

STATEMENT OF ENVIRONMENTAL EFFECTS

**USE OF APPROVED LIGHT INDUSTRIAL
UNIT FOR VEHICLE REPAIR STATION**

Unit 2, 5B Sydney Road, Mudgee



Navigate Planning
16 April 2025

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1 PROPOSED DEVELOPMENT

This Statement of Environmental Effects (SEE) supports a development application for the use of an approved light industrial building for a vehicle repair station at Unit 2, 5B Sydney Road, Mudgee (Lot 100 DP 1302412).

The subject land is zoned E3 Productivity Support and contains a number of industrial buildings, including two recently constructed buildings for light industrial purposes. The proposed use will occupy the rear of the two new industrial buildings.

Site works including sealing of driveways and car parking areas and landscaping are yet to be completed. Works internal to the subject building, such as fit out of kitchen and toilet are also yet to be completed. These works will be completed by the developer prior to the commencement of the proposed use.

The purpose of the new development is defined as “vehicle repair station”, which is permitted with consent in the E3 zone.

The development is not “State significant development”, “regionally significant development”, or “designated development”. The development is not “integrated development” or “nominated integrated development”.

The development does not involve any new building works. The proposal involves the installation of two vehicle hoists and the provision of non structural work benches, storage cabinets, office counter and other equipment such as spill kits and a bund station.

The proposed hours of operation are 7 30am to 5pm Monday to Friday.

The maximum number of persons employed at the premises will be four, being two mechanics, one apprentice and one receptionist (part time).

Signage proposed for the use will involve one sign on the existing signage structure at the front of the site and one wall sign above the existing awning on the subject building. These signs will advertise the name of the business and contact details. Additional small window signage will advertise services available at the premises such as pink slips, wheel alignments, etc.

The development will not increase traffic movements to and within the site beyond those envisaged with the original approval for the light industrial units. Adequate parking is to be provided on site and all vehicles up to a large rigid truck will be able to enter and leave the site in a forward direction.

The proposal will have social and economic benefits to the community. The development is permissible with consent and is consistent with all relevant legislation and policy. There is no impediment to the granting of development consent subject to conditions.

2 SITE ANALYSIS

2.1.1 Existing development

The subject land contains a number of industrial buildings, including two recently constructed buildings for light industrial purposes. The recent approval includes works yet to be completed such as sealing of driveways and car parking areas and landscaping.

There is no native vegetation on the site and no watercourses cross the site.

The new buildings have been connected to all necessary services, including electricity, telecommunications, water and sewer. A fire hydrant has been installed in the subject building. Access is available to Sydney Road.

2.1.2 History, Heritage and Archaeology

The subject land has no known history of any heritage or archaeological significance.

Development consent was granted in 1997 for a heavy and general haulage business with warehouse and storage facilities and a temporary site office. This use no longer exists on the site. In 2003, development consent was granted for a new office building and amenities. If this building was ever constructed, it has since been removed from the site.

In 2009, development consent was granted for an extension to the existing storage building for use for commercial purposes (bulky goods). This consent also approved a separate produce and grain storage building at the rear of the site. This building, if constructed, is no longer on the site.

On 19 December 2023, development consent was granted for two new industrial buildings. The buildings were approved for light industrial use. The proposed use will occupy the rear of the two new buildings.

2.1.3 Services (Water, Sewer, Stormwater, Power)

The subject building is connected to all necessary services, including water, sewer, electricity and telecommunications. Stormwater from roofed and sealed areas is directed to existing infrastructure in Sydney Road. A truck wash area with trade waste facilities exists at the rear of the site.

2.1.4 Surrounding Development

The subject land is located in the Mudgee industrial and business development area. The site is bordered to the north by a site containing a car wash. To the south and west are existing industrial and business development uses. To the east is a railway line (currently disused) with rural land further to the east.

3 COMPLIANCE WITH RELEVANT LEGISLATION

3.1 Environmental Protection and Biodiversity Conservation Act 1999

Under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), a person must not take an action that has, will have or is likely to have a significant impact on any of the matters of national environmental significance without the approval of the Federal Environment Minister. This includes any impacts on threatened species or endangered ecological communities (EEC) listed under the EPBC Act.

The subject land is fully cleared of native vegetation. The proposal will have no significant impact on any matter of national environmental significance.

