

# GPL Planning

## Statement of Environmental Effects

Unit 6, 184 Milperra Road, Revesby

To use an existing factory warehouse for the storage of accident replacement vehicles and associated offices used in association with the accident management business known as *'I'm in the right.'*



Submitted to:  
Canterbury-Bankstown Council

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## 1. INTRODUCTION

‘GPL Planning’ has been engaged to assist in the development application process by the preparation of this Statement of Environmental Effects for a proposal to occupy the existing factory warehouse building known as Unit 6, No.184 Milperra Road, Revesby, for the storage of accident replacement vehicles and associated offices used in association with the accident management business known as *I’m in the right*.

This Statement describes the site and surrounding area, the nature of the proposed development, and sets out the statutory and policy context. It also undertakes an assessment of the proposed development under the relevant heads of consideration listed in Section 4.15(1) of the *Environmental Planning and Assessment Act 1979*.

*Warehouse or distribution centres and vehicle sales or hire premises* are both defined under the Canterbury-Bankstown Local Environmental Plan 2023 (LEP) and are a permissible form of development in the *E4 General Industrial Zone*.

Following a detailed assessment of this proposal, we submit that this development is entirely compliant with the relevant objectives and prescriptive controls of the *Canterbury-Bankstown LEP 2023* and *Canterbury-Bankstown Development Control Plan 2023* as they currently apply to existing industrial sites.

In addition to demonstrating compliance with the relevant prescriptive controls and their objectives, the proposal has also been determined as being acceptable on merit and will have no adverse amenity impacts upon the neighbouring and surrounding residential properties and will also fit seamlessly into the existing streetscape.

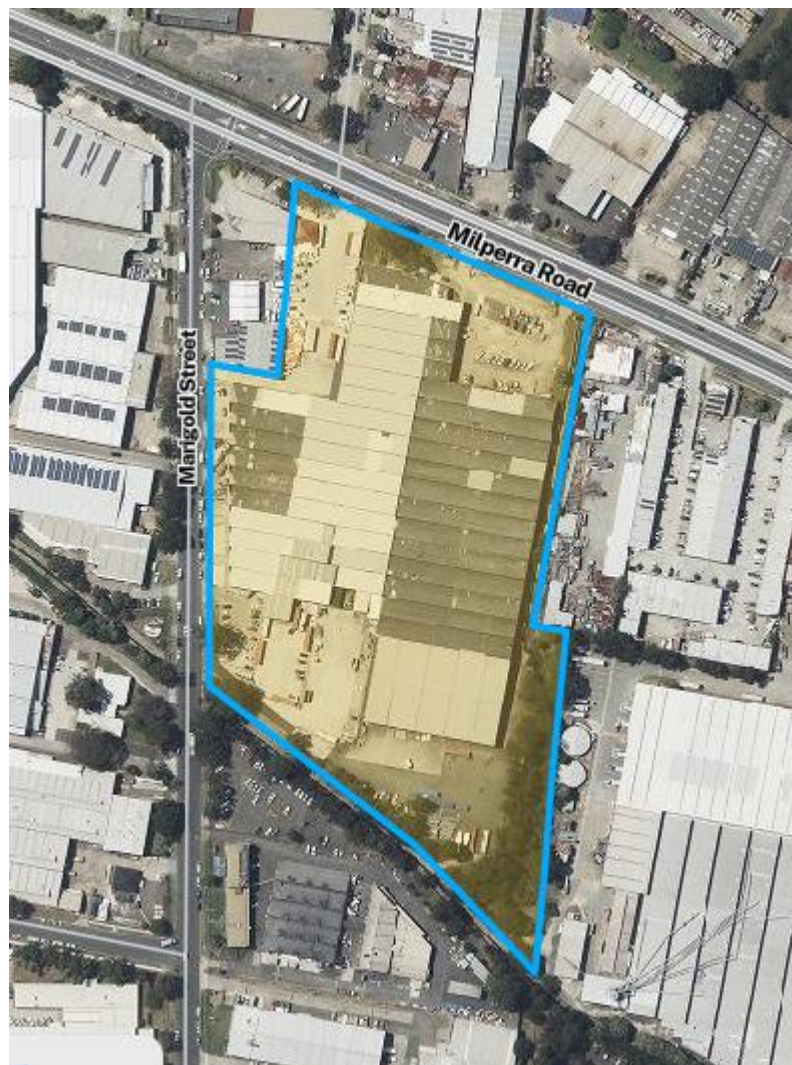
We have concluded in this independent assessment that the proposed development is acceptable with respect to all relevant planning matters, and we herein seek Council’s concurrence and endorsement.

