

Statement of Environmental Effects (SEE)

A Statement of Environmental Effects (SEE) is required to accompany all development applications. This Statement of Environmental Effects template is designed to form an attachment to the Development Application. It can only be used for certain development types (see below).

✓	Applicable Development Types
	Commercial Developments
	Industrial Developments
	Major Subdivisions

Other development proposals must be accompanied by purpose written statements.

The SEE must address all impacts that are relevant to your proposal.

Where potential impacts are identified, please ensure that you provide relevant comments and information on the measures that are proposed in order to mitigate against those impacts. You may need to provide additional pages/documentation (etc.) as an attachment to this SEE.

☐ **I have provided supporting information on pages/documents attached to this SEE.**

Failure to provide the requested items will delay processing of the development application and may result in the application being returned to you for completion or additional information requests being forwarded to you from Council.

Application Details

PAN-548363

Applicant:	Jack Thomsen
Lot and DP No.:	8/2/758971
Street No.:	50 Urana Street
Locality:	The Rock
Proposed Development:	Mechanical Workshop

1. Compliance with Local Environmental Plan (LEP) and Development Control Plan (DCP)

PLANNING CONTROLS / STATUTORY CLASSIFICATION

Pursuant to Part 4 (Division 1)

Environmental Planning Instrument Lockhart Local Environmental Plan 2012

Zoning RU5 Village

Land Use Definition Industrial activity - mechanical repair work

Statement of Permissibility Permitted with Consent

Section 4.15 (1) – The provisions of any environmental planning instrument (EPI)

Lockhart Local Environmental Plan 2012

Proposed development complies with the provisions of the Lockhart Local Environmental Plan 2012 as follows:

Part 2 Permitted or prohibited development Land Use

The land is located in the RU5 zone under the LLEP 2012.

1. Objectives of zone

- To provide for a range of land uses, services and facilities that are associated with a rural village.

2 Permitted without consent

Environmental protection works; Home occupations

3 Permitted with consent

Centre based child care facilities; Community facilities; Dwelling houses; Neighbourhood shops; Oyster aquaculture; Places of public worship; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Roads; Schools; Tankbased aquaculture; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Cellar door premises; Electricity generating works; Extractive industries; Farm buildings; Farm stay accommodation; Forestry; Hazardous storage establishments; Heavy industries; Livestock processing industries; Mooring pens; Offensive storage establishments; Open cut mining; Rural workers' dwellings; Waste disposal facilities.

Comment: It is considered that the subject development complies with the above mentioned RU5 Zone Objective. The proposed change of use for a mechanical workshop is permitted with consent within the land use table.

2. Site suitability

The site is formally identified as 50 Urana Street The Rock, Lot 8 DP758971. The lot is located on the northern side of Urana Street service road, on the western end of the The Rock. The land is zoned RU5 Village with a rectangular area of 2000 sqm.

Site is within a light industrial area bounded by houses to the east and north. It is 70 m from the recreation reserve, 200 m from the school and bowling club, and approximately 1 km from the shops and railway station.

The site is consistent with other lots in the light industrial area, consisting of three sheds approximately 50 years old in good condition. It is a level site cleared of vegetation with no flooding, geo-technical or bushfire risk.

3. Present and previous uses

Site is located in a light industrial area extending to the west with residences to the north and east. It has three sheds with two used for storage and one used as a mechanical workshop since January 2025.

Previously the site operated as a fertilizer distribution business. The site may have low level oil contamination from vehicles operating on the site.

4. Operation and management

This proposal aims to provide for both planned and unplanned customer needs. Planned needs will be met during standard business hours which may extend between 7 am and 7 pm Monday to Saturday.

A vehicle breakdown service is planned outside these hours which would occur rarely and during emergencies. It is understood noise and lighting nuisances would be subject to approval conditions applied to this development at these times.

The number of staff is limited by the size of the workshop. It is envisaged two mechanics would operate on the premises. At times this might be expanded up to four mechanics (including apprentices) to provide training within the community.