3.2 Disability Discrimination Act 1992

The *Disability Discrimination Act 1992* (DDA Act) prohibits discrimination against people with a disability in a range of areas, including in relation to access to premises.

The development has been designed to ensure access for all throughout the site. One disabled parking spaces will be provided for the subject building as part of the original approval for the construction of the building. Level and safe access will be provided from car parking areas to building floor levels. An accessible toilet facility is being provided within the building. The development will comply with the DDA Act.

3.3 Environmental Planning and Assessment Act 1979

3.3.1 Section 4.5 – Designation of consent authority

Pursuant to clause 4.5 (d), Mid-Western Regional Council is the consent authority.

3.3.2 Section 4.10 – Designated development

Clause 4.10 defines designated development as development that is declared by an environmental planning instrument or the regulations as designated development. The development is not declared by any environmental planning instrument as designated development.

3.3.3 Section 4.12 – Application

This provision allows for certain LG Act approvals to be addressed within a development consent. No approvals under the LG Act are required for the development.

3.3.4 Section 4.13 – Consultation and concurrence

Section 4.13 provides for an environmental planning instrument to identify where consultation or concurrence is required before determining a development application. There are no consultation or concurrence requirements for the development under any relevant environmental planning instrument.

3.3.5 Section 4.15 – Evaluation

The following matters are relevant to the proposal under section 4.15 of the EPA Act. Detailed assessment against each of these matters is provided in Section 5 of this SEE.

State Environmental Planning Policies

- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Industry and Employment) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*

Local Environmental Plans

- *Mid-Western Regional Local Environmental Plan 2012*

Draft Environmental Planning Instruments

Nil.

Development Control Plans

- *Mid-Western Regional Development Control Plan 2013*

Planning Agreements

Nil

Environmental Planning and Assessment Regulation

Nil

Impacts on the built environment

The development will have a neutral impact on the built environment. The proposal utilises an existing approved industrial building. Signage that will be directly visible from Sydney Road is proposed on an existing signage structure.

Impacts on the natural environment

The subject land is fully cleared of native vegetation. There are no watercourses crossing or in the vicinity of the site. The approved building is connected to all reticulated services and the use of the building for vehicle repairs will have no off-site environmental impacts. All site drainage is directed to existing infrastructure in Sydney Road. It is considered that the proposed development will have no significant impact on the natural environment.

Social and economic impacts

The proposed development will have positive social and economic impacts for Mudgee and the wider Mid-Western community, through the provision of a new industrial activity within the main industrial and business development area.

Suitability of the site

The subject land is zoned for industrial and business development purposes and has suitable services and access. The site is therefore considered suitable for the proposed development.

The Public Interest

The proposed development provides new employment and business development opportunities in the main employment area of the LGA. The proposal is therefore considered to be in the public interest.

3.3.6 Section 4.46 – Integrated Development

Section 4.46 of the EPA Act identifies development that requires other approvals and is therefore integrated development. The development is not integrated development.

3.4 Biodiversity Conservation Act 2016

The *Biodiversity Conservation Act 2016* (BC Act) outlines the processes for biodiversity assessments, approvals and offsets where required. The BC Act also defines biodiversity values, and these are shown as the purple areas on the Biodiversity Values Map. No part of the subject land is mapped as having biodiversity values. The site contains no native vegetation and the proposed development will have no direct or indirect impacts on any threatened ecological communities. The proposal will have no significant impact on biodiversity.

3.5 National Parks and Wildlife Act 1974

Part 6 of the *National Parks and Wildlife Act 1974* (NPW Act) states that it is an offence to harm or desecrate an Aboriginal object unless authorised by an Aboriginal heritage impact permit.

A basic search of the Aboriginal Heritage Information Management System found no records of any Aboriginal artefacts within 200m of the subject land.

The site has been extensively developed and disturbed over a long period of time. No new works that will disturb the soil are proposed as part of this development, therefore there is no potential for disturbance of Aboriginal archaeology and that no further detailed Aboriginal cultural heritage assessment is warranted.

