevation Plan, prepared by Innocad Consulting
- Statement of Environmental Effects, prepared by Camilla Rocks

3 THE PROPOSAL

3.1 PROPOSED DEVELOPMENT

This application seeks approval to undertake construction of self storage units on the subject site.

Works are proposed to include:

- ♦ Construct a Colorbond building divided into 26 x 6m x 3.2m self-storage units, each with a roller door
- ♦ Seal the vehicle movement area around the perimeter of the site
- ♦ Mark out 2 visitor car spaces as depicted on submitted plans
- ♦ Plant a landscaped buffer to the residential lots adjoining and to the Olympic Highway
- ♦ Construct all related infrastructure such as drainage, power connection, fencing
- ♦ Install an automatic sliding gate in Woodland Grey Colorbond for secure access to the site, in the location shown on the submitted plans. Gate will be semi-open, with 50mm x 50mm vertical slats and 100mm gaps. Height will be 1800mm, to match existing fencing.

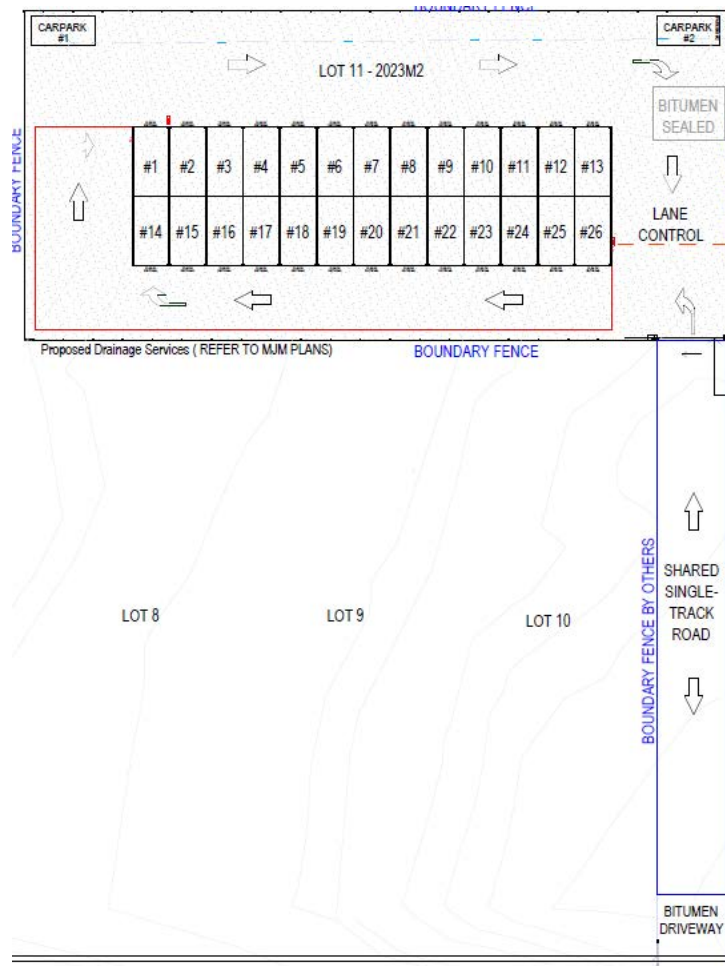


Figure 11 Proposed site layout

The premises will provide storage facilities for customers, who will lease a unit for either short or long term use. The premises will not be staffed ordinarily and the development does not make provision for an office. The customer will be provided with a code for access through the security gate and a key to their individual unit. Each unit is approximately the size of a standard single garage

and will be made available for storage of surplus household items and the like. The small size of the units and narrow vehicle movement area makes it unlikely they will be used for storage of large items such as boats and campervans. Storage is for general goods and there is no specialised features such as climate control or document storage. Units will not be supplied with electricity.

The design of the facility is “ranch” style, where vehicles can park adjacent to their storage unit, with all units at ground level. The aisles are wider than 6m to allow vehicle circulation.

The premises will operate 8am to 6pm, with access available 7 days a week. There will no staff on site permanently however general maintenance will be conducted regularly to service roller doors, conduct pest control and generally keep the site clean and tidy. Tenants will be provided with a phone number to call in case there are issues on site such as keys not working, the scanner not reading and the like. The number will connect to the managing agents for the site.

Aurecon conducted a study of self storage units for the Self Storage Association of Australia: *Study Results and Findings Self Storage Facility Traffic and Parking Study Self Storage Association of Australia 8 July 2009*. Although the report is 13 years old, it is the only accessible report on self storage units and was commissioned to assist councils in determining suitable parking rates to apply to self storage premise. This study observed facilities in a range of locations, both urban and regional and provided some background on the use of such developments. Council rejected the conclusions drawn within the report as being irrelevant to this application.

We anticipate that the use of the subject development would be limited to residents of Uranquinty. It is a small scale development designed for local use.

The entrance from Guttler Street will be unrestricted and there will be a Colorbond slatted gate at the main entrance to the development at the end of the access handle. In order to manage the impact of visitors to the site on surrounding residents, the key pad will not allow access before 8am or after 5pm. This allows tenants up to one hour at the end of the day, which is the maximum time we expect that a tenant would need to access their unit. The access gate will not function after 6pm and tenants will need to ring the duty agent who will be able to activate the gate remotely. There will be a callout fee imposed on tenants to discourage this.

4 THE DETERMINATION

The application was presented to a meeting of the Council on 8 August 2022, with the staff Section 4.15 report recommending approval subject to conditions. The Council voted to refuse the application, with the resolution as follows:

22/005 RESOLVED: On the Motion of The Mayor, Councillor D Tout and Councillor T Koschel That Council refuse DA21/0839 for self-storage units at 43 Guttler Street, Uranquinty for the following reasons:

- a. the proposed development is not consistent with the objectives of the RU5 Village zoning as outlined in the Wagga Wagga LEP 2010
- b. the proposed development conflicts with the residential amenity of the village as outlined in the Wagga Wagga DCP 2010

5 ASSESSMENT OF THE DEVELOPMENT

This section provides our assessment of the proposed development against the relevant matters for consideration under section 4.15 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The following plans are applicable to the proposed development:

- ❖ Wagga Wagga Local Environmental Plan (WLEP) 2010
- ❖ Wagga Wagga Development Control Plan (WDGP) 2010

however other legislation and policy is referenced here for clarity.

