



STATEMENT OF ENVIRONMENTAL EFFECTS

ALTERATIONS TO SERVICE STATION

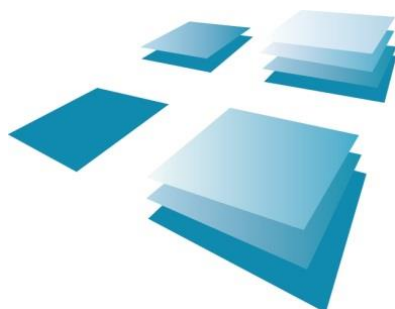
209 PITTWATER ROAD
MANLY NSW 2095

FOR

ULTRA PETROLEUM GROUP Pty Ltd

Project : **08 - 045 - 22**
Date : **30th March 2023**
Edition : **ii**

PREPARED BY



R.J. SINCLAIR Pty Ltd
Building **D**esign

PO Box 503
ROUND CORNER NSW 2158

Phone : 02 9654 2480
E-mail : designs@rjsinclair.com.au
Web : www.rjsinclair.com.au

Multi-Discipline Design + Project Management

01 TABLE OF CONTENTS

01	TABLE OF CONTENTS	2
02	EDITIONS + REVISIONS	3
03	DEVELOPMENT SUMMARY	4
04	SITE DETAILS	6
05	PROPOSED UPGRADE	9
06	TRAFFIC MANAGEMENT	13
07	STATUTORY HEADS OF CONSIDERATION	14
08	LOCAL ENVIRONMENT PLAN	17
09	DEVELOPMENT CONTROL PLAN	21
10	CONCLUSION	23

02 EDITIONS + REVISIONS

1 TABLE OF EDITIONS + REVISIONS

1.1 GENERAL

This section lists the various editions in which this specification has been issued and provides a schedule of the changes to the relevant clauses.

1.2 EDITION / REVISION

- | | | |
|----|------------|---|
| i | 2023-01-16 | First Edition - Draft Issue for comment and approval purposes only. Not for submission. |
| ii | 2023-03-30 | Second Edition - Issued for Development Consent. |

03 DEVELOPMENT SUMMARY

1 INTRODUCTION

1.1 REPORT

This report has been prepared to accompany a Development Application to Northern Beaches Council for the alterations to the existing service station which also incorporates a car wash facility.

This report has been prepared under instructions from the Applicant, Ultra Petroleum Group Pty Ltd and is based on the DA design drawings and associated reports enclosed in this application.

R.J. Sinclair Pty Ltd - Building Design, which has prepared the designs and this report for the proposed facility, is a specialist in the design and construction management of service station and car wash facilities throughout Australia.

2 PROPOSED DEVELOPMENT

2.1 EXISTING FACILITY

ULTRA Petroleum Group Pty Ltd (UPG hereafter in this report), currently operates a combined retail service station and car wash facility at the subject site.

The service station incorporates a two bay workshop which is leased out.

The UPG Manly site has a very strong local customer base built on many years of service to the local community and UPG believes it is imperative to update the site facilities to ensure the independence and security of the business, and continue providing high quality services for the local community.

The proposed upgrade to the facility will ensure this continuity.

2.2 UPGRADED FACILITY

The primary upgrade is to expand the very small sales area into the workshop bay adjacent the existing sales area, and to convert the other workshop bay into an automatic car wash facility to supplement the existing manual wash facility.

A small self-contained laundromat unit is to be installed on the south-eastern corner of the site to provide an additional service for local customers.

Food will not be prepared on the site and there will be no cooking within the service station facility.

3 REPORT FORMAT

3.1 COUNCIL DOCUMENTS

Quotations

Throughout this report quotations from Council documents are shown in *grey italic text* and for simplicity and clarity, only those Chapters or clauses of the LEP or DCP that have specific relevance to this development have been discussed and assessed.

Where necessary for brevity and ease of reading, some clauses or text have been truncated or paraphrased.

04 SITE DETAILS

1 SITE LOCATION

1.1 LOCALITY + DESCRIPTION

General

The site is located on the south-western side of a bend in Pittwater Road, north of the intersection with Collingwood Street as shown in the Site Location Plan below.

The land description is Lot 1 in DP 829523 and has an area of 1,012m².

