



# STATEMENT OF ENVIRONMENTAL EFFECTS

---

REMOVAL OF TREES, DEMOLITION OF SELECTED  
STRUCTURES & CONSTRUCTION OF NEW CAR WASH  
FACILITY

84 FRASER STREET  
NARRABRI NSW 2390  
LOT 5 DP 9167

# TABLE OF CONTENTS

---

1	INTRODUCTION .....	3
2	SITE ANALYSIS.....	4
2.1	CONTEXT ANALYSIS .....	4
2.2	SITE ANALYSIS.....	4
2.3	SITE IMAGES .....	5
2.4	STREETSCAPE ANALYSIS .....	6
3	PROPOSED DEVELOPMENT .....	7
3.1	DEMOLITION & TREE REMOVAL .....	7
3.2	PROPOSED DEVELOPMENT.....	7
3.3	OPERATIONAL DETAILS .....	8
3.4	CAR PARKING AND VEHICLAR ACCESS.....	8
3.5	TRADE WASTE SYSTEM .....	8
4	PLANNING ASSESSMENT .....	10
4.1	ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979.....	10
4.2	ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2021 .....	10
4.3	PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1979.....	10
4.4	STATE ENVIRONMENTAL PLANNING POLICIES.....	11
4.4.1	STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021.....	11
4.4.2	STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021 .....	11
4.4.3	STATE ENVIRONMENTAL PLANNING POLICY (INDUSTRY AND EMPLOYMENT) 2021 .....	11
4.5	NARRABRI LOCAL ENVIRONMENTAL PLAN 2012 .....	12
4.5.1	LAND USE ZONING .....	12
4.5.2	HEIGHT OF BUILDINGS.....	13
4.5.3	FLOOR SPACE RATIO .....	13
4.5.4	BUSHFIRE PRONE LAND .....	13
4.5.5	FLOOD PLANNING .....	13
4.5.6	EARTHWORKS .....	13
4.6	NARRABRI DEVELOPMENT CONTROL PLAN 2012 .....	13
4.6.1	BUILDING LINE .....	14
4.6.2	DRAINAGE TO BUILDINGS.....	14
4.6.3	ENCROACHMENT INTO PUBLIC ROADS.....	14
4.6.4	OUTDOOR ADVERTISING .....	14
4.6.5	PARKING CODE .....	15
5	ENVIRONMENTAL ASSESSMENT .....	16
5.1	TRAFFIC.....	16
5.2	NOISE.....	17
6	CONCLUSION .....	19

# 1 INTRODUCTION

---

This Statement of Environmental Effects (SEE) has been prepared to support a Development Application submitted to Narrabri Shire Council for the removal of trees, demolition of selected structures and the construction of a new Car Wash Facility on the site located at 84 Fraser Street, Narrabri. This SEE evaluates the proposed development for its compliance with the statutory controls embodied in various statutory planning instruments and demonstrates that the development is consistent with the aims and objectives of these instruments. In preparation of this document, consideration has been given to the following:

- The Environmental Planning and Assessment Act (1979) as amended.
- The Environmental Planning and Assessment Regulation.
- Narrabri Local Environmental Plan 2012 (NLEP 2012).
- Narrabri Development Control Plan 2012 (NDCP 2012).
- Various State Environmental Planning Policies.

This report clearly and comprehensively addresses the statutory regime applicable to the application and demonstrates that the proposed development is complementary and compatible with the area and the existing use of the site. Specifically, this SEE provides the following information:

- **SECTION 2** provides a description of the subject site and surrounding locality.
- **SECTION 3** provides a detailed description of the approved development and the proposed modifications.
- **SECTION 4** provides an assessment of the proposed development against the relevant planning objectives and controls in accordance with Section 4.55(1A) of the EP&A Act.
- **SECTION 5** provides a summary and conclusion.

