

## **STATEMENT OF ENVIRONMENTAL EFFECTS**

### **PROPOSED VEHICLE REPAIR STATION**

4/49-51 Mitchell Road, Brookvale

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Prepared by Genevieve Hastwell, Urban Planner on behalf of Mykolai Pty Ltd

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Development Application for a Change of Use to a Vehicle Repair Station  
4/49-51 Mitchell Road, Brookvale

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## ATTACHMENTS

Appendix	Document
1	Estimated Cost of Works Form
2	Landowners Consent (from tenancy owner (the Proponent) and strata)
3	Floorplan of the tenancy
4	Site plan locating the tenancy within the complex
5	Waste Management Plan

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## PART A SUMMARY

### 1.1 Introduction

This Statement of Environmental Effects (SEE) report has been prepared on behalf of MYKOLAI PTY LTD to support a Development Application (DA) to Northern Beaches Council (Council) for a vehicle repair station located at 4/49-51 Mitchell Road, Brookvale NSW 2100 (the site).

The SEE includes an assessment of the proposed works in terms of the matters for consideration as listed under Section 4.15 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and should be read in conjunction with information annexed to this report.

Specifically, the SEE:

- Describes the site in its local context,
- Describes the proposed works,
- Identifies and addresses relevant Council and State controls, policies, and guidelines,
- Identifies and addresses the potential environmental considerations of the proposal, and
- Provides potential measures for minimising or managing the potential environmental considerations.

The subject site is zoned E4 General Industrial pursuant to the Warringah Local Environmental Plan (LEP) 2011.

The objectives of the E4 General Industrial Zone are as follows:

- *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 provide areas for land uses that need to be separated from other zones*
- *To provide healthy, attractive, functional and safe light industrial areas.*

The proposal seeks to change the use of the site to a vehicle repair station, which is considered to be consistent with the zoning objectives and the prevailing character of the Brookvale area. Vehicle repair stations are permissible with consent in the zone.

Based on the assessment undertaken, it is recommended that favourable consideration to the approval of the DA be given.

### 1.2 Proponent

The details of the Proponent are provided below.

Table 1 Proponent Details	
Aspect	Detail
Business Name	Mykolai Pty Ltd
ABN	44 646 612 455
Address	4/49-51 Mitchell Road, Brookvale NSW 2100

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## PART B SITE ANALYSIS

### 2.1 Site and Context

The subject site comprises a single landholding at 4/49-51 Mitchell Road, Brookvale and is identified as follows:

**Table 2 Site Identification.**

Site Address	Legal Description(s)	Land Area (approx.)
4/49-51 Mitchell Road, Brookvale	Lot 4 SP 80145	7,942.8 m <sup>2</sup>

The site is Lot 4 within Strata Plan 80145 (SP 80145). The SP is irregular in shape and has a total site area of 7,942.8 m<sup>2</sup>. The location of the proposed works is tenancy four within the strata plan, comprising a ground floor warehouse and two car parking spaces. The ground level warehouse has a floor area of 92 m<sup>2</sup>. A separate tenancy is located directly above the subject site.

Other businesses operating within the same Lot comprise a mix of light industrial (vehicle repair stations, a window tinting service, autotuning business, tiler, asbestos treatment business, steel fabricator etc), commercial premises (medical supplies distributor, computer support service) and retail premises (cheese store, office supplies, etc). The Lot contains parking space for approximately sixty vehicles, inclusive of the two spaces for the exclusive use of the subject tenancy, one alongside Unit 4, the other located just opposite.

The site is not zoned for flood planning nor is it bushfire prone. There are no heritage items located on or near the site.

The site is in the suburb of Brookvale within the Northern Beaches Local Government Area (LGA). Brookvale is the principal (and largest) industrial precinct in the North District of Sydney. Vehicular access to and from the site is from Mitchell Road, on the site's western boundary. The nearest main road is Pittwater Road located approximately 400 metres to the west.

The location of the subject site and existing site development are depicted in **Figure 1** and **Figure 2** below.