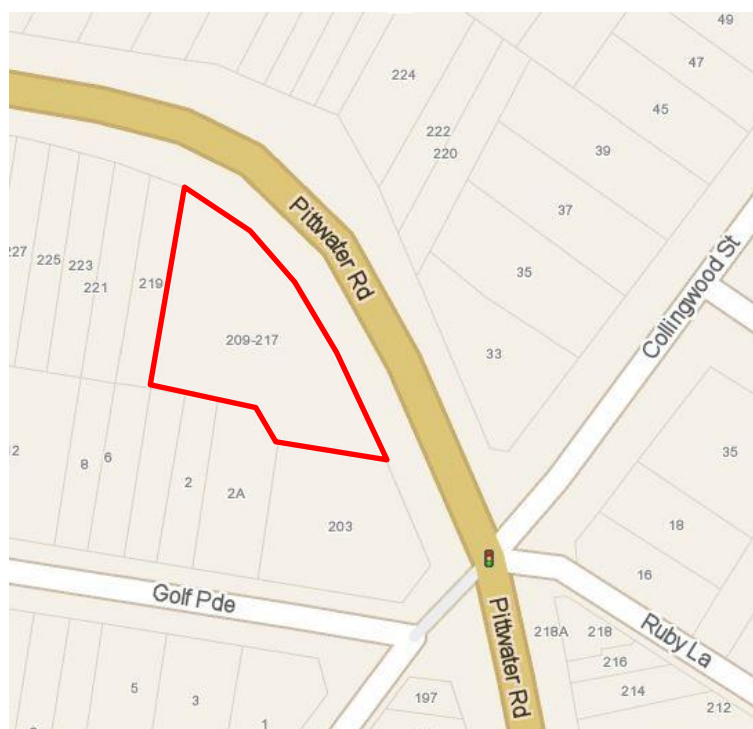
Local Government Area

The site is located within the Northern Beaches Council LGA, and the relevant planning instruments are the Manly Local Environment Plan (2013) and the Manly Development Control Plan (2013)

Zoning

The Manly Local Environment Plan (2013) mapping designates the zoning of the subject site as :

B1 - Neighbourhood Centre



SITE LOCATION PLAN

(Courtesy WhereIs®)

2 GENERAL

2.1 EXISTING SITE CONDITIONS

The site is bound by Pittwater Road to the north-east, commercial and residential buildings to the south and a residential building to the west.

The site is currently occupied by a service station with a covered fuel dispensing area, small sales area, two bay mechanical workshop and a car washing facility.



AERIAL SITE VIEW

Courtesy SixMaps®



Photograph No. 01

Existing storage area - new car wash exit



Photograph No. 0

Existing car wash facility - to remain



Photograph No. 03
Existing vacuuming area - to remain



Photograph No. 04
Existing shopfront - to be replaced



Photograph No. 05
Existing shopfront + door to be replaced



Photograph No. 06
Existing workshop bay - New shopfront for extended sales area



Photograph No. 07
Existing workshop bay - New car wash entry



Photograph No. 08
Existing workshop bays - New shopfront on right, new car wash entry on left

05 PROPOSED UPGRADE

1 SERVICE STATION + CAR WASH FACILITY

1.1 SERVICE STATION

Existing Refuelling Area

The existing refuelling area forecourt will remain unchanged, with all underground fuel storage tanks and pipework, fuel dispensers, overhead canopy, etc. to remain and no work undertaken in this area.

Existing Car Wash Facility

The existing car wash and vacuuming facility will remain unchanged, with all washing and vacuum equipment to remain.

Workshop

Whilst workshops were a common feature of local service stations in decades past, a service station with an attached workshop is now a rarity as a workshop is not really a retail offering, which is a service station's primary focus in the current business environment.

The major fuel retailers have not provided workshops on any new facilities for more than 30 years, as they do not attract business to the service station and occupy valuable forecourt area.

The expansion of existing retail space into old workshops is the most common form of upgrade to service stations with workshops, emphasising the move away from workshops on service station sites.

Furthermore, the location of workshops in industrial estates is a preferred option for most workshops as they don't compete for forecourt space with the service station's customers.

The existing workshop will be decommissioned and re-purposed as described in the following sub-sections.

Sales Area

The existing sales area comprises 32m² of retail space, with an additional 6m² of storage space.

