

# STATEMENT OF ENVIRONMENTAL EFFECTS

## PROPOSED CHANGE OF USE TO MOTOR VEHICLE ELECTRICAL AND MECHANICAL REPAIRS

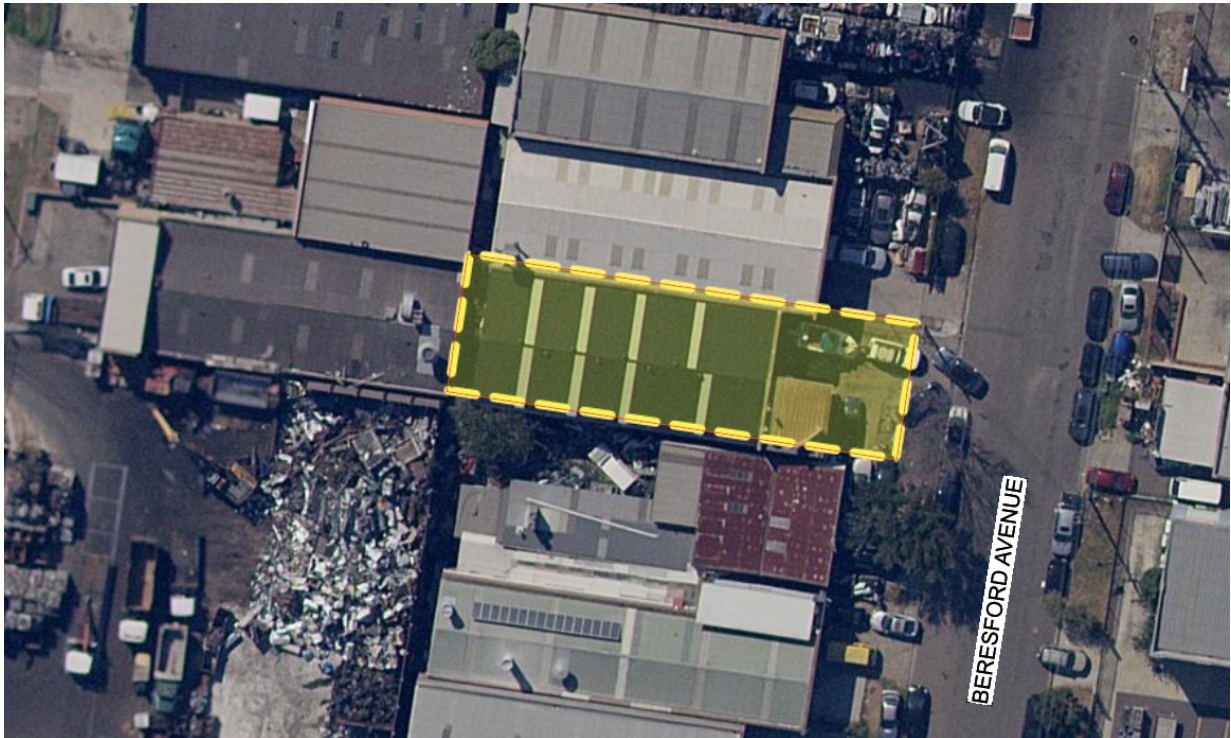
**Address:** Lot 26, DP14658 No.14 BERESFORD AVE GREENACRE  
**Date:** 08/06/2023  
**Issue :** A

### INTRODUCTION

This Site Analysis and Statement of Environmental Effects accompanies the plans prepared by Aktreum Building Designers, job No. 14 beresford, sheets 1-2 (inclusive) for submission Canterbury Bankstown City Council as a Compliant Development Application for Proposed Change of Use existing industrial site and building at Lot 26, DP14658 No. 14 BERESFORD AVE GREENACRE.

The following statement and documentation takes into account development control provisions specified within the Council's CANTERBURY BANKSTOWN DEVELOPMENT CONTROL PLAN 2015 & CANTERBURY BANKSTOWN LEP 2015.

**Aerial view 14 BERESFORD AVE GREENACRE**



## **The Proposal**

This report accompanies a Development Application for the Proposed Change of use to motor vehicle repair workshop.