## 2 SITE ANALYSIS

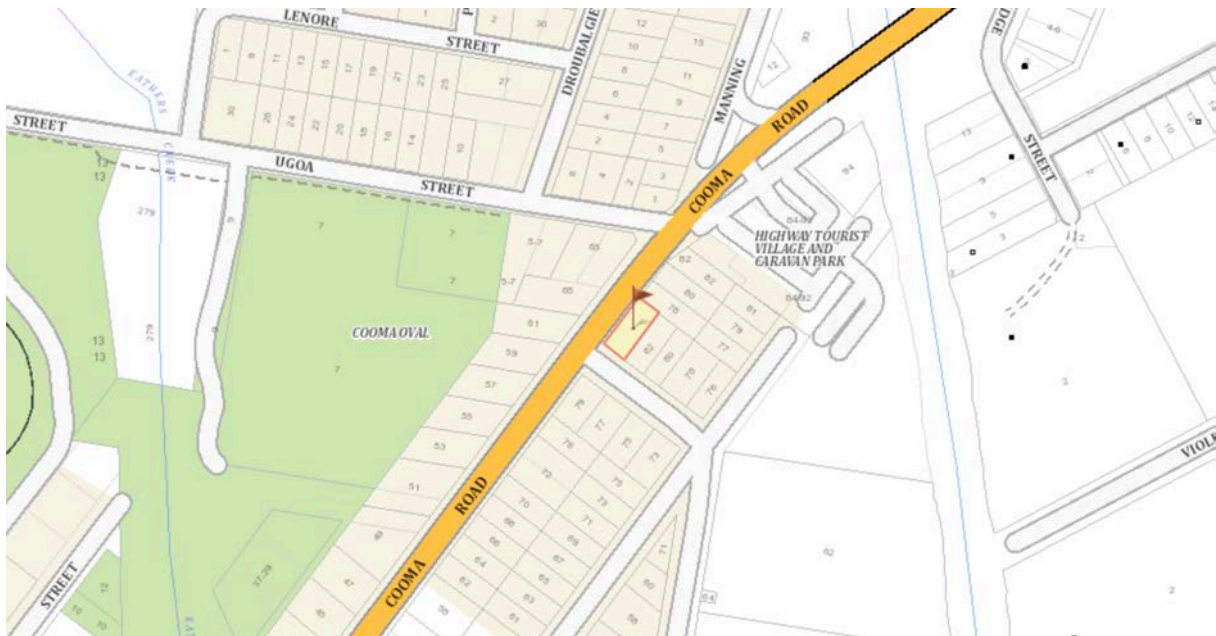
---

### 2.1 CONTEXT ANALYSIS

The subject site at 84 Fraser Street, Narrabri is located within the Narrabri Shire Council Local Government Area (LGA). The subject site is located within the MU1: Mixed Use zone and is defined by a mixture of residential properties and commercial and business premises. The site is also within close proximity to residential land uses and infrastructure such as schools and recreational areas. As a result, the site is considered to be in an ideal location that enjoys ease of access to a variety of services that promote activity within Narrabri.

### 2.2 SITE ANALYSIS

The subject site is located on the corner of Fraser Street and Cooma Road and is legally defined as Lot 5 DP 9167. The site is arranged on a north-east to south-west tangent and is orientated to address the primary frontage of Fraser Street to the south-west and the secondary frontage of Cooma Road to the north-west. The aerial image below shows the orientation of the subject site and its location relative to surrounding properties.



**Figure 1:** Aerial View of Subject Site and Surrounding Properties

The site is rectangular in shape and has a 20.921m frontage to Fraser Street, 47.878m side boundaries and a 20.921m rear boundary. The total site area is 1001m<sup>2</sup>. Historically, the subject site has contained a two storey detached dwelling house. The dwelling house has been demolished and the site is presently vacant with stands of trees adjoining the secondary frontage and rear boundary. Images of the subject site are shown in **Section 2.3** below.

## 2.3 SITE IMAGES



Figure 2: View of Subject Site from Fraser Street



Figure 3: View of Subject Site from Cooma Road



Figure 4: Aerial View of Subject Site



## 2.4 STREETScape ANALYSIS

To the immediate east of the subject site at 82 Fraser Street, Narrabri is two storey detached dwelling house of face brickwork and cladding construction with a garage at the rear and driveway access from Fraser Street. The adjoining property is shown below.



Figure 5: 82 Fraser Street, Narrabri

To the immediate north of the subject site at 78 Cooma Road, Narrabri is a single storey detached dwelling house of cladding construction with a detached garage at the rear and driveway access from Cooma Road. The adjoining property is shown below.



Figure 6: 78 Cooma Road, Narrabri

To the immediate west of the subject site at 65 Cooma Road, Narrabri is a BP Service Station Facility. The adjoining property is shown below.



Figure 7: 65 Cooma Road, Narrabri

### 3 PROPOSED DEVELOPMENT

#### 3.1 DEMOLITION & TREE REMOVAL

To facilitate the proposed development, the existing clothesline is to be demolished and the site is to be graded to suit the new levels and contours. Nine non-significant trees are proposed to be removed, subject to Council approval. The proposed demolition works are to be undertaken in accordance with the Demolition Plan submitted with this application and shown below.

