

Statement of Environmental Effects

Development Application

Demolition of ancillary buildings & awning, addition to existing showroom and refurbishment of the building, installation of a new underground petroleum storage system, new fuel canopy, widening of the existing entry and exit driveways & Construction and Use of a Service Station complete with a Convenience Store and Drive thru coffee and hot food outlet.

164 - 174 Lachlan Street, Hay NSW 2711

Registered Plan: Lot 2 Plan DP 413386

13 March 2025

Badaoui Group Pty Ltd

666 Main Street, Bairnsdale VIC 3875

1.0 Introduction

- 1.1 This Statement is submitted to Hay Shire Council (Council) in support of a development application for the development and use of a Service Station and Convenience Store with a drive thru coffee and hot food outlet, Oil Company signage, landscape and car parking.
- 1.2 The site is located on the Western side of Lachlan Street and was formally used as a service station and motor showroom. It is currently vacant and there are no trees on site.
- 1.3 The site will be branded with a major Oil Company, negotiations are in place with BP, Mobil, Caltex & major Independent Chains but no decision has been finalised at this stage, however this will ensure the longevity of the service station to the township of Hay, currently there is no petrol and convenience offer in town where the population is concentrated and the town people must drive out to the highway to fill up their cars with fuel and this journey can take them in excess of half an hour in a round trip and often having to navigate between heavy vehicle trucks, caravaners, interstate travellers and out of town people which is not ideal.
- 1.4 It is proposed to operate the service station on a 5am to 11pm basis Monday to Friday, and 6am to 10pm Saturday, Sunday and Public Holidays.
- 1.5 The service station will cater to locals and people in the town wanting fuel, convenience items, hot food ready to go, coffee and drive thru facilities. It is not a truck stop and will not cater to b double trucks, these trucks are already well catered for on the highway with the existing sites.
- 1.6 The site is zoned RU5 Village under Hay Local Environmental Plan 2011. A service station is a permissible use in the RU5 Village zone and the rebuilding of the service station achieves the objectives of the zone and provides an essential service to the local community.
- 1.7 The DA is accompanied by the following plans,
 - a) Architectural plans
 - b) Stormwater management plan
 - c) Swept paths for a 19m articulated refuelling truck which must come from Sydney or Melbourne to refuel the outlet
- 1.8 This proposal is submitted to Council for approval.

2.0 Site Analysis

2.1 Site location and Context

The site is legally described as Lot 2 Plan DP 413386 Folio Identifier 2/413386, commonly known as 164 – 174 Lachlan Street Hay NSW 2711 and is located on the western side of Lachlan Street and bound between the golden Chain Nicolas Royal Motel & Brian McCleary & Co. Chartered Accountants.

The site is a regular shaped lot with a site area of 1533 sqm, front and rear boundary dimensions of 33.528m and side boundary dimensions of 45.72m.

The building area on the site is flat and fit for development purpose being in the centre of the town, it has no trees and no vegetation of any significance. The site was formally used as a service station, motor showroom and spare parts outlet, it has 3 small sheds referred to as Shed's 1, 2, & 3, the original showroom which will remain and is 130sqm, a modern type open structured workshop that is 150sqm. It is proposed that the 130sqm building be expanded by 50sqm to be a total of 180sqm.

Access to the site is via the existing two entry and exit driveways currently on Lachlan Street (approx. 7m in width) with kerb and gutter between the two driveways and the site is connected to all the town services being water, sewer, power and telecommunications. It is proposed that the driveways be widened.

2.2 Surrounding Development

The site is situated within an RU5 Village Zone and is surrounded by the commercial precinct of the central business district.

The adjoining neighbour to the North of the site is the Chartered Accountant which is built on the boundary, at the rear of the property it appears as though there is a dwelling or caretakers residence.

The adjoining neighbour to the southern and western boundaries of the property are the motel suites and across the road to the eastern boundary are a number of retail outlets.

3.0 Description of Proposal

3.1 Elements of the Proposed Development

This application seeks approval for the construction and use of a Service Station complete with a Convenience Store and Drive thru coffee and hot food outlet.

Specifically, the proposal includes the following works;