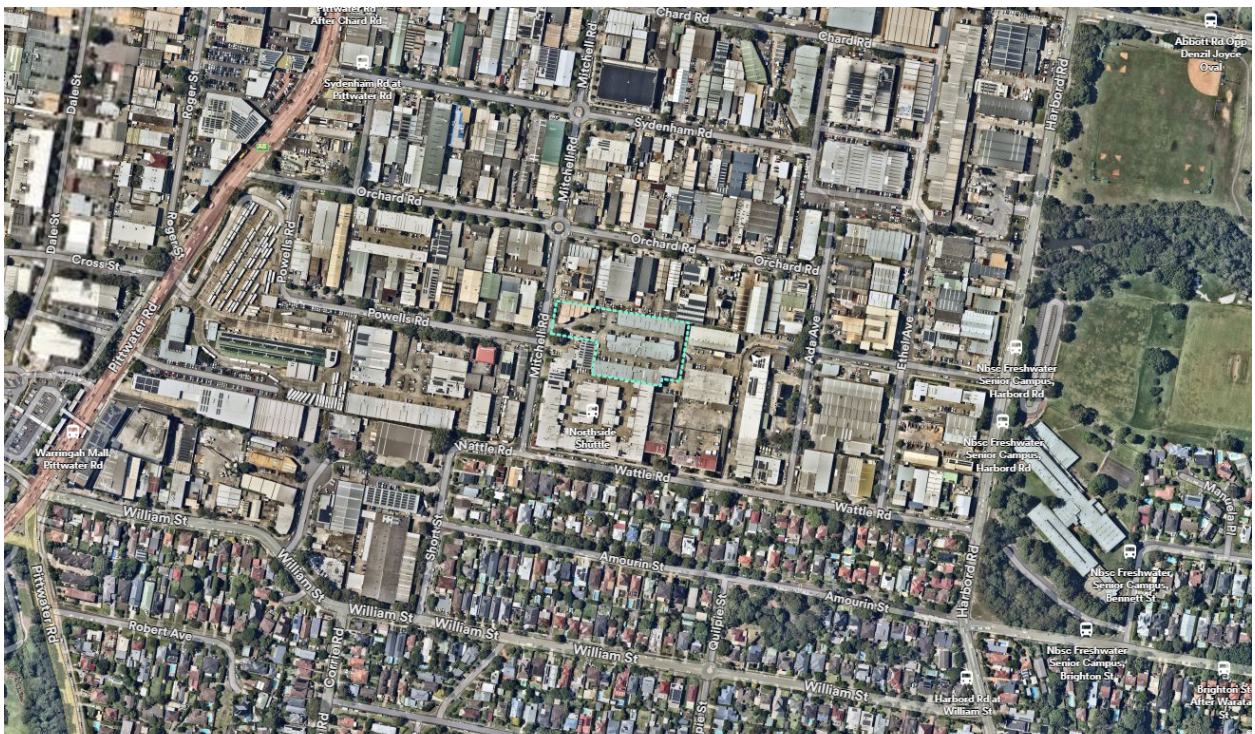


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**Figure 1. Site Map.** The lot boundary is shown in blue while tenancy four is shown in yellow (Source: Nearmap, 2025).



**Figure 2. Broader Contextual map**  
(Source: Nearmap, 2025).



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## PART C PROPOSED DEVELOPMENT

### 3.1 Development Overview

The proposed development relates to Tenancy 4 within the existing industrial complex at 49-51 Mitchell Road, Brookvale. This unit was formerly occupied by a bookbinding/book restoration business. The proposal involves no physical works but rather is seeking a change of use to a vehicle repair station.

The Proponent currently operates a mobile mechanic business however the operation of the business as mobile is becoming increasingly difficult. The subject application seeks to provide the business with a physical workshop space to allow for the ongoing operation of the business. The physical works to equip the workshop will be sought under a separate planning pathway.

The following operational details are relevant for the vehicle repair station:

- Operational hours:
- Monday – Friday, 8:00am – 6:00pm
- Saturday, 8:00am – 1:00pm
- Staff: One (1) – the business owner only, with no employees.
- Workshop floor area: Approximately 92m<sup>2</sup>

The intended use and services offered by the business will include basic car servicing and small repairs. As a one-man workshop, services would include:

- Brake replacement
- Battery replacement
- Oil changes
- Starter/alternator replacement
- Electrical repairs and diagnostics

Larger repair jobs that require more extensive labour or multiple mechanics will not be undertaken.