The northern workshop bay immediately adjacent the existing sales area will be decommissioned and converted to form an integral part of an expanded sales area by removal of the existing partition wall, having a new total floor area of 64m².

A new storage area will be created adjacent the existing staff WC facility, creating a total storage area of 16m².

The expansion of the sales area, whilst very small compared with modern service station developments, will provide significant additional space for retail sales.

WCs

The existing staff WC located within the building will remain as a dedicated facility for staff with no public access.

The existing public WC located on the northern side of the building will be demolished as it is unsuitable for use customers who may have disabilities, and in its place a new public WC facility will be constructed in full compliance with Australian Standard AS 1428.1 + .2

New Automatic Car Wash Facility

The southern workshop bay will be decommissioned and converted into a new automatic car wash facility, with the addition of a new masonry wall between the wash bay and the newly extended sales area.

Wash equipment will be located in new dedicated equipment rooms located within the exit from the car wash bay.

Vehicles will enter the new wash bay from the front of the building in the same manner as previous users of the existing workshop.

On completion of the wash process vehicles proceed through the rear of the building into a dedicated driveway and thence into the main car wash exit onto Pittwater Road.

A new masonry boundary fence will be constructed on the western side of the car wash exit driveway, extending from the southern boundary to the northern boundary.

The car wash exit driveway will be roofed between the main service station building and the new wall.

Laundromat

A new fully self contained laundromat facility will be incorporated into the service station forecourt on the south-eastern corner of the site adjacent the existing ice freezer.

One existing car parking space adjacent the southern boundary will be relocated to a position in front of the sales building.

Customers utilising the laundromat facility will park in the car parking spaces adjacent the southern boundary.

2 TRADING HOURS + EMPLOYMENT

2.1 TRADING HOURS

The site currently operates in accordance with the trading hours approved by NSW Land and Environment Court Proceedings No. 11218 of 2005, in respect of Manly Council DA No. 433-2004, as follows :

Service Station

The approved service station operating hours are :

- 06.00 to 23.00 Monday to Friday.
- 07.00 to 23.00 Saturday, Sunday and public holidays.

Car Wash

- 07.00 to 20.00 Monday to Friday.
- 08.00 to 20.00 Saturday.
- 08.30 to 20.00 Sunday and public holidays.

No Change to Existing

There is no change to the approved operating hours for the service station or car wash facilities.

3 ENVIRONMENTAL FEATURES

3.1 TRADE WASTE SYSTEMS

Undercanopy Area

The existing undercanopy area is bunded and any runoff treated by an existing trade waste system approved by Sydney Water.

Existing Car Wash

The existing car wash area is bunded and all wash water treated by an existing trade waste system approved by Sydney Water.

New Car Wash

The new car wash will also be fully bunded and all wash water will be treated by an extension to the existing trade waste system.

New Trade Waste Equipment

The existing trade waste system Coalescing Plate Separator (CPS) will be replaced by a new CPS unit capable of treating the additional wash water generated by the new automatic wash facility.

The modifications to the trade waste system will be registered with Sydney Water on completion of the installation, as is required by Sydney Water.

4 SECURITY

4.1 FENCING & GATES

Fencing

As noted above, new masonry fencing will be provided along the western boundary, returning along the southern boundary to the existing building and in part forming the rear wall of the equipment rooms.

The wall will also provide support for the new roof over the car wash exit, which will be insulated to minimise noise generated by vehicles in the car wash exit driveway as they leave the facility,

Gates

As noted above, the car wash and service station have different approved trading hours and it is important to ensure security of the new wash facility especially at the rear of the site.

The new automatic wash bay and associated equipment rooms will be provided with roller doors to allow isolation of these areas.

Additionally, the existing dilapidated security gates between the main building and existing fence will be replaced with new security gates to provide security to the car wash exit driveway.

The new security gates will be located on the southern side of the new public WC to maintain access to the WC at all times the service station is trading.

06 TRAFFIC MANAGEMENT

1 SITE ACCESS + EGRESS

1.1 NO CHANGE TO EXISTING

There are no changes to the access and egress points to and from Pittwater Road to the site.

