
Statement of Environmental Effects 199 Miller Road, Villawood

For ANZ Auto Pty Ltd

Revision A – 06/05/2024 – Development Application Issue.

Revision B - 21/11/2024 - Revised Development Application Issue.



O: By Appointment

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1. **INTRODUCTION**

This Statement of Environmental Effects accompanies a complying development application lodged on behalf of ANZ Auto Pty Ltd for the use of the site as a motor vehicle dismantling facility, the demolition of an existing office building and the construction of a new area of concrete pavement on the site known as Lot 11, DP 633263, 199 Miller Road, Villawood. The subject site is located within the IN1 General Industrial zone.

In preparation of this document, consideration has been given to the following:

- *Canterbury-Bankstown Local Environment Plan 2023.*
- *Canterbury Bankstown Development Control Plan 2023.*
- *Environmental Planning and Assessment Act 1979 No 203.*

The plans and supporting information that have been assessed in this application are as follows:

- *Detailed site survey plan prepared by Survey Plus, dated 22 February 2024,*
- *Architectural plans prepared by ICR Design Pty Ltd, dated 29 April 2024.*
- *Stormwater Management Plan prepared by ?????? Pty Ltd, dated ?? May 2024.*
- *Waste Management Plan prepared by ICR Design Pty Ltd, dated ? ?May 2024.*

This Statement describes the subject site and surrounding area, together with the relevant planning controls and policies relating to the site and the type of development proposed. It provides an assessment of the proposed development against the heads of consideration set out in Part 4 Division 4.1 of the Environmental Planning and Assessment Act 1979.

The proposal is as follows:

The use of the site as a motor vehicle dismantling facility, the demolition of an existing office building and the construction of a new area of concrete pavement on the site known as Lot 11, DP 633263, 199 Miller Road, Villawood.

The subject site is located on Miller Road adjacent to the intersection with Biloela Street. The site contains an existing office/administration building, warehouse/factory building and other assorted structures related to these existing buildings.

The site is currently being used as a motor vehicle wrecking yard and it is proposed to formally gain approval from Council for this use as part of this development application submission.

The proposed use as a motor vehicle dismantling facility is considered to be consistent with the site's IN1 General Industrial zoning.