5.1 NSW ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

The NSW Environmental Planning and Assessment Act 1979 (EP&A Act) provides the legislative framework for the preparation of State Environmental Planning Policies (SEPPs), Regional Environmental Plans (REPs), and Local Environmental Plans (LEPs). The latter includes the WLEP2010. An assessment against the relevant provisions of the WLEP 2010 is included within Section 4.7 below.

This Act has effect subject to the provisions of Part 7 of the Biodiversity Conservation Act 2016 and Part 7A of the Fisheries Management Act 1994 that relate to the operation of this Act in connection with the terrestrial and aquatic environment. Those Acts contain additional requirements with respect to assessments, consents and approvals under this Act.

5.2 NSW LOCAL GOVERNMENT ACT, 1993

Connection of new stormwater to mains infrastructure will require approval under Section 68 of this Act and a separate application will be submitted by the proponent.

5.3 BIODIVERSITY CONSERVATION ACT 2016

The subject site is not identified as an area of outstanding biodiversity value on the biodiversity values map. No native vegetation is proposed to be removed. Given that no native vegetation is being removed and that there is no recorded endangered flora or fauna on the site of the proposed development, it is not anticipated that the proposed development will significantly affect threatened species or ecological communities or their habitats. Based on the above, we consider that the development will not trigger the Biodiversity Offset Scheme.

5.4 STATE ENVIRONMENTAL PLANNING POLICY – EXEMPT AND COMPLYING DEVELOPMENT

The subject proposal does not fall under the provisions of this instrument as part of the site is flood affected, under the provisions of the WLEP and the proposed landuse requires consent.

5.5 STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

The information publicly available about former uses of the site indicates that the site has been part of a larger residential site since at least the 1990s and rural grazing land prior to that. A Preliminary Site Investigation was submitted to council as part of the subdivision application (DA17/0093). The PSI concluded that the site is fit for ongoing residential land use with low risk to human health and/or the environment.

Council was satisfied that the site is suitable in its current state for the proposed use for subdivision and there are no changed circumstances that would alter that decision.

5.6 STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

This site is in proximity to the main southern railway line therefore the provisions relating to the impact of rail noise on non -rail related development should be considered. Clause 87 applies to development for the purpose of residential accommodation. As the proposed development is not for residential accommodation, further consideration of this policy is not required.

5.7 WAGGA WAGGA LOCAL ENVIRONMENTAL PLAN 2010

Only clauses relevant to the proposed development have been addressed in this report.

5.7.1 Part 1 Preliminary

This section confirms that the subject site falls under the provisions of this plan and provides administrative information for the application of the WLEP.

The application DA21/0839, was notified to affected landowners and 19 submissions were received, with 18 objecting to the proposal. The issues raised in the submissions will be addressed in part 5 of this report.

5.7.2 Part 2 Permitted or Prohibited Development

5.7.2.1 Land Use Zone and Permissibility

The site, 43 Guttler Street, Uranquinty is zoned RU5 Village. The objectives of the zone are as follows:

- *To provide for a range of land uses, services and facilities that are associated with a rural village.*
- *To protect and maintain the rural village character of the land.*

The proposed development is consistent with these objectives and is a non-residential land use that is associated with the requirements of village residents and is permitted in the zone with consent, under the provisions of the WLEP.

The rural village character of Uranquinty is not defined within the LEP. The NSW Department of Planning website (<https://www.planning.nsw.gov.au/Policy-and-Legislation/Local-Character>) offers this definition of local character:

Character is what makes a neighbourhood distinctive and is the identity of the place. It encompasses the way a place looks and feels. It is created by a combination of land, people, built environment, history, culture and tradition, both Aboriginal and non-Aboriginal, and it looks at how they interact to create an area's distinctive character.

The NSW Government is committed to ensuring strategic planning that balances respect for the local character of an area and the need for development. We ensure that a design-led approach is used to build on the valued characteristics of individual neighbourhoods and places.

Built form, bulk, scale and height as well as landscaping and good design all play a part in ensuring the character of an area is maintained while still allowing for new development to occur.

The Wagga Wagga DCP offers a character statement for Uranquinty:

Uranquinty was proclaimed a village in 1888, but known by the name of Glenrouth. The village name altered to Uranquintry in 1899, and then to Uranquinty in 1966. Uranquinty is a Wiradjuri word meaning “plenty of rain” and “yellow box tree”. The entry from the north is framed by mature trees that define the village boundary and give a sense of arrival. The entry from the south is marked by the bridge and bend in the road. The shops and commercial uses on the east side of the Olympic Highway/Morgan Street, and silo, memorial and park adjacent to the railway line, reinforce the sense of place. The early section of the village was generally south of Uranquintry Street. More recently the village has grown to the north, including the extension of Guttler Street towards the Caravan Park. The newer subdivisions are more closely settled than the older sections of the village, and are more suburban in character having smaller frontages and urban road formations. The southern section of the village retains a less formal character, despite sections of kerb and guttering in a number of roads. The western side of the village also retains a more traditional village character. Uranquinty has a number of heritage items, most of which are public or community buildings. Exceptions include the Uranquinty Hotel and general stores on the main road. The heritage buildings help to define a unique streetscape along Morgan Street, and establish strong parameters for future development. The village zone extends across a large area to the east of Connorton Street. The rural character of this area gives the village a well defined eastern edge. Land to the east of the village is subject to drainage constraints which will reduce the potential for close settlement. The village plan recommends that any future development in this area comprise large lots that retain the rural character.

The DCP acknowledges that the character of the new subdivision is more urban than the older part of the village. The village plan recommended large lots that retain the rural character, although we note that the subdivision that the subject lot forms part of, has departed from the village plan. The proposed development is not inconsistent with the village character, in our opinion. It is situated on a large approved lot and the proposed building is of a similar scale to a comparable dwelling on the site. The height is of a domestic scale, the landscaping will screen the development and the use is a low impact use that is compatible with adjoining residential uses, noting the location adjacent to the Olympic Highway, the main highway between Wagga Wagga and Albury and on to Melbourne.