The business is expected to generate approximately six vehicle movements per day, five days per week. This comprises three customers and three deliveries (generally of small parts) per day, Monday to Friday, and Saturday mornings. This would have a negligible impact on parking and traffic in the vicinity.

Cars being serviced are housed within the workshop and therefore do not contribute to demand for parking around the site. An excerpt of the tenancy site plan is provided below.

The proposal is intended to align with existing and future desired character of Mitchell Road and Brookvale.

### 3.2 Aims and Objectives

The Proponent is currently operating as a mobile mechanic and seeks to establish a dedicated workshop space through this development application. This move will provide the small, locally run business with the opportunity to grow and thrive within the community, offering more reliable services in a fixed location. A location for a permanent workshop will not only provide stability for the business but also allow for an expansion of services that are difficult to perform in a mobile setup. With enhanced capabilities in a dedicated space, the Proponent will be able to offer a broader range of small repair services, better serve locals, and ensure the ongoing success and sustainability of this independent business.



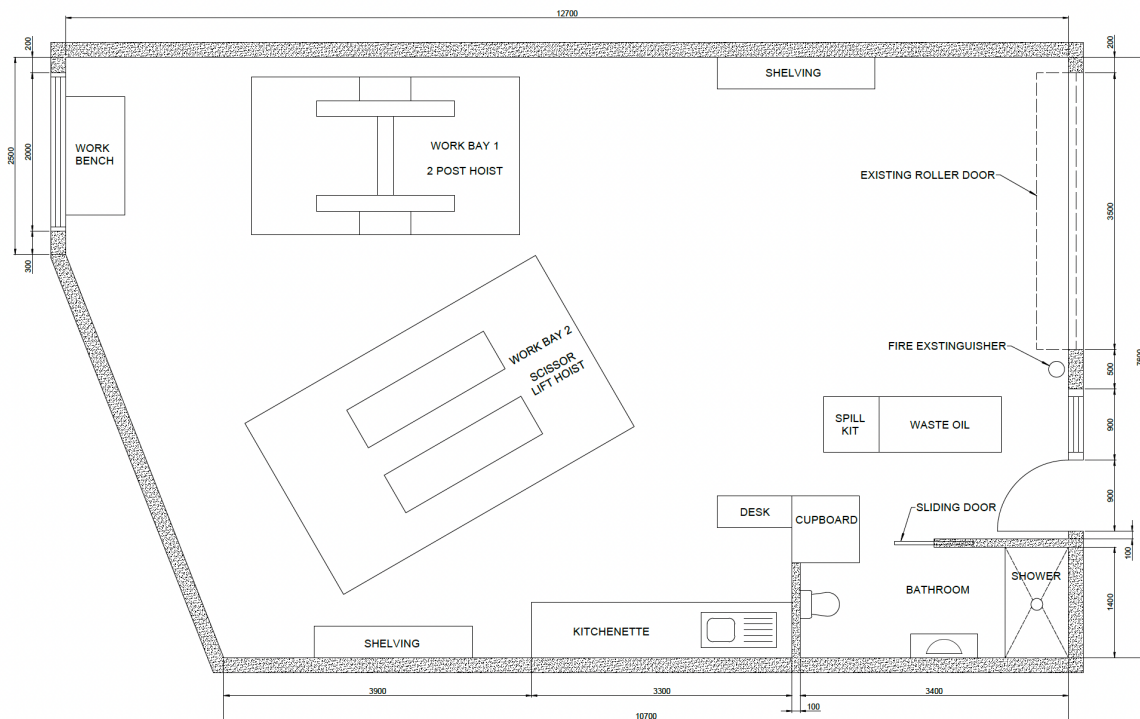
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Hence, the following objectives have been identified as forming the basis of the proposed development:

- Allow for the ongoing and successful operation of a local small business;
- Complement the existing mix of industrial, commercial and retail uses on the site; and
- Ensure orderly development of the site that is compatible with surrounding development and the local context.