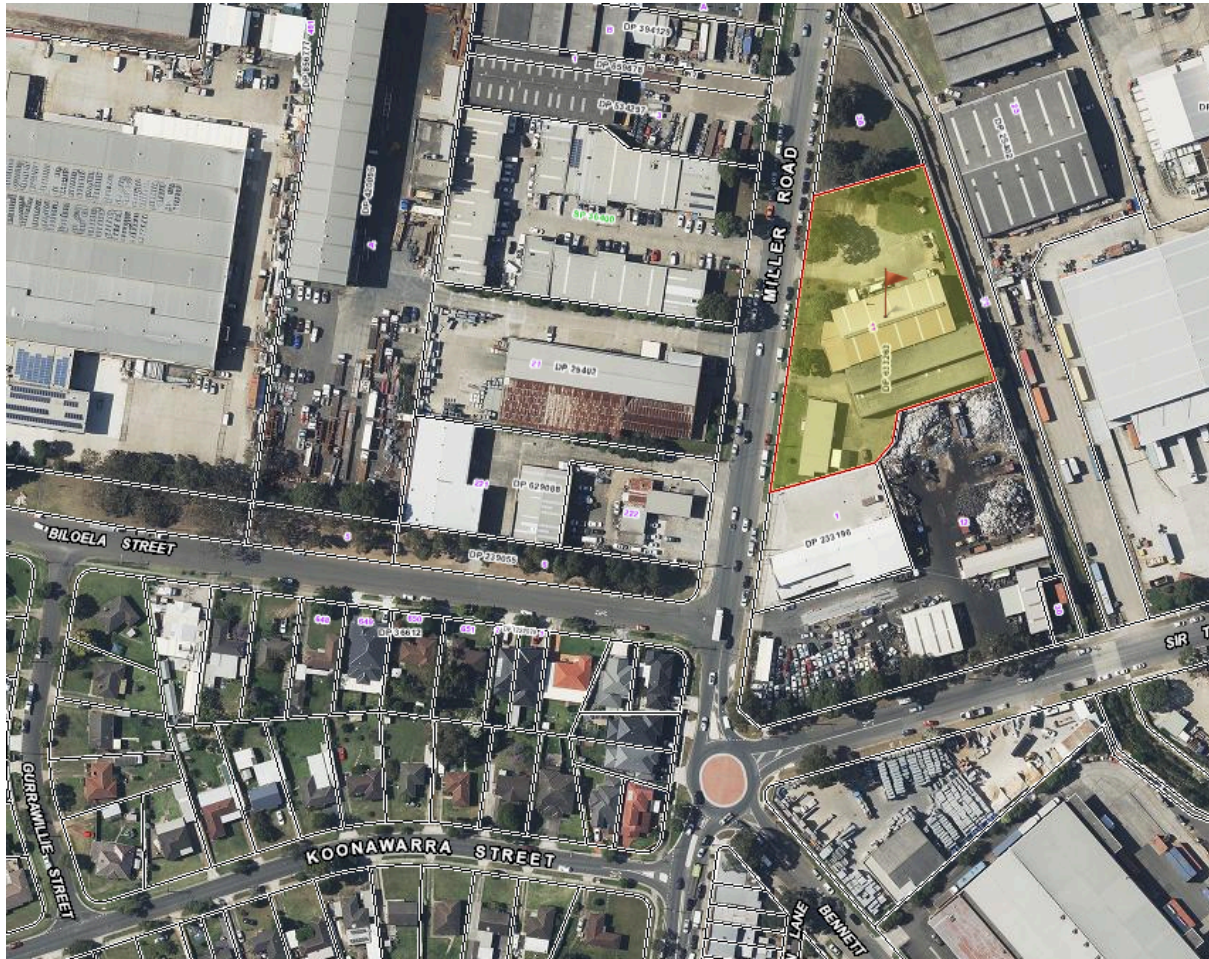
The proposed removal of the existing office/administration building is to allow for more operation space on the site. The building is currently used for the storage of motor vehicle parts that will eventually be stored within the main warehouse building. This will make the office/administration building redundant. It is therefore proposed to demolish the building and replace it with a new concrete pavement that incorporates additional employee parking.

As a result of this assessment it is concluded that the development of the site in the manner proposed is considered to be acceptable under the relevant planning provisions described above.

2. THE SITE

The subject site is described as Lot 11, DP 633263, 199 Miller Road, Villawood and comprises land that is located wholly within the IN1 General Industrial zone.

