

21 UNIT COMMERCIAL DEVELOPMENT

STATEMENT OF ENVIRONMENTAL EFFECTS

19, 21, 23 Sydney Road
Mudgee NSW 2850

24 February 2022
ISSUE A

Prepared for
P & D Eldred Holdings Pty Ltd

SUNRAI *designs*^o
innovative • eco • developments



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1.0 INTRODUCTION

This Statement of Environmental Effects has been prepared by Sunrai Designs and forms part of the Development Application Documentation for the Proposed 21 Unit Commercial Development at 19-23 Sydney Road (also known as Castlereagh Highway), Mudgee.

This statement seeks to demonstrate that the proposal complies with the Mid-Western Regional Council Development Control Plan 2013 Amendment 5 (MWRC DCP) - Section 4.5 Commercial Development and 4.6 Industrial Development and the Mid-Western Regional Council Local Environmental Plan 2012 (MWRC LEP).

This Statement should be read in conjunction with the following plans;

Title	Drawing no.	Prepared by
Title Page	591ELD-00 ISSUE B	SUNRAI <i>designs</i>
Site Plan	591ELD-01 ISSUE B	SUNRAI <i>designs</i>
Stage 1 Plan & Demolition	591ELD-02 ISSUE B	SUNRAI <i>designs</i>
Stage 2 Plan & Demolition	591ELD-03 ISSUE B	SUNRAI <i>designs</i>
Stage 3 Plan & Demolition	591ELD-04 ISSUE B	SUNRAI <i>designs</i>
Overall Perspectives	591ELD-05 ISSUE B	SUNRAI <i>designs</i>
Units 1-2 Floor Plan, Elevations & Perspectives	591ELD-10 ISSUE B	SUNRAI <i>designs</i>
Units 1-2 Section	591ELD-11 ISSUE B	SUNRAI <i>designs</i>
Units 3 Floor Plan, Elevations & Perspectives	591ELD-20 ISSUE B	SUNRAI <i>designs</i>
Units 4-9 Floor Plan	591ELD-30 ISSUE B	SUNRAI <i>designs</i>
Units 4-9 Elevations	591ELD-31 ISSUE B	SUNRAI <i>designs</i>
Units 4-9 Courtyard Elevations	591ELD-32 ISSUE B	SUNRAI <i>designs</i>
Units 4-9 Perspectives	591ELD-33 ISSUE B	SUNRAI <i>designs</i>
Units 4-9 Section	591ELD-34 ISSUE B	SUNRAI <i>designs</i>

Title	Drawing no.	Prepared by
Units 10-17 Floor Plan	591ELD-40 ISSUE B	SUNRAI <i>designs</i>
Units 10-17 Elevations	591ELD-41 ISSUE B	SUNRAI <i>designs</i>
Units 10-17 Perspectives	591ELD-42 ISSUE B	SUNRAI <i>designs</i>
Units 10-17 Section	591ELD-43 ISSUE B	SUNRAI <i>designs</i>
Units 18-21 Floor Plan	591ELD-50 ISSUE B	SUNRAI <i>designs</i>
Units 18-21 Elevations	591ELD-51 ISSUE B	SUNRAI <i>designs</i>
Units 18-21 Perspectives	591ELD-52 ISSUE B	SUNRAI <i>designs</i>
Units 18-21 Section	591ELD-53 ISSUE B	SUNRAI <i>designs</i>
Civil Drawings - Cover Page	TX15963.00 C1.00	Triaxial Consulting
Civil Drawings - General Notes	TX15963.00 C1.01	Triaxial Consulting
Civil Drawings - Existing Site Plan	TX15963.00 C2.00	Triaxial Consulting
Civil Drawings - Stage 1 Plan	TX15963.00 C3.01	Triaxial Consulting
Stormwater Management Plan	TX15963.00 C4.00	Triaxial Consulting
Vehicle Simulation Plan Sheet 1	TX15963.00 C10.00	Triaxial Consulting
Vehicle Simulation Plan Sheet 2	TX15963.00 C10.10	Triaxial Consulting
Topographic Survey	BK140	Jabek Pty Limited

2.0 SUBJECT PROPERTY

2.1 Description

Title Description:	Lot 1	DP614991	No. 19
	Lot 21	DP 737341	No. 21
	Lot 22	DP 737341	No. 23
Site Area:	Various		
Frontage:	120.693sqm	Combined total of three sites	
Zone:	B5	Business Development	
Map Reference	006H	MWRC LEP	
Heritage	No		



