

## **STATEMENT OF ENVIRONMENTAL EFFECTS**

Use of the premises as  
a vehicle repair station

187 South Creek Road,  
Cromer

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## Statement of Environmental Effects

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#### 187 South Creek Road, Cromer

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## 1 Introduction

This statement has been prepared as part of the supporting documentation for a Development Application in relation to the use of the premises at 187 South Creek Road as a vehicle repair station. A floor plan has been provided showing the location of the vehicle work areas.

In addition to the Statement of Environmental Effects, the following also accompanies the application:

- Floor plan,
- Existing strata plan, and
- Waste Management Plan.

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

- Environmental Planning and Assessment Act 1979, as amended (**EP&A Act**)
- Warringah Local Environmental Plan 2011 (**WLEP 2011**), and
- Warringah Development Control Plan 2011 (**WDCP 2011**).

The proposal succeeds when assessed against the Heads of Consideration pursuant to section 4.15 of the EP&A Act. It is considered that the application, the subject of this document, is appropriate on merit and is worthy of the granting of development consent for the following reasons:

- The application has considered and satisfies the various relevant planning controls applicable to the proposed use and associated works.
- The site is assessed as suitable for the proposal, having regard to the relevant land use and planning requirements.

## 2 Site Analysis

### 2.1 Site Description and Location

The site is identified as Lot 3 in DP31555, 187 South Creek Road, Cromer. A location map is included in **Figure 1**.



**Figure 1: Site Location Map** (Source: Six Maps)

187 South Creek Road comprises a two storey building, with a large open workspace at the ground floor, and office space and amenities at the upper floor. Seven (7) parking spaces, inclusive of one (1) disabled parking space, are located forward of the building.

The site is located at the edge of the Cromer Light Industrial Area, with other industrial land uses to both sides (north-west and south-east) and on the opposite side of South Creek Road (north-east). The site adjoins a public reserve to the rear (south-west). The subject site and the existing streetscape are demonstrated in Figures 2 and 3, over the page.





**Figure 2:** The subject premises as seen from South Creek Road



**Figure 3:** South Creek Road, looking west.

### 3 Description of Development

#### 3.1 Details of the Proposed Development

The subject development application seeks consent for the use of the premises at 187 South Creek Road for the purpose of a vehicle repair station.

Internal works are limited to the placement of hoists and minor internal partitions.

The proposed hours of operation are:

**Monday to Friday: 7am – 5pm**

**Saturday: 8am – 2pm**

The application does not propose any external modifications to the existing building.

Any replacement business identification signage will be subject to a separate Development Application or will be provided in accordance with the signage provisions of *State Environmental Planning Policy (Exempt and Complying Development) 2008*.

All waste will be stored within the premises, with a private contractor to provide commercial waste collection as required.

## 4 Statutory Planning Framework

The following section of the report will assess the proposed development having regard to the statutory planning framework and matters for consideration pursuant to Section 4.15 of the EP&A Act. Those matters which are required to be addressed are outlined, and any steps to mitigate against any potential environmental impacts are discussed below.

### 4.1 Warringah Local Environmental Plan 2011

#### 4.1.1 Zoning and Permissibility

The subject site is Zoned IN1 General Industrial under the provisions of WLEP 2011, as shown on the Zoning Map of WLEP 2011, below.



**Figure 4:** Extract of Zoning Map of WLEP 2011

The objectives of the IN1 Zone are as follows:

- *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 enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To enable a range of compatible community and leisure uses.*
- *To maintain the industrial character of the land in landscaped settings.*

Vehicle repair stations are permitted with consent within the IN1 General Industrial Zone and meet the objectives of the zone.

#### 4.1.2 Landslide Risk

The subject site is mapped as being Area A on the Landslide Risk Map of WLEP 2011. No building works are proposed and as such, a geotechnical report is not considered to be required in this instance.

### 4.2 Warringah Development Control Plan 2011

The relevant provisions of WDCP 2011 in relation the proposed works are detailed as follows:

#### 4.2.1 Provision of Car Parking

Pursuant to appendix 1 of WDCP 2011, the car parking requirements for a vehicle repair station is 1.3 spaces per 100m<sup>2</sup> of gross floor area.

The gross floor area of the premises is measured at 525m<sup>2</sup> and has 7 dedicated car spaces which satisfies the car parking requirements of WDCP 2011.

#### 4.2.2 Waste (garbage) storage and collection

The existing waste storage and collection methods for the site will be maintained.

#### 4.2.3 Noise and Residential Amenity

The proposal will not give rise to any unacceptable noise amenity impacts given the IN1 General Industrial zoning of the land and its location within an existing industrial area. The premises has no openings on the side or rear facades, with sufficient spatial separation to the nearest residential receivers.

### 4.3 Matters for Consideration Pursuant to Section 4.15 of the EP&A Act

The following matters are to be taken into consideration when assessing an application pursuant to section 4.15(1) of the EP&A Act (as amended):

- (i) *any environmental planning instrument*

The proposed use of the premises as a vehicle repair station is permissible and consistent with the objectives of WLEP 2011 as they are reasonably applied to the proposed development.