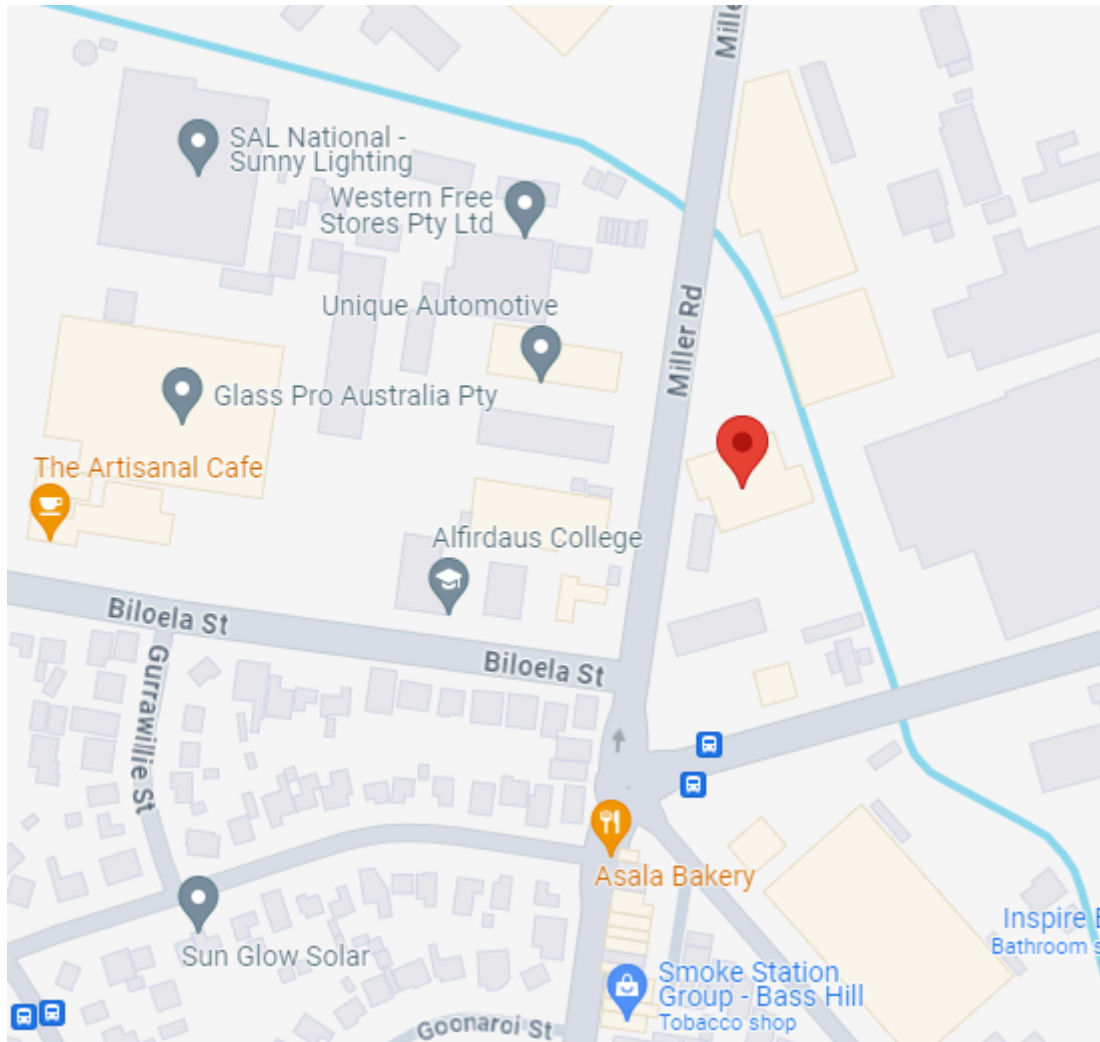
The subject site contains an existing single storey office/administration building and two large warehouse buildings that also contain a smaller office component.



Aerial view of site locality.

3. **THE SURROUNDING LOCALITY**

The subject site within the context of the surrounding land is depicted in the earlier aerial view and as identified in the following locality map.



Locality map

The subject site is within an existing industrial area of Villawood. Existing access to and from the subject site will remain unchanged by the proposed use and associated works.

The surrounding sites are mainly made up of industrial lots that are used for similar allowable purposes within the IN1 General Industrial zone.

4. THE PROPOSAL

This development application proposal is for the use of the site as a motor vehicle dismantling facility, the demolition of an existing office building and the construction of a new area of concrete pavement on the site known as Lot 11, DP 633263, 199 Miller Road, Villawood.

The subject site is located wholly within the IN1 General Industrial zone, as defined in the Canterbury Bankstown Local Environment Plan 2023.



Photograph of the existing buildings at 199 Miller Road, Villawood.

5. **ZONING AND DEVELOPMENT CONTROLS**

5.1. **Zoning**

The proposed development is identified as Local Development under the provisions of the EP & A Act, 1979 as amended.