4 COMPLIANCE WITH PLANNING CONTROLS

4.1 State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 4 of *State Environmental Planning Policy (Resilience and Hazards) 2021* aims to promote the remediation of contaminated land to reduce risk to human health and the environment. SEPP 55 requires consideration of the potential contamination of land and the need for remediation of that land before development consent is granted. To assist in the assessment of potential contamination, SEPP 55 the following land as being subject to consideration:

- (a) *land that is within an investigation area,*
- (b) *land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being, or is known to have been, carried out,*
- (c) *to the extent to which it is proposed to carry out development on it for residential, educational, recreational or child care purposes, or for the purposes of a hospital—land:*
 - (i) *in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out, and*
 - (ii) *on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge).*

There are no relevant consultation or concurrence requirements for the development under the SEPP.

The development site is not in an investigation area. The known previous uses of the site are not of a kind identified in the Contaminated Land Planning Guidelines as potentially contaminating uses. The proposed use is not for residential, educational, recreational or child care purposes, or for the purposes of a hospital. There is no evidence of any previous use that is likely to have caused contamination of the site. It is therefore considered that no further contamination assessment is warranted as part of this development application.

Given the above the site is considered suitable for the development.

4.2 State Environmental Planning Policy (Industry and Employment) 2021

Chapter 3 of this *State Environmental Planning Policy (Industry and Employment) 2021* applies to advertising and signage. Section 3.4 states that the chapter applies to signage that can be displayed with or without development consent under another environmental planning instrument that applies to the signage, and is visible from any public place or public reserve.

The SEPP does not apply to signage that is exempt development.

Two new signs are proposed, being a business identification sign on an existing signage structure at the frontage of the site and a wall sign above the existing awning on the subject building. Additional small window signage advertising services available at the premises is also proposed.

Section 3.6 of the SEPP states that “a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied—

- (a) *that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and*
- (b) *that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.”*

The relevant objectives are as follows:

- (a) *to ensure that signage (including advertising)—*
 - (i) *is compatible with the desired amenity and visual character of an area, and*
 - (ii) *provides effective communication in suitable locations, and*
 - (iii) *is of high quality design and finish.*

Comment: It is considered that the proposed signs are consistent with the above objectives as they are appropriately proportioned having regard to the size of the existing signage structure and the subject building. The signs will effectively advertise the proposed new business and will be of high quality design and finish.

The following table addresses the assessment criteria in Schedule 5 of the SEPP.

Assessment Criteria	Comment
1 Character of the area <ul style="list-style-type: none"> Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	The proposed signs are for business identification purposes appropriate for an industrial area.
2 Special areas <ul style="list-style-type: none"> Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? 	Not applicable. The subject land is not in or near any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways or rural landscapes. The signs are considered appropriate given the zoning of the land.
3 Views and vistas <ul style="list-style-type: none"> Does the proposal obscure or compromise important views? Does the proposal dominate the skyline and reduce the quality of vistas? Does the proposal respect the viewing rights of other advertisers? 	The proposed signs will not dominate the skyline and will not obstruct any other advertising.
4 Streetscape, setting or landscape <ul style="list-style-type: none"> Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? Does the proposal contribute to the visual interest of the streetscape, setting or landscape? Does the proposal reduce clutter by rationalising and simplifying existing advertising? Does the proposal screen unsightliness? Does the proposal protrude above buildings, structures or tree canopies in the area or locality? Does the proposal require ongoing vegetation management? 	The proposed signs are appropriately proportioned having regard to the size of the existing signage structure and the subject building and will be consistent in size with other signage in the vicinity. The signs will not be higher than buildings or vegetation in the locality. No ongoing vegetation management will be required.
5 Site and building <ul style="list-style-type: none"> Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? Does the proposal respect important features of the site or building, or both? Does the proposal show innovation and imagination in its relationship to the site or building, or both? 	The scale and location of the proposed signage is compatible with the scale and form of the existing signage structure and the approved building on the site.

6 Associated devices and logos with advertisements and advertising structures <ul style="list-style-type: none"> Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed? 	No safety devices, platforms or lighting devices are proposed. The signs will include the name of the proposed business along with contact details.
7 Illumination <ul style="list-style-type: none"> Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft? Would illumination detract from the amenity of any residence or other form of accommodation? Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew? 	No illumination of the signage is proposed.
8 Safety <ul style="list-style-type: none"> Would the proposal reduce the safety for any public road? Would the proposal reduce the safety for pedestrians or bicyclists? Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? 	The proposed signs will have no impact on the safety of road users.

4.3 State Environmental Planning Policy (Transport and Infrastructure) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 (TI SEPP) provides for certain infrastructure developments to be exempt development, complying development or development that is permitted with consent. Division 17 of Part 2.3 of the TI SEPP applies to roads and traffic.

