APEX STUDIOS

Landscape Architecture & Urban Design

Statement of environmental effects 63-65 Marsden Street, Boorowa June 2024



63-65 Marsden Street, Boorowa



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Statement of Environmental Effects

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Executive Summary

This Statement of Environmental Effects (SEE) is submitted to Hilltops City Council in support of a Development Application (DA) at 63-65 Marsden St, Boorowa.

63-65 Marsden St, Boorowa is to comply with the necessary requirements.

Given the merit of the design of the proposal, significant environmental gain through proposed works and the absence of any significant adverse environmental impacts, the DA is considered to be worthy of Council's support.

1. Introduction

This Statement of Environmental Effects (SEE) report presents an assessment of the potential environmental impacts associated with the proposed development of a truck canopy. The development site is located at 63-65 Marsden St, Boorowa, within the existing petrol station. The report aims to identify, evaluate, and mitigate any adverse effects on the environment resulting from the construction and daily operation of the truck canopy. The proposed development has been through a rigorous design process involving significant design development. The process has been supported with guidance and instruction from engineering specialist, traffic engineers, architect and landscape architect. The development has been designed on the basis of avoiding and minimising any adverse impacts.

The proposed looks at;

- Installing a proposed truck fuel bowser with a truck canopy.

- Installation of vegetation (trees, shrubs and ground covers) to create a buffer between residents and the petrol station. This includes proposed new landscape area covered by well-selected shrub and trees.

Ensuring complaints management, an operational manual containing all necessary materials and information to handle emergency situations to be kept on-site. This includes providing a contact phone number for the manager and maintaining a complaint register.
Ensuring safety and security measures are in place, the service station will be equipped with appropriate lighting to accommodate all conditions, including cloudy, stormy days, and nighttime. This lighting system will feature automatic day/night sensors. Additionally, security measures will include a back-to-base holdup and alarm response call center, as well as continuous digital remote view CCTV surveillance 24/7.

1.1 Consent Authority

The consent authority for the application is Hilltops City Council.

2 Site Analysis

2.1 Site Location and Context

The subject site is located on the eastern side of Marsden Street at property No. 63-65 (legally known as Lot 1 of DP229378), within the suburb of Boorowa. The site has a primary frontage of 46.330 metres to Marsden Street from the west. Refer to Figure 1 for a site locality map.



Figure 1 – Locality Plan

Existing Site & Surrounding Land Use

The subject site has an area of 1,932 m2 and is currently occupied by an existing petrol service station. It is located in a mainly residential area, characterised by residential dwellings and some nearby commercial sites, including the subject service station. The site is also situated parallel to the Boorowa Park and Boorowa Recreation Golf and Bowling Club.



Figure 2 – Location Plan

3 Description of Proposed Development

3.1 Proposed development

The proposal aligns with Hilltops City design guidelines and statutory requirements.

- The planned truck fuel bowser with a truck canopy with a plant room and two bays serve as an expansion of the current petrol station.
- By introducing the proposed trees and shrubs, the overall canopy coverage will be increased to help
 mitigate the Urban Heat Island (UHI) effect within the space through providing shade and cooling site
 temperature through evaporation and transpiration, while the increased shady area will support
 wildlife in the space. In social value, it will enhance health outcomes for the community and improve
 overall livability in the neighborhood.
- The proposed plan enables an expansion in the landscape permeable area with recommended vegetation in various types, thereby fostering greater absorption of rainwater into the ground. This augmentation not only promotes ecological balance but also helps mitigate issues related to stormwater runoff, such as soil erosion and pollution. By enhancing permeability, the landscape becomes more resilient to extreme weather events and supports the natural replenishment of groundwater resources. Moreover, an increased permeable area contributes to the creation of a healthier and more sustainable environment, fostering biodiversity and enhancing the overall aesthetic appeal of the surroundings.
- The augmentation of vegetation along the boundary between adjacent residential properties serves as an effective buffer zone, offering a natural filtration system that helps mitigate potential impacts from the nearby petrol station on the residential community. This increase in greenery acts as a barrier, intercepting pollutants and particulate matter emitted from the petrol station before they reach the residential area. By serving as a filter, the vegetation plays a crucial role in improving air quality and reducing noise levels, thereby enhancing the overall well-being and comfort of the residents. Additionally, the presence of lush vegetation contributes to the visual enhancement of the neighborhood, creating a more pleasant and tranquil living environment. Furthermore, the establishment of this green boundary fosters a sense of privacy and seclusion for the residential properties, enhancing their desirability and value. Overall, the strategic placement of vegetation acts as a natural safeguard, promoting harmony between the petrol station and the adjacent residential community.
- Furthermore, the findings of the traffic engineer report underscore the careful consideration given to the project's impact on traffic flow and parking availability. According to the report's summary, the proposed truck canopy's infrastructure and operations are deemed sufficient and will not exacerbate existing traffic congestion or parking limitations in the area. This favorable assessment speaks to the thorough planning and adherence to regulatory standards, ensuring that the project aligns with the community's transportation needs and safety requirements.