Zoning map.

The subject site is zoned IN1 – General Industrial as defined in the Canterbury Bankstown Local Environment Plan 2023 and is subject to the following development controls:

- The Canterbury Bankstown Local Environment Plan 2023,
- The Canterbury Bankstown Development Control Plan 2023.

In assessing this proposed development, these controls have been considered and addressed as necessary in context with the proposal.

5.2 Canterbury Bankstown Local Environment Plan 2023

Zone IN1 - General Industrial

Objectives of zone

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.
- To promote a high standard of urban design and local amenity.

Response:

The proposed change of use and demolition of an existing building on the site will maintain the existing industrial nature of the site and its use as a motor vehicle dismantling facility, a use that is allowable within the IN1 General Industrial zone. The proposed use of the site does not greatly alter the existing character of the site within the context of the locality and is considered to be consistent with the objectives of the zone.

Permitted without consent

The proposed type of development is not listed as being permissible without consent.

Permitted with consent

The use of the site as a motor vehicle dismantling facility is considered to be development that is allowable with consent. As the site has been occupied continuously for industrial uses since the 1980's, it is considered that the proposed use is consistent with the wider use of the zone.

Prohibited

The use of the site as a motor vehicle wrecking yard is not defined as a prohibited use within the IN1 General Industrial zone in the LEP.

5.3 Canterbury Bankstown Development Control Plan Chapter 3 - General

Requirements

3.1 - Development Engineering Standards

Section 3 - Stormwater Drainage Systems

Objectives

01. To establish a high standard of stormwater drainage infrastructure within the site.
02. To ensure that the proposed and constructed stormwater drainage system do not adversely impact on Council's stormwater drainage system, the development itself and adjoining sites.
03. To ensure that buildings are not affected by inundation from stormwater runoff resulting from the 100-year ARI storm event.
04. To ensure that any proposed stormwater drainage works are designed to minimise any nuisance caused by stormwater drainage flows from local catchment flooding or mainstream flooding from rivers.
05. To manage stormwater runoff and prevent damage to buildings and property and reduce hazardous flows.
06. To avoid the location of stormwater drainage infrastructure within tree drip lines and deep soil zones.
07. To give special consideration to development requiring the submission of BASIX Certificate where the use of rainwater storage tanks fitted into stormwater drainage systems may supplement the domestic water supply.

Response:

The proposed use of the site and demolition of an existing office/administration building do not greatly alter the existing stormwater characteristics of the site.

The new concrete pavement that is proposed to replace the existing office/administration building is to be drained to the existing site stormwater system in accordance with the stormwater management plan that forms part of this development application submission.

It is considered that the proposal meets the objective of the control.

Development Impacted by Stormwater Systems

The subject site is known to be impacted by the open stormwater drain that runs along the eastern side of the site. A Stormwater System Report has been provided by Council and indicates that the site may be subject to some minor flooding during a 100 Year ARI event.

Disposal of Stormwater Runoff

The proposed new concrete pavement area replaces an existing building that is to be demolished.

The existing stormwater system is to be updated to include a Spel Spilcepter , which is a full capture oil/water separator system.

As such, there is anticipated to be only a minimal impact upon the existing site stormwater characteristics. All new stormwater pits are to be connected to the existing site stormwater system, replacing the existing connections to the building that is to be demolished.

3.2 - Parking

Section 2 - Off-street Parking Rates

Objectives

01. To ensure development meets the car, bicycle and service vehicle parking demands generated by various land uses.
02. To minimise on-street car parking to ensure road safety and visual aesthetics.

Response:

The proposed use of the site and the parking requirements it generates are catered for by the new concrete pavement area that supplements the existing car parking arrangements on the site.

Based on Council's DCP requirements, the site will require 19 car spaces, 1 accessible car space and 1 bicycle space. These have been provided for in the architectural plans that form part of this development application submission.