Based on this service previously provided in the town to the district it is estimated 40 customers per week could be serviced. This would range from registration checks and minor mechanical issues to extensive works.

5. Social Impact

Most people in rural communities rely on private vehicles for transport. This proposal will ensure the community maintains an important service to support the vehicles they need for transport.

Signage would be attached to the shed to advertise the location and services of the business.

6. Economic Impacts

Identify the potential positive and negative economic impacts on individuals and communities resulting from changes arising from development, and how they are to be managed.

Continual loss of services from a community leads to ongoing economic decline. This development would retain community mechanical services, including recently discontinued vehicle registration inspection services.

7. Privacy, views and overshadowing

There would be no change to existing buildings so this proposal would not affect views and sunlight access. Although the increased number of customers at the site would reduce the eastern neighbour's privacy it would be minimal compared to those travelling along Urana Street each day.

8. Air and noise

The proposal would cause noise and some dust but these nuisances would be minor compared to the machinery previously used on the site for fertilizer distribution.

It is considered the dust generated would be no greater than background dust levels in the town and no remedial measures are considered necessary.

Mechanical workshops generate noise from vehicles, particularly heavy vehicles, and workshop equipment. Noise would be managed on site by work methods.

Overall noise levels would be much lower than generated by machinery previously used by the fertilizer distribution business. Additionally, the automotive business is focused on light vehicles which generate much less noise than heavy vehicles, especially with low speed movements.

Workshop equipment would generate the most noise although this would be much less than the machinery equipment used to distribute fertilizer. The most significant noise would be the air compressor.

9. Soil and water

No changes are proposed to existing sewerage and stormwater systems.

Existing wash room and toilet facilities are connected to the town sewerage system.

The site, including existing roof stormwater plumbing, drains towards Urana Street and discharges into the gutter.

10. Traffic, parking and General Accessibility

The site originally designed for heavy vehicle movements into and out of the shed is ideal to repurpose as a mechanical workshop. Entry to the shed has recently been upgraded to a concrete apron to reduce mud tracking on the site.

While some parking to service the business is located on the nature strip no unregistered vehicles will be parked on council property.

Safe Work Method Statements will be developed to minimise the risk of vehicles impacting persons including ensuring customers and staff are separated from vehicles where possible. In particular this applies to minimising workshop access by directing customers to an office area separated from the workshop, and designated parking areas and traffic thoroughfares for people and vehicles.

11. Energy efficiency

An automotive workshop is a low energy business. The workshop uses led lighting. As equipment is purchased or replaced low-energy options will be used.

12. Waste Management

Management of waste material associated with the workshop will ensure that the quantity of waste going to landfill is minimised. All waste material, such as car parts, oil and air filters, batteries etc will be appropriately sorted, with the quality of recovered materials being maintained to ensure that they can be recycled. Recycling collection services will be used where possible. Any waste materials that are not suitable for recycling will be disposed of in the Council Waste Management Facility or other approved site.

Adequate facilities will be provided within the premises for the storage of garbage, discarded or returnable packaging or other forms of trade wastes and arrangements made for regular removal and disposal of this garbage. The garbage facility will be suitable for the accommodation of Council approved wheel type bins or bulk waste containers.

Used engine oils, lubricants and other liquids will be collected and safely stored and disposed at a legal recycling facility or oil collection centre. Used engine oil is currently collected fortnightly.

A spill kit for the containment and management of oil and chemical liquid spills will be available and regularly maintained at the workplace.

13. Heritage

N/A. Site is not in a heritage or conservation zone and proposal does not impact heritage.

14. Demolition management

N/A. There is no proposed demolition.

15. Colour Schedule

N/A. There is no proposed change to corrugated iron.

16. Landscaping

N/A. There is no proposed change to landscaping. Existing site is cleared of vegetation with trafficable areas of compacted gravel and concrete hard-stand area.

17. Land Contamination

N/A. Existing site may have low level oil contamination from transport operations on the site.

18. Flora and Fauna

N/A. Existing site is cleared of all vegetation.