## **2. THE SITE AND ITS SURROUNDS**

### **2.1 The Site**

The subject site 184-196 Milperra Road, Revesby, is improved by a series of adjacent industrial buildings comprising a total of 12 independent warehouse/ factory units (see plans for details).

The overall site generally has a north to south aspect and has a legal description of Lot 1 in DP 614248 and occupies an entire site area of 4.5ha. The site has two street frontages (Milperra Road and Marigold Street) providing independent vehicle and pedestrian access to each of the 12 units.



**Aerial Map** (source: NSW SIXMaps)



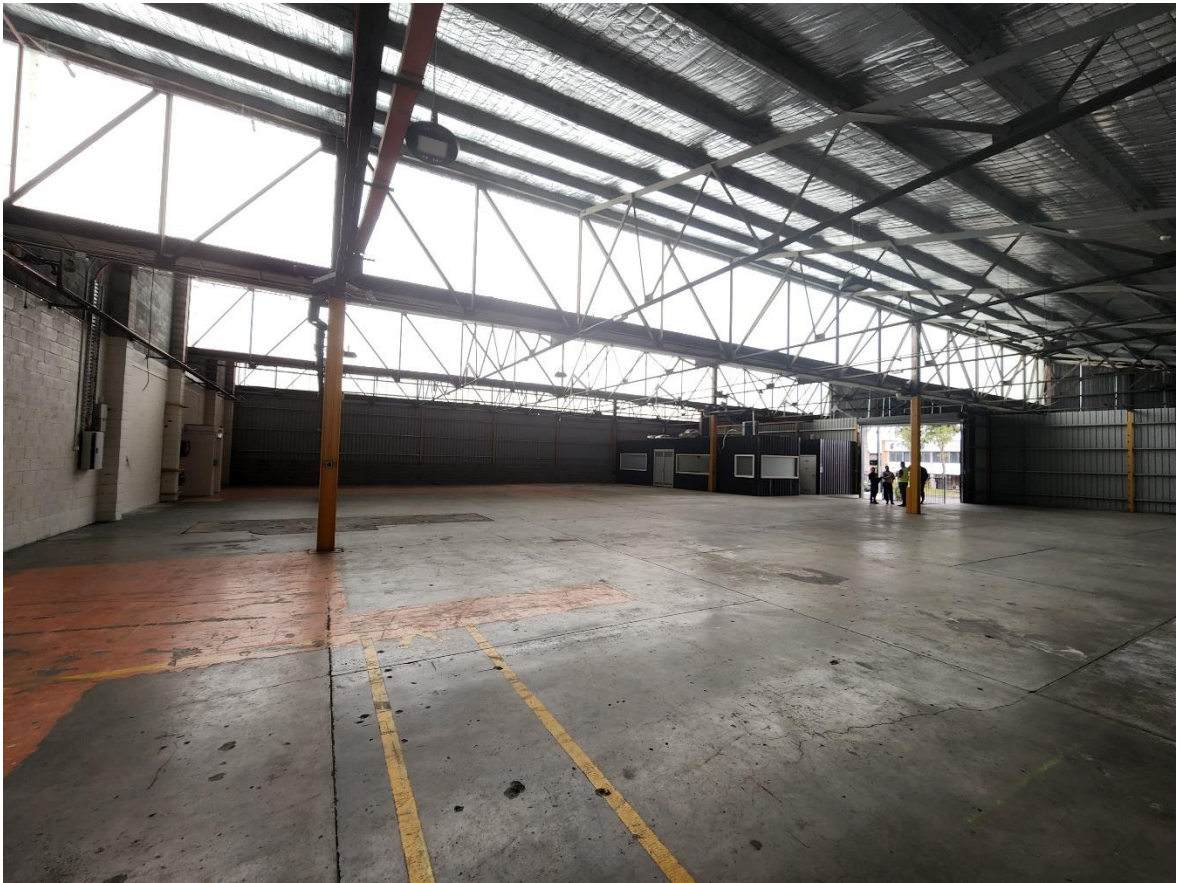




Various images of the front façade and main entrance/s to the existing warehouse (Unit 6).







**View from within the existing warehouse** (towards the main entrance & offices)

The subject site is located within a dense industrial area where most buildings are used predominantly for purposes of warehousing and some [light] industries.