Self storage premises are permitted within the zone because they are generally considered a low impact land use. There are no activities on the site that would generate adverse impacts in terms of noise, odour, dust, gases and the like. There are 26 units proposed on the site and the proponents anticipate the site will operate in the same way as a similar site they operate in Lockhart. A survey was undertaken of the tenants of the Lockhart facility. 10 tenants responded, with the following results:

Length of tenancy ranged from 5 months to 6 years

None of the tenants visited the facility more than once a week and 50% visited less than one a month. 30% indicated that they visit the site once or twice a year.

A survey published by Kennards Storage in 2021, indicated the mean length of tenancy at their facilities was 30 months.

This indicates that self storage units are not frequented often by their tenants. The impacts of the development are explored in greater detail later in this report however we interpret the information we have found about the activity at self storage units as indicating that the premises would maintain

the rural village character of Uranquinty. Furthermore, the Section 4.15 assessment report submitted to the council meeting states:

The village of Uranquinty consists of a large residential area with a small commercial area contained along Morgan Street (the Olympic Highway). The proposed development considered consistent with the village layout as the primary frontage adjoins the Olympic Highway. A position which is shared with other commercial facilities and services, such as the Quinty Bakehouse, Uranquinty Pub, grain silos, railway line and the Uranquinty Ampol (fuel station). The subject site adjoins the residential area of Uranquinty along Guttler Street to the south, an area that consists primarily of modern single storey dwellings. However, despite adjoining Guttler Street, the proposed development will not be visible and therefore will not result in an unreasonable impact to the streetscape or village character as the site is blocked by the existing dwellings. Please refer to Section 6 - Villages of this report for further detail. Furthermore, the proposed development is designed to provide the adjoining village community with a facility and service for the short- and long-term storage of goods. Accordingly, the proposed development maintains the established layout of the village and provides a suitable service, thus achieving the objectives of the RU5 Village zone.

The building has been designed at the same scale as the predominant buildings in the vicinity. The lot is a battle axe design therefore the building will not be visible from Guttler Street. From the highway on the northern side of the lot, only the roof will be visible above the fence and this will be screened by the vegetation that is required as part of the covenant over the site. Signage is proposed to be minimal, with a small identification sign at the entrance. We consider, therefore, that the development will maintain the visual and aesthetic character of the rural village.

Permitted without consent

Home businesses; Home occupations; Roads

3 Permitted with consent

Centre-based child care facilities; Community facilities; Dwelling houses; Extensive agriculture; Light industries; Neighbourhood shops; Oyster aquaculture; Places of public worship; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Self-storage units; Schools; Tank-based aquaculture; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Correctional centres; Crematoria; Eco-tourist facilities; Electricity generating works; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Highway service centres; Home occupations (sex services); Industrial training facilities; Industries; Mortuaries; Research stations; Resource recovery facilities; Restricted premises; Rural industries; Rural workers' dwellings; Sex services premises; Sewerage treatment plants; Storage premises; Transport depots; Truck depots; Waste disposal facilities; Wharf or boating facilities

The proposed use would be defined as self storage units. Under the provisions, self storage units are permissible in the zone with consent. **Self-storage units** means premises that consist of individual

enclosed compartments for storing goods or materials (other than hazardous or offensive goods or materials).

5.7.3 Part 5 Miscellaneous Provisions

5.7.3.1 Clause 5.21 Flood planning

1. The objectives of this clause are as follows—
 - a. to minimise the flood risk to life and property associated with the use of land,
 - b. to allow development on land that is compatible with the flood function and behaviour on the land, taking into account projected changes as a result of climate change,
 - c. to avoid adverse or cumulative impacts on flood behaviour and the environment,
 - d. to enable the safe occupation and efficient evacuation of people in the event of a flood.
2. Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development—
 - (a) is compatible with the flood function and behaviour on the land, and
 - (b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and
 - (c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and
 - (d) incorporates appropriate measures to manage risk to life in the event of a flood, and
 - (e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.
3. In deciding whether to grant development consent on land to which this clause applies, the consent authority must consider the following matters—
 - (a) the impact of the development on projected changes to flood behaviour as a result of climate change,
 - (b) the intended design and scale of buildings resulting from the development,
 - (c) whether the development incorporates measures to minimise the risk to life and ensure the safe evacuation of people in the event of a flood,
 - (d) the potential to modify, relocate or remove buildings resulting from development if the surrounding area is impacted by flooding or coastal erosion.
4. A word or expression used in this clause has the same meaning as it has in the Considering Flooding in Land Use Planning Guideline unless it is otherwise defined in this clause.
5. In this clause—

Considering Flooding in Land Use Planning Guideline means the *Considering Flooding in Land Use Planning Guideline* published on the Department's website on 14 July 2021.

flood planning area has the same meaning as it has in the Floodplain Development Manual.

Floodplain Development Manual means the *Floodplain Development Manual* (ISBN 0 7347 5476 0) published by the NSW Government in April 2005.

The site falls within the Flood Planning Area, as defined on the WLEP map.

The building will be constructed to satisfy the controls for development in flood prone areas and is not likely to adversely affect flood behaviour in the vicinity, given the size of the development. There is adequate height and space within the development to accommodate flood free storage. The development will be constructed in accordance with the consent DA17/0036 and with the necessary position on the site and finished floor levels in accordance with the Section 88B instrument attached to the lot. The minimum FFL for Lot 11 is 208.14 AHD. The subdivision was constructed so as not to increase flood risk and impact, with drainage provided and restrictions on fill.

The Section 4.15 Assessment report stated that the development considered satisfactory under this clause, with a condition recommended that the building be certified by an engineer demonstrating that the building will not sustain structural damage from the force of flowing floodwaters or from impact of debris associated with the floodwaters in a 1% event. This certification will be provided with any application for Construction Certificate for the development.

5.7.4 Part 7 Additional Local Provisions

5.7.4.1 *Clause 7.3 Biodiversity*

The site is identified as “Biodiversity” on the Terrestrial Biodiversity Map. It is presumed that there are scaling issues with this map that result in the biodiversity area extending over the subject lot and that the biodiversity layer was intended to cover the roadside vegetation along the Olympic Highway.

Vegetation removal was approved pursuant to the consent for subdivision of the land. Council have raised no concerns regarding vegetation removal to facilitate the development (4 trees under 8m in height).