 In light of these conclusions, the proposal for the truck canopy garners support from the Council in its current configuration. With assurances of minimal disruption to traffic patterns and parking availability, the project represents a valuable addition to the local infrastructure, offering a beneficial service to both motorists and the surrounding community. Therefore, the Council's endorsement of the proposal underscores its recognition of the project's merits and positive contribution to the area's amenities and economic vitality.



Figure 3 – Proposed plan

4 Relevant Legislation and Planning Controls

The following Environmental Planning Instruments (EPI's) and Development Control Plans (DCP's) are relevant to the proposed development.

CONTROL PLANS

(1)The name of each environmental planning instrument and development control plan that applies to the carrying out of development on the land.

(2)The name of each proposed environmental planning instrument and draft development control plan, which is or has been subject to community consultation or public exhibition under the Act, that will apply to the carrying out of development on the land.

(3)Subsection (2) does not apply in relation to a proposed environmental planning instrument or draft development control plan

(4) In this section proposed environmental planning instrument means a draft environmental planning instrument and includes a planning proposal for a local environmental plan.

Hilltops Local Environment Plan 2022

Part 2 Permitted or prohibited development;

2.3 Zone objectives and Land Use Table Land Zone table- R1 General Residential- 1 Objectives of zone

• To enable other land uses that provide facilities or services to meet the day to day needs of residents.

• To provide and protect a high quality residential amenity that adds value to the existing character and amenity of the town, neighbourhood and street.

2.8 Temporary use of land

(1) The objective of this clause is to provide for the temporary use of land if the use does not compromise future development of the land, or have detrimental economic, social, amenity or environmental effects on the land.

Boorowa Development Control Plan 2013

DCP Chapter 1 Section 1.1.1 2013 DCP Chapter 2 Section 2.4.1 2013 DCP Chapter 4 Section 4.2 2013

State Environmental Planning Policy (Industry and Employment) 2021

Part 2.1 Preliminary;

(1) The aim of this Chapter is to improve certainty and regulatory efficiency by providing a consistent planning regime for future development and infrastructure provision in the Western Sydney Employment Area.

(2) This Chapter also aims to ensure that development occurs in a logical, environmentally sensitive and cost-effective manner and only after a development control plan (including specific development controls) has been prepared for the land concerned.

State Environmental Planning Policy (Resilience and Hazards) 2021 State

Chapter 3 Hazardous and offensive development Part 3.1 Preliminary;

(1) This Chapter aims to ensure that in determining whether a development is a hazardous or offensive industry, any measures proposed to be employed to reduce the impact of the development are taken into account.

(2) This Chapter also aims to require the advertising of applications to carry out any such development.

Environmental Planning Policy (Transport and Infrastructure) 2021 Boorowa Section

Chapter 2 Infrastructure

Part 2.1 Preliminary;

 (1) The aim of this Chapter is to facilitate the effective delivery of infrastructure across the State by providing greater flexibility in the location of infrastructure and service facilities.
 (2) This Chapter also aims to facilitate the effective delivery of infrastructure across the State by allowing for the efficient development, redevelopment or disposal of surplus government owned land.

94A Development Contributions Plan

(1) Section 94A was introduced to allow appropriate development contributions to be levied in areas, including rural and regional areas, where there are slow rates of development or development is sporadic.

Boorowa Development Servicing Plan for Water

(1) The aims and objectives of the DSP are to ensure that adequate water infrastructure is provided for as part of new development.

Boorowa Development Servicing Plan for Sewer

(1) The aims and objectives of the DSP are to ensure that adequate water infrastructure is provided for as part of new development.