Land Zoning Map - Sheet LZN_006H

Zone

B1	Neighbourhood Centre
B2	Local Centre
B3	Commercial Core
B4	Mixed Use
B5	Business Development
E1	National Parks and Nature Reserves
E3	Environmental Management
IN1	General Industrial
IN2	Light Industrial
IN3	Heavy Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R5	Large Lot Residential
RE1	Public Recreation
RE2	Private Recreation
RU1	Primary Production
RU3	Forestry
RU4	Primary Production Small Lots
RV	Village
SP1	Special Activities
SP2	Infrastructure
SP3	Tourist

Cadastral

<input type="checkbox"/>	Cadastral 15/12/2010 Land and Property Information (LPI)
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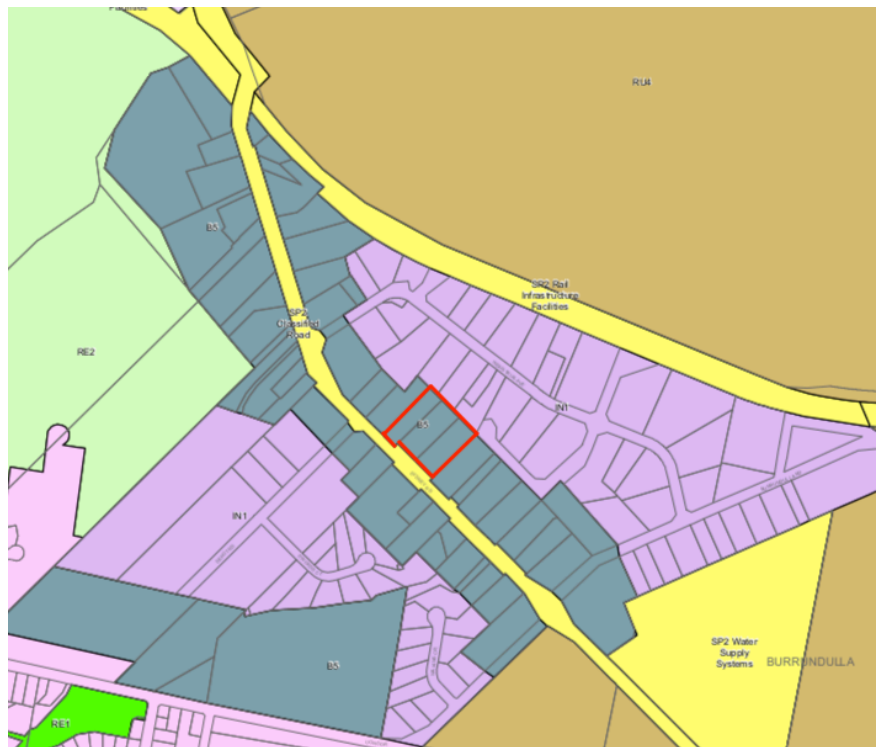


Figure 1 - Extract from MWRC LEP Land Zoning Map - Sheet LZN_006H



Figure 2 - Six Maps <https://maps.six.nsw.gov.au> - Satellite View of Site

2.2 Existing Building & Site

The existing site is located wholly within the Mid-Western Regional Council government area and within the limits of Mudgee township.

The site is relatively level with some fall across the site.

The development site consists of three allotments No. 19, No. 21 and No. 23 Sydney Road. Each site ranges in size from 3642 sqm to 5452 sqm, with a total of 14115 sqm. The three sites are owned by one client but under different entities and will remain as three separate sites although they will be developed as one site.

No. 19 currently has two existing buildings erected on the site. Unit 1 is known as Mudgee Auto Electrical and is approximately 32.5m x 15.6m in size and faces Sydney Road. Behind this building at the rear of this site is the building labeled as Unit 3 on the attached plans. It is known as Hutchinson Repairs and Race Cars, approximately 12.2m x 18.5m in size. The site has a wide vehicle entry and existing driveway is paved in bitumen and includes eight large established trees. Parking is provided in an ad-hoc manner. There are no boundary fences between No.19 and No. 21 with shared vehicle circulation occurring between the two sites.



Figure 3 - Photo of existing Unit 1, No. 19 Sydney Road.



Figure 4 - Photo of existing Unit 3, No. 19 Sydney Road.