The proposal is considered to meet the objectives set out above as it allows for a compatible use within an established industrial precinct, commensurate to the surrounding site context.



**Figure 3. Site Layout Plan.** Source: Mykolai Pty Ltd.

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## PART D LEGISLATIVE AND POLICY FRAMEWORK

This part of the Planning Report addresses and responds to the legislative and policy requirements relevant to the proposed development at the subject site.

### 4.1 State Environmental Planning Policy (Resilience and Hazards) 2021

SEPP (Resilience and Hazards) 2021, and in particular Clause 4.6(1), states that a consent authority must not grant consent to the carrying out of any development on land unless it has considered whether the land is contaminated. Given the history of industrial use of the land, the site is not considered to be subject to contamination and further investigation is not required at this stage.

### 4.2 Warringah Local Environmental Plan 2011

The Warringah Local Environmental Plan 2011 (WLEP 2011) is the primary local planning instrument applying to the site. An assessment against the relevant development standards applying to the site has been provided below.

**Table 3 Compliance with the Warringah Local Environmental Plan 2011**

Item	Description	Compliance
Zoning	The site is zoned E4 General Industrial.	Complies
Objectives of the zone	<p>To provide a range of industrial, warehouse, logistics and related land uses.</p> <ul style="list-style-type: none"><li>• To ensure the efficient and viable use of land for industrial uses.</li><li>• To minimise any adverse effect of industry on other land uses.</li><li>• To encourage employment opportunities.</li><li>• To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.</li><li>• To provide areas for land uses that need to be separated from other zones.</li><li>• To provide healthy, attractive, functional, and safe light industrial areas.</li></ul>	Complies
Height of buildings	The site is subject to an 11m height of buildings control.	Complies
Floor Space Ratio	No Floor Space Ratio control is applicable to the site.	N/A
Heritage Conservation	The site is not classified as a heritage item or as being within a heritage conservation area. The site is not within the vicinity of a heritage item or heritage conservation area.	N/A
Flood planning	The site is not identified as flood affected.	Complies

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### 4.3 Warringah Development Control Plan 2011

The Warringah Development Control Plan 2011 (WDCP 2011) is the primary Development Control Plan that applies to the site and sets out the core controls for the site. An assessment against the relevant development controls applying to the site has been completed and shown below.

**Table 4 Consistency with the Pittwater Development Control Plan 2011**

Control	Description	Compliance
B1 Wall Heights	Walls are not to exceed 7.2 metres from ground level (existing) to the underside of the ceiling on the uppermost floor of the building (excluding habitable areas wholly located within a roof space).	Complies
B3 Side Boundary Envelope	N/A – no side boundary envelope applies to be site	N/A
B5 Side Boundary Setbacks	Development on land shown coloured on the DCP Map Side Boundary Setbacks is to be assessed on merit. Side boundary setback areas are to be landscaped and free of any above or below ground structures, car parking or site facilities other than driveways and fences.	Complies
B7 Front Boundary Setbacks	Development is to maintain a minimum setback of 4.5m to road frontages. The front boundary setback area is to be landscaped and generally free of any structures, basements, carparking or site facilities other than driveways, letter boxes, garbage storage areas and fences.	Complies
B9 Rear Boundary Setbacks	Development is to maintain a minimum setback to rear boundaries. The rear setback control is to be a merit assessment. The rear setback area is to be landscaped and free of any above or below ground structures.	Complies
C2 Traffic, Access and Safety	Applicants shall demonstrate that the location of vehicular and pedestrian access meets the objectives. Vehicle access is to be obtained from minor streets and lanes where available and practical.	Complies
C3 Parking Facilities	Carparking is to be provided in accordance with Appendix 1 which details the rate of car parking for various land uses.	Complies
C4 Stormwater	Stormwater runoff must not cause downstream flooding and must have minimal environmental impact on any receiving stormwater infrastructure, watercourse, stream, lagoon, lake and waterway or the like. The stormwater drainage systems for all developments are to be designed, installed and maintained in accordance with Council's Water Management	Complies