Clause 2.119 relates to development with frontage to classified road. Sydney Road is a part of the Castlereagh Highway which is a classified road. The subject land has frontage to Sydney Road with two existing access points. No new access points are proposed. Sub-clause (2) states that:

- (2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*
- (a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
 - (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
 - (i) *the design of the vehicular access to the land, or*
 - (ii) *the emission of smoke or dust from the development, or*
 - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
 - (c) *the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

The proposed development will comply with this clause as the development will utilise existing approved access points. The development is designed to ensure all vehicles up to a large rigid truck will be able to enter and leave the site in a forward direction. It is considered that the proposal will not affect the safety, efficiency and ongoing operation of Sydney Road. The development is not of a type that is sensitive to traffic noise or vehicle emissions.

Clause 2.112 relates to traffic generating development and applies to certain new developments or the enlargement or extension of certain existing developments. For industrial development, traffic generating development is defined as being on land 5,000m² or greater or (if the site area is less than the gross floor area), the gross floor area is 5,000m² or greater. The subject land has a total area of 7,464m² in area, however, the proposal is to utilise an existing approved building for an appropriate use and is therefore not considered to be traffic generating development.

4.4 Mid-Western Regional Local Environmental Plan 2012

4.4.1 Zoning and zone objectives

The development is proposed on land zoned E3 Productivity Support, as shown on the map below.



The objectives of the E3 zone are:

- To provide a range of facilities and services, light industries, warehouses and offices.
- To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.
- To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.
- To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.
- To provide opportunities for new and emerging light industries.
- To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.
- To promote a visually attractive entry point into Mudgee from the south east.
- To enable development that does not undermine the primary retail role of the Mudgee commercial core area.

The proposed development provides for a permissible use of an approved industrial building that will be compatible with surrounding land uses. The proposed use is suitable for the main employment area in Mudgee and will not compete with land uses in Mudgee's commercial centres or undermine the primary retail role of the Mudgee commercial core area. The proposal provides a use that meets the needs of the community. The proposal will not change the visual appearance of the site from Sydney Road. The proposed development is therefore considered to be consistent with the zone objectives.

4.4.2 Land Use Permissibility

The proposed development is defined as "vehicle repair station". The definition of vehicle repair station is as follows:

vehicle repair station means a building or place used for the purpose of carrying out repairs to, or the selling and fitting of accessories to, vehicles or agricultural machinery, but does not include a vehicle body repair workshop or vehicle sales or hire premises.

Vehicle repair stations are permitted with consent in the E3 zone.

4.4.3 Lot Size

Not applicable to the proposed development.

4.4.4 Building height

There is no maximum building height in MWRLEP 2012 for the subject land.

4.4.5 Heritage

The site does not contain a heritage item and is not in a heritage conservation area. The rural land to the east, across the railway line, is a heritage item (I402 – Burrundulla Station and homes). The proposed development is a significant distance from the heritage item and is within an approved building. The proposal will have no detrimental impact on the significance of the item.

In relation to Aboriginal Heritage, a basic search of the Aboriginal Heritage Information Management System found no records of any Aboriginal artefacts within 200m of the subject land. No new works that will disturb the soil are proposed as part of this development, therefore there is no potential for disturbance of Aboriginal archaeology and that no further detailed Aboriginal cultural heritage assessment is warranted.

4.4.6 Flood planning

The subject land is not mapped as flood prone.

4.4.7 Earthworks

No earthworks are proposed as part of this development application.

4.4.8 Groundwater vulnerability

The whole of the land is mapped as groundwater vulnerable on the Groundwater Vulnerability Map in MWLEP 2012.

Clause 6.4 requires the consent authority to consider:

- (a) *the likelihood of groundwater contamination from the development (including from any on-site storage or disposal of solid or liquid waste and chemicals),*
- (b) *any adverse impacts the development may have on groundwater dependent ecosystems,*

- (c) *the cumulative impact the development may have on groundwater (including impacts on nearby groundwater extraction for a potable water supply or stock water supply),*
- (d) *any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

The proposed development is unlikely to have detrimental impacts on groundwater. No new earthworks are proposed. The site is connected to the reticulated sewer and water systems and no change is proposed to existing approved stormwater management. Trade waste can be effectively managed.