No. 21 currently has four existing buildings and a small shed erected on the site. The main building was previously known as Peter's Refrigeration for many years and is now leased by others, it is labeled as Unit 9. This building faces Sydney Road and is located along the south eastern boundary. A recent building, Unit 8 has been erected behind this building and is attached to Unit 9 and leased by the same tenant. A smaller commercial building and carport is located to the north of the building and is proposed to be demolished. Behind is an existing residence and a small shed that will also be demolished. The parking and driveway area is sealed with bitumen and is accessed from a single driveway entry from Sydney Road. This site also has a number of smaller trees and shrubs that will be removed as part of the proposed development, two substantial trees will also be removed.



Figure 5 - Photo of existing Unit 9, No. 21 Sydney Road and adjacent building to be demolished.



Figure 6 - Photo of existing building to be demolished, No. 21 Sydney Road



Figure 7 - Photo of existing residence to be demolished, No. 21 Sydney Road

No.23 currently has six single storey residential units erected on the site. The units are of a simple construction, approximately 30 years old and under utilise the site with 11% site coverage. There is a single driveway access point from Sydney Road to an unsealed parking area. Residential accommodation is prohibited in this zone under the current LEP. A large stand of trees exist along the south eastern boundary and will remain, as will the trees located along the north western boundary while four smaller trees in the centre of the site will be removed.



Figure 8 - Photo of existing residential units to be demolished, No. 23 Sydney Road



Figure 9 - Photo of No. 19, No. 21 and No. 23 Sydney Road

2.3 Adjacent Buildings & Streetscape

The subject site is located on the main entry to Mudgee within the Business Development Zone and Industrial area. Sydney Road is a major roadway with a centre turning lane and single lane traffic in each direction. A wide shoulder is provided on each side of the road and accommodates on-street parking, street trees and garden beds.

If we consider the three sites as a combined single allotment the neighbour to the north is a commercial premises known as Booths Confectionary and to the south is an industrial business known as Strait Up Cranes. Across the road is a large service station, carwash and laundromat facility known as The Busy Bee and Wash & Go.

There is a mix of development along the roadway with larger commercial and industrial type premises such as car yards, bulky good retail, rural supplies, service stations and hire car businesses. Large pylon signs are present, together with other large signage and sale flags.



Figure 10 - Photo looking North West, Sydney Road



Figure 11 - Photo looking South East, Sydney Road

3.0 PROPOSED DEVELOPMENT

3.1 General Description

It is proposed that the three individual sites be combined as one development while maintaining separate ownership that will eventually be strata subdivided. No. 19 will remain as a stand alone site while the units on No. 21 and No. 23 will be strata subdivided.

The design is based on creating consistency across the development so that all the new buildings and the remaining existing buildings have a similar theme and style. In total across the three sites, a total of 21 units are proposed with Units 1,3,8 and 9 being existing buildings.

The development will occur in three stages. Stage 1 will focus on site No. 21 to include the renovation of the existing Unit 9, the demolition of the buildings on this site and the erection of the Units 4,5,6,7 and 10-17. Unit 4 & 5 will mirror the existing Units 8 and 9 to create a central courtyard with Units 6 & 7 enclosing the courtyard at the rear.

To the rear of this cluster will be eight smaller units designed to accommodate sole traders or businesses that require additional storage without a need for a retail presence.

Stage 2 will include the demolition of the residential units and the construction of Units 18-21 on site No. 23.

Stage 3 will include the extension of Unit 1 to create Unit 2 at the rear. The existing buildings on this site will largely remain the same however will be upgraded over time to match the same style as the proposed buildings.

A boundary adjustment will occur to ensure the three sites can operate independently if required. The site plan demonstrates the minor adjustment required to ensure all car parking associated with each site is maintained within that site. This combined with 'Right of Carriageway' easements and strata subdivision will enable the development to appear and operate as a single entity while also being able to be treated as three separate allotments should the need arise or be required.

There is a large mix of buildings proposed of various sizes and heights to provide variation for potential tenants. Apart from Units 1,3, 8 and 9 there are no tenants secured. The development will be aimed at attracting a range of tenants from sole traders operating in light industries, such as builders, plumbers, furniture fabricators to large bulky good retail outlets. We have allowed for a combination of warehousing, retail/bulky goods and office space within each unit.

The units range in size from 49sqm to 526sqm. The frontages to Sydney Road include significant glazing and visual appeal. As the buildings step back from Sydney Road this visibility is reduced but still present as seen with Units 18,19 and 21 that step at each entry to create a focal point and definition for individual premises. Likewise Units 6 & 7 have a presence to Sydney Road from the central courtyard to allow for a small retail and office component while also offering rear access and warehousing from behind.