**Marigold Street** (opposite the site)

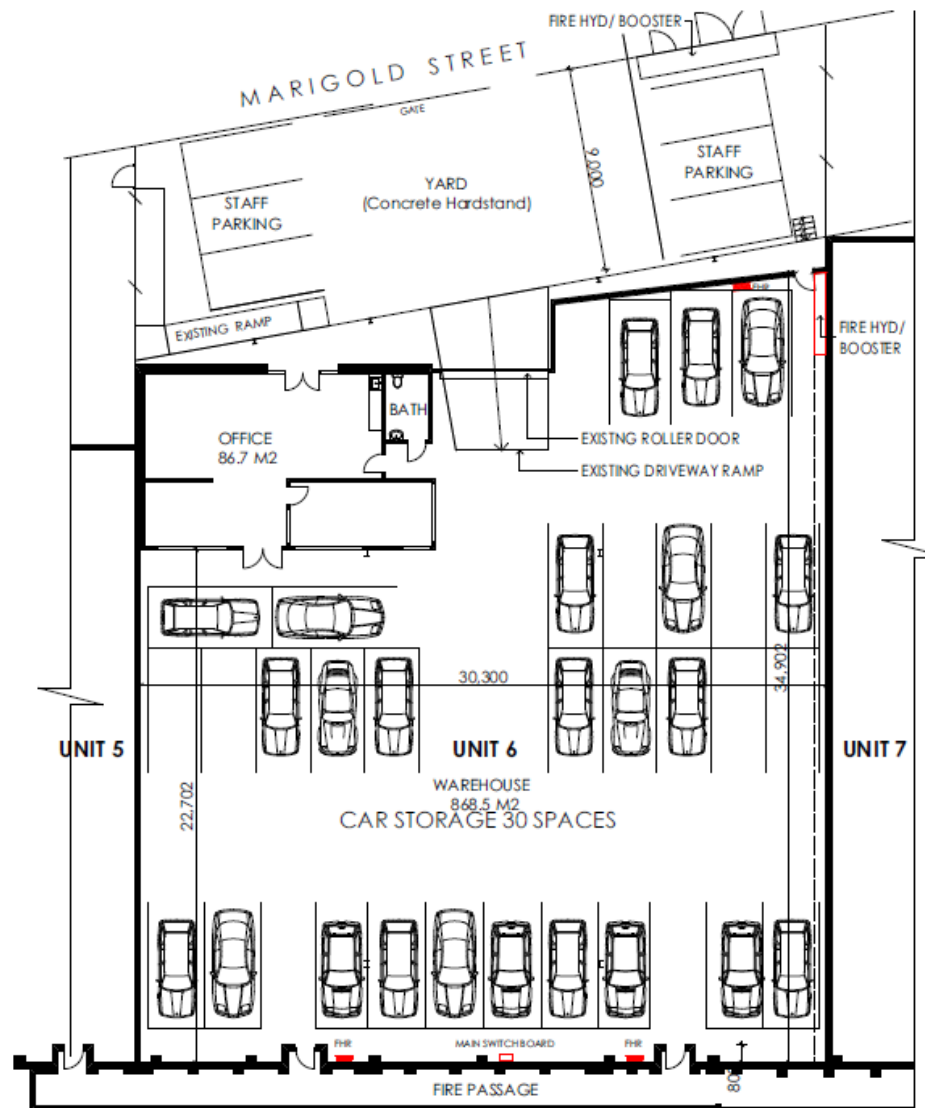


**Marigold Street** (view towards Milperra Road)

### 3. THE PROPOSAL

The development proposal is to use the existing factory warehouse unit [no.6] for the storage of accident replacement vehicles and associated offices used in association with the accident management business known as *I'm in the right*.

The industrial unit will store 30 motor vehicles which are then delivered/driven to customers as replacement vehicles. Once the replacement vehicle is no longer required, the customer (or an employee) will drive the vehicle back to the warehouse. The office will be used to receive customer phone calls and to organise the delivery and return of vehicles, with a total of 4 employees will be working from the site at any one time. The use will operate 7am until 7pm, 7-days a week. Council should note that there is no delivery of multiple vehicles to the site at any time.



Proposed Floor Plan (NK Architectural Design)



#### 4. STATUTORY AND POLICY CONTEXT

This section undertakes an assessment of the proposal in the context of the heads of consideration set out in Section 4.15(1) of the *Environmental Planning and Assessment Act, 1979*. The relevant matters for consideration under S.4.15(1)(a) are identified in the table below:

EP & A Act, 1979.	Matters for Consideration
S.4.15(1)(a)(i)	Canterbury-Bankstown LEP 2023
S.4.15(1)(a)(iii)	Canterbury-Bankstown DCP 2023

The development proposal submitted in the accompanying development application is for the “use” of an existing factory/warehouse building and its offices *only*. It does not involve any development or works to the existing building. Consequently, the primary statutory documents that relate to the subject site and the proposed development are the Canterbury-Bankstown Local Environmental Plan (LEP) 2023. While the primary non-statutory document is the Canterbury-Bankstown Development Control Plan (DCP) 2023.

The relevant *provisions* of these documents and other relevant planning controls are summarised below and the proposal’s compliance with them assessed.