No alterations or additions are proposed.

It is proposed to retain the existing site and building as is. Usable area approximately 1471m<sup>2</sup> approximately and total building area of 268.05 m<sup>2</sup>. The proposal will have a maximum of 2-person operation qualified in motor vehicle repairs.

Sales and retail products are not proposed usage and is not is intended.

463.60m<sup>2</sup> total land area and having a building footprint consisting of:

- 23.30m<sup>2</sup> offices,
- 54.50m<sup>2</sup> Storage area
- 190.25m<sup>2</sup> Warehouse Mezzanine 2 Storage
- Total Area 268.05m<sup>2</sup>

## **Heritage:**

The site is not listed as heritage.

## **Acid Sulfate:**

The site is not affected or contains acid sulfate within the soils.

## **FSR:**

No change – all existing buildings and shed to remain as is no additions proposed.

## **DESCRIPTION OF PROPOSAL AND CONSIDERATION OF PLANNING REQUIREMENTS**

### **Floor Plan**

The existing offices and workshop layout will be retained as is currently existing with no new works proposed.

### **Current Site conditions**

The site is situated on the west side of Beresford Avenue and is currently occupied/leased existing tenant CHAMPION AUTO REPAIRS, with site previous use know to be Spray Painting Furniture. The buildings on site are a two storey industrial buildings consisting of offices, warehouse.

The site is situated in an industrial area Zoned IN1 General Industrial under the LEP. The proposed usage is permissible in this zoning, with Council's consent.

### **Permitted with consent Canterbury Council LEP2015**

Agricultural produce industries; Building identification signs; Business identification signs; Depots; Food and drink premises; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Hospitals; Industrial training facilities; Kiosks; Landscaping material supplies; Light industries; Markets; Medical centres; Neighbourhood shops; Oyster aquaculture; Places of public worship; Plant nurseries; Roads; Tank-based aquaculture; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4

The site is located on the higher side of the street and is predominantly flat natural ground with no or minimal gradient. Access to the front main entry is off Beresford Avenue.

There are 4 parking spaces existing at the front of the site with access from the front driveway via existing driveway.

The locality is characterised by a mixture of two storey General industrial Zone IN1 of a Variety of industrial manufacturing and goods & services to the general business community.

The existing site does have a vehicle access to the internal space for loading and offloading of the site via the front driveway. The site does have an existing container loading or off loading bay to the side as indicated on the plan and generally loading/offloading is located within the driveway via Beresford Avenue.

The architectural character and theme are to remain as is existing character of the building façade with the architectural period character to be retained with no new works proposed ensure to be in keeping of the existing surrounding streetscapes.

The front entry to the office and reception has existing glass door to be retained.

Existing internal floor and wall finishes will be retained as existing internal and external finishes schedule is not applicable.

Generally the main entry to this building and site allows for easy access via the front opening operable doors open during all business hours.

**LAND USE TABLE LEP ZONE IN1 General Industrial.**

The Proposed land usage permissible relevant to this proposal:

- **Light industries**
- **Warehouse**
- **General industries or distribution centres**

**Canterbury Bankstown LEP 2015**

**Definitions**

**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.

**Note.** Light industries are a type of *industry*—see the definition of that term in this Dictionary.

**INDUSTRY** means any of the following—

- (a) general industry,
- (b) heavy industry,
- (c) light industry,  
but does not include—
- (d) rural industry, or
- (e) extractive industry, or
- (f) mining.

The proposed usage is in compliance with the above definitions for Light Industry and Industry. The proposed usage will not generate excessive noise and will be minimal noise generation as a result of the use of light hand tools either manual or electric purely for the task to repair motor vehicles.

The proposed usage is in keeping with the definition INDUSTRY

(a) General Industry

The general industry usage as proposed will be to dismantle abandoned or wreckage vehicles for dismantling and recycling. No manufacturing or retail purposes proposed.

The vehicle parts dismantled will be placed within the existing building to be loaded into metal shipping containers for exporting.