Given the above, the development can be granted consent as it is designed, sited and will be managed to avoid any adverse environmental impact.

4.4.9 Terrestrial Biodiversity

The subject land does not contain any areas mapped as having terrestrial biodiversity.

4.4.10 Essential Services

Clause 6.9 of MWRLEP 2012 states that “*development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required—*

- (a) *the supply of water,*
- (b) *the supply of electricity,*
- (c) *the disposal and management of sewage,*
- (d) *stormwater drainage or on-site conservation,*
- (e) *suitable road access.”*

The subject building is connected to reticulated water, sewer, power and telecommunications services. No change is proposed to the location of the existing site access. Stormwater from the existing building is directed to existing infrastructure in Sydney Road.

4.5 Mid-Western Regional Development Control Plan 2013

4.5.1 Section 4.4 Signs

The Mid-Western Regional Council's DCP contains the following provisions for signs in industrial areas:

- (a) *Non-Illuminated Pole/pylon signs and directory boards shall be limited to a maximum of 6m² advertising area and a maximum overall height of 5 metres. In general the bottom of a pole or pylon signs should be at least 3 metres above ground level.*
- (b) *Illuminated Pole or pylon signs must have a maximum area of 4m².*

Comment: The proposed sign at the front of the site is located on an existing signage structure that is 3.9m in height. The bottom of the sign is 2.4m above natural ground level. While this is less than 3m, the signage structure is existing and is located in a proposed landscaped area.

The area of the sign is 4.5m² (3m by 1.5m), being smaller than the maximum size for a non-illuminated sign. The proposed sign will not be illuminated. The size of the sign is considered appropriate as it is consistent with the shape and size of the existing signage structure.

(c) A maximum of one pole or pylon sign can be erected without Council approval if the above requirements are met.

Comment: The site contains an existing signage structure that is proposed to be used. The sign contains two signage areas for the use of two approved buildings. The proposed sign will utilize one of the two signage areas.

(d) A maximum of two (1) pole or pylon signs shall be permitted per site frontage.

Comment: The proposal utilizes a part of one existing signage structure.

(e) In the case of an industrial multi unit complex, one (1) directory sign board of up to 8m² in any area may be permitted with approval. Each industrial unit may have a sign at the entrance of each unit having the maximum dimensions of 2000mm by 600mm without approval.

Comment: With two approved industrial buildings, the existing signage structure can be considered similar to a directory board. The sign contains two signage areas, with the proposed sign to use one of these areas. The total signage area will be 9m², slightly larger than the 8m² control. The total size of the potential signage is considered appropriate as it is consistent with the shape and size of the existing signage structure.

(f) One sandwich board sign per site is permitted without approval however must be located inside the property boundaries and weighted and securely fixed so that it will not blow over. A maximum area of 2m² per side applies.

Comment: Not applicable.

(g) Council will not approve the use of flashing lights, bunting and other devices to attract attention to a business.

Comment: No flashing lights, bunting or other attracting devices are proposed.

(h) Individual directional signage will not be permitted.

Comment: Not applicable.

4.5.2 Section 4.6 Industrial Development

Setbacks and Site Coverage

Front – 15m

Side and Rear – nil, Subject to compliance with fire rating requirements of BCA.

Comment – No change is proposed to existing building setbacks.

Site Coverage

50%

Comment – No change is proposed to existing site coverage.

Landscaping

Comment – Landscaping has been approved as part of the previous development application for the construction of the building. Landscaping will be completed by the developer prior to the commencement of the proposed use. No additional landscaping is proposed or required.

Design

(a) Low scale building elements such as display area, offices, staff amenities are to be located at the front of the premises and constructed in brick or finished concrete.

(b) Roof materials are to be non-reflective.

Comment – No change is proposed to the building design.

Fencing

(a) All security fencing is to be pre-coloured or power coated.

Comment – No new fencing is proposed.

(b) Open work areas or storage areas visible from a public place or street must be fenced by masonry material or pre-coloured metal cladding of minimum 2m height. This fencing is to be only located behind the front setback.

Comment – The proposed does not involve any outdoor work or storage areas, other than the approved location of waste bins.

(c) Where perimeter fencing is proposed, any access gates are to be setback from the boundary by the length of the largest vehicle accessing the site.

Comment – Not applicable to the proposed development.