1.2 INTERNAL TRAFFIC MANAGEMENT

Minimal change to existing

There are no changes to the internal traffic flow on the site, with the exception of cars leaving the new wash bay travelling northwards adjacent the new boundary wall on the western site boundary.

Whilst it is recognised the site is well utilised by the public and has tight vehicle turning paths, customers of the site are well used to the on-site conditions and the minimal changes to internal traffic management will have little to no effect.

1.3 DECOMMISSIONING OF WORKSHOP

Redundant Parking

Six parking spaces occupied by the workshop are located adjacent the southern site boundary and will become redundant upon decommissioning of the workshop, however, will be re-utilised by users of the expanded sales area, new car wash and new laundromat.

1.4 NEW CAR WASH + LAUNDROMAT

Car Wash

All vehicles utilising the new car wash will enter the service station site from Pittwater Road at the existing site entry and proceed to the pay point located near the entrance to the wash bay.

Following selection of wash program and payment vehicles enter the wash bay where the automatic wash machine carried out all washing and drying actions.

On completion, vehicles proceed into the exit driveway and leave the site through the existing egress crossover on the north-western corner of the site.

Queuing

The new car wash can accommodate three vehicles queuing before entry to the car wash and any additional vehicles can park in the car parking spaces adjacent the southern boundary.

Laundromat

Customers utilising the laundromat facility will also park in the parking spaces adjacent the southern boundary.

07 STATUTORY HEADS OF CONSIDERATION

1 EPA + ACT, LEP, DCP, SEPPs

1.1 GENERAL

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

- *Environmental Planning & Assessment Act (1979)*
- *Environmental Planning & Assessment Regulation (2000)*
- *Protection of the Environment Operations Act (1997)*
- *Manly Council Local Environment Plan (2013)*
- *Manly Development Control Plan (2013)*
- *Roads Act (1993)*
- *State Environmental Planning Policy (SEPP) No. 33 - Hazardous & Offensive Development*
- *State Environmental Planning Policy (SEPP) No. 55 - Remediation of Land*
- *State Environmental Planning Policy (SEPP) No. 64 - Advertising & Signage*

2 TYPE OF APPLICATION

2.1 IS THE PROPOSAL INTEGRATED DEVELOPMENT ?

Environmental Planning & Assessment Act (1979)

Under the provisions of the Environmental Planning & Assessment Act (1979), a development is considered integrated development if it requires development consent and approval under the provisions of one or more of the following :

- *Sections 144, 201, 205 or 219 of the Fisheries Management Act (1994)*
- *Section 58 of the Heritage Act (1977)*
- *Section 15 of the Mine Subsidence Compensation Act (1061)*
- *Sections 63 or 64 of the Mining Act (1992)*
- *Section 90 of the National Parks and Wildlife Act (1974)*
- *Section 16 of the Petroleum (Onshore) Act (1991)*
- *Sections 43, 47, 55 or 122 of the Protection of the Environment Operations Act (1997)*
- *Section 138 of the Roads Act (1993) for RMS controlled roads.*
- *Section 100B of the Rural Fires Act (1997)*
- *Sections 89, 90 or 91 of the Water Management Act (2000)*

The proposed development does not require referral to any other authority required by the above specified Acts and is therefore not classified as integrated development.

2.2 IS THE PROPOSAL DESIGNATED DEVELOPMENT ?

Environmental Planning + Assessment Act 1979 No. 203

The Act defines designated development as :

77A *Designated development*

- (1) *Designated development is development that is declared to be designated development by an environmental planning instrument or the regulations.*
- (2) *Designated development does not include State significant development despite any such declaration.*

Environmental Planning & Assessment Regulation (2000)

Schedule 3 of the Environmental Planning & Assessment Regulation (2000) outlines the types of development and criteria pertaining to these developments that would qualify as Designated Development.