We consider that council can be satisfied that the construction of self storage units on the site is not likely to adversely impact any native vegetation community, habitat, significant species, wetland or biodiversity values of the road reserve.

5.7.4.2 *Clause 7.9 Primacy of Zone B3 Commercial Core*

The development as proposed maintains the primacy of the Wagga Wagga CBD as the main retail centre, given it is for the construction of self storage units in a rural village and not a permissible use in the Wagga Wagga CBD.

5.8 WAGGA WAGGA DEVELOPMENT CONTROL PLAN 2010

5.8.1 Section 1 – General

The proposal is consistent with the Guiding Principles outlined in this section. Under the provisions, this application for alterations and additions was notified for 14 days.

The proponent does not intend to vary any controls to permit approval of this application.

5.8.2 Section 2 – Controls That Apply to All Development **Vehicle Access and Movements**

The proposal is for construction of self storage units on site and does not propose any amendment to the existing vehicle access from Guttler Street. The subdivision consent and subsequent covenant over the land prohibits access to the Olympic highway from the site.

The proposal is consistent with all the controls relating to vehicle access. Due to the small scale of the development, a Traffic Impact Study is not required. The site design enables all vehicles to enter and leave in a forward direction by directing vehicles in a single direction around the site.



Figure 12 Existing access as viewed from Guttler St

Off Street Parking

The proposal is generally consistent with the objectives. The existing driveway will not be altered under this proposal. The design allows for 2 car parking spaces, located in suitable locations based on the requirement of 1 space per 300m² GFA. Gross floor area of the development is 449.2m², requiring 2 spaces.

Landscaping

The site is currently devoid of significant landscaping. As depicted in the submitted plans, a treeline is proposed along the boundaries of the site adjoining residential properties, to provide a visual buffer. Conditions of the subdivision consent and covenant will also be complied with.

Signage

The signage proposed for the site will be limited to a business identification sign on the fence at the entrance to the site. This will be a small sign existing only to identify the site for customers and will be of a size that would fall under the provisions of exempt development. The proponent also proposes a wall sign on the north-eastern fence, again of a size that would ensure it is exempt development and solely for the purpose of identifying the site. The exempt provisions allow for a wall sign of up to 5m² and the proposed signage will be significantly smaller than that.

Safety and Security

The proposal is consistent with the objectives of this section. The site layout will clearly define entrance, parking and storage areas, with appropriate internal signage and wayfinding to guide customers.

The development is not of a scale that would require a Crime Safety Assessment. The design does not create any potential areas of entrapment. It is noted that adjoining uses are residential and likely to find lighting a nuisance. Security lighting will not be fitted, in recognition of the residential nature of surrounding development however infrared cameras will be fitted to provide surveillance of the site in low light conditions. Cameras will be placed so as not to be directed towards the adjoining residential development. As the site will only be accessible through a secure gate with PIN access, it will not be open to the public.

Erosion and Sediment Control

Contractors working on the development will comply with all requirements for mitigation of soil loss from construction sites, with standard barriers around drains, cleaning of vehicles and sediment fencing during construction.

Development near high pressure-gas pipeline infrastructure

The site is more than 3000m from a high pressure gas pipeline so will not fall under the provisions of this section.

5.8.3 Section 3 Heritage

The site is not within a heritage conservation area and the site is not a listed heritage item and is not in the immediate vicinity of an item. There is a heritage item to the west of the subject site, on the northern side of the highway and over 300 metres from the site. The development is not considered likely to impact the heritage item or its significance.

5.8.4 Section 4 Environmental Hazards and Management

The site is not bushfire prone.

The site is flood prone and mostly below the 1:100 year level. The proposed development is not an essential community service or critical utility. Development in the Uranquinty area (Low flood risk) is

to comply with Control 30, which states *Development on the rural flood plan (low risk area) is to comply with the provisions of Table 4.2.6.*

Under the provisions, the development would be classified as Industrial and High Impact Commercial, based on the DCP including self storage units as industrial development.

All new developments to have floor levels greater than the 20y ARI flood level (plus freeboard).

The building will be constructed in accordance with the subdivision consent and Section 88B instrument, which specifies the minimum FFL for the site.

New developments to be consistent with flood hazard and evacuation needs.

The site has a security access which can be activated in the event of a flood.

Chemicals and materials to be stored above the 100yr ARI flood level plus freeboard.

The site will not be suitable for chemical storage. The FFL and design of the units is considered adequate to protect goods stored on the premises.

Engineers report to certify that any new structure can withstand the forces of floodwater, debris and buoyancy up to and including the 100y ARI.

Plans will be certified in accordance with this control.

Fencing to be constructed in a way, and of materials which permit flood waters to equalise on either side.

The design of existing fencing in the vicinity will be repeated for this lot. Colorbond fences are erected with a gap at the bottom to allow for flow of water and the proposed fence complies with this requirement.

Engineers report of suitable certification required to certify that the development will not increase flood affectation elsewhere.

Plans will be certified in accordance with this control.

Applications for new non habitable developments to demonstrate that area is available to store goods above the 100y ARI flood level (plus freeboard).

The FFL and design of the units is considered adequate to protect goods stored on the premises.

Parts of building below the 100y flood level (plus freeboard) to be constructed from flood compatible materials.

Construction of metal sheds on concrete will comply with this control.

5.8.5 Section 5 Natural Resource and Landscape Management

The subject site is mapped as a sensitive area on the biodiversity map therefore this section applies to the development. An application for development consent on land identified as a “Sensitive area” on the Natural Resources Sensitivity Map – Biodiversity, for development specified in Clause 7.3 of the LEP, shall be accompanied by a report. We submit that the biodiversity layer applies to the roadside vegetation given there is no significant vegetation on the subject site. The development will not adversely impact existing roadside vegetation and is not expected to impact any threatened species or communities.

5.8.6 Section 6 Villages

5.8.6.1 C41 Refer to village plans for policies on the preferred location of commercial and other non-residential uses (as relevant).

Control 41 refers the user to the village plans for preferred location of commercial and non-residential uses. The Uranquinty Village Plan indicates a preference for non-residential land uses to be located along the Olympic Highway where other established commercial premises are located. The proposed development is in a precinct marked as an urban extension of the village. Justification for the location at this site is contained further in this report.