Utilities

(a) Statement of servicing to be provided to demonstrate the availability and feasibility of providing water, sewer, and stormwater appropriate for the scale of the development.

Comment – The building is connected to electricity, telecommunications, water and sewer. Stormwater from the existing building is directed to existing infrastructure in Sydney Road.

(b) Applications must demonstrate adequate provision for storage and handling of solid waste.

Comment – An appropriately located and accessible waste storage area was identified in the original approval for the industrial buildings. No change is proposed to waste management.

(c) Liquid Trade Waste Application and facilities are required where liquid wastes (excluding domestic waste from a hand basin, shower, bath or toilet) are to be discharged to Council's sewer system.

Comment – An existing trade waste facility exists on site. In addition, portable trade waste equipment, such as a boom and spill kit, along with a dedicated bunded oil waste facility within the building. Trade waste will be collected by a licensed waste disposal company.

(d) No building can be located within an easement for the purposes of utility infrastructure.

Comment – Not applicable to the proposed development.

(e) For water and sewer mains structures are to be located 1500mm for the centre line of the main.

Comment – Not applicable to the proposed development.

Traffic and Access

(a) A traffic assessment report to be submitted that demonstrates:

i. Site Access

ii. Loading and unloading facilities (to be contained within the site and to be able to cater for largest design vehicle.

iii. Safe on-site manoeuvring area for the largest design vehicle

Comment – The proposal will utilise existing access points to Sydney Road. The design facilitates manoeuvring on site for a large rigid vehicle to ensure all loading and unloading can be undertaken on the site.

(b) Unsealed vehicle movement areas are not acceptable due to environmental impacts.

Comment – All vehicle manoeuvring areas will be sealed.

(c) All vehicles must be able to enter and leave in a forwarded direction.

Comment – The design facilitates manoeuvring on site for a large rigid vehicle to ensure all vehicles can enter and leave the site in a forward direction.

(d) The number of access points from a site to any one street frontage is limited to 1 ingress and 1 egress.

Comment – The proposal will utilise one existing access point to Sydney Road.

(e) No vehicular access will be permitted to a Main Road where there is an alternate access point.

Comment – No alternative access options are available to the site.

(f) Driveways must be provided in accordance with AS2890.1 Parking Facilities.

Comment – No change is proposed to the existing approved access driveway.

(g) A separate sealed hardstand loading area which is capable of accommodating trucks that service the site.

Comment – All vehicle manoeuvring areas will be sealed.

(h) The loading area is to be provided behind the building line at the side or rear of the building.

Comment – No change is proposed to existing approved loading arrangements.

Car parking

Customer parking should be provided convenient to the public entrance.

Comment – No change is proposed to existing approved customer parking, however one additional car parking space is proposed to be provided external to the building, with room available for five additional vehicles to be parked within the building (not including vehicles being worked on, on the proposed hoists).

Signage

(a) Refer section 4.4 Signage

(b) Single occupant industrial site:

- i. one free standing advertisement within the 5m landscaped setback; and
- ii. one advertisement integrated within the facade of the building, but no higher than the building roofline.

(c) Multiple unit industrial site:

- i. one index board near site entrance or within the 5m landscaped setback; and
- ii. one advertisement integrated within the facade of each unit, but no higher than the building roofline.

Comment – The proposed signage complies with these requirements.

Outdoor lighting and noise

(a) Must comply with AS4282 Control of Obtrusive Effects of Outdoor Lighting.

Comment – The proposal can comply with the relevant standard.

(b) Windows, doors and other wall openings shall be arranged to minimise noise impacts on residences where proposed within 400m of a residential zone.

(c) External plant (generators, air conditioning plant etc.) shall be enclosed to minimise noise nuisance where adjoining residential area.

Comment – Not applicable to the subject land.

Subdivision

Comment – No subdivision of land is proposed.

4.5.3 Section 5.1 Car Parking

For vehicle repair stations, the DCP requires five spaces per work bay. The proposal seeks to provide two hoists that would be considered as two work bays, thereby requiring 10 parking spaces.

Five parking spaces have already been provided for the use of unit 2. Additional car parking is proposed to bring the total number of spaces available to 11 (not including vehicles being worked on, on the hoists in the work bays).