Boorowa Flood Study

- Indicative Extent of Flood Prone Land at Boorowa
- Study Catchment Plan
- Study Location Plan
- Existing Stormwater System at Boorowa
- Provisional Flood Hazard
- Rainfall Intensity

The following Environmental Planning Instruments (EPI's) and Development Control Plans (DCP's) are relevant to the proposed development.

5.1 Compliance with Planning Instruments and Controls

Evaluate adherence to relevant planning regulations, policies, and guidelines. The proposed development aligns with zoning regulations, land use plans, and other statutory requirements. the project complies with any conditions or restrictions stipulated in planning permits or approvals.

5.2 Business Operations

The petrol station service will be running from 530am to 9pm in weekdays, 6am to 9pm on Saturday, and 7am to 9pm on Sunday. The convenience store effectively meets the visitors' needs where they can restock and refuel simultaneously.

5.3 Traffic, Parking, and Access

The traffic engineer has thoroughly evaluated the potential impact of the proposed development on traffic flow, congestion, and safety. Their assessment, as outlined in the report, concludes that the introduction of a truck canopy facility is adequately planned and will not negatively affect existing traffic or parking conditions. Therefore, it is deemed suitable for Council's support in its current configuration.

Furthermore, an assessment of traffic flow and route within the space has been conducted to ensure their suitability as well as efficiency. This evaluation encompasses considerations such as the direction and route of cars, the location of entry and exit point, and the accessibility of parking facilities. Additionally, careful attention has been given to the design of access points to the site to accommodate anticipated traffic volumes and minimize disruptions to surrounding areas.

5.4 Built Environment

The proposed truck canopy has been designed with careful consideration for its surroundings, ensuring that its design, scale, and appearance seamlessly integrate with the existing back-of-house building. As such, its presence as an extension to the existing structure does not impose any notable impact on its surroundings.

5.5 Landscaping

The proposed landscaping elements exhibit high quality, diversity, and functionality, thereby enhancing both the petrol station and its surroundings. The vegetation serves as a buffer, introducing additional greenery to the area. Native plant species, along with efficient irrigation systems and comprehensive maintenance plans, have been carefully selected to harmonize with the environment. The integration of these landscaping features enhances aesthetic appeal, offers shade and habitat, and effectively mitigates environmental impacts.

5.6 Safety and Security

The safety and security of occupants, visitors, and neighboring properties have been meticulously addressed. The spatial arrangement of proposed facilities enhance the overall safety in the area with clear sight lines between public and private places, and location of entry that are clearly visible from the street, adhering to Crime Prevention Through Environmental Design (CPTED) principles.

Appropriate lighting measures will be implemented, ensuring minimal light spillage into neighboring residential properties,. Additionally, clear signage and way finding systems will be installed to improve visibility and discourage criminal activity.

Furthermore, the site will be equipped with security features, including security cameras, alarms, and access control measures, to diligently monitor and safeguard the premises.

5.7 Noise and Vibration

Hedge planting with combination of dense shrubs and trees are established at the back fencing of the site boundary, which will assist reduce noise from operation. The mitigation strategies for noise generating equipment or other sources of potential noise and vibration will be fully accessed to comply with the NSW Industrial Noise Policy.

5.8 Soil Resources

Wire or steel mesh for sediment fencing will be introduced and installed down slope to the lower side of boundaries to trap the sediment while allowing water to flow through. Additionally, any existing drainage pits on site to be covered or protected with wire mesh and gravel inlet filters to effectively remove sediment after rain events or build up in the gutter. Overall, the detailed soil erosion and sedimentation risks will be managed through a soil and erosion control plan.

5.9 Advertising

The proposed development includes business identification signs in adherence to the Metro Petroleum corporate image, comprising canopy fascia signs, freestanding pylon signs, and traffic directional signage for customer guidance. These signage details are explicitly depicted in the architectural drawings prepared by the Cubitic Consulting.

Conclusion

The overall impacts of the proposal on the locality are considered to be positive. This Statement of environmental effects report has assessed the potential impacts arising from the proposal on surrounding properties including traffic and access, noise, visual amenity and contamination. Where necessary, mitigation measures are proposed to minimise impact and reduce potential risk associated with the development. Given the merit of the design of the proposal, significant environmental gain through works and the absence of any significant adverse environmental impacts, the DA is considered to be in the resident's best interest and worthy of Council's support.

The overall impact of the proposal on the locality is considered to be positive. Accordingly, the development is considered suitable for approval.