Section 3 - Design and Layout

Objectives

01. To ensure the location and layout of parking areas function efficiently and safely.
02. To provide efficiency in vehicular circulation and connection with the external traffic network.
03. To achieve a balance between parking requirements, visual aesthetics and pedestrian safety

Response:

The proposed amended car parking layout on the site makes use of the current site access points and internal layout. The existing car parking is located towards the front of the site between the existing warehouse and the office/administration building that is to be demolished. In order to maintain some visual separation from

the Miller Road street frontage, a landscaped corridor is to be provided between the car park and the front boundary of the site.

The existing car parking does not include accessible parking. As part of the proposed work, accessible parking is to be incorporated into the design in accordance with the requirements of AS2890.6 - Off-street parking for people with disabilities.

The existing vehicular access points on Miller Road are to be retained. The northern vehicular access point is to be used for incoming vehicles for processing as well as the removal of the used remains of the vehicles once they have been dismantled.

The southern vehicular access point is to be used for employee and visitor access and parking. As the resident business is mainly a trade to trade type of business, delivery/pick up courier vehicles will use this entry to access the existing loading dock located at the front of the existing warehouse building.

3.3 Waste Management

Section 5 - Industrial Development

Objectives

01. To maximise resource recovery and encourage source separation of waste, reuse and recycling by ensuring development provides adequate and appropriate bin storage and collection areas.
02. To ensure development incorporates well-designed and adaptable bin storage areas and collection facilities that are convenient and accessible to occupants.
03. To maximise residential amenity and minimise adverse environmental and health related impacts associated with waste management such as odour and noise from bin storage and collection areas.
04. To ensure bin storage and collection areas are designed to integrate with and meet the requirements for Council's domestic waste services.
05. To ensure development facilitates all waste streams being handled, stored and collected in a manner to reduce risk to health and safety of all users including maintenance (such as caretakers), collection staff and contractors (and required vehicles and equipment).
06. To integrate bin storage and collection areas with the building form and landscape to avoid adverse visual impacts on the streetscape and neighbourhood.
07. To assist in achieving Federal and State Government waste minimisation and diversion targets as set by relevant legislation, regulations and strategies.

Response:

The site contains a number of waste storage areas and facilities. They incorporate the following services:

- General waste bin for general office refuse. This bin is emptied via an existing waste service agreement with a preferred supplier.
- Large metal recycling bins for receiving vehicle parts that can not be reused due to accident damage. This bin is removed and replaced by a preferred metal recycling service.
- Miscellaneous vehicle part waste bin. This bin is removed and replaced by a preferred supplier.
- Vehicle shells. Once stripped, the remaining vehicle shell is placed in a nominated area of the site for collection by the preferred metal recycling service.
- Vehicle fluids. All vehicle fluids are drained from the damaged vehicles in a bunded area of the facility. These fluids pass through a CPS (coalescing plate separator) unit, separated to form oil based products and water. The water is then disposed of via a trade waste agreement with Sydney Water. The oil based products are removed for recycling by a preferred supplier.
- Vehicle batteries. All vehicle batteries are to be stored within a self bunded, lockable storage container. Batteries are to be removed and disposed of fortnightly by a suitable accredited waste disposal contractor.
- Rubber tyres. Rubber tyres that are removed from damaged vehicles are to be stored in a designated area of the site and removed fortnightly by a suitable accredited waste disposal contractor.

As the use of the site is for the dismantling of damaged motor vehicles, the focus of the process is to reuse as many vehicle parts as possible. This process leads to a minimisation of waste as the majority of a damaged vehicle can be saved for future use.

3.7 Landscape**Section 2 - Landscape Design****Objectives**

01. To integrate the landscape design with the overall design of the development.
02. To promote the retention and planting of large and medium size trees, and the healthy growth of trees in urban areas.
03. To provide deep soil zones to manage urban heat and water, and to allow for and support healthy plant and tree growth.
04. To contribute to the quality and amenity of communal open space, podiums and courtyards.