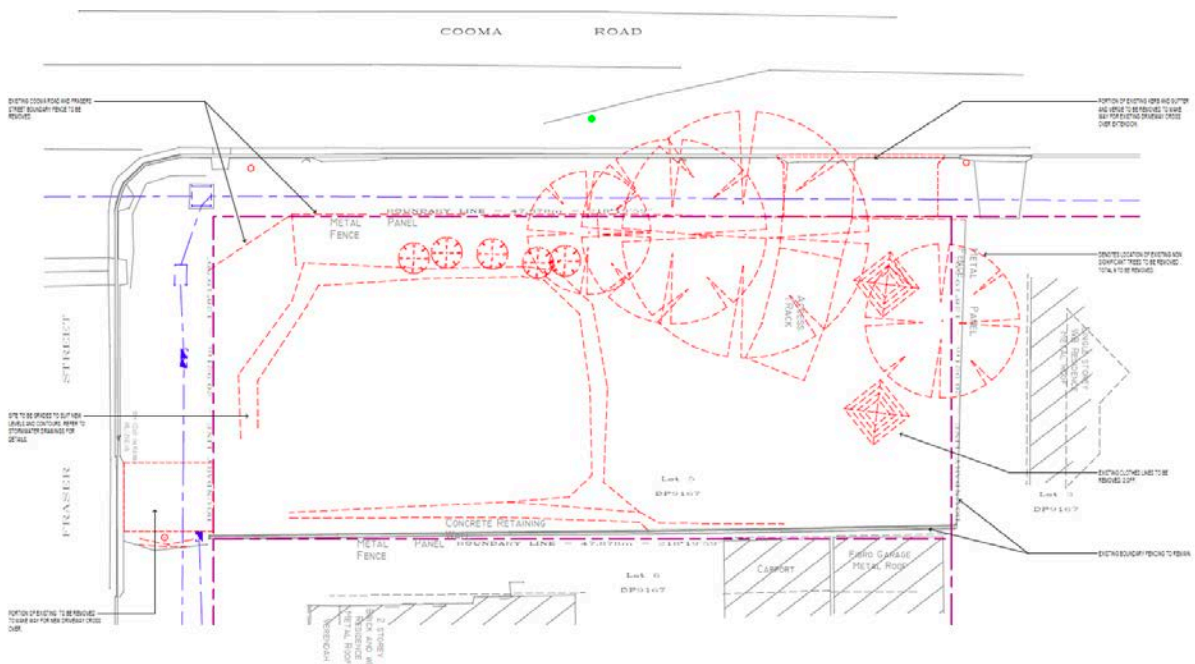


Figure 8: Demolition Plan

#### 3.2 PROPOSED DEVELOPMENT

This application is made for the construction of a Car Wash Facility on the site. Specifically, the proposed development comprises the following:

- Automatic wash bay
- Three self-service wash bays
- Two vacuum bays
- Dog wash
- Plantroom
- Office
- Staff W/C
- Bin storage
- Car parking

The proposed development is to be undertaken in accordance with the Architectural Plans submitted with this application and summarised below.

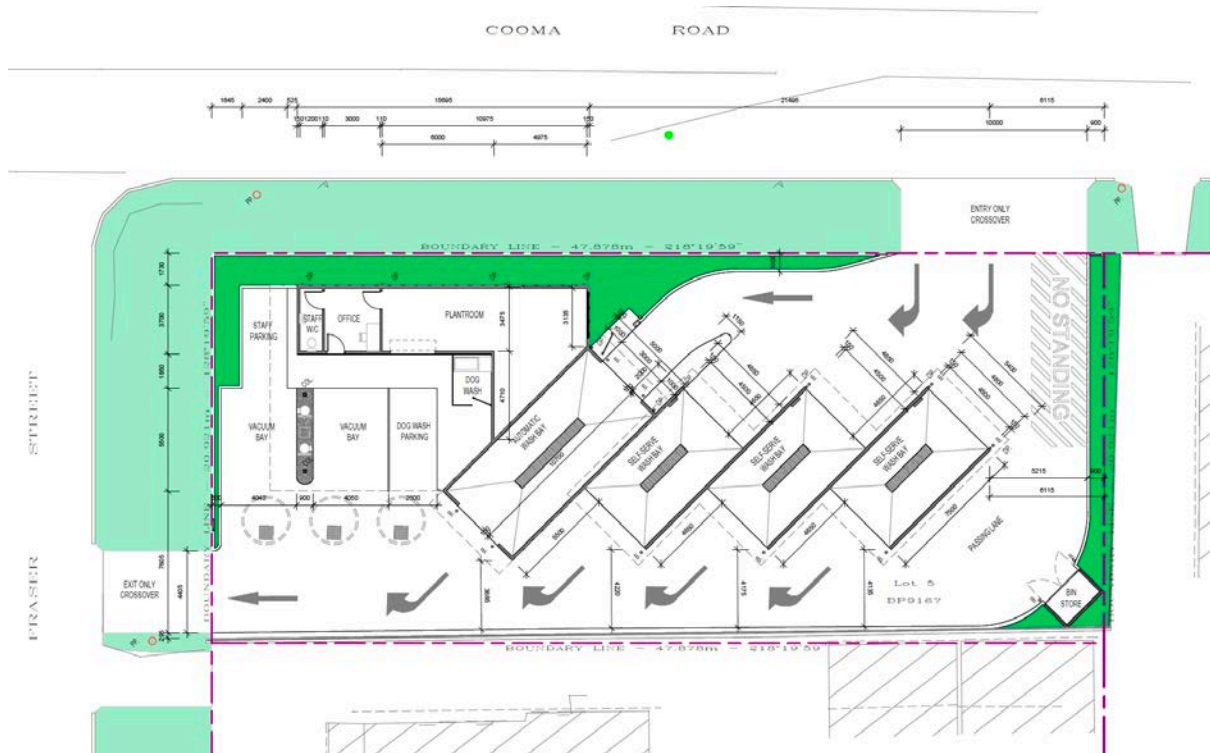


Figure 9: Proposed Development

### 3.3 OPERATIONAL DETAILS

The car wash facility will be fully automated with the one automatic wash bay and three self-serve wash bays. The vacuum bays and dog wash will also be self-serve.

#### Staff

One member of staff will be required.

#### Hours of Operation

The facility will operate from 7:00am to 8:00pm / 7 days per week.

### 3.4 CAR PARKING AND VEHICLAR ACCESS

The following on-site car parking spaces are proposed:

- One staff parking space adjoining the staff office
- One dog wash parking space

Cars will enter the site via an entry only crossover from Cooma Road and manoeuvre around the northern and eastern boundaries of the site via the passing lane. Vehicles will exit the site via an exit only crossover adjoining Fraser Street. The development design and accompanying Traffic Impact Assessment is submitted to TfNSW for consideration.