5.8.6.2 C42 Non-residential uses adjoining residential property are to demonstrate that satisfactory measures are included to minimise potential conflicts with residential amenity. This may require additional setbacks, landscaping, site layout and design measures (including signs) or restrictions on hours of operation.

The proposed development is a non-residential use adjoining residential property. We believe that Lot 11 is a suitable site for the subject development for the following reasons:

- It is located at the eastern-most end of the street, rather than in the centre of the street
- The eastern property adjoining the site is large enough to have minimal impact from the proposed development
- The design of the development is of a scale that would be compatible with nearby residential development, with the only visible part of the building being the roof. The roof will be Colorbond and will blend with roofs of dwellings nearby. The building is approximately 449m², which is comparable with a dwelling and outbuildings on the 2000m² block. The external walls will be approximately 2400mm high, with a 15° roof pitch resulting in a building of a similar scale to a single storey dwelling.
- The boundaries will be landscaped with deciduous trees that will screen the development without imposing deep shade in winter
- There will be no security lighting to disturb residents
- Signage will be discreet and provided for identification only
- The use as self storage units will not generate intrusive noise as units will be used for storage of household goods and potentially vehicles such as boats or campervans and would not be accessed on a daily basis. It is not expected that there would be large numbers of people on site at any one time
- The village zone allows for non-residential development that is compatible with residential uses. The self storage units will not generate noise that is any greater than that generated by a dwelling. There is no equipment operated from the site on a regular basis and the site will never be occupied. All visitors will be short term.
- Hours of access will be limited to reasonable hours so as not to disturb residents in the early morning or at night. We consider that 8am to 6pm would be a reasonable timeframe for users of the site.



Figure 13 Termination of Guttler Street, adjacent to subject site

Streetscape, building location and form

5.8.6.3 C1 *The form and scale of buildings is to relate to the particular characteristics of the village.
Refer to streetscape reference buildings near the site and Village controls where applicable.*

As discussed above and as shown on the plans, the proposed building will be of a form and scale that will be compatible with existing residential development. The building will not be visible from the street as the subject site is a battle axe block.



Figure 14 View of adjoining residential properties to south of site

5.8.6.4 C2 Front setbacks are to correspond to the setbacks of adjoining buildings and the pattern of existing buildings near the site.

Not relevant as the subject site is a battle axe block.

5.8.6.5 C3 Side setbacks are to allow sufficient access for landscaping, maintenance and separation from adjoining properties. Dwellings in the villages are often sited towards the centre of blocks.

The development proposes very large setbacks from adjoining residential properties. Properties to the south will have over 8 metres setback and to the west, over 10 metres setback as permitted by the building envelope. The building will be situated towards the centre of the block, as is often the pattern in villages.

5.8.6.6 C4 Site cover is to be consistent with the established pattern of the village. Refer to the Character Statement.

The site cover will be 22.2%, which is consistent with the established pattern and of a lower scale than the residential development in the immediate vicinity.

Landscaping

5.8.6.7 C1 The villages tend to have an open landscape character. Design and locate new landscaping to reflect the particular landscape character of the village. Take cues from the existing landscape. Note that intensifying the landscaping is not always needed.

The landscape character will be open in nature as depicted on the submitted plans.

5.8.6.8 C2 Consider use of native species rather than exotic plants.

Deciduous ornamental pears were selected for their hardy nature in this location and to ensure residential sites nearby do not have the winter sun blocked by the vegetation.

Materials and colours

5.8.6.9 C1 Use materials that are compatible with surrounding development and appropriate to their application taking into consideration orientation, energy efficiency and sustainability.

Colorbond will be the predominant material used on the site, which is compatible with the housing that is being developed in the vicinity.

5.8.6.10 C2 Use lightweight cladding (timber) and low intensity colours (lighter tones) for all finishes, including roofs.

Colours for the development have not been finalised however, the selected colours will be from the Colorbond palette and likely to be grey, which will comply with this control.

Fencing

5.8.6.11 C1 Use low, open or rural style fencing (without barbed wire) on frontages to roads or lanes, including secondary frontages.

There will be no fencing to Guttler Street, only a security gate at the northern end of the access handle. Fencing to the Olympic Highway is proposed to be Colorbond to match existing fencing in this subdivision. Council planners requested a preference for open or rural style fencing to the highway and this can be accommodated by the proponent, noting that the boundary will be landscaped and views to the self storage units will be restricted once the landscaping is established.

C2 Paling fences are preferred on rear and side fences (behind the building line).

This control is not consistent with the development in the vicinity of the subject site. New fencing will be Colorbond to match existing.

Controls relating to stormwater drainage systems are not relevant to this development.

Urbanquinty

Controls 1 to 3 are relevant to subdivision applications and not to this type of development,

Control 4 to 5 are relevant to buildings further west than the subject site. The subject site has been designed in accordance with the subdivision consent. Nonetheless, the proposed building will be of a similar scale with compatible materials.

Control 6 is written for residential development. The proposed building does not face the street and does not propose a verandah. The roof will be pitched, however, to a degree that is compatible with nearby dwellings.

5.8.7 Section 7 -12

These sections are not relevant to the development.

5.8.8 Part E

The site is not within any of the urban release areas.

5.9 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

There are no draft EPIs that would be relevant to this proposal.

5.10 SUMMARY

This application does not seek to vary any of the DCP controls as the proposal is compliant with all relevant controls and consistent with all the objectives.

6 ASSESSMENT OF ENVIRONMENTAL IMPACTS

The following impacts have been identified through the evaluation of the site, its history and identification and consideration of how the proposed development will affect its environment. The evaluation was guided by the aims and objectives of the WLEP, WDCP, publicly available GIS resources and anecdotal evidence from the proponent.

6.1 TRANSPORT, ACCESS AND PARKING

The majority of submissions against the proposed development raised traffic impacts as a factor. The main concerns were:

- Local roads not suitable for the increased traffic
- Pedestrian safety
- Noise and vibration impacts from increased traffic
- Concern that the application was not supported by a traffic impact report
- Concern that larger vehicles cannot manoeuvre in Guttler St
- Concern that visitors to the site would park on Guttler St

Users of the site would generally travel by private transport, given they will either be delivering or collecting goods.