##### 4.1 Canterbury-Bankstown Local Environmental Plan 2023

###### **Zoning**

Under Part 2 of the LEP, the subject site is located within *Zone E4 General Industrial*. A **warehouse or distribution centre** is defined as “a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, and includes local distribution premises”.

The proposal involves the storage and distribution of motor vehicles to customers which have been involved in a ‘not-at-fault’ motor vehicle accident. In short, the company provides an on-site delivery service to its customers of a replacement vehicle. In some [rare] cases, the customer can choose to make their own way to the subject site and take possession of a replacement vehicle which always remains in the ownership of tenant of the warehouse (‘I’m in the right’).

As there is no retail sale of any goods that are stored within the premises, the proposed use more than suitably fulfills the above definition.

It could also be argued that the proposed use falls under the definition of a **vehicle sales or hire premises**, which is defined as “a *building or place used for the display, sale or hire of motor vehicles, caravans, boats, trailers, agricultural machinery and the like, whether or not accessories are sold or displayed there*”.

As underlined above, the temporary hiring of motor vehicles (as previously described) would also be a permissible use [subject to Council consent] within the subject site.

The objectives of the E4 zone are:

- *To provide a range of industrial, warehouse, logistics and related land uses.*
- *To ensure the efficient and viable use of land for industrial uses.*
- *To minimise any adverse effect of industry on other land uses.*
- *To encourage employment opportunities.*
- *To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.*
- *To support and protect industrial land for industrial uses.*
- *To promote a high standard of urban design and local amenity.*

The occupation and proposed use of the existing empty warehouse for the proposed use will be entirely consistent with the above stated objectives. The use broadens the range of available services in this dense industrial precinct and ensure the efficient and viable use of land for industrial warehousing purposes. Also, an economically viable use such as this encourages long-term employment opportunities from the site.