Schedule 3 - types of development that trigger Designated Development

- | | |
|--|--|
| 1 <i>Agricultural produce industries</i> | 19 <i>Extractive industries</i> |
| 2 <i>Aircraft facilities</i> | 20 <i>Limestone mines and works</i> |
| 3 <i>Aquaculture</i> | 21 <i>Livestock intensive industries</i> |
| 4 <i>Artificial waterbodies</i> | 22 <i>Livestock processing industries</i> |
| 5 <i>Bitumen pre-mix and hot-mix industries</i> | 23 <i>Marinas or other related land and water shoreline facilities</i> |
| 6 <i>Breweries and distilleries</i> | 24 <i>Mineral processing or metallurgical works</i> |
| 7 <i>Cement works</i> | 25 <i>Mines</i> |
| 8 <i>Ceramic and glass industries</i> | 26 <i>Paper pulp or pulp products industries</i> |
| 9 <i>Chemical industries and works</i> | 27 <i>Petroleum works</i> |
| 10 <i>Chemical storage facilities</i> | 28 <i>Railway freight terminals</i> |
| 11 <i>Coal mines</i> | 29 <i>Sewerage systems and sewer mining systems</i> |
| 12 <i>Coal works</i> | 30 <i>Shipping facilities</i> |
| 13 <i>Composting facilities or works</i> | 31 <i>Turf farms</i> |
| 14 <i>Concrete works</i> | 32 <i>Waste management facilities or works</i> |
| 15 <i>Contaminated soil treatment works</i> | 33 <i>Wood or timber milling or processing works</i> |
| 16 <i>Crushing, grinding or separating works</i> | 34 <i>Wood preservation works</i> |
| 17 <i>Drum or container reconditioning works</i> | |
| 18 <i>Electricity generating stations</i> | |

Proposal is Not Designated Development

A review of these provisions indicates that the proposed upgrade does not meet any definition or criteria of the developments that are listed within Schedule 3 of the Regulation.

For the above reason, the proposed development is not considered to be Designated Development.

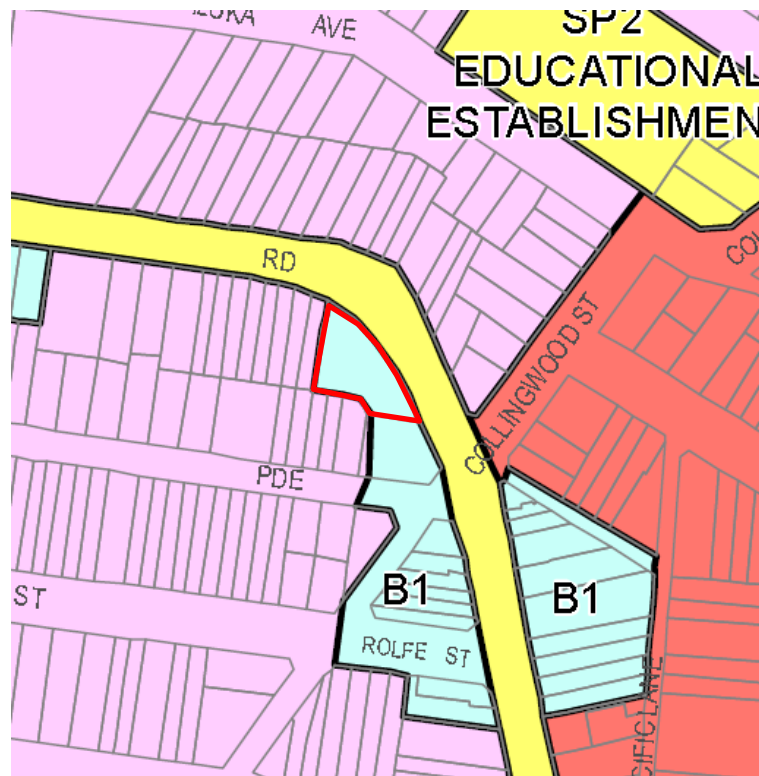
08 LOCAL ENVIRONMENT PLAN

1 MANLY LOCAL ENVIRONMENT PLAN (2013)

1.1 LAND ZONING

Northern Beaches Council

The Manly Local Environment Plan (2013) designates the zoning of the subject site as **B1 – Neighbourhood Centre**.