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**Table 4 Consistency with the Pittwater Development Control Plan 2011**

Control	Description	Compliance
	for Development Policy.	
C9 Waste Management	<p>Objectives</p> <ul style="list-style-type: none"><li>• To facilitate sustainable waste management in a manner consistent with the principles of Ecologically Sustainable Development (ESD).</li><li>• To achieve waste avoidance, source separation and recycling of household and industrial/commercial waste.</li><li>• To design and locate waste storage and collection facilities which are convenient and easily accessible; safe; hygienic; of an adequate size, and with minimal adverse impacts on residents, surrounding neighbours, and pedestrian and vehicle movements.</li><li>• To ensure waste storage and collection facilities complement waste collection and management services, offered by Council and the private service providers and support on-going control for such standards and services.</li><li>• To minimise risks to health and safety associated with handling and disposal of waste and recycled material, and ensure optimum hygiene.</li><li>• To minimise any adverse environmental impacts associated with the storage and collection of waste.</li><li>• To discourage illegal dumping. Requirements 1. All development that is, or includes, demolition and/or construction, must comply with the appropriate sections of the Waste Management Guidelines and all relevant Development Applications must be accompanied by a Waste Management Plan. Link: Northern Beaches Council's Waste Management Guidelines</li></ul>	Complies

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## **PART E      CONSIDERATION OF IMPACTS**

This section identifies and assesses the impacts of the development.

### **1.3 Context and Setting**

The proposed development relates to Tenancy 4 within the existing industrial complex at 49-51 Mitchell Road, Brookvale. This unit was formerly occupied by a bookbinding/book restoration business. The proposal involves the change of use to a vehicle repair station, installation of two (2) vehicle hoists, and minor internal modifications to accommodate the workshop.

The subject site is located within an established industrial area, surrounded by similar light industrial and commercial operations. The proposal supports the continued use of the subject site for industrial activities, ensuring compatibility with the surrounding context. The development will not introduce any significant environmental impacts and will not adversely affect the amenity of adjacent properties. Overall, the proposal is considered appropriate for the context and setting of the site. Due to the fully internal nature of the works there are no impacts to views or streetscapes as a result of the proposal.

### **1.4 Traffic**

The proposed development does not involve any changes to the existing access, parking, or transport arrangements at the subject site. The business has exclusive use of two (2) designated parking spaces, one directly alongside the unit and another just opposite. Additionally, there is ample free space on-site to facilitate the movement and temporary positioning of vehicles as necessary.

Vehicle movements are expected to remain minimal, with an average of three (3) customer vehicles per day, five (5) days a week and on Saturday mornings. Given the small-scale nature of the operation and the existing industrial setting, the development is not expected to generate additional traffic beyond typical industrial activities. Therefore, no adverse transport impacts are anticipated.

### **1.5 Waste**

A Waste Management Plan is not required for the proposal. Waste disposal practices will be carefully managed to ensure minimal environmental impact. The business owner currently recycles paper and cardboard weekly, while waste oil is collected and recycled on a weekly basis. Once the business is fully approved and licensed, a dedicated waste oil tank would be installed on-site, with scheduled collections by oil recyclers occurring monthly.

Scrap metal waste generated from vehicle servicing will be collected by scrap metal dealers once or twice per week. General landfill waste is expected to be minimal, approximately equivalent to one domestic-size wheelie bin per fortnight. Given the efficient waste management plan in place, no significant waste-related impacts are expected.

### **1.6 Heritage**

The subject site is not identified as a heritage-listed item and does not form part of a heritage conservation area. The proposed works involve minor internal alterations and installation of equipment within an existing industrial unit, ensuring that there will be no impact on heritage significance in the surrounding area.

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### 1.7 Social and Economic Impacts

The proposed development is not expected to result in any adverse social or economic impacts. On the contrary, it will contribute positively to the local economy by supporting the establishment of a small, independent vehicle repair business. The proposal enhances the functionality of the site for its intended industrial use, providing a reliable service for the community while fostering business growth within the Brookvale industrial precinct. The well-managed waste disposal plan and efficient traffic operations further ensure that the development remains sustainable and beneficial to the local area. Given these considerations, the proposal is expected to have positive social and economic impacts.