The proposal will retain access to the site from Guttler Street, with no access available to the Olympic Highway, under the conditions of DA 17/0036. The street was constructed to the Australian Standard for residential streets and in accordance with the conditions for the subdivision application. The street is of a standard that can cope with the anticipated traffic for the area and we note below that the traffic generation from the site is expected to be significantly lower than a dwelling.

The proposed development is for a self storage unit premises but is not expected to significantly increase traffic in the area. There are 26 units proposed, with full occupancy expected. The nature of the use is that users will arrive, load/unload and depart, generally taking less than one hour on site. In our research of how self storage units are used by tenants, we have found that a very small percentage of tenants visit the site on a weekly basis. The proponents operate a self storage premises of a similar scale in Lockhart and none of their surveyed tenants visited the site weekly. Only 20% of the tenants visited the site more than once a month. In a discussion with the operator of another similar site in Gundagai, we were advised that it would be unusual to have more than one vehicle to the site per week. If we made an assumption that 20% of the units were visited once a week, the traffic generation would be 10 vehicles per week. We note that the RMS Technical Direction for traffic, safety and transport practitioners relating to traffic generation makes an allowance of 7.4 vehicle movements per day for regional dwellings, which would be 74 vehicle movements per week. On this basis, we submit that the proposed self storage units would generate

significantly less traffic in the subdivision than a dwelling would on the subject site. The traffic generation was a subject of discussion at the council meeting considering this application and we believe the analysis here will alleviate any fears of increased traffic in the streets around the proposed development. We have reproduced the table from the Section 4.15 report demonstrating potential vehicle movements and the report notes the figures for self storage units are an overestimate of expected traffic movement.

Development	Activity	Vehicle trips per week	Vehicle trips per day
26-unit self-storage	Each tenant (26 tenants) visiting the site on average twice per week plus 2 trips for scheduled site maintenance per week = 54 trips per week	54 trips per week	7.7 vehicle trips per day
Single residential dwelling	7.5 vehicle trips per day average (from RMS technical Direction)	52.5 trips per week	7.5 vehicle trips per day

Another concern raised by objectors was that Guttler Street was only frequented by local people familiar with the area and unlikely to speed through the area. Our analysis of similar developments indicates that the self storage units are used by local people and not by people outside the local area. We can only make the assumption that people seek storage close to home and would not load a vehicle and travel to other centres for self storage purposes. We further note that, as a residential street, Guttler Street has a 50km/h speed limit therefore vehicles should be moving slowly through the area.

The proposed development will make provision for 2 car spaces, which are shown on the submitted plan for the development. It is likely that tenants would park adjacent to their unit. It is considered extremely unlikely that any tenant would park on Guttler St and carry goods to their unit.

Should consent for the proposal be granted, the plans will be revised to ensure access by suitable vehicles and if access needs to be restricted to vehicles of a certain size, that fact will be communicated in the rental agreement and at the access point.

6.2 NOISE

The site is located on the highway and is affected by noise from both the highway and the railway line. The use of the site for self storage units is not considered likely to significantly increase noise emanating from the site, in comparison to a dwelling. We anticipate a maximum of 52 vehicle trips per week, based on 26 units being visited each week – this is unlikely to occur. The average vehicle movements for a dwelling is 10 movements per day.

Activities on the site are storage and the loading and unloading of vehicles into the units. Noise generated from storage should be zero. The loading will generate some noise however this will be temporary, for a short period and intermittent. There is no power connected to the units therefore there can be no electrical equipment used at the site, further reducing the potential for adverse noise impacts. Vehicles entering and leaving the site would also be likely to generate some noise but again, this will be for a short while and is not anticipated to be intrusive, given the location next to the highway.

As a concession to the residential land uses in the vicinity, the owner has proposed a limit on hours of access to the site. The site would only allow entry until 5pm each day to ensure that it is empty of

visitors by 6pm each night. Access would not be permitted before 8am each day. We note the proposed hours are well within the standard construction hours of 7am-5pm and regular residential noise restrictions between 7am and 10pm.

Furthermore, we submit that the proposed development would generate lesser noise impact than a dwelling on the site. A dwelling would generate far greater vehicle movements, as discussed in section 5.1 of this report, and generate noise from unrestricted activities such as use of a swimming pool/tennis court or other sports court, workshop, pets, children, air conditioners and general household noise. The Section 4.15 report by council staff concluded that the *development is reasonably mitigated to prevent an unreasonable amenity impact to the adjoining residential area.*

6.3 WASTE

No waste production is anticipated from the development. Customers will be required to take all waste away with them.

It will be the responsibility of the building contractor to remove and dispose of construction waste in accordance with Council policy.

6.4 FIRE SAFETY

The premises have been designed to comply with relevant fire safety standards and annual Fire Safety Statements and assessments will be undertaken, in accordance with Council policy. Details will be provided with the Construction Certificate application.

6.5 ODOUR

The construction and use of the site for self storage units is not expected to increase odour in the vicinity.

6.6 SOCIAL IMPACT

It is not expected the development will have significant or greater adverse impacts on the amenity of any residents of the area than is currently experienced due to the proximity to the highway and railway line.

6.7 SAFETY AND SECURITY

Submissions against the development raised security as an issue, with the following main issues raised:

- Concern that the self-storage units will encourage break ins on the site and surrounding homes
- Lack of supervision of the site
- Lack of security lighting
- How the site will deal with emergencies
- Increased insurance charges for nearby development

Security is a crucial matter for providers of self-storage units. The proponents have made provision for controlled access to the site, infra red security cameras and a site manager. There is no evidence we can find that crime is increased around self storage units in Australia. Figures in the United States are available however the management of the developments is quite different to the proposal

for this development. The owners operate another unsupervised site with swipe card access and have had no safety or security issues raised.

6.8 PHYSICAL AND CHEMICAL IMPACTS

The proposal is not likely to impact on soil quality or land stability.

The activity is not likely to affect any waterbody, watercourse, wetland or natural drainage system.

The use, storage, or transport of hazardous substances or the use or generation of chemicals, is regulated by NSW EPA and will not be permitted on the site. This matter was raised as a concern in some submissions however, it will be a condition of rental that no hazardous materials are stored. It is considered unlikely that any substances used on site would build up residues in the environment, given the procedures in place.

The construction phase may involve the emission of dust, odours, noise or vibration in the proximity of village areas however these will be short term and temporary and regulated under the conditions of consent.