Each unit is serviced by a roller door with loading and unloading facilities, parking and a retail entrance. Units 4, 18,19,20 and 21 allow for mezzanine office space.

Units 10-17 have a format based on new commercial developments in large centres like Newcastle that provide an oversized storage unit that can be adapted for various sole trader businesses that may only need storage or as the business develops may include a small mezzanine office with a small scale fabrication area. These units are 49 sqm in size with additional height to allow a mezzanine floor to be added if required. They will generally be provided with a single roller door frontage however this opening may also be adapted to include a small shopfront if required. Shared amenities will be provided for the eight units to share and will include a male, female and accessible toilet facilities and change rooms. A communal break out/green space will be located in front of these shared facilities with four small storage cupboards.

On completion of all three stages the internal driveways will all be linked to provide circulation throughout the development for both cars and trucks servicing the site. Each unit will be allocated parking near the respective unit with some overflow or employee parking located a short distance away.

3.2 Building Setbacks

The MWRC DCP Section 4.5 Commercial Development requires no minimum front setback however the development has been designed more inline with Section 4.6 Industrial

Development that nominates between 12-15m front setbacks. It is proposed that the existing buildings on the site dictate the setbacks. Unit 4 will match the existing Unit 9 with approximately a 24m setback. Unit 1 remains unchanged and the proposed Unit 21 will have a 17m setback that is similar to the neighbouring building at 15m. The existing residential units on this site are currently setback 7m.

All rear and side setbacks comply with the BCA (NCC) requirements with the buildings being designed to be at least 3m from each boundary to improve the fire separation.

A boundary adjustment will be undertaken to ensure a minimum of 3m is achieved to all side setbacks. This adjustment will also ensure that the car parking, driveways and future strata plan is achievable for each site individually.

3.3 Signage

An existing pylon sign exists on sites No. 19 & No. 21, It is proposed they will remain with new individual business specific signs being added as required once known. The pylon signs are located within the existing 5m landscaped setback area. It is proposed that another pylon sign will be added to site No. 23 in accordance with Section 4.4 Signs of the MWRC LEP.

Each unit will have an opportunity for fascia, wall and small directional signage, they will be provided in accordance with Section 4.4 Signs of the MWRC LEP by separate application. It is intended that the existing pylon signs be designed/renovated to coordinate with the proposed overall complex aesthetic.

No fascia signage will extend higher than the roofline.



Figure 12 - Photo of existing Pylon Signs (No. 19 left, No. 21 right)

3.4 Design

The proposed design allows for an active frontage with windows and doors facing the street and internal driveways. Awnings have been used to differentiate each unit and entry point.

A mix of materials have been incorporated to break up the large mass of the buildings. A combination of parapet walls, protruding awnings, vertical and horizontal cladding profiles and materials all add to the variation. In addition the units are articulated with sections recessed and stepped to provide individuality and visual interest.

3.5 Scale and Form

All buildings will be below 8.5m in height. The scale and form of the proposed buildings are very similar to the surrounding locality that consists of large industrial type buildings.

3.6 Utilities, Waste & Surface Infrastructure

Reticulated water, electricity, telecommunications and sewer are currently provided to the site and it is proposed that the development be connected to the existing infrastructure. A separate report and preliminary design has been included as part of this application.

All new structures will be located more than 1.5m to the centre line of water or sewer mains.

Solid waste will be managed on an individual tenant need. Each tenant will generally be responsible to store their rubbish within their own unit and manage the disposal via a commercial agreement.

Trade Waste will be managed on a case by case basis, it is not intended that the type of retail and light industry tenant proposed for this development will produce trade waste but if this is the case a separate application will be made to Council relating to the particular use. The exception may be for the existing automotive businesses that are already operating and may have an agreement in place.

3.7 Traffic and Access

Each site currently has its own combined entry/exit driveway, it is proposed that this remains the same. The existing driveway entrance to No.19 is 17.7m wide, this will remain unchanged, as will the existing 7.5m driveway entrance to No. 21. The driveway crossover to No.23 is currently designed to service cars for residential use, it is proposed that the existing driveway to this site be widened to 12m.

As each site needs to be able to operate individually due to the inability to consolidated all three, it is reasonable to maintain one entry/exit point per site. Section 4.6 Industrial Development of MWRC DCP allows for one entry and egress from each site.

The accompanying traffic report will go into more detail regarding traffic flow and access.