### 3.5 TRADE WASTE SYSTEM

#### Wash Water

All liquid waste generating developments must comply with Local Water's requirements for the discharge of trade waste. Details of the proposed trade waste systems are shown on the drawings enclosed with this application.

#### Trade Waste Discharge Permit



A Permit to Discharge Trade Waste will be obtained from the Council upon commencement of operations. The final permit can only be granted when the treatment system has been installed and is operating in accordance with the specified requirements.

#### Volume of Discharge

The volume of discharge to the sewer system is based on overall usage rates for the fully developed car wash facility and have been calculated to take into account the portion of water recycled, peak load times, etc. and will have a maximum discharge of 14,400 litres per day.

#### CPS Unit

Excess wash water from the recycling system and wash water from the manual wash bays is collected in the sewer discharge tank, from where it is drawn to a coalescing plate separator (CPS) or vertical gravity separator (VGS) located in the plant room. The CPS or VGS unit is designed to separate oils and greases from the aqueous waste and will be rated to discharge a maximum 3,000 litres per hour, although based on the Wash Water Consumption Table average peak discharge will be approximately 1,275 litres per hour.

The skimmed oils and greases are collected in a drum below the CPS or VGS unit for later collection by a licenced trade waste contractor. Aqueous waste is discharged to the town sewer system, in accordance with the Trade Waste Permit conditions.

#### Licenced Contractor

The site operator will enter into an agreement with a licenced trade waste contractor to regularly service the unit. In addition, when the settlement and recycling tanks contain too much silt, a registered Trade Waste Contractor will pump the tank out, and the contents disposed of in accordance with EPA requirements.

#### Separation of Trade Waste and Stormwater

In order to ensure the trade waste system only treats waste generated by the washing processes, all wash water is contained within the building envelope by changes in direction of falls to the finished internal and external levels at the entrance and exit of the wash bays. The crests of the changes in falls are located a minimum of 100 from the extremity of the roof overhang, to create a "rain shadow" to minimise the potential for rain to enter the sewer system.

#### Car Wash Recycling System

The proposed automatic car washes will recycle approx. 80% of all water used in the wash and rinsing cycles. The wash water is collected in settlement and recycling tanks, as shown in the drawings, and re-used in the automatic wash bays. The re-use of this water will provide a positive contribution to reducing demand for potable water on the site.

## 4 PLANNING ASSESSMENT

---

### 4.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The Environmental Planning and Assessment Act 1979 (EP&A Act) provides the overarching framework for the NSW Planning System. In accordance with the provisions of the EP&A Act, a development is considered Integrated Development if it requires development consent and approval under the provisions of one or more of the following Policies:

- 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)
- 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 approval under any of the above listed policies and therefore is not considered to be Integrated Development.

### 4.2 ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2021

The Environmental Planning and Assessment Regulation 2021 (EP&A Reg) supports the day-to-day requirements of the NSW Planning System. It contains key operational provisions including those relating to development contributions and planning agreements. Division 5 of the EP&A Reg outlines the types of development and criteria pertaining to development that would qualify as Designated Development. A review of these provisions indicates that the proposed development does not meet the definition or criteria of development listed under Division 5. The proposal is therefore not considered to be Designated Development.

### 4.3 PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1979

The Protection of the Environment Operations Act 1979 (POEO Act) establishes the Environment Protection Authority (EPA) as the statutory decision maker for environmental regulation and policy. The EPA administers legislation covering air and water quality, waste, contaminated land, noise, pesticides and hazardous waste.

The POEO Act infers prohibition of the washing of vehicles in the street, as detergents and other contaminants flow untreated into the stormwater system and thence to water catchments, rivers and eventually to the ocean. The proposed facility has been designed to meet all the relevant criteria under the Act, assuring Council of the benefits of the proposed use. The new car wash development will provide the following:

- A site environment designed to have no impact on the nearby residential properties and to complement the adjacent commercial and industrial areas.
- A new integrated service to the local community.
- Significant environmental savings by the recycling and re-use of wash water.
- Leading edge environmental treatment of wastewater and pollution control.
- Reduced levels of waste discharged to the sewer system.
- Landscaped areas between the development and public areas.

The proposed development will provide an important service to the local community and will create a pivotal role in the pursuit of a cleaner environment.

## 4.4 STATE ENVIRONMENTAL PLANNING POLICIES

### 4.4.1 STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

The new State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP) consolidates three SEPPs and is effectively a house keeping measure and does not introduce any substantive changes to the legal provisions. Chapter 4 of the Resilience and Hazards SEPP introduces planning controls for the remediation of contaminated land and requires an investigation to be made if land contamination is suspected. A review of historical aerial images has revealed that the site has historically been used for residential purposes. No evidence of fill, mines, sheep dips, mixing sheds or contaminating industrial activities are known to have been located on the site from the review of site history. As such, the site is considered highly unlikely to be contaminated and is suitable for the proposed development in accordance with the provisions of Chapter 4.

### 4.4.2 STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

The proposed development has frontage to a State Road (Cooma Road) and therefore Clause 2.119 of the State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport SEPP) applies:

- a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*

Access to the site is gained via a new entry only crossover from Cooma Road. The proposed access driveway is suitably positioned on the site to allow for safe and convenient manoeuvrability of vehicles to the wash, vacuum, and dog wash bays. A separate exit only crossover is proposed for vehicles to exit the site onto Fraser Street.