6.9 BIOLOGICAL IMPACTS

The proposal does not require the clearing of vegetation. There is minimal vegetation on the site and it has not been identified as having environmental significance, from inspection, noting the biodiversity layer does extend over part of the site. Nor has any threatened species been identified on the site.

6.10 ENVIRONMENTAL HAZARDS

The subject site is identified as being flood prone. Construction has been designed to withstand the force of floodwaters. The use will be compatible with the flood risk and risk to life and property will not be greater under this proposal.

Submissions raised flooding as a concern however the building has been located within the approved building envelope and will be constructed to the minimum floor level. Council planners and engineers have deemed the proposal suitable for the site and are satisfied it will not increase flooding in the area.

6.11 HERITAGE

The subject site is not identified as having heritage significance. There are no heritage items in the vicinity that would need to be considered in the design.

6.12 CUMULATIVE IMPACTS

A number of the submissions objecting to the development raised village character as an issue:

- Site is within a residential subdivision
- Self storage units not required in Uranquinty
- Proposal does not fit village aesthetic
- Self storage units should be in an industrial zone

The proposed development is for self storage units in the residential precinct of a village. It is considered that the cumulative impacts of similar development would be detrimental to the village

character. It is unlikely, however, the council would receive a significant number of similar applications, given that the subdivision is now fully occupied. The subject site is particularly suitable for this development because it is situated at the end of the street, with frontage, but not access, to the Olympic Highway. The nature of a village is that all the day to day requirements for the residents must be provided for, however there is only one zone. Each proposal, therefore, must be assessed on its own merits and following consultation with the community. The proposed use is not one that would generate noise, odour, environmental impacts, privacy impacts and would be compatible with the predominantly residential land use immediately adjacent. It will not visually intrude into the streetscape and will appear as a residential development from the public domain, as the roof will be a similar pitch and of similar materials as surrounding development. In addition, the lot is a battle axe design, with the access being the only street frontage. The proponent wishes for the development to blend into the environment therefore there will be minimal signage, only proposing enough signage to identify the property for customers. We acknowledge that a large number of similar developments would erode the village character however we are of the view that the subject site is suitable for the land use primarily because of its location at the end of the street and at the end of a battle axe block.

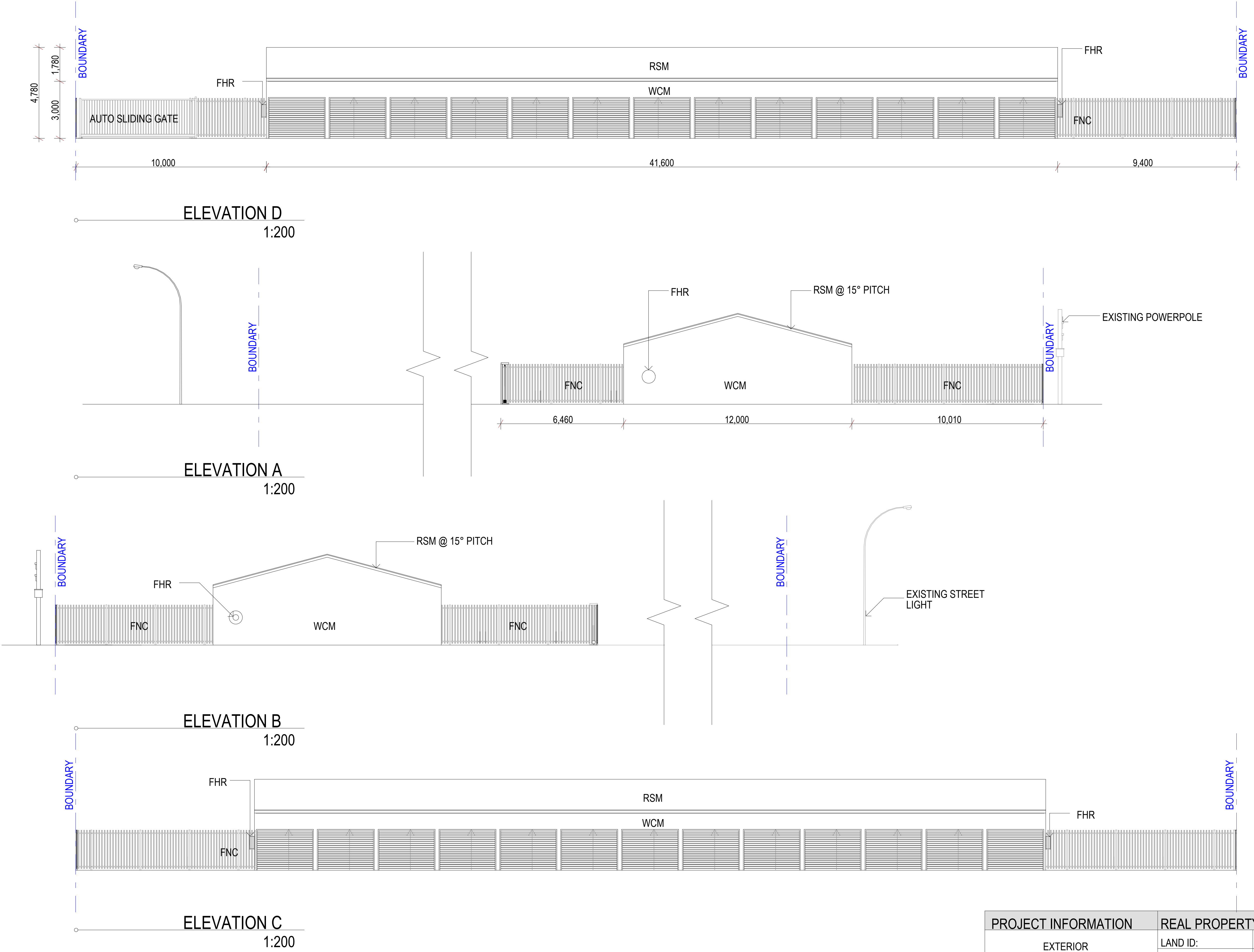
A focus of discussion at the council meeting considering DA21/0839 was that the proposed development should be in an industrial zone, with comparisons made to land uses in Wagga Wagga. Uranquinty is a designated village, with an appropriate village zoning and the application should be assessed on that basis. Should council wish to apply different land use zoning to Uranquinty, it can commission the appropriate studies and legislative pathway to achieve that, however, it is not appropriate to restrict development in the village, particularly development that is specifically listed in the LEP as permissible with consent.