Response:

As the site has a history of industrial use, the majority of the site either contains buildings or has a concrete pavement.

There is an area of soft landscaping towards the front of the site. This comprises a grassed area in front of the existing warehouse, with another grassed area in front of the existing office/administration building that is to be demolished.

As part of the proposed car parking area to be located towards the southern end of the site, a landscaped area is to be located along the front boundary to provide a visual break within the streetscape. This will serve to lessen the impact of car parking located in front of the building line.

There are several significant native trees located at the northern end of the site along the Miller Road boundary. These trees are to be maintained.

5.4 Canterbury Bankstown Development Control Plan Chapter 9 - Industrial**Precincts****9.1 General Requirements****Section 1 - Introduction****Objectives**

01. To support and protect industrial land for industrial uses.
02. To ensure development is compatible with the desired character of the industrial precincts.
03. To enhance the amenity for people who work in and visit the industrial precincts.
04. To facilitate ecologically sustainable development.
05. To ensure site configurations are practical for industrial operations, including space for off-street parking, loading activities, vehicle manoeuvring and access.

Response:

The site has historically been used for industrial purposes since it's initial development in the early 1980's.

The proposed use as a motor vehicle dismantling facility maintains it's industrial character in accordance with the stated objectives of the zone.

Desired Character - General Industrial Precinct

The proposed use as a motor vehicle dismantling facility maintains the industrial character of both the site and locality that surrounds it. In addition, the proposed use provides a place of business that provides employment to local workers, supporting their families in the process.

Section 2 - Building Form and Landscape

Objectives

01. To achieve good design in terms of building form, bulk and landscape.
02. To provide employee and visitor amenities in a pleasant environment.
03. To enhance ecological values.
04. To provide deep soil zones to manage urban heat and water, and to allow for and support healthy plant and tree growth.
05. To ensure development is compatible with the prevailing suburban character and amenity of neighbouring residential areas.

Response:

The proposed use as a motor vehicle dismantling facility does not alter the existing building form of the warehouse building. While the office/administration building is to be demolished, it does allow for the addition of new landscaping works to the front of the site, enhancing the streetscape.

Development Controls

Site Cover

The proposed use as a motor vehicle dismantling facility and the associated demolition of the existing office/administration building decreases the site coverage characteristics of the site.

This will result in a site coverage that is well below that defined in the DCP and is considered to be compliant with both the objectives and controls.

Street Setbacks

The street setbacks to the existing warehouse building are to remain unchanged.

Side and Rear Setbacks

The street setbacks to the existing warehouse building are to remain unchanged.

Development Adjacent to Residential Zones

The site is not directly adjacent to a residential zone and is surrounded by similar existing industrial development.

Setbacks to Riparian Corridors

The site is not located adjacent to a riparian corridor.

Development Adjacent to Channelled Watercourses

The site is adjacent to a channelled stormwater drainage asset. Access for maintenance of the channelled stormwater drainage is via the adjacent public recreation space at the northern end of the site.

The proposed use of the site will not alter the access arrangements for maintenance of the channelled stormwater drainage asset.

Open Space

The existing location of buildings on the site provides for a landscaped zone of varied width to the Miller Road street frontage, the majority of which are not compliant with current DCP requirements. As these various existing setbacks are irregular, the effect of a substantial landscaped zone can still be achieved.

In order for vehicular movements to be accommodated at the front of the site, it is proposed to provide a 5m setback to the new car parking area that is to replace the demolished office/administration building currently on the site.

This reduced setback is to be offset by a landscaped zone that is to comprise screen planting that will achieve the desired visual separation from the front boundary along Miller Road.

Employee Amenities

The proposed use as a motor vehicle dismantling facility and the associated demolition of the existing office/administration building does not alter the existing employee amenities that are currently provided on the site.