SITE ZONING MAP

Manly Local Environment Plan (2013)

1.2 ZONE OBJECTIVES

Zone B1 - Neighbourhood Centre

The Zone objectives, as identified in the LEP, have been assessed and addressed as shown in the following table :

CONTROL	RESPONSE
1 Objectives of zone	
<i>To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.</i>	Complies. The proposed alterations and additions to the service station, comprising additional retail space, automatic car wash and laundromat, will provide improvements to the services provided to the local community.
<i>To encourage employment opportunities in accessible locations.</i>	Complies. The proposed upgrade will provide additional employment opportunities as the business grows.
<i>To maximise public transport patronage and encourage walking and cycling.</i>	Non-compliant. The use of the site as a service station providing primarily for cars and vans is unable to be reconciled with the Objective.
<i>To minimise conflict between land uses in the zone and adjoining zones and ensure amenity for the people who live in the local centre in relation to noise, odour, delivery of materials and use of machinery.</i>	Compliant. The proposed upgrade expands on the existing services being provided to the local community. Issues such as noise, odour, etc. have been previously resolved.
3 Permitted with consent	
<i>Amusement centres ... Commercial premises ... Restricted premises ... Service stations ... Tourist and visitor accommodation ...</i>	Compliant. The proposed development, being alterations and additions to an existing service station, is a permitted use within the zoning.
4 Prohibited	
<i>Pond-based aquaculture Water treatment facilities; Any other development not specified in item 2 or 3</i>	Compliant. The proposed development does not provide any of the listed prohibitions.

Summary

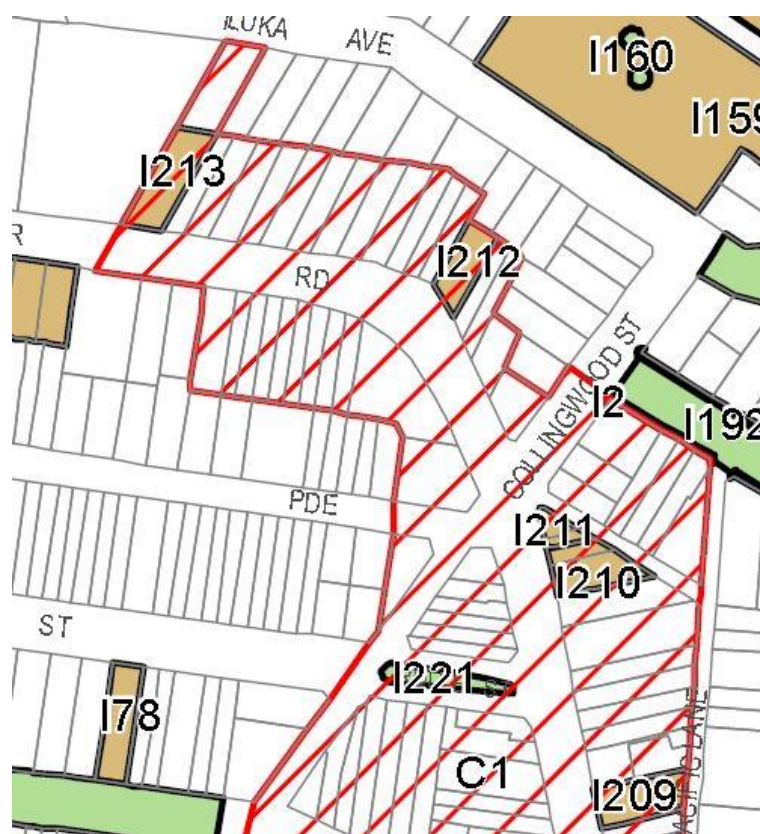
The proposed development meets all relevant Zone objectives.

2 PART 5 -- MISCELLANEOUS PROVISIONS

2.1 VARIOUS

5.10 Heritage conservation

The site is located in the Pittwater Road Heritage Conservation Area, as shown on the Manly LEP Heritage Map.



LOCAL HERITAGE MAP

Manly Local Environment Plan (2013)

The works being carried out to the building, when viewed from Pittwater Road, are in keeping with the general form of the existing structure with a more contemporary finishes and material palette.

The proposed finishes and materials enhance the overall aesthetic and do not detract from existing local heritage values.

To ensure there are no known items of Aboriginal heritage on the site, a AHIMS basic search was carried out on the subject site with a surrounding 200m radius and no such objects have been identified.

3 PART 6 -- ADDITIONAL LOCAL PROVISIONS

3.1 VARIOUS

6.1 Acid Sulphate Soils

The site has been classified as having Class 4 Acid Sulphate Soils.

The NSW Dept. of Planning defines Class 4 Acid Sulphate Soils as those which “are likely to be found beyond 2 metres below the natural ground surface”.

