

Simple Design Solution

Architecture & Engineering

Statement of Environmental Effects

Address:

7 Harris Street, Condell Park

Lot & DP/SP:

Lot 39 DP 14055

Proposal:

Change of use of a lot to a vehicle holding yard.

Date:

10 October 2022

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1. Introduction

This Statement of Environmental Effects has been prepared in conjunction with a development application for the change of use of a lot to a car holding yard at 7 Harris Street, Condell Park.

This application has been prepared pursuant to Section 78A of the Environmental Planning Assessment Act (EPA Act), 1979 and Clause 50 of the Environmental Planning and Assessment Regulation, 2000.

The purpose of this document is to provide context of the subject site and its surrounding local environment, provide details of the proposed development and assess the compliance of the proposal against Bankstown Environmental Plan 2015 and Bankstown Development Control Plan 2015 pursuant to the evaluation criteria prescribed under Section 79(c) of the EPA Act, 1979.

The proposed development is permissible with council's consent in land zoned IN1 – General Industrial under Bankstown Local Environmental Plan 2015. The proposal is consistent with the aims and objectives of the relevant planning instruments and an assessment of the proposal has not identified any adverse impacts that are likely to result from the proposed development.

2. Site Information

- The site is a 532.00m² (Approx.), rectangular shaped lot with a frontage of 14.00m (Approx.)
- The site has a relatively flat gradient profile. The site has a gradient fall of <1.0% from the front to the rear of the site.
- The site is located towards the eastern end of Harris Street.
- The neighborhood is mainly zoned IN1 – General Industrial.
- Main access to the site is through Edgar Street towards the west.
- Currently the site contains a single-story building/shed.

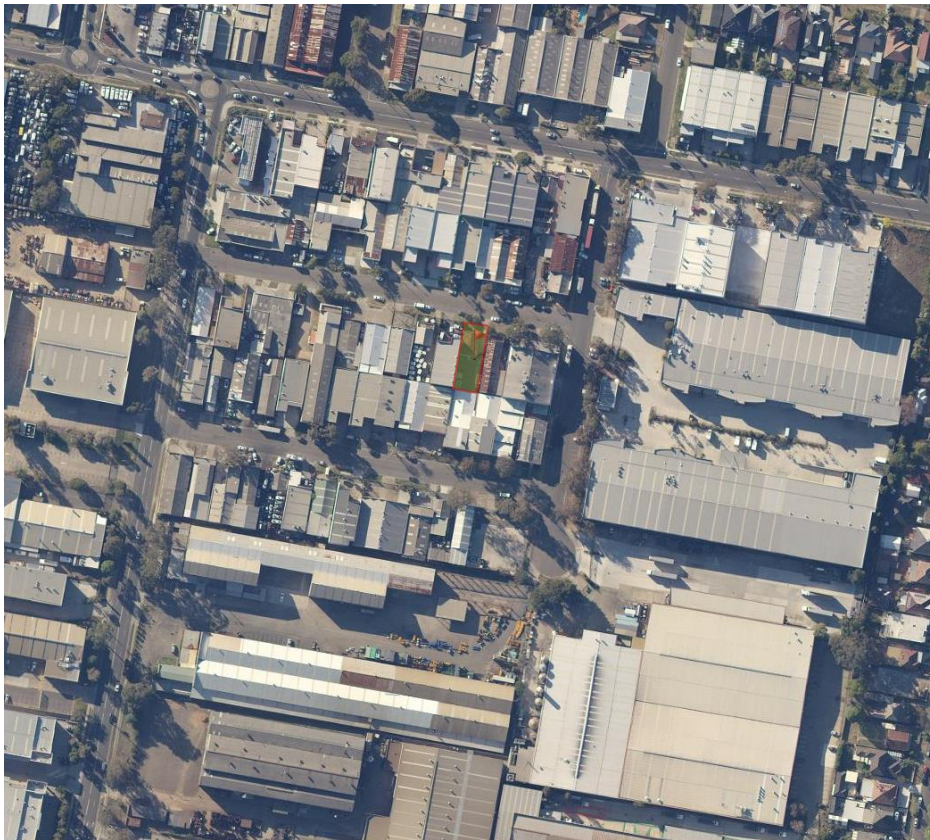


Figure 1: Aerial of Subject Site

Source: *Six Maps 2022*



Figure 2: Image of Subject Site

Source: *Google Maps 2022*

3. Proposal

3.1 Overview

The proposal is for the change of use of a lot to a car holding yard at 7 Harris Street, Condell Park.

3.2 Detailed Description

The proposed development application is for the change of use of a lot to a car holding yard at 7 Harris Street, Condell Park.

The use of the subject site as a vehicle holding yard is permissible with consent in land zoned IN1 – General Industrial as defined as a ‘Freight Transport Facilities’ or ‘Any other development not specified in item 2 or 4’ under Bankstown Local Environmental Plan 2015.

'Freight Transport Facilities' is defined under Bankstown Local Environmental Plan 2015 as:

'a facility used principally for the bulk handling of goods for transport by road, air or sea, including any facility for the loading and unloading of vehicles, aircraft, vessels or containers used to transport those goods and for the parking, holding, servicing or repair of those vehicles, aircraft or vessels of for the engines or carriages involved.'