The proposal is considered acceptable in relation to car parking for the following reasons:

- The maximum number of staff proposed is 4 (2 mechanics, one apprentice and a part time receptionist). Given these small staffing levels, the number of jobs (and therefore customer vehicles) at any one time will be similarly small.
- The two proposed hoists serve different purposes, one for small repair jobs and for registration checks, the other for larger repair jobs and wheel alignments. Therefore, depending on work demand, the two hoists will not always be in use at the same time.
- Adequate room is available within the building for the parking of up to three staff vehicles plus two additional vehicles (awaiting work), ensuring that the external formal parking spaces are available for customers.
- Room is available for one additional parking space adjacent to the waste storage area on the northern boundary of the site. This increases the customer parking dedicated to the use of the subject building to six spaces.
- Customers are routinely picked up and dropped off at their residence or workplace as required, meaning that there is no great demand for customer parking.
- Customers who do drive to the site are generally in attendance for a short period of time, ensuring a quick turnover of parking space use.

In addition to the above, the site overall contains a total of 31 parking spaces (not including the additional spaces proposed as part of this development application), providing opportunities for alternative parking in close proximity in the event that the existing approved five customer spaces allocated to the subject building are occupied.

Based on the above, parking for the proposed use is considered adequate.

4.5.4 Section 5.2 Flooding

The site is not affected by flooding.

4.5.5 Section 5.3 Stormwater Management

No change is proposed to existing stormwater arrangements.

4.5.6 Section 5.4 Environmental Controls

Protection of Aboriginal Archaeological Items

A basic search of the Aboriginal Heritage Information Management System found no records of any Aboriginal artefacts within 200m of the subject land. No new works that will disturb the soil are proposed as part of this development, therefore there is no potential for disturbance of Aboriginal archaeology and that no further detailed Aboriginal cultural heritage assessment is warranted.

Bushfire Management

The subject land is not mapped as bushfire prone land.

Riparian and Drainage Line Environments

The site does not contain or adjoin any riparian or drainage lines.

Pollution and Waste Management

The development will generate waste as a result of the operation of the use.

An appropriately located and accessible waste storage area was identified in the original approval for the industrial buildings. No change is proposed to waste management.

An existing trade waste facility exists on site. In addition, portable trade waste equipment, such as a boom and spill kit, along with a dedicated bunded oil waste facility within the building.

All waste, including trade waste, will be collected by a licensed waste disposal company.

Threatened Species and Vegetation Management

The proposed development will have no impact on threatened species or vegetation.

Building in Saline Environments

The subject land is not considered to have high levels of salinity. The proposed development is unlikely to be affected by saline soils.

5 CONCLUSION

This Statement of Environmental Effects (SEE) supports a development application for the use of an approved light industrial building for a vehicle repair station at Unit 2, 5B Sydney Road, Mudgee (Lot 100 DP 1302412).

The subject land is zoned E3 Productivity Support and contains a number of industrial buildings, including two recently constructed buildings for light industrial purposes. The proposed use will occupy the rear of the two new industrial buildings.

Site works including sealing of driveways and car parking areas and landscaping are yet to be completed. Works internal to the subject building, such as fit out of kitchen and toilet are also yet to be completed. These works will be completed by the developer prior to the commencement of the proposed use.

The purpose of the new development is defined as “vehicle repair station”, which is permitted with consent in the E3 zone.

The development is not “State significant development”, “regionally significant development”, or “designated development”. The development is not “integrated development” or “nominated integrated development”.

The development does not involve any new building works. The proposal involves the installation of two vehicle hoists and the provision of non structural work benches, storage cabinets, office counter and other equipment such as spill kits and bund stations.

The proposed hours of operation are 7 30am to 5pm Monday to Friday.

The maximum number of persons employed at the premises will be four, being two mechanics, one apprentice and one receptionist (part time).

Signage proposed for the use will involve one sign on the existing signage structure at the front of the site and one wall sign above the existing awning on the subject building. These signs will advertise the name of the business and contact details. Additional small window signage will advertise services available at the premises such as pink slips, wheel alignments, etc.

The development will not increase traffic movements to and within the site beyond those envisaged with the original approval for the light industrial units. Adequate parking is to be provided on site and all vehicles up to a large rigid truck will be able to enter and leave the site in a forward direction.

The proposal will have social and economic benefits to the community. The development is permissible with consent and is consistent with all relevant legislation and policy. There is no impediment to the granting of development consent subject to conditions.

