

Transport Impact Assessment

42-48 Cooma Road & 31 Peele Street, Narrabri

Service Station

SECAsolution 

Traffic Engineering

Transport Planning

Data Analysis

Consulting Services



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Revision History

Issue	Date	Comments
A.01	11/06/2026	Issued for Submission
0.01	03/06/2026	Issued for Comments
Prepared by:	Jacob Carreon	<i>Jacob Carreon</i>
Reviewed by:	Michael Palamara	<i>Michael Palamara</i>
Approved by:	Michael Palamara	<i>Michael Palamara</i>
Date and Time Printed: 11/06/2026 12:26 PM		

Table 1: Revision History

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Executive Summary

Seca-Solution has been engaged by Brown Commercial Building to develop a Transport Impact Assessment (TIA). This TIA is for a service station consisting of separate fuelling facilities for light vehicles and heavy vehicles, truck stop facilities, and a convenience store.

The proposed development is at the land comprising 42-48 Cooma Road & 31 Peele Street, Narrabri within the Narrabri Shire Council local government area. The surrounding area comprises a mix of residential development, tourist accommodation, and public recreation uses.

The development is located within proximity to bus and rail services, providing convenient and accessible transportation options for future staff. The closest bus stop is within 170 metre-walk from the development with services to destinations within Narrabri. Shared paths are provided along Cooma Road and in the nearby public parks providing pedestrian and cycling connectivity within the local area.

The site will be accessed via two driveways on Cooma Road. The northern driveway will be restricted to entry movements only, while the southern driveway will accommodate both entry and exit movements. Sight distance availability at the southern driveway for exiting vehicles has been assessed to comply with AS2890.1 and AS2890.2.

Servicing of the site will comprise deliveries, waste collection, and fuel tanker refuelling. A loading bay is provided to serve the convenience store, designed to accommodate trucks up to Medium Rigid Vehicles (MRV) in size.

A review of the proposed parking layout and access arrangements on the site plan indicates that the site can be developed in accordance with AS2890 requirements.

The proposed development will generate up to 88 pass-by car trips, 124 pass-by heavy vehicle trips and 88 new car trips during peak hours.

Mid-block capacity analysis indicate that the addition of development traffic is expected to increase volumes on Newell Highway by no more than 3% of its capacity and that the Newell Highway retains sufficient spare capacity to accommodate background traffic growth and future developments within the local area.

In conclusion, the proposed development can be supported in its current form.

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References

Australian Standard 2890.1:2004 – Off-Street Car Parking

Australian Standard 2890.2:2018 – Off-Street Commercial Vehicle Facilities

Narrabri Shire Council Development Control Plan – Parking Code No. 1

Transport for NSW Guide to Transport Impact Assessment version 1.1

Austroads Guide to Traffic Management Part 3

1 Introduction

1.1 Overview

Seca Solution has been engaged by Brown Commercial Building to develop a Transport Impact Assessment (TIA). The TIA determines the traffic and transport impacts associated with the development of the land comprising the subject lots located at 42-48 Cooma Road & 31 Peele Street, Narrabri and verifies that the development satisfies Council's Development Control Plan (DCP) traffic and transport objectives.

This report forms part of the development application for the subject site and should be read in conjunction with all provided documentation.

1.2 Report Structure

The report has been prepared to address all traffic and transport aspects associated with the project. The report structure is as follows:

Section 1 Provides a concise background of the project and information on the parties involved.

Section 2 Provides a brief description of the proposed development.

Section 3 Describes the project site, discusses the land use characteristics of the surrounding area, and presents the surrounding road network.

Section 4 Provides an overview of the existing traffic and transport network.

Section 5 Assesses vehicle parking demands, access arrangements and critical Australian Standard design requirements.

Section 6 Assesses the traffic demand and impact to the area.

Section 7 Provides a summary of the Transport Impact Assessment findings.

Table 2: Summary of Report Structure

3 Profile of the Study Area

3.1 Location and Site Description

The proposed development is at the land comprising 42-48 Cooma Road & 31 Peele Street, Narrabri within the Narrabri Shire Council local government area. The site is zoned partly MU1 Mixed Use Zone and partly RU1 Primary Production Zone. The surrounding area comprises a mix of residential development, tourist accommodation, and public recreation uses.