### 5.1 Suitability of the Proposal

The proposed development is considered to be suitable for the site for the following reasons:

- The proposal aligns with the objectives of the E4 General Industrial zone, supporting light industrial activities that contribute to the local economy.
- The development provides a dedicated workspace for a small, locally operated vehicle repair business, allowing for a broadening of services and improved efficiency.
- The proposal utilises an existing industrial unit, ensuring minimal structural changes and reducing the need for additional development in the area.
- The site has appropriate access for vehicles and customers, with provisions for safe entry and exit.
- The development is designed to comply with relevant planning controls and guidelines, ensuring a suitable fit within the existing industrial setting.
- The proposed use will not result in significant environmental impacts and is consistent with surrounding land uses.

### 5.2 Public Interest

The proposed development is within the public interest for the following reasons:

- The proposal is consistent with the zoning objectives of the Warringah LEP 2011, which seeks to facilitate appropriate industrial activities.
- The proposal aligns with the DCP provisions by maintaining the integrity of the industrial precinct and ensuring compatibility with adjacent businesses.
- The development will not create any adverse amenity impacts, such as overshadowing, privacy concerns, or view loss, as it retains the existing building structure.
- The proposal respects the existing streetscape character and industrial nature of the area by maintaining the current built form and materiality.
- The project supports the sustainability and viability of small-scale, independent businesses, contributing to local employment and economic diversity.

### 5.3 Section 4.15 Compliance Summary

The table below provides an assessment of the matters referred to in S.4.15 (1) of the EP&A Act 1979.

**Table 5 Compliance with Section 4.15 of the Act**

Clause No.	Clause	Assessment
(a)(i)	The provision of any environmental planning instrument.	The development has been considered in line with the Warringah Local Environmental Plan 2012 and other relevant EPIs and has been shown to be



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**Table 5 Compliance with Section 4.15 of the Act**

Clause No.	Clause	Assessment
		consistent with the relevant provisions.
(a)(ii)	Any proposed instrument under public consultation.	Not Applicable
(a)(iii)	Any development control plan.	The development has been considered against the provision of the Warringah Development Control Plan and is largely compliant with its controls – See Section 4.4 of the SEE.
(a)(iiia)	Any planning agreement under Section 7.4.	Not Applicable
(a)(iv)	The regulations as applicable.	Not Applicable
(a)(v)	Any coastal zone management plan.	Not Applicable
(b)	The likely impacts of that development.	There are likely to be minimal impacts arising from the development given the proposal does not seek to alter the existing building form, including envelope and footprint, therefore maintaining a consistent streetscape character.
(c)	The suitability of the site for the development.	The site is considered suitable for the development given its existing industrial use, its zoning, and location.
(d)	Any submissions made.	To be considered following exhibition.
(e)	The public interest.	The development is considered to be in the public interest and serves to be sympathetic to the existing character of the locality while ensuring the longevity of the industrial land use.

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## **PART F CONCLUSION**

This SEE has been prepared on behalf of MYKOLAI PTY LTD to support a development application to the Northern Beaches Council for a proposed vehicle repair station.

This statement describes the proposed use in the context of relevant planning controls and policies applicable to the form of the development proposed. In addition, the statement provides an assessment of those relevant heads of consideration pursuant to Section 4.15 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The proposed use of the site as a vehicle repair station will not have any significant environmental impacts, will not change the nature of the site, and will be sympathetic to the existing character and land uses in the locality.

The proposal complies with the relevant WLEP 2011 and DCP controls.

Any potential environmental impacts of the proposal have been considered in Part E of this report. The environmental assessment found the associated impacts of the proposal are minimal and manageable. Hence, the outcomes of the proposal:

- Is a suitable development for the subject site;
- Responds to the street alignment and surrounding scale;
- Is sympathetic to the existing character of the locality;
- Provides visual privacy;
- Generates no adverse overshadowing to adjoining properties; and
- Is in the public interest.

Therefore, we request that Council recommend that the proposed development be granted development approval.