All vehicles will be able to enter and leave in a forward direction

All driveways will be bitumen or concrete sealed and will comply with AS2890.1 Parking Facilities

All loading and unloading occurs within the site and will not occur on the public road system. Each unit has a roller door with designated loading bays in front of each.

Safe pedestrian movement has been considered with the use of pathways and pedestrian islands at regular intervals throughout the development. Designated car parking bays separate the vehicles from truck circulation around the site.

3.8 Parking

It has been demonstrated that the development is able to provide 104 car parking spaces in total, including four accessible spaces.

A detailed area schedule has been provided on the attached plans showing how the car parking was calculated using the table from Section 5.1 Car Parking in the MWRC DCP.

As the tenants for each unit are not known at this stage estimations have been made based on the area of warehousing, retail or bulky goods and office space for each unit. From these calculations it is estimated that between 92 and 104 spaces are required.

The site plan and eventually the strata plan will nominate a certain number of spaces per unit depending on size and breakdown of use. Each unit has been allocated some car parking spaces near each entrance, with overflow parking nearby. The site plan demonstrates which parking spaces have been allocated to each unit.

The parking for each unit is also contained within the site boundaries of that particular unit in the event that a site was sold separately to the others within this development.

Accessible parking for this class of building is required at a rate of 1 space per 100 car spaces. If we look at the development as a whole than this would equate to two accessible spaces, however if we were to consider each allotment individually than we would need one space per site meaning a total of three accessible spaces. It is proposed that we provide four accessible spaces, one per site located at the front of each and due to the nature of the development a space has been provided towards the rear of the site to service the units in this area.

3.9 Outdoor lighting and Noise

Outdoor lighting will comply with AS4282 Control of Obtrusive Effects of Outdoor Lighting.

The site is located in the centre of the industrial and business development zone, the occasional residential building may be located within this area as ancillary to commercial

premises. The nearest significant residential area is more than 400m from the site, noise impact is expected to be minimal and within normal ranges for this zone.

3.10 Hours of Operation

The hours of operation are not expected to be outside the hours of say 6:00am to 6:00pm; however without knowing the specific tenancy this is hard to confirm. Neither Section 4.5 or 4.6 of the MWRC DCP nominate preferred or restricted hours of operation.

3.11 Landscaping

The existing frontage of all three sites provides for at least a 5m landscaping strip. It is proposed that this be maintained and formalised somewhat with new driveway edging. The front boundary of No. 21 and No. 23 does not align with No.19 and is stepped back from the roadway. Technically there is not 5m of landscaping to the boundary line for No. 23 however there is more than 5m to the road alignment and the line of No. 19 and No.25 the neighbouring allotment to the south.

The three sites are sprinkled with trees and shrubs, some trees are quite significant in size. It is proposed that the majority of the major trees be maintained, they have been incorporated into landscape areas around the site and adjacent to the car parking areas. The demolition plan will demonstrate the trees proposed for removal and the site plan will show those that will remain and how they compliment the development as shade trees and to provide aesthetic benefit.

4.0 OBJECTIVES OF THE ZONE

The subject land is zoned B5 - Business Development.

The objectives of the zone are;

- *To enable a mix of business and warehouse uses, and specialised retail premises that require a large floor area, in locations that are close to, and that support the viability of, centres.*

The proposed development is aimed at exactly this objective. Providing a mix of business use with various sized units, varying exposure to Sydney Road and facilitating a combination of warehousing and retail use through ample servicing for delivery, loading/unloading and also retail shop fronts for customer access.

- *To promote a visually attractive entry point into Mudgee from the south east.*

The proposed development aims to consolidate the buildings from three sites into one cohesive development that are of a similar scale and style. It will provide an opportunity to

replace residential dwellings that are not ideally suited for this zone, prohibited under the current LEP, with more suitable and aesthetic commercial/industrial buildings.

- *To enable development that does not undermine the primary retailing role of the Mudgee commercial core area*

The development will not undermine the primary retailing role of the commercial core by offering larger format spaces for warehousing and bulky goods storage and display and an opportunity for businesses that need only a small retail component combined with larger warehousing and storage areas.

5.0 CONCLUSION

This Statement of Environmental Effects when read in conjunction with the plans, as prepared by Sunrai Designs clearly outlines the proposed development and demonstrates that there will be no significant impact on the environment or locality. The proposal satisfies Parts 4.4, 4.5, 4.6 & 5.1 of MWRC DCP Amendment 5

The proposal also complies with the MWRC LEP 2012 meeting all the objectives of the zone.