- a) Demolishing the existing unwanted structures on site being the fuel awning, sheds 1, 2, 3 and the 150sqm open workshop structure on the southwestern boundary of the property.
- b) Removal of all existing concrete hard stand and chain wire fencing,
- c) Addition of 50sqm to the rear of the existing 130sqm Showroom in the centre of the site, refurbishment of this building so that at the end of the works this building is a 180sqm showroom in the centre of the property, removing any unwanted openings, any asbestos that may be in the building, installing of insulation, sarking to the walls and a new cladding system as shown on the plans,
- d) Converting the 180sqm showroom space into the convenience store complete with hot food and a drive thru coffee outlet, this is the original service station and showroom building and is being re purposed and is in a great location in the middle of the site to allow good visibility of the forecourt and circulating area of the site with cars able to circle around the building in a forward direction to place their coffee and food orders for collection at a window off the sales counter.
- e) Installation of 2 x 90,000L new double walled underground fibreglass fuel tanks allowing the sale of unleaded 91 octane, unleaded E10, premium unleaded 98 octane and diesel.
- f) Installation of double walled underground fuel lines, under pump sumps for 4 x 8 hose multi product pumps and 2 x 2 hose hi flow diesel pump.
- g) The construction of a 300sqm fuel canopy is sized to provide weather protection for each dispenser area and for pollution control over the forecourt area.
- h) A fenced and screened service yard for storage of rubbish bins, recycle bins, supplier crates and general outdoor storage.
- i) 10 off street parking spaces, one of which is accessible is provided for customers and staff that wish to just use the convenience store. Lighting of the car park spaces and forecourt will ensure the site is well lit for safety but sited so to reduce light overspill to neighbouring properties.
- j) New concreted forecourt and yard areas, drainage, landscaping, and associated site works.

- k) Installation of business identification signage, including 1 x 8m illuminated flag pole which overhangs on the Council footpath in line with the existing sign that was on site previously, illuminated fuel canopy and shop awning, please refer to DA plans.
- l) The existing entry and exit driveways are proposed to be widened as shown on the plan.
- m) The retail food offer and drive thru coffee is designed to be takeaway and consumed off site. The drive thru is something the town does not have and the food offer will be a very simple menu consisting of a small burger range, fried food offer, meat pies, sausage rolls, sandwiches, wraps and rolls made on site as part of a fresh offer, diy coffee, frozen carbonated beverage refreshments, barista coffee all based on convenience grab and go food that can be consumed on the go.

The food offer is not a restaurant, café or seeking to compete with the local café, local bakery, local pub or other businesses, it is a service station and convenience store selling a range of pre made meals ready to go. It may increase options and diversity within the area and be a point of difference between service station options in town, but it is not intended to dominate other food outlets.

- n) The new service station will provide 6 employment opportunities for people in the town with shifts available across the full trading hours.
- o) The redevelopment of the old service station and motor dealership is a much needed social, economic and cultural need for the Hay township and surrounding district, and it has been quite some time since the service station was open and would be an addition to the town centre if redeveloped.

3.2 Fuel Storage Tanks

The site is proposed to contain 2 x 90Kl underground double walled fuel storage tanks, with one proposed to contain three (3) compartments and the other to contain diesel only. The tanks details are detailed in the table below.

Tank	Product	Capacity (KL)
T1	Unleaded 91	60,000
T2	Unleaded E10	30,000
T3	Premium unleaded 98	25,000
T4	Diesel	65,000

The new underground fuel tanks are prefabricated off site and constructed of double wall fibre glass and will be transported to site. The proposed installation of the new tanks will take approximately one week. The ancillary works and commissioning of the new tanks will take approximately 4 – 5 weeks.

The design and installation of the underground storage system will comply with AS 4897-2008 The Design, Installation and Operation of Underground Petroleum Storage Systems and the Protection of the Environment Operations (Underground Petroleum Storage Systems) Construction Management Regulations 2014.

3.3 Operations

The proposed hours of operation for the service station will be 5am to 11pm Monday to Friday, 6am to 10pm Saturdays, Sundays and Public Holidays.

There will be approximately 1 – 3 staff members on site at any one point in time depending on the time of day and day in the week.

3.4 Traffic Vehicular Access and Parking

Traffic and Vehicular Access

The proposal involves accessing the site from the existing cross overs along Lachlan Street. The existing cross overs will be sufficient to cater to the largest vehicle being a 19m semi-trailer, 19m b double (both of which may be used to deliver fuel from Melbourne or Sydney) and truck and dogs that may be used by local earth movers.

It is anticipated the majority of the vehicles using the site will be passenger vehicles, caravaners, Pantech trucks and truck and dogs if in the area, larger vehicles are better served at the truck stop sites on the highway. The driveway configuration will allow for all vehicles to enter and exit in a forward manner.

A swept path diagram have been provided as part of the development plans to demonstrate the movements of the 19m b double truck on site entering and exiting in a forward direction.

The site design allows for safe and efficient movement to and within the site. Internal dimensions satisfy the requirements of the relevant Australian Standards (AS2890).

The site is deemed to unlikely experience queuing issues as a result of vehicles accessing fuel the bowzers. Ample space is provided on site for vehicles to refuel, cars waiting to refuel behind others parked on the bowzers, parking on site, exiting through a passing lane between the bowzers in the middle island, manoeuvring around the building and through to the drive thru and stacking whilst they wait in peak periods to be served, all of this is possible to occur on site due to the deintensification of the site without having to impact the nearby road network.