A Traffic Impact Assessment and swept path analysis are submitted with this application demonstrating compliance with the relevant Australian Standards and the requirements of TfNSW.

- b) the safety, efficiency, and ongoing operation of the classified road will not be adversely affected by the development as a result of:*  
*i. the design of the vehicular access to the land.*

The Traffic Impact Assessment submitted with this application demonstrates the proposed development will have negligible impact along Cooma Road and Fraser Street. The Car Wash Facility is intended to service vehicles already utilising the surrounding road network such that the ongoing operation of the classified road will not be adversely affected by the development.

- ii. the emission of smoke or dust from the development*

The proposed development will not result in the emission of smoke or unacceptable dust.

- iii. the nature, volume or frequency of vehicles using the classified road to gain access to the land.*

The Traffic Impact Assessment submitted with this application outlines the expected peak hour traffic generation and impact on the surrounding intersections. The traffic generation of the site will have negligible impact on the surrounding intersections.

### 4.4.3 STATE ENVIRONMENTAL PLANNING POLICY (INDUSTRY AND EMPLOYMENT) 2021

Chapter 3 of the State Environmental Planning Policy (Industry and Employment) 2021 sets out planning controls for advertising and signage in NSW. The SEPP requires signage to be compatible with:

- The future character of an area,
- Provide effective communication in suitable locations and
- Be of a high-quality design and finish.

With regard to the signage involved in the proposed development, the following relevant Sections of the SEPP have been reviewed.

The proposed signage complies with the Assessment Criteria of Schedule 5 in the following ways:

#### Character of the area

The proposed signage is consistent with the existing character of the site which is characterised by a mixture of development types commensurate with the MU1: Mixed Use zoning of the land. The subject site is located adjacent to a BP Service Station Facility with similar building and directional signage types utilised.

#### Special areas

The subject site is not located within a Special Area. The proposed use of the site is consistent with the character of the streetscape. Proposed signage is suitably located throughout the site and will clearly communicate the land use.

#### Views and vistas

Views within the surrounding streetscape are generally limited to neighbourhood views, and the proposed signage is limited to the buildings and low scale directional signage. The signage is not of a scale that will impact on views and vistas.

#### Streetscape, setting or landscape

Simple signage is proposed that clearly identifies the site for the purposes of a Car Wash Facility and ancillary uses and does not preclude the visual quality or landscaping of the surrounding streetscape. The final development is appropriate for the site in the context of the streetscape.

#### Site and building

The final development including signage is highly compatible with the established character of the area and will identify the land use and ensure clear wayfinding.

#### Associated devices and logos with advertisements and advertising structures

Signage is appropriately designed and fitted with suitable devices where required.

#### Illumination

Proposed illumination is demonstrated on the Architectural Plans and has been sensitively designed to avoid impacts to vehicles, pedestrians and aircrafts. Illuminated signage is to replace the previous illuminated signage on the site.

#### Safety

The location of signage has been carefully considered to minimise safety impacts to pedestrians and vehicles. Signage is limited to the buildings and low scale directional signage and will not compromise pedestrian and vehicle sightlines and safety.

### **4.5 NARRABRI LOCAL ENVIRONMENTAL PLAN 2012**

The Narrabri Local Environmental Plan 2012 (NLEP 2012) is the principal planning instrument that governs all development within the Narrabri Shire Council LGA. The objectives and provisions of the plan that relate to the proposed development are discussed below.

#### **4.5.1 LAND USE ZONING**

The subject site is zoned MU1: Mixed Use under the NLEP 2012. The objectives of the MU1 zone are as follows:

- *To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.*
- *To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.*



- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

The proposed development achieves the objectives of the MU1 zone by providing a land use that meets the day to day needs of the surrounding community and provides employment opportunities. The proposed development has been sensitively designed and located on the site to minimise adverse impacts to adjoining residential properties.

The proposed development is for a Car Wash Facility which is defined as a Business Premises under the NLEP 2012 with the following definition:

***Business Premises*** means a building or place at or on which—

- an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or*
- a service is provided directly to members of the public on a regular basis, and includes funeral homes, goods repair and reuse premises and, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, travel agencies, betting agencies and the like, but does not include an entertainment facility, home business, home occupation (sex services), medical centre, restricted premises, sex services premises or veterinary hospital.*

A Business Premises is permissible in the MU1 zone with consent from Council.

#### **4.5.2 HEIGHT OF BUILDINGS**

Clause 4.3 of the NLEP 2012 requires that the height of a building on any land is not to exceed the maximum height shown for the land of the Height of Buildings Map. The site is not subject to a maximum building height.

#### **4.5.3 FLOOR SPACE RATIO**

Clause 4.4 of the NLEP 2012 requires that the maximum floor space for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map. The site is not subject to a maximum floor space ratio.

#### **4.5.4 BUSHFIRE PRONE LAND**

Clause 5.11 of the NLEP 2012 applies to development on bushfire prone land. The subject site is not identified as bushfire prone land.

#### **4.5.5 FLOOD PLANNING**

Clause 5.21 of the NLEP 2012 applies to development of flood prone land. The subject site is located within a flood planning area and as such the proposed development has been designed in accordance with the requirement for business development on the Flood Certificate submitted with this application.