### **Other matters**

Part 4 of the LEP lists the controls applicable development where new “works” are proposed. As described previously in this statement, the development proposal does not involve any alterations or additions to the existing building. Consequently, there are no other matters in the LEP that are relevant to the subject proposal.

## **4.2 Canterbury-Bankstown Development Control Plan 2023**

The provisions of the Canterbury-Bankstown Development Control Plan 2023 that are applicable to the proposed development are provided and responded to below.

### **Chapter 1 – Introduction & Administration**

#### ***Objectives***

Notwithstanding that there are no works proposed to the existing building, the proposal is consistent with the design principles of this part of the DCP and in terms of contextual analysis, the proposal suitably responds to the site and its surrounds. Also, the proposed use will remain consistent with the objectives of this part of the DCP in so far as the development proposal will result in the effective and orderly development of land within the city of Canterbury-Bankstown.

### **Chapter 3 – General Requirements**

#### ***3.2 – Parking***

The existing warehouse has available off-street parking for employees and customers within the front setback.

The parking spaces and aisle widths within the warehouse used for the storage and distribution of replacement vehicles complies with AS/NZS 2890.1:2004. Replacement vehicles entering and leaving the site will always do so within the warehouse building.

#### ***3.3 – Waste Management***

Sufficient area exists within site to locate bin storage areas for the proposed use. Any operational waste generated by the day-to-day activities of the use will be taken away by commercial waste contractors that currently remove waste from the factory complex.

### **Chapter 9 – Industrial Precincts**

The proposed use is compatible with the desired future character of the surrounding industrial precinct. The development controls pertaining to site coverage, setbacks etc. are simply not applicable because there are no variations proposed to the siting and location of the existing industrial unit.



### **4.3 Any Planning Agreement or Draft Planning Agreement**

Not applicable.

### **4.4 The Regulations**

All relevant matters prescribed by the Regulations would be expected to be included in the consent for the works.

### **4.5 The Likely Impacts**

All likely or potential impacts associated with the proposed development are considered to have been adequately dealt with through the assessment of the application against the applicable plans and policies. It is concluded that there would be no significant adverse impact to the site or surrounding area because of the proposal.

### **4.6 The Suitability of the Site for Development**

The size, shape and location of the site is suitable for the proposed development which has been specifically designed to maximise the amenity of residents within each of the residences and to minimise any adverse impacts upon surrounding and adjoining residents.

### **4.7 Any Submissions Made**

In accordance with Council's Community Participation Plan, the proposal is best described as a Type B development. If any submissions are received following the formal advertising and notification of this proposal, we would respectfully ask that Council forward the issues raised to the Applicant and give them the right of reply.

## **5. CONCLUSION**

This is a proposal is to occupy the existing factory warehouse building known as Unit 6, No.184 Milperra Road, Revesby, for the storage of accident replacement vehicles and associated offices used in association with the accident management business known as *'I'm in the right.'*

No departures are sought to any of the requirements of the Canterbury-Bankstown LEP or DCP 2023.

The material in this Statement of Environmental Effects demonstrates that there will be no unacceptable adverse impact on the amenity or environment of the locality because of the proposed development, and that the proposal will fulfil all the relevant aims, objectives, and controls in terms of the development outcomes for a change of use in an industrial precinct.

The proposed use meets the underlying intent of the applicable controls, and it will maintain the security and amenity of the neighbouring and surrounding properties.

After consideration of the development against S.4.15 of the *Environmental Planning and Assessment Act, 1979*, and the relevant statutory and policy provisions, and based on a merit assessment of these provisions, the amended proposal is considered suitable for the site, is in the public interest and is submitted to Canterbury-Bankstown Council for its favourable consideration.

If you require any additional information or clarification of any matters raised in this response, please contact the applicant in the first instance, or, George Lloyd at GPL Panning on tel. 0423 128 131.



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