The subject site will be used by a towing company to temporarily hold vehicles that have been towed. The operation of the towing company is as follows:

When a vehicle is involved in a car accident that renders it immobile, an insurance company will give the towing company a call to the location of the car accident to tow away the vehicle. The vehicle will be towed to the subject site and held there. The vehicle will be held on the subject site until the insurance company finalizes the paperwork and documentation with the owner of the vehicle to get it repaired. Once all the paperwork and documentation are finalized between the insurance company and the vehicle owner, the towing company will be instructed to tow the vehicle that was held on the subject site to the nominated panel beater/car repairer. The vehicle is usually held on site for no longer than one week. The vehicles held on the subject site will not be worked on or repaired at the subject site. The vehicles held on site will also not be dismantled or be used by any dismantling business. The vehicles will simply be held onsite until given the command to towed to a panel beater/car repairer.

The existing building onsite will be used to securely store equipment for the towing company.

The number of damaged vehicles to be held onsite will be a maximum of 4 at any one time and they will all be held under the new proposed awning/carport. There will be a maximum of two

Wheel-Lift Tow Trucks operating for the site and will be stored onsite in the existing building when not in use.

The hours of operation of the site will be between 8am – 8pm, Monday to Sunday however, 24-hour access will be available to the tow truck drivers in case of emergency towing that may be required outside of business hours.

3.3 Bund Walls

The perimeter of the site where the vehicles are proposed to be held will be bunded in accordance with AS 4452B-1997.

The bunded walls are in accordance with AS 4452B-1997 defining a bund as: ‘an impervious embankment of earth, or a wall of brick, stone, concrete or other suitable material, which may form part or all of the perimeter of a compound that provides a barrier to retain liquid.’

The vehicles will be proposed to be held in the rear yard. An awning/carport is proposed in the rear yard where the vehicles are to be held.

A new pit will be installed in the rear yard to collect and direct the surface runoff to an oil/water separator. This is to prevent polluted surface runoff from contaminating nearby properties. The location of the pits and oil/water separator will be installed in accordance with the attached concept stormwater plan. The oil/water separator to be installed will be in accordance with Sydney Water’s specifications.

4. Statutory Framework

4.1 Bankstown Local Environmental Plan 2015

Development Standard	Requirement
Land Zoning	IN1 – General Industrial
Acid Sulphate Soils	N/A
Floor Space Ratio	1:1
Height of Building	N/A
Land Reservation Acquisition	N/A
Minimum Lot Size	1500m ²
Heritage	N/A
Flooding	N/A

4.2 Section 4.15 Evaluation

S4.15(1)(a) The provisions of any planning instrument, draft environmental planning instrument, development control plan or regulations.

The development proposal is pursuant to LEP and DCP. The assessment shows that the proposed development is consistent and compliant with the objectives, performance criteria and the controls of the LEP and DCP.

S4.15(1)(b) Impact on The Environment

Context and Setting

The Development complies with setbacks and is compatible with the design of the site and the surrounding developments.

Access, Transport and Traffic

The proposed development will not result in any adverse impact on traffic and transport in the immediate vicinity. The site is accessed through the existing vehicular crossing and driveway.

Utilities

Existing utility services will adequately service the development.

Flora and Fauna

The proposal does not include the removal of flora or fauna.

Waste Collection

Normal domestic waste collection applies to this development.

Natural Hazards

The site is not affected by any known hazards.

Economic Impact in the Locality

The proposed development will provide temporary employment through the construction of the development and therefore benefit the surrounding businesses.

Site Design and Internal Design

The scale of the development is appropriate having regard to the context of the site, the objectives of the relevant planning provisions and will be compatible with the scale of the development in the local area.

Construction

The development will be carried out in accordance with the provisions of the Protection of the Environment Operations Act 1997. Normal site safety measures and procedures will ensure that no site safety or environmental impacts will arise during construction.

S4.15(1)(C) The Suitability of the Site for the Develop

The subject site does not have any constraints that would affect the proposals suitability of the site.

S4.15(1)(d) Any Submissions Received in Accordance with This Act or The Regulations

Submissions that will be received by council will be assessed in accordance with the EPA Act, 1979 and other relevant planning controls.

S4.15(1)(e) The public Interest

The proposed development is considered to be compatible with the surrounding development and is consistent with the objectives of the relevant planning controls. Therefore, approval of the proposal is considered to be within the public interest, subject to the recommendations listed below.

5. Conclusion

The proposed development application seeks consent for the change of use of a lot to a car holding yard at 7 Harris Street, Condell Park.

The proposal has been measured against the Bankstown Local Environmental Plan 2015 and Bankstown Development Control Plan 2015. The proposal meets the site requirements for the development.

The proposed development is permissible with consent and is considered to generally satisfy the controls and objectives of the relevant planning instruments. The proposed development implements a building design that may be suitable in character and scale within its surrounding context.

In summary, in consideration of the merits of the proposal and the absence of any adverse environmental impacts, it is recommended to council to grant consent to the proposed plans, subject to appropriate conditions listed above.