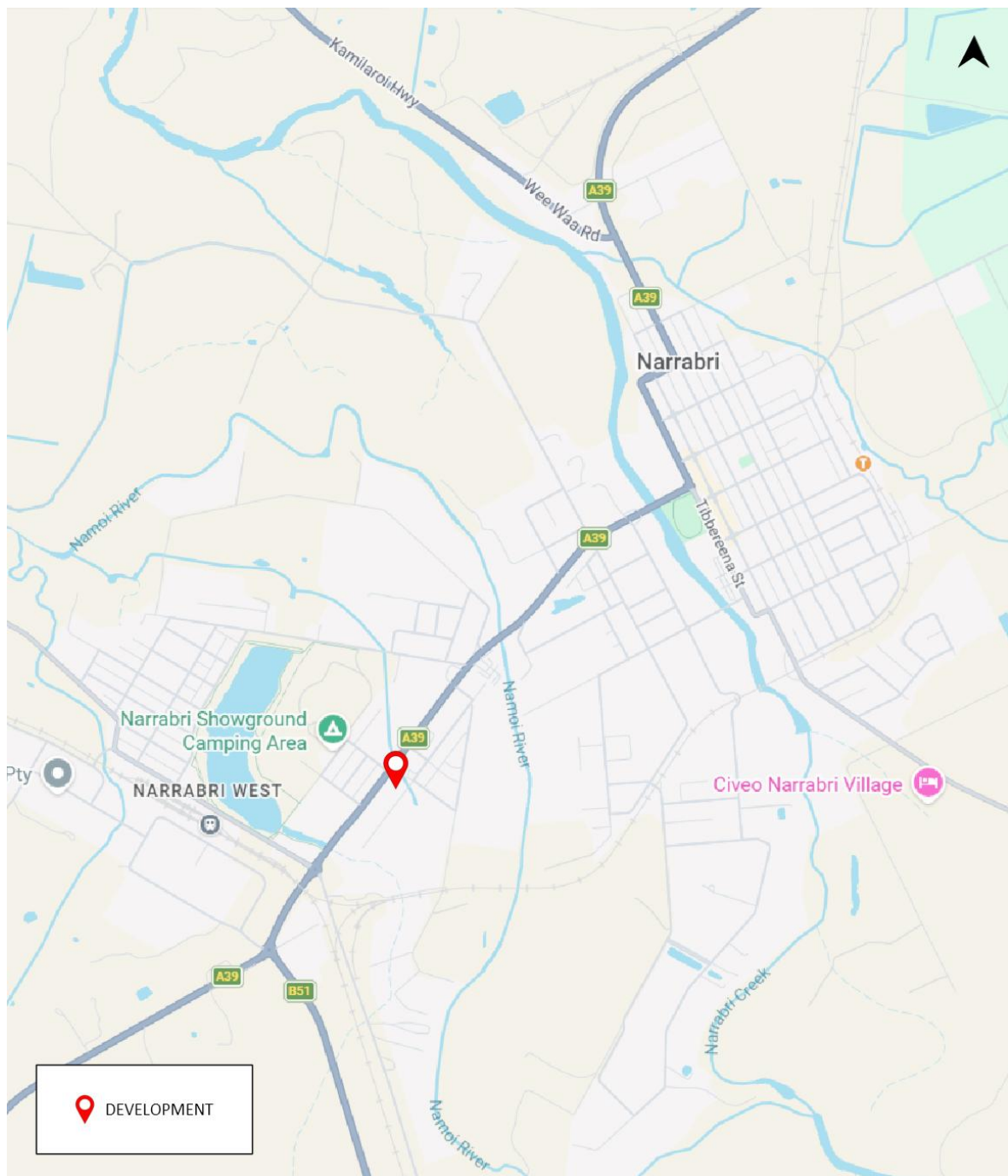


Figure 2: Site Location – Adapted from: [Google Maps](#)



Figure 3: Site Vicinity – Adapted from: [MetroMap](#)

3.2 Surrounding Road Network

The closest state road to the site is Cooma Road which forms part of the Newell Highway. Newell Highway runs in a north-south direction and serves as a key freight and transport corridor linking Queensland and Victoria via central New South Wales. The highway traverses several local government areas, including Moree, Narrabri, Gilgandra, Dubbo, Parkes, Forbes, Narrandera and Berrigan.