7 CONCLUSION

The proposal has been considered under the provisions of Section 4.15 of the EP&A Act and is considered acceptable and worthy of approval for the following reasons:

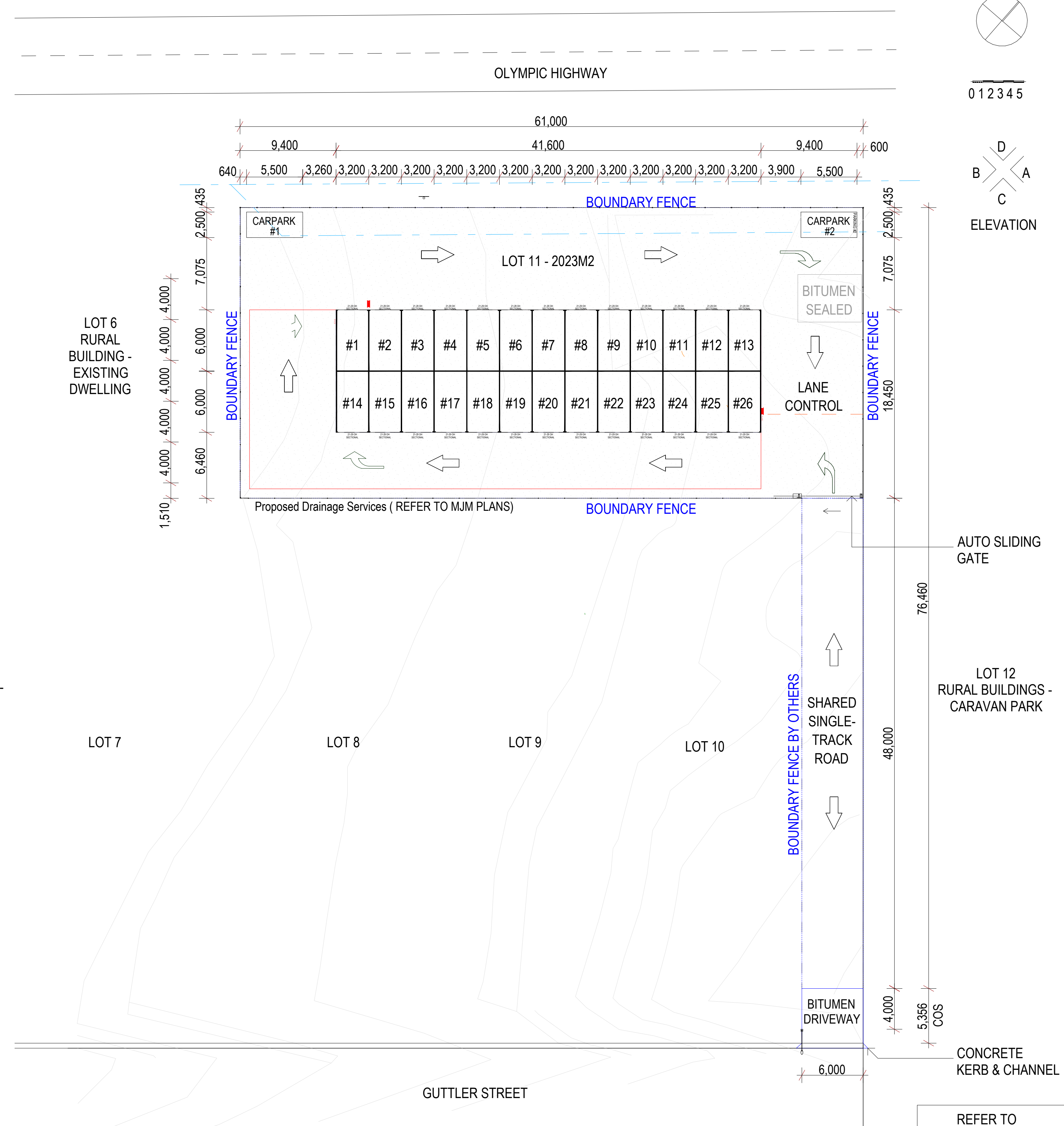
- ❖ The proposed use is permissible with consent in the RU5 zone and the proposal is consistent with the objectives of the zone
- ❖ The proposal is compatible with surrounding development and incorporates measures to reduce any impacts on nearby properties.
- ❖ The proposed development has been designed in accordance with the provisions of the WLEP 2010 and WDCP 2010.
- ❖ The proposal will have minimal detrimental impact on surrounding amenity.
- ❖ The proposal is in the public interest. The proposal will provide an additional service to village residents.

For the reasons outlined above and in this amended Statement of Environmental Effects, we request that, on review, this application be approved.



- LEGEND
- BOL - BOLLARD
 - FNC - FENCE
 - RSM - COLORBOND SHEET METAL ROOFING
 - RWG - COLORBOND GUTTERING
 - SWP - STORMWATER PIT
 - WCM - COLORBOND SHEET METAL CLADDING
 - FHR - FIRE HOSE REEL

PROJECT INFORMATION		REAL PROPERTY DESC.	
EXTERIOR ELEVATIONS	LAND ID:	129731	
	LOT NUMBER:	11	
NEW SELF STORAGE UNITS - SHED	PLAN NO.:	DP 1267696	
	COUNTY:	MITCHELL	
	PROPERTY TYPE:	ResStdVill	
43 Guttler St, Uranquinty NSW 2652	SITE AREA:	2024m2	
	LOCAL AUTHORITY:	City of Wagga Wagga	



PROPOSED SITE PLAN

1:500

GENERAL SITE PLAN NOTES

EARTHWORKS TO BE IN ACCORDANCE WITH
LOCAL COUNCIL REGULATIONS AND NATIONAL
CONSTRUCTION CODE

STORMWATER DRAINAGE DESIGN & DISCHARGE
TO NCC AND LOCAL COUNCIL REQUIREMENTS.

DRIVEWAY CROSSOVER DESIGN, CONSTRUCTION
AND FINISH TO LOCAL COUNCIL REQUIREMENTS.

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