#### **4.5.6 EARTHWORKS**

Clause 6.1 of the NLEP 2012 states that development consent is required for any earthworks on the site. The proposed development has been designed to follow the topography and natural features of the land. Excavation across the site is contained wholly within the development building envelope to minimise the overall bulk and massing of the built form when viewed from the streetscape and adjoining properties and limit environmental impacts. Excavation and proposed retaining walls are demonstrated on the Architectural Plans submitted with this application.

### **4.6 NARRABRI DEVELOPMENT CONTROL PLAN 2012**

The Narrabri Development Control Plan 2012 (NDCP 2012) provides objectives, advice and controls to facilitate development in the Narrabri Shire Council LGA. According to the EP&A Act, the principal purpose of a development control plan is to provide guidance to facilitate development that is permissible under the relevant planning

instrument and achieves the objectives of land zones. An assessment of the proposed development against the relevant provisions of the NDCP 2012 is undertaken in the subheadings below.

#### 4.6.1 BUILDING LINE

The proposed development is setback 4.405m from the primary frontage of Fraser Street and 3.685m from the secondary frontage of Cooma Road. The proposed development has been positioned in keeping with the prevailing front setback distances of the streetscape and will not appear out of character with adjoining properties.

#### 4.6.2 DRAINAGE TO BUILDINGS

Stormwater Plans are submitted with this application. An OSD system is proposed on the site with a storage volume of 22m<sup>3</sup>. On-site stormwater is to be connected to the existing pit at the Fraser Street streetscape.

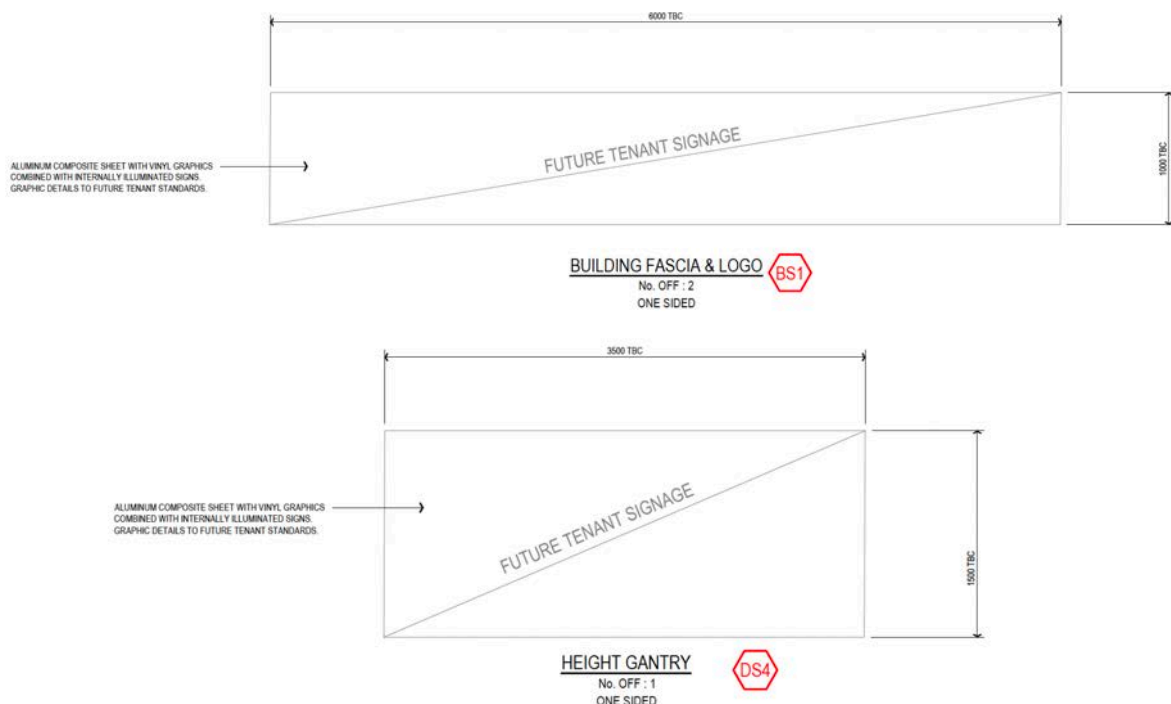
A Trade Waste System is proposed on the site in accordance with the Trade Waste Drawings submitted with this application. During normal operations, stormwater will be captured and then make its way into the separator system and treated by separating the oil and hydrocarbons from the water before discharging the treated water to the on-site stormwater system. The site operator will then be required to organise removal of the fuel spill from the tank by a trade waste contractor to dispose off-site in accordance with local authority requirements.

#### 4.6.3 ENCROACHMENT INTO PUBLIC ROADS

Proposed building works including awnings, advertising signs, eaves and cornices will not encroach into public roads.

#### 4.6.4 OUTDOOR ADVERTISING

The proposed development involves the following business signage types:



GRAPHICS				
	FRONT	BACK	BACK	BACK
NUMBER OFF	2 OFF	2 OFF	1 OFF	1 OFF
NOTES: ALL NON- ILLUMINATED	FRONT FACING STREET. DIGITALLY PRINTED VINYL GRAPHICS ON WHITE ALUMINUM COMPOSITE SHEET. GALV.	FRONT FACING SITE. DIGITALLY PRINTED VINYL GRAPHICS ON WHITE ALUMINUM COMPOSITE SHEET. GALV.	FRONT FACING STREET. DIGITALLY PRINTED VINYL GRAPHICS ON WHITE ALUMINUM COMPOSITE SHEET. GALV.	FRONT FACING SITE. DIGITALLY PRINTED VINYL GRAPHICS ON WHITE ALUMINUM COMPOSITE SHEET. GALV.