The large metal bodies, metal vehicle shells, Chassis will be placed within the rear of the site shown shaded grey (refer to DA.00 Site Plan and DA.01 Floor Plan).

(c) Light Industry

Refer to notes above.

**Business Operation**

The proposed business operation is to repair motor vehicles brought to the workshop by private vehicle owners within the Sydney Metropolitan area.

The vehicles will be moved and placed in allocated areas for vehicle repair and checking within the workshop internal space. (refer to the architectural plans).

The vehicles will be immediately checked and diagnosed using instruments and hand tools and/or electric hand tools. The repairs of motor vehicles will be electrical and mechanical

Dismantled vehicle parts will be placed indoors within the existing building.

Faulty parts will be either repaired or removed to be replaced as per diagnosis and checking. The faulty parts will be placed into waste bins for recycling and collected by engaged waste disposal companies refer to waste management plan and architectural plans.

Vehicle waste oils will be place into motor vehicle oil holding tank for recycling as per the requirements for waste oil disposal. Waste oil pick up will be conducted to ensure correct method of safe clean handling for disposal to waste transfer station.

Vehicle batteries will be placed at the rear of the workshop for recycling. The batteries will be taken to waste recycling or metal recycling.

Metals parts will be placed into scrap metal waste bin for pick up by waste bin operator.

**Plan of Management**

The proposed business operation is to repair motor vehicles brought to the workshop by private vehicle owners within the Sydney Metropolitan area.

The vehicles will be moved and placed in allocated areas for vehicle repair and checking within the workshop internal space. (refer to the architectural plans).

The site operation will employ maximum 2 persons to dismantle and load vehicle parts, scrap metals into waste bins.

The site is proposed to have 4 cars-paces and 1 loading, off-loading vehicle space off-street car-parking. In keeping and compliance with the Canterbury Bankstown DCP part B5.

The site pre-leasing came with the existing mezzanine office and storage room and will be used for storage.

There will not be any signage or advertising proposed. The existing signage will be retained and to remain as is. (refer to the architectural plans front elevation)

There will not be any intended retail sales within the site and business operation.

Entry and exit into the site will be via the front driveways off Beresford Avenue.

Vehicles will be placed within the interior of the workshop building for checking, diagnosis and repairs. (refer to architectural plans). and placed neatly ready for dismantling.

Vehicles will then repaired individually for dismantling and carefully placed indoors for shipping.

Wheels and batteries placed separately for recycling refer to statement above.

Motor oils emptied into oil waste bin for recycling.

Left over metal strips, faulty motor parts put aside for truck to pick up cater away to metal recycling plant.

This process will be carried out on a daily process 6 to 7 days a week as per the noted operating hours.

The office section of the building used for minor administration and business manager.

Fire extinguishers and existing signs will be as per the architectural plans.

There 1 air compresses to operate Pneumatic hand air tools ie: wheel nut driver and to inflate vehicle tyres.

### **Parking**

#### **Table 2.1 Part B5 Parking, Canterbury Bankstown DCP 2015.**

The Gross floor area of the existing ground floor structure is 268.05m<sup>2</sup> refer to Issue A Floor plan DA.01

*Industries and light industries including vehicle body repair workshops and vehicle repair stations  
1 car space per 100m<sup>2</sup> of gross floor area.*

*Note 2: Where an office component is involved, provided this does not exceed 20% of the total gross floor area, 1 car space per 100m<sup>2</sup> of gross floor area is to be provided. Any additional office space will be assessed at a rate of 1 car space per 40m<sup>2</sup> of gross floor area.*

The offices total 23.30m<sup>2</sup> = 8.7% of the Gross floor area.