The existing crossovers allow for appropriate left in and left out access to and from the site for the largest proposed vehicle (19m b double truck).

Parking

Ten (10) formal car parking spaces, including one (1) accessible space are proposed for the site. In addition, we have four (4) double sided fuel bowzers are provided on site which can accommodate up to eight (8) cars actively refuelling and paying, and the potential for 6 cars to stack and wait in the drive thru bay around the back of the building.

Parking spaces are typically 2.6 metres wide and 5.2 metres long in accordance with Planning Scheme requirements. The accessible parking space is 2.4 metres wide and 5.2 metres long with the adjacent shared space also being 2.4 metres wide and 5.2 metres long. All parking is designed in accordance with the requirements of AS2890.

Within the site, internal circulation and car park layout will be provided in accordance with the Australian Standards AS2890 and Austroads Guidelines. The proposal will not adversely impact the functioning and safety of Lachlan Street.

3.5 Deliveries

Delivery of consumer goods will be undertaken on site. Food and supplies for the convenience store will be delivered via a 5.2m long B99 vehicle which is anticipated to load and unload at the front of the store in the general customer parking area.

Delivery and waste collection will generally occur early and mid-mornings. The proposed delivery schedule is anticipated to have frozen and dry goods delivery occur three to four times per week.

Fuel deliveries will typically occur during the day between the hours of 6am and 7pm with occasional deliveries occurring in the evening or night depending on traffic coming out of the fuel terminals and capital cities of Melbourne or Sydney. Tanker deliveries will be made using a 19m b double road tanker as shown in the swept paths illustrated within the plans at Appendix A. Hazardous substances will be transported to site by approved Petroleum Products Road Tankers.

3.6 Waste Management

Waste will be stored in the designated bin storage area within the site. The bin storage area is proposed withing the service area located to the back of the convenience store with a metal roof cover and lockable gates proposed to restrict access to the area. The bin storage area will provide separate bins allocated for general waste and for recycling.

Waste collection will be undertaken with 10.24m long refuse collection vehicle (RCV) by a private contractor during daytime or morning hours of 6:30am to 11:30am.

The bins and waste storage areas will be cleaned by staff with protective gloves on a regular basis.

3.7 Landscaping

A total of approx. 170sqm of formal landscaping is proposed for the site. Landscaping is proposed primarily around the perimeter of the site, to complement the built form and hardstand areas of the development.

Planting beds will be used to define the entry and exit points of the site, provide direction and frame and filter views on site. Planting will comprise of mulched beds with mass planting of Lamandra Longifolia ‘tanika’ which grow to heights ranging from 0.7m to 1.2m.

All existing vegetation on site, including ground cover and shrubs, are proposed to be removed prior to construction.

3.8 Signage

The proposed development includes the installation of business identification signage and internally illuminated signage, refer to plan DA006. The proposed signage is inclusive of the following;

Proposed 7m internally illuminated pole sign

Illuminated fuel canopy signage, including the name ‘Pitstop’ for now until an Oil Company brand is secured.

Shop fascia signage and internally illuminated light box over the entry door.

3.9 Safety and Security

The development shall be managed to minimise and discourage criminal activity and ensure the safety of customers, staff and the local community and the business will be secured by the installation of 9 CCTV cameras. The system will be monitored, the location of the building will mean that the operator of the site will have good control of the site, a TV screen will be placed inside where the operator can be in constant surveillance of the site ensuring the safety of the patrons and staff.

In addition, the proposal has been designed with four prevention strategies in mind. These include surveillance, natural access control, territorial reinforcement and space management.

1. Natural surveillance limits the opportunity for crime by increasing awareness that people can be seen. The specific design elements include:

Clear sight lines are provided along the Lachlan Street frontage, allowing maximum surveillance of the vehicular entry points,

The maintenance levels for paths comply with AS1680.

Appropriate nighttime lighting will be installed to eliminate any potential problem areas and to ensure security cameras can operate effectively.

2. Natural access control limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. The site has been designed to encourage natural access and control flow of people and vehicles by:

Appropriate signage for customers, clear movement of pedestrians throughout the car park and between the elements of the development to minimise conflict with vehicles and wayfinding signage to be installed as required for vehicles manoeuvring through the property and drive thru and pedestrians.

3. **Territorial reinforcement** promotes social control through increased definition of space and improved proprietary concern (i.e. it makes the user feel safe and the potential offender away of risks). The proposed development has been designed to clearly delineate public space. Elements of territorial reinforcement included into the design and management of the proposal include:

- a) The premises will be maintained such that it communicated an alert and active presence occupying the space,
- b) Landscaping provides clearly defined boundaries of the site,
- c) Provision of signage that will assist in controlling activities and movements throughout the premises.