Simple signage is proposed that clearly identifies the site for the purposes of a Car Wash Facility and ancillary uses and does not preclude the visual quality or landscaping of the surrounding streetscape. The location of signage has been carefully considered to minimise safety impacts to pedestrians and vehicles. Signage is limited to the buildings and low scale directional signage and will not compromise pedestrian and vehicle sightlines and safety.

#### 4.6.5 PARKING CODE

The NDCP 2012 does not specify parking rates for Car Wash developments. The RTA 'Guide to Traffic Generating Developments, Version 2.2' also does not specify relevant parking rates. All visiting vehicles for the car wash will be held either in the car wash bays, the vacuum bay, or in a holding queue. Other than 1 parking space for staff, there will be no need to provide formal parking spaces. One (1) dog wash bay is proposed, and 1 dedicated parking space is provided.

Cars will enter the site via an entry only crossover from Cooma Road and manoeuvre around the northern and eastern boundaries of the site via the passing lane. Vehicles will exit the site via an exit only crossover adjoining Fraser Street. The development design and accompanying Traffic Impact Assessment is submitted to TfNSW for consideration.

## 5 ENVIRONMENTAL ASSESSMENT

---

### 5.1 TRAFFIC

A Traffic Impact Assessment for the proposed Car Wash Facility has been prepared by Ardill Payne & Partners and is submitted with this application.

#### Cooma Road

Cooma Road is part of the Newell Highway (HW 17; Route Number A39). The Newell Highway is a state classified road providing the major road link between Goondiwindi in south-eastern Queensland and the NSW/Victoria state border via central NSW and as such carries large amounts of freight. At the site, the road is generally level and has a single 3.5m wide travel lane in each direction with a parking lane each side. The through lanes are separated by a 4.0m wide median turning lane. This median lane incorporates turn lanes at intersections (two-way right turns in some locations). The total sealed width is approximately 20m. The site has upright kerb and gutter for its full frontage and is fully line marked. There is a concrete footpath on the western side of the Newell Highway. The speed limit past the site is 50 km/h.

#### Fraser Street

Fraser Street is mostly level and has a total sealed width of approximately 17m between upright kerb and gutter. The speed limit past the site is 50 km/h. The Newell Highway/Fraser Street intersection is an urban T-intersection. In the Newell Highway there are channelised right turn and left turn in lanes. Directly opposite the intersection is the heavy vehicle entry to the BP service station.

#### Projected Traffic

Combining the existing and projected through traffic with the additional site traffic for both the current year and 10-year development horizon allows for the determination of traffic flows in the following four cases:

- Case 1 – Undeveloped traffic flow 2024
- Case 2 – Developed traffic flow 2024
- Case 3 – Undeveloped traffic flow 2034
- Case 4 – Developed traffic flow 2034

Summaries of the peak hour traffic are provided in Table 2 below.

**Table 2: Peak Hour Total Traffic Volumes – 2024 and 2034**

Road	Case 1	Case 2	Case 3	Case 4
Newell Highway	400	410	512	522
Fraser Street	15	25	19	29

#### Car Parking

The NDCP 2012 does not specify parking rates for Car Wash developments. The RTA 'Guide to Traffic Generating Developments, Version 2.2' also does not specify relevant parking rates. A first principles assessment will be required.

All visiting vehicles for the car wash will be held either in the car wash bays, the vacuum bay, or in a holding queue. Other than 1 parking space for staff, there will be no need to provide formal parking spaces. One (1) dog wash bay is proposed, and 1 dedicated parking space is provided.

#### Site Access

All vehicular access to the site will be from the Newell Highway. All traffic will exit to Fraser Street. From the RTA Guide, Table 6.2, and from AS 2890.1, Table 3.1, driveway type 2 applies for the entry and type 1 for the exit (parking user class 3; fronting arterial road and/or local road; < 25 spaces). Driveway widths shall be a minimum of 3m (one lane) or 6m (combined).



The NDCP 2012 advises that it has adopted the standards set out in the RTA Guide. In response, the development proposes a 10m wide entry only off the Newell Highway, and a 4.4m wide exit only to Fraser Street. This arrangement complies with RTA and AS requirements.

#### Sight Distance at Driveways

Compliance has been assessed against AS 2890.1 'Parking facilities Part 1: Off-street car parking'. From AS 2890.1 (Figure 3.2), the desirable sight distance is 69m (for a 50km/h frontage road speed). This is available looking left from the driveway.

The available sight distance looking right from the exit driveway to the hold line at the intersection is approximately 20m. This distance is less than required. However, vehicles turning left into Fraser Street would be travelling less than 50km/h and should be alert to the fact that there will be residential and commercial driveways in the area. The exit driveway is located as far from the intersection as is possible. Parked cars may reduce the available sight distance.

#### Circulation

Circulation within the site shall be compliant with AS 2890.1 and AS 2890.2. All vehicles will enter and leave the site in a forward direction. A dedicated lane shall be provided on site so that entering vehicles can bypass other vehicles queued to use the wash bays.