The office area is in total to gross floor area is less than 20% and as per the DCP Table 2.1

- 23.30m<sup>2</sup> offices,
- 190.25m<sup>2</sup> Workshop Light Industrial Area
- 54.50m<sup>2</sup> Mezzanine 2 Storage
- 38.60m<sup>2</sup> Ground Floor Amenities and customer waiting area
- Total Area 283.35m<sup>2</sup>

**Total 4 carspaces required and are provided. Refer to Architectural plans issue A.**

***Industries and light industries including vehicle body repair workshops and vehicle repair stations***

**Note 3:** When calculating the parking requirements for factories and factory units, Council may exclude a mezzanine level used solely for storage purposes provided:

- The floor of the mezzanine level is a light-weight floor;
- The mezzanine level is enclosed on one or more sides with a hand rail as opposed to walls; and
- The floor-to-ceiling height of the mezzanine level does not exceed 3 metres.

***Stack parking 3.12***

*Council may consider stack parking in the following situations:*

*(a) In industrial development where the users of the car parking will almost all be employees.*

*(d) Stacked parking is not permitted where a high proportion of the users of the car park are visitors or customers.*

**Schedule: Off-street parking requirements**

Land use	Off-street parking requirements
Attached dwellings	1 car space per 1 bedroom dwelling; or 1.5 car spaces per 2 bedroom dwelling; or 2 car spaces per 3 or more bedroom dwelling.
Bed and breakfast accommodation	1 car space for resident; and 1 car space per 2 bedrooms.
Boarding houses	1 car space per 3 bedrooms.
Bulky goods premises	1 car space per 60m <sup>2</sup> gross floor area.



Business premises/ Office premises	<p><b>1 Bankstown CBD, Chester Hill Village Centre and Sefton Small Village Centre</b></p> <p>1 car space per 40m<sup>2</sup> of half the gross floor area of the premises; and a planning agreement is considered on the remaining 50% of parking requirements for the purpose of public parking.</p> <p><b>2 Other centres</b></p> <p>1 car space per 40m<sup>2</sup> gross floor area of the premises.</p> <p><b>Note:</b> Council may vary the car parking requirement for minor alterations and additions to a business development solely where the total gross floor area of the building does not exceed 500m<sup>2</sup>.</p>
Caravan parks	1 car space per caravan site.
Car tyre retail outlets	3 car spaces per 100m <sup>2</sup> gross floor area; or 3 car spaces for each work bay whichever is greater.
Child care centres	1 car space per employee (stack parking is permitted); and 2 additional car spaces for the exclusive use of any associated dwelling.
Correctional centres	1 car space per 2 employees.
Depots/transport depots	<p>Sufficient off-street employee and visitor parking to satisfy peak demand; and 1 truck space for each vehicle present at the time of peak vehicle accumulation on the site for both fleet and contract-operator vehicles.</p> <p><b>Note 1:</b> On-site overnight truck parking should be provided as required.</p> <p><b>Note 2:</b> An area of 50m<sup>2</sup> (including 20m length) per vehicle is to be provided for vehicles held or queued on the site.</p> <p><b>Note 3:</b> Provision of parking is to be supported by a parking survey.</p>
Dual occupancies	1 car space per 2 or less bedrooms; or 2 car spaces per 3 or more bedrooms.
Dwelling houses	2 car spaces per dwelling behind the front building line.
Educational establishments	1 car space per employee or classroom, whichever is the greater; and 1 car space per 8 students in year 12.
Family day care centres	2 car spaces per dwelling behind the front building line.