4. **Space management** is closely linked to a sense of ownership. Good management and maintenance of a place or property is often the difference between it seeming safe or unsafe, and it being cared for or uncared for. It is in the interest of the operator of the business to maintain the site to a high standard so that the business can operate at its optimal level and attract as much usage as possible.

Routine maintenance checks and reporting will be carried out by personnel employed at the development, to ensure the property is maintained and to reduce the likelihood of crime or vandalism.

Implementation of the abovementioned measures into the design will create an environment that dissuade offenders from committing crimes by manipulating the built environment in which those crimes proceed from or occur.

3.10 Stormwater Management

Stormwater Management and its key elements will be integrated into the design of the building. Rainwater runoff from the fuel canopy will be captured by a bund which will separate stormwater from under the canopy, send the water from under the forecourt

area to a SPEL Purceptor which will treat the water for potential hydrocarbons before discharging it to the Council street.

The development has been designed to comply with the best practice performance targets as set by the NSW EPA for Managing run off from service station forecourts. A concept plan has been provided as part of this application for the benefit of Council.

3.11 Building Access

Access to the building will be compliant with the relevant legislation and criteria including The Building Code of Australia (BCA), the Disability Discrimination Act 1992 and AS1428 – Design for Access and Mobility to ensure that adequate pedestrian and disabled access is provided for the development. Access for the disabled is made available throughout the site, car park, building entrance and within the building.

3.12 Construction Management

Matters relating to the construction will be addressed with the relevant building practitioner following approval of the Development Application being obtained.

3.13 Contaminated Land

Council has adopted a policy for the identification and management of contaminated lands. This policy must be considered as part of any development proposal that involve land that is contaminated.

The site was formally used as a service station and motor showroom dealership. The sale of petroleum products was secondary in nature and has not occurred on the site in the last 20 years I am advised. I am further advised the tanks were removed and the site was not contaminated at the time, it might be appropriate if required for Council to condition any requirements for soil investigation to occur as part of any development consent.

3.14 Grease Trap

A grease trap is proposed to capture and treat all of the oil and fats used in the kitchen and cooking areas of the service station and will be connected to the floor waste and all of the sinks in the cooking area for treatment prior to disposal of the water to the Council Sewer System. Details, plans and schematics will be provided as part of the Construction Certificate.

3.15 Sewerage

The site is currently connected to the Council sewer system.

3.16 Water Supply

The site is currently connected to the Council water system with an existing meter in place.

3.17 Electricity

The site is currently powered, metered and connected with 3 phase power to the current showroom and open workshop on site.

3.18 Telecommunications

The site currently is connected to the existing telecommunications network with the services already brought into the building as part of its former use.

3.19 Fencing & Lighting

The site will be fenced using 1.8m high Colourbond sheeting where possible, the car park will be lite up using lighting fixed to the building and directed to shine directly into the car parking areas and not to disturb the neighbours or shine into the eyes of drivers using the property. No perimeter lighting will be used in order to minimize any light overspill.

4.0 Planning Controls

4.1 Zoning

The subject site is shown on the Hay Local Environmental Plan 2011 as being within an RU5 Village Zone. According to the NSW Legislation the objectives of this zone are as follows;

- ***To provide for a range of land uses, services and facilities that are associated with a rural village.***
- ***To ensure that development in village areas is compatible with the environmental capability of the land, particularly in terms of the capacity of that land to accommodate on-site effluent disposal.***
- ***To retain and facilitate expansion and redevelopment of the existing central business district of the Hay urban area and to further strengthen the core retail functions of this area.***
- ***To encourage appropriate business development at the intersection of Cobb, Mid-Western and Sturt Highways that services the needs of the travelling public.***
- ***To encourage appropriate tourist development within the Hay urban area.***

The proposed development and reopening of the Service Station is considered to be appropriate for the location and meets the objectives of the zone. The nature of the use is compatible with the site and surroundings, and will contribute to the variety of uses within the CBD of the town whilst also servicing the needs of the immediate and nearby residents who currently need to travel to the highway for fuel and convenience items, the new development will boost the township, the business will provide local employment, the design, layout and proposed site works look to address all of the sites constraints and opportunities.

The application is seeking approval for the proposed use of the land and premises for a Service Station.

5. CONCLUSION

The proposal seeks approval to reopen the former service station and to modernise its form and use on the subject site including the demolition of unwanted buildings and small metal awning, the refurbishment of the existing showroom and re-use, the installation of a new fuel canopy, new underground petroleum storage system, petrol bowsers, drive thru facility and signage.

The DA documentation and plans which have been submitted in support of this application provide a comprehensive assessment of the development, its potential impacts and relevant mitigation measures and or design solutions where necessary.

There are a number of substantial economic and community benefits and improvements that accompany the redevelopment of the site and for having the service station re open at this end of town and in the CBD. Currently it is an eyesore in the centre of the town and adding no value to anyone.

We seek Council approval for this development.

Regards

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