The Traffic Impact Assessment provides the following recommendations:

- 1) Construct separate entry (from Newell Highway) and exit (to Fraser Street) driveways as shown on the development plans.
- 2) Adjust on-street parking to suit proposed driveway locations. It is noted that this may require the approval of the Local Traffic Committee.
- 3) Provide a bypass route through the site to allow for customers to pass stationary vehicles queued for the wash bays.
- 4) Install a 'Do Not Queue Across Footpath' sign at the site entry.

It is concluded that following development of the site, there will be an increase in traffic movements in the vicinity of the site. However, the traffic efficiency will not be reduced to unacceptable levels; the impact on the amenity of nearby residents due to road traffic noise will be minimal; and the traffic generated by the proposal will not have any significant impact on safety in surrounding streets and intersections. All visiting vehicles for the car wash will be held either in the car wash bays, the vacuum bay, or in a holding queue on site. On-site parking will be provided for staff and the dog wash bay. The proposed development is therefore supportable on traffic planning grounds and will operate satisfactorily.

## **5.2 NOISE**

A Noise Impact Assessment has been prepared by RCA Australia and is submitted with this application. Noise measurements were undertaken with class 1 sound level meters. One of them was placed for several days of long term measurement (LTM) at Lot 5 DP9167, 84 Fraser Street, Narrabri to measure background noise (referred to as Rating Background Levels (RBLs)). A single 15-minute short term measurement (STM) was also taken while onsite by an acoustic technician to assist to identify and document the local noise sources in the environment.

#### Morning Shoulder Discussion

RCA modelled reduced operations for the time period 6 am – 7 am and predicted significant exceedances of the LAeq sleep disturbance screening level at R1 first floor (18 dB), R1 ground floor (12 dB), R3 ground floor (12 dB) and R4 ground floor (6 dB). RCA predicted exceedances of the LAmax sleep disturbance screening level at: R1 first floor (10 dB), R1 ground floor (4 dB) and R3 ground floor (5 dB). Given the extent of these noise impacts, and the increased sensitivity of this time period (when people are likely trying to sleep), RCA recommend that trading begins at 7am.

#### Day Time Discussion

RCA predicted exceedances of the day time project specific noise target at the following two receivers: R1 first floor (12 dB), R1 ground floor (2 dB) and R3 ground floor (1 dB). RCA note that the NPI considers an exceedance up to 2 dB to be negligible since “the exceedance would not be discernible to the average listener”. This means the R1 and R3 ground floor exceedances can be considered to be negligible. The remaining first floor exceedance at R1 however is not negligible.

It should first be noted that this external first floor assessment location does not likely represent a location that a person typically occupies. This external assessment location then only serves to allow for an internal noise level to be estimated. Daily 15-minute unattended noise charts are provided in Appendix D of the report. It is seen that the LAeq,15 minute level measured on site remains above 60 dBA from 6 am through until after 9 pm, and it was shown in Table 4 that the day time LAeq,15 hr level due to road traffic was 62 dBA. Based on this, RCA suggest that if R1 has a habitable room on the first level that is used during the day and which faces the proposal, then any windows or doors on that exposed façade will likely already be kept closed due to the road noise. We find that a predicted external noise level from the proposal of 63 dBA is not expected to exceed the AS2107 internal noise objective of 35 dBA – 45 dBA for a living area, with windows and or doors closed.

#### Early Evening Discussion

RCA predicted exceedances of the early evening time (6 pm – 8 pm) project specific noise target at the following two receivers: R1 first floor (15 dB), R1 ground floor (5 dB) and R3 ground floor (4 dB). RCA believe that noise from the proposal would not be considered offensive during the evening shoulder period, 6 pm – 8 pm, but recommend operations cease at 8 pm as a primary mitigation strategy to manage noise impacts.

#### Recommendations

RCA make the following recommendations:

- A 2.1 m high fence and a 1.8 m high fence is erected on the eastern and northern boundaries respectively. The fences must be solid, with no gaps from the ground to the design height. Commercial modular wall systems made from compressed fibre are available and would be suitable. Other materials with sufficient density would also be suitable.
- RCA would recommend that operations begin at 7am and cease at 8pm.

## 6 CONCLUSION

---

The proposed development at 84 Fraser Street, Narrabri involves the removal of trees, demolition of selected structures and the construction of a new Car Wash Facility. The impact of the proposed development has been assessed in accordance with the provisions of Section 4.15 of the EP&A Act and is found to be satisfactory. The proposal has also been assessed against the relevant provisions of the Narrabri Local Environmental Plan 2012 (NLEP 2012) and the Narrabri Development Control Plan 2012 (NDCP 2012) and is considered to be appropriate for the subject site for the following reasons:

- The proposed development has been sensitively designed to respond to the established characteristics of the surrounding streetscape and as such will not appear out of character or set an undesirable precedence for future development. The proposed development design is considerate of adjoining residential land uses.
- The proposed development generally complies with the relevant guiding objectives and provisions for development under the NLEP 2012 including land use zoning, development on flood prone land and earthworks.
- The proposed development generally complies with the guiding principles of the NDCP 2012 including building lines, drainage, advertising signage and car parking.

The site is therefore considered to be suitable for the proposed development and will generally have acceptable environmental, social and economic impacts on the immediate area. The proposal is unlikely to result in adverse impacts on the amenity of the locality and accordingly, the proposal is considered to be in the public interest and worthy of Council's support.