Freight transport terminals	<p>Sufficient off-street employee and visitor parking to satisfy peak demand; and 1 truck space for each vehicle present at the time of peak vehicle accumulation on the site for both fleet and contract-operator vehicles.</p> <p><b>Note 1:</b> On-site overnight truck parking should be provided.</p> <p><b>Note 2:</b> Provision of parking is to be supported by a parking survey.</p>
Group homes	2 car spaces behind the front building line.
Health consulting rooms	3 car spaces for the consulting rooms; and 2 car spaces for the associated dwelling.
Home based child care centres	2 car spaces per dwelling behind the front building line.
Home businesses/home occupations	<p>2 car spaces per dwelling behind the front building line.</p> <p><b>Note 1:</b> Additional car parking may be required for the proposed home business and must be made available on-site.</p> <p><b>Note 2:</b> All loading and unloading is to be conducted on-site and an area is to be made available for this activity behind the front building line.</p>
Hotel or motel accommodation	1 car space per unit; and 1 car space per 2 employees.
Industries and light industries including vehicle body repair workshops and vehicle repair stations	<p>1 car space per 100m<sup>2</sup> of gross floor area.</p> <p><b>Note 1:</b> Where a retailing component is involved, provided this does not exceed 15% of the gross floor area (covering the retail component only) 1 car space per 100m<sup>2</sup> of gross floor area is to be provided.</p> <p><b>Note 2:</b> Where an office component is involved, provided this does not exceed 20% of the total gross floor area, 1 car space per 100m<sup>2</sup> of gross floor area is to be provided. Any additional office space will be assessed at a rate of 1 car space per 40m<sup>2</sup> of gross floor area.</p> <p><b>Note 3:</b> When calculating the parking requirements for factories and factory units, Council may exclude a mezzanine level used solely for storage purposes provided:</p> <ul style="list-style-type: none"> <li>• The floor of the mezzanine level is a light-weight floor;</li> <li>• The mezzanine level is enclosed on one or more sides with a hand rail as opposed to walls; and</li> <li>• The floor-to-ceiling height of the mezzanine level does not exceed 3 metres.</li> </ul>
Vehicle sales or hire premises	1.5 car spaces per 200m <sup>2</sup> of site area; and, 6 car spaces per work bay if servicing facilities are provided.
Warehouse or distribution centres	1 car space per 300m <sup>2</sup> gross floor area.

#### **Proposed 4 car parking spaces**

#### **Industries and light industries including vehicle body repair workshops and vehicle repair stations**

1 car space per 100m<sup>2</sup> of gross floor area.

#### **Business and Office Premises**

1 car space per 40m<sup>2</sup> of gross floor area.

#### **Proposed Carspaces**

- Total number of 4 Parking spaces as per the above.
- 1 Loading and Off Loading space



**Hours of Operation**

Business operational hours will be 7 days a week except main public holidays and hours of work will be:

Monday to Friday 6:00am to 8:00pm

Saturday and Sunday 6:00am to 5:00pm

**IMPACT OF THE DEVELOPMENT**

It is believed that the proposal will have no major social or economical impact on the locality.

The traffic generated by the development will create negligible additional load and have only minor impact on the locality.

There will not be any proposed change of internal partition layout and will not impact on the amenity of surrounding industrial premises within proximity by way of increased noise, traffic flows etc.

**Suitability of the Site**

The proposal is consistent with similar industrial uses in the area of general light industrial. The high degree of compliance with Zone Usages control instruments indicates that the proposed usage complies.

**Signage**

The existing façade signage will be retained unchanged.

**Streetscape Visual Character**

The visual character of the existing area features will remain as is and will not impact the existing streetscape.

**General Signage and themes**

The existing Business and signage existing façade signage will be retained unchanged

**Building Form Design**

No change. Not applicable. There is consistency with respect to bulk, size, scale.

**Loading and Unloading**

There will be loading or offloading of goods to this business with pick up and deliveries will be conducted within the existing loading/offloading area within the site. (refer to site plan DA.01).

Loading and off loading of goods delivered to the proposed will be mainly to the front interior of the main front roller door with access from Beresford Avenue via the existing front driveway refer to drawing No. 1 DA.00 Site Plan and as a result Loading and off loading of goods delivered will not interfere with the local traffic within the area.

**Disabled Car parking**

The site has existing car spaces that can be used by disabled persons mainly from the rear carpark with access from Beresford Avenue.

**Heritage**

The site is not heritage affected.

### 3. **CONCLUSION**

The proposed usage is permissible within the zoning and complies with all relevant development control instruments.

Carparking provided complies with the DCP guidelines

Signage as built is a flat board printed sign, is not over barring and follows the signage guidelines.

It would fit within the existing streetscape and will not impact on the, neighbours amenity and existing traffic. Visual and acoustic privacy, as well as car parking requirements have been considered and due to the existing nature of the building amenity parking to be re-used and maintained.

In conclusion, the proposal should be approved as proposed.