- (ii) *Any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and*

There are no draft instruments that are applicable in relation to the proposed development.

- (iii) *Any development control plan*

WDCCP 2011 applies and the relevant provisions have been considered in this statement.

- (iiia) *Any Planning Agreement that has been entered into under section 7.4 or any draft planning agreement that a developer has offered to enter into under Section 7.4, and*

N/A

- (iv) *The Regulations (to the extent that they prescribe matters for the purposes of this paragraph), and*

N/A

- (v) *Any Coastal Zone Management Plan (within the meaning of the Coastal Protection Act 1979)*

N/A

- (b) *The likely impacts of that development, including environmental impacts on both the natural and built environments and social and economic impacts in the locality,*

[The assessment considers the Guidelines (in italics) prepared by the Department of Planning and Environment in this regard].

#### *Context and Setting*

- i. *What is the relationship to the region and local context in terms of:*

- *The scenic qualities and features of the landscape*

- *The character and amenity of the locality and streetscape*
- *The scale, bulk, height, mass, form, character, density and design of development in the locality*
- *The previous and existing land uses and activities in the locality*

The relevant matters have been discussed in the body of this report.

ii. *What are the potential impacts on adjacent properties in terms of:*

- *Relationship and compatibility of adjacent land uses?*
- *sunlight access (overshadowing)*
- *visual and acoustic privacy*
- *views and vistas*
- *edge conditions such as boundary treatments and fencing*

The relevant matters have been discussed in detail earlier in this report.

*Access, transport and traffic:*

*Would the development provide accessibility and transport management measures for vehicles, pedestrians, bicycles and the disabled within the development and locality, and what impacts would occur on:*

- *Travel Demand*
- *dependency on motor vehicles*
- *traffic generation and the capacity of the local and arterial road network*
- *public transport availability and use (including freight rail where relevant)*
- *conflicts within and between transport modes*
- *Traffic management schemes*
- *Vehicular parking spaces*

The proposed development does not result in any additional demand for carparking and does not result in any change to carparking arrangements at the site.

*Public Domain*

The proposed development will not result in any adverse impacts on the public domain.

### *Utilities*

This matter has been discussed in detail in the body of this report.

### *Flora and Fauna*

The proposal will result not result in any impacts upon flora and fauna.

### *Waste Collection*

The proposed works do not impact upon existing waste collection.

### *Natural hazards*

N/A

### *Economic Impact in the locality*

The proposed development will generate employment opportunities associated with the use/management of the vehicle repair station and associated services/industries.

### *Site Design and Internal Design*

i) *Is the development design sensitive to environmental considerations and site attributes including:*

- *size, shape and design of allotments*
- *The proportion of site covered by buildings*
- *the position of buildings*
- *the size (bulk, height, mass), form, appearance and design of buildings*
- *the amount, location, design, use and management of private and communal open space*
- *Landscaping*

These matters have been discussed in detail earlier in this report. The potential impacts are considered to be minimal and within the scope of the general principles, desired future character and built form controls.

ii) *How would the development affect the health and safety of the occupants in terms of:*

- *lighting, ventilation and insulation*
- *building fire risk – prevention and suppression*
- *building materials and finishes*

- *a common wall structure and design*
- *access and facilities for the disabled*
- *likely compliance with the Building Code of Australia*

The proposed development will comply with the provisions of the Building Code of Australia. The proposal complies with the relevant standards pertaining to health and safety and will not have any detrimental effect on the patrons of the premises.

#### *Construction*

i) *What would be the impacts of construction activities in terms of:*

- *The environmental planning issues listed above*
- *Site safety*

Normal site safety measures and procedures will ensure that no safety or environmental impacts will arise during construction.

#### **(c) *The suitability of the site for the development***

- *Does the proposal fit in the locality*
- *Are the constraints posed by adjacent development prohibitive*
- *Would development lead to unmanageable transport demands and are there adequate transport facilities in the area*
- *Are utilities and services available to the site adequate for the development*
- *Are the site attributes conducive to development*

The adjacent development does not impose any unusual or impossible development constraints. The site is well located with regards to utility services. The development will not cause excessive or unmanageable levels of transport demand.

#### **(d) *Any submissions received in accordance with this act or regulations***

It is envisaged that Council will appropriately consider any submissions received during the notification period.

#### **(e) *The public interest***

The proposed works are permissible and consistent with the intent of the WLEP 2011 and WDCP 2011 standards and controls as they are reasonably applied to the proposed development. The development would not be contrary to the public interest.



## 5 Conclusion

Having assessed the detail of the application against the applicable statutory considerations we have formed the considered opinion that the proposed use is permissible with consent in the IN1 General Industrial zone, as outlined in the land use table of WLEP 2011. The proposed development is consistent with the zone objectives and statutory considerations applicable to a vehicle repair station on this particular site.

The proposed use will not give rise to any adverse environmental or residential amenity consequences. Having given due consideration to the matters pursuant to Section 4.15 of the EP&A Act, it is considered that there are no matters which would prevent Council from granting consent to this proposal in this instance.

**Boston Blyth Fleming Pty Limited**



**Greg Boston**

**Director**