Section 3 - Building Design

Objectives

01. To achieve good design in terms of architectural treatment and visual amenity.
02. To ensure the siting and design of buildings contribute to the personal and property security of people.
03. To maximise natural surveillance so that people feel safe at all times.
04. To encourage building designs, materials and maintenance programs that reduce the opportunities for vandalism and graffiti.

Response:

This development application submission is for the demolition of an existing office/administration building that is redundant as well as the use of the site as a motor vehicle dismantling facility.

No changes to the existing warehouse building are proposed. Therefore it is considered that existing compliance with the objectives of this control are maintained.

Development Controls

Facade Design

No changes to the existing facade of the warehouse building are proposed.

Facade Design (Corner Sites)

This control does not apply to this site.

Facade Design (Materials)

No changes to the existing facade of the warehouse building are proposed.

Roof Design

No changes to the existing roof layout of the warehouse building are proposed.

Safety and Security

The site is currently surrounded by existing security fencing. no change to the existing security fencing is proposed, therefore maintaining the existing safety and security features of the site.

General

- (a) Adequate parking has been provided for the proposed use as a motor vehicle dismantling facility. The proposed car parking layout is indicated on the architectural plans that form part of this development application submission.
- (b) The proposed demolition of the existing redundant office/administration building and the provision of a new staff car parking facility afford the opportunity to provide landscaping to this area of the site. The remainder of the site's landscaping will remain unchanged. Please refer to the landscape plan that forms part of this development application submission.
- (c) The proposed use is consistent with the general industrial character of the locality and is allowable development under the provisions of the LEP.
- (d) The site is located within a prescribed industrial zone and access is not to be gained to the site via a residential street. Access to the site is to remain as per the existing arrangements, using the existing access points along Miller Road.
- (e) Due to the nature of the proposed use, damaged vehicles will be stored prior to processing/dismantling. Once processed, the remaining vehicle shells are to be removed from the site as soon as practicable.
- (f) The adjacent residential zone located in Biloela Street does not have a direct line of sight to the existing facility. No undue impact upon the adjacent residential zone is anticipated as a result.

- (g) The nature of the proposed use is that of resource recovery and reuse, with that in mind, the existing building has been upgraded to facilitate energy efficient operation for the long term benefit of both the operator and society in general.

Vehicle Body Repair Workshops

The proposal does not include a vehicle body repair shop, however the proposed use as a motor vehicle dismantling facility will raise some similar concerns.

The northern area of the site is currently occupied by stacked damaged vehicles awaiting processing/dismantling. Vehicles awaiting removal are placed towards the front of the site for ease of removal.

At the southern area of the site, the proposed landscaped corridor will provide appropriate screening, once established, for both the car parking and the storage of vehicle components.

Service Stations and Vehicle Sales or Hire Premises

The site does not include a service station, vehicle sales or hire premises.

Section 4 - Environmental Management

Objectives

01. To minimise pollution and environmental risk.

Response:

The proposed use of the site as a motor vehicle dismantling facility takes into account the environmental factors that come with the processing/dismantling of the damaged vehicles.

Appropriate measures have been put in place to mitigate any impact upon the surrounding environment.

Development Controls

Acoustic Privacy

The majority of the processing/dismantling of the damaged motor vehicles takes place within the confines of the warehouse building. As this is an entirely contained internal space, there is to be no impact upon the acoustic privacy of the surrounding locality.

Pollution Control

As the purpose of the facility is to recycle motor vehicle components, the potential for pollution is essentially limited to the various fluids that are contained within a motor vehicle. This is discussed in both the waste management plan that forms part of this development application submission and earlier in this statement of

environmental effects under the heading of Waste Management in response to Canterbury Bankstown Development Control Plan Chapter 3 - 3.3 General Requirements, Waste Management, Section 5 - Industrial Development.