Excavations for new car wash drainage pits are likely to be the deepest excavations in relation to the building works and will be approx. 1m deep below slab level and therefore above the level at which acid sulphate soils are likely to be encountered.

Therefore, this clause has no effect on the works.

6.4 Stormwater Management

All existing stormwater services on the site will remain.

The new roof over the car wash exit driveway replaces the existing roof over the same area which is now occupied by shipping containers and miscellaneous mechanical parts.

The new roof will discharge stormwater to the existing piped stormwater system servicing the existing roof.

6.9 Foreshore Scenic Protection Area

The subject land is not identified on LEP mapping as being located in the area and therefore this clause does not apply.

6.13 Design excellence

The subject land is not located in a B2 zone and therefore this clause does not apply.

However, the proposed treatment of the building façades provides a contemporary aesthetic which enhances the design of the building in accordance with the clause objective.

3.2 SUMMARY

Local provisions

The local provisions have been assessed in accordance with the responses above and the proposed development is fully compliant with all requirements.

09 DEVELOPMENT CONTROL PLAN

1 RELEVANT DCP

1.1 MANLY

The Manly Development Control Plan (2013) is the relevant DCP and the relevant sections of it are considered in this section.

The above review of the Manly LEP highlights compliance with specific elements of the LEP which also have mention in the DCP, and as such are not replicated here for brevity and simplicity of reading.

2 3.8 -- WASTE MANAGEMENT

3.8.1 Waste + Recycling Storage Areas

Commercial bins are provided on the site for general refuse and for recycling of suitable wastes.

Additionally, as noted above, the existing trade waste system for the car washes will be upgraded with new equipment and the Sydney Water Licence to Discharge Trade Waste upgraded accordingly.

3.8.2 Demolition + Construction Waste Management

A detailed Construction Management Plan has been prepared and is accompanied by a Waste Management Plan which addresses both construction waste and ongoing site waste management.

3.8.4 Management of Commercial Waste

Ongoing commercial waste management is addressed in the attached Waste Management Plan.

3 3.9 -- MECHANICAL PLANT EQUIPMENT

3.9.1 Plant Rooms

All new car wash equipment is to be located in dedicated equipment enclosures at the rear of the building within the car wash exit driveway which is bound by masonry walls on the long sides and rear and the roof is insulated for acoustic attenuation.

The enclosures will be constructed of masonry, with insulated roofing of the main car wash exit being common with the plant areas.

4 4.2 -- DEVELOPMENT IN BUSINESS ZONES

4.2.1 FSR

The site is subject to a 1 : 1 FSR.

The total site area is 1,012m² and the gross floor area of the existing sales building, including new roofed exit driveway, existing roofed refuelling area and existing covered car wash is 485m² creating an overall FSR of 0.48 : 1 which meets the FSR objective.

4.2.2 Height of buildings

The maximum height of any structure is the top of the existing refuelling canopy, which is at RL 12.30, and the RL of the sales building floor is RL 7.27.

The permissible height of buildings on the subject site is 8.5m in accordance with the LEP HOB mapping and maximum height of the existing buildings is 5.03m meeting the requirements of the control.

4.2.3 Setbacks

All setbacks are existing and have been previously approved by Council, complying with the objective.

4.2.4.1 Car Parking

There are currently 15 car parking spaces, plus an additional 3 spaces occupied by the existing wash and vacuum bays.

This is adequate for the current and proposed uses.

4.2.4.3 Loading Bays

Traditionally delivery vehicles park adjacent the sales area entrance and will continue to do so.

The existing parking space relocated to a position adjacent the shopfront will become the designated delivery bay, meeting the objective of the control.

10 CONCLUSION

1 NORTHERN BEACHES COUNCIL

1.1 MANLY LEP (2013)

General

In preparing this report we have considered the relevant planning requirements of the Northern Beaches Local Environment Plan and Manly DCP together with other pertinent planning and design requirements.

Compliance with Planning Instruments

We believe that the proposed development meets the relevant requirements of the planning controls as assessed in this report.

2 RECOMMENDATION

2.1 APPROVAL

Based on the assessments carried out by this office, we believe that this application should be considered by Council on its merits and approval be granted.

Report prepared by :



Dick Sinclair

R.J. SINCLAIR Pty Ltd