Section 5 - Site Facilities

Objectives

01. To ensure site facilities integrate into the overall building form, and achieve good design in terms of architectural treatment and visual amenity.
02. To ensure the design, construction, and operation of kitchens and food premises achieve satisfactory standards of hygiene.

Response:

The existing building provides the site facilities required to support the proposed use as a motor vehicle dismantling facility.

Development Controls

Storage Areas

All hazardous/dangerous goods associated with the processing/dismantling of damaged motor vehicles are to be dealt with as previously indicated earlier in this statement of environmental effects under the heading of Waste Management in response to Canterbury Bankstown Development Control Plan Chapter 3 - 3.3 General Requirements, Waste Management, Section 5 - Industrial Development.

This storage is to be in accordance with both the requirements of Safework NSW and the provisions contained in AS1940 - Storage and Handling of Dangerous Goods.

Building Design (Utilities and Building Services)

No changes to the existing design of the warehouse building are proposed.

Building Design (Substations)

No changes to the existing design of the warehouse building are proposed.

Food Premises

The site does not contain food premises.

Front Fences

The existing site security fencing is to remain unchanged.

6. Hours of Operation and Staffing

The site currently operates on the following schedule:

- Monday - Friday : 7:00am to 5:00pm
- Saturday: 7:00am to 2:00pm

Drop off of damaged vehicles and pick up of scrap vehicle shells and other associated waste is generally within the above listed hours, however does sometimes occur outside of these operating hours.

Vehicles are delivered by a number of tow trucks that can range in size up to a medium rigid. The vehicles are either removed from the delivery vehicle by their own power or by forklift.

Once delivered, vehicles are generally drained of all fluids within the first two hours. Upon completion of processing, vehicles remain on site until collected for recycling.

The site is currently staffed as follows:

- Office staff: 3
- Dismantling staff: 2 (1 per work bay/hoist)
- Warehouse staff: 4

The following is an assessment of the proposal against the relevant provisions of the EP & A Act .

7. PART 4, DIVISION 4.1 OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Environmental Planning Instruments – 4.15 (a)

The subject site is zoned IN1 General Industrial zone as defined in the Canterbury-Bankstown Local Environment Plan 2023. The proposal has been assessed against the provisions and objectives of the LEP and Council's DCP as detailed within this report. The proposal is considered to satisfy the requirements of the documents.

Impacts of the Development – 4.15 (b)

The proposal is considered consistent with the Council's LEP and DCP objectives and zoning of the land. It is not considered that the proposal will result in any detrimental impacts on the adjoining properties as the potential impact upon the surrounding locality has been assessed as being minimal.

Suitability of the Site – 4.15 (c)

The proposed development as described herein is permissible development with the consent of Council. In this respect it is considered that the land is capable of being developed as described and the outcome will be considered with Council's objectives. There are no constraints identified for this that would render the site unsuitable for the proposed development.

The Public Interest – 4.15 (e)

The proposal is considered to be in the public interest. The proposal will result in a local business operating on the site that will provide jobs for local workers and support local families.

8. CONCLUSION

The proposed motor vehicle dismantling facility, the demolition of an existing office building and the construction of a new area of concrete pavement on the site known as Lot 11, DP 633263, 199 Miller Road, Villawood is local development under the terms of the Environmental Planning and Assessment Act 1979 and has been assessed against the requirements of Part 4, Division 4.1 of the Act, the LEP and DCP. In this regard it is considered that this Statement of Environmental Effects has demonstrated that the proposal satisfies both the objectives and applicable prescriptive requirements of the above controls.

It is considered that the proposal will not unduly impact upon the amenity of adjoining properties or upon the character of the surrounding area.

It is therefore considered that the proposed motor vehicle dismantling facility, the demolition of an existing office building and the construction of a new area of concrete pavement on the site known as Lot 11, DP 633263, 199 Miller Road, Villawood is allowable development under the provisions of Council's controls and is worthy of the support of Council.