The surrounding road network hierarchy is shown in **Figure 4**.

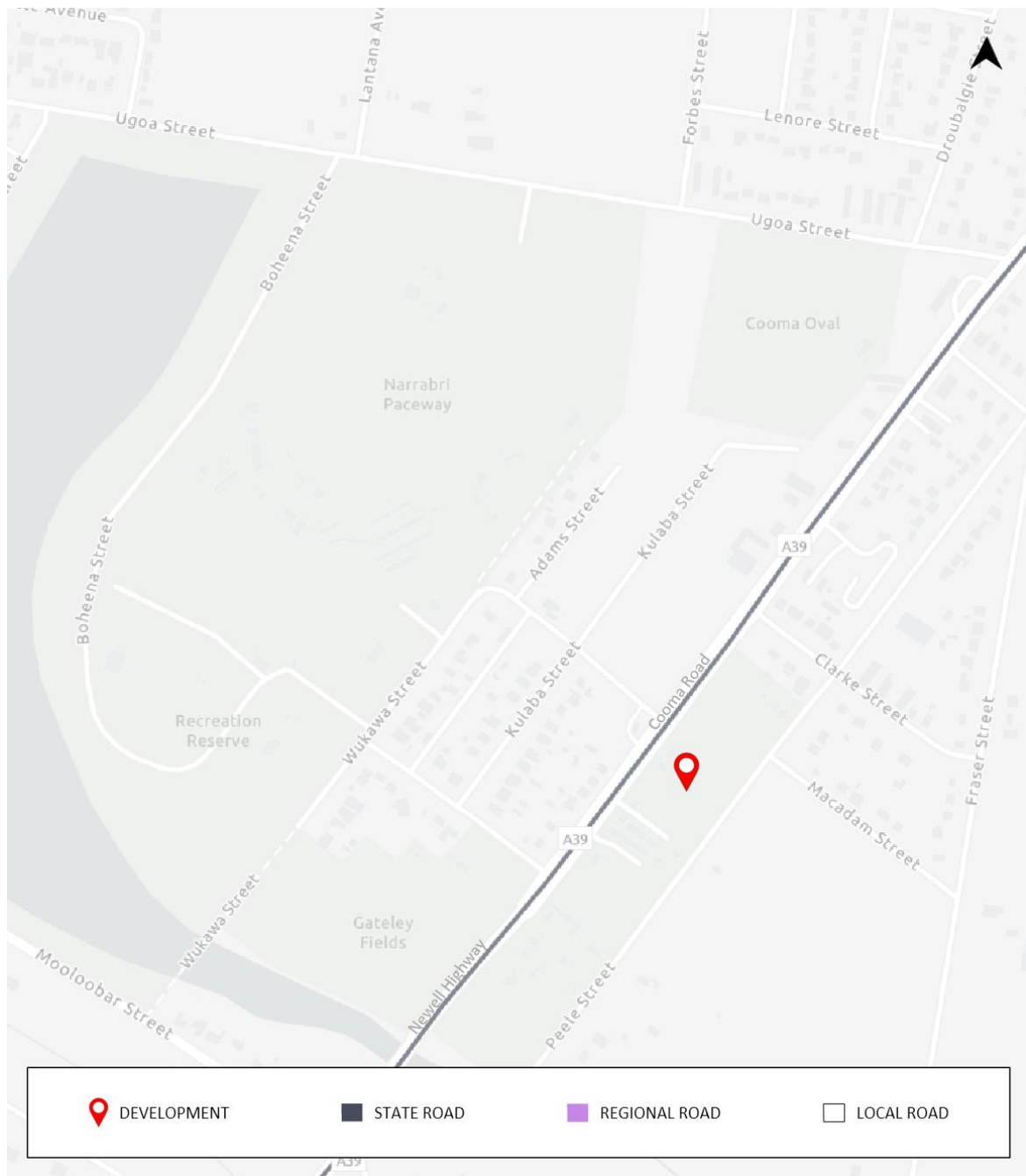


Figure 4: Road Hierarchy – Adapted from [NSW Road Network Classifications](#)

3.2.1 Newell Highway/Cooma Road

Road Classification	State Road	Carriageway Width	8.5 meters
No. of Travel Lanes	2	Speed Limit	50 km/hr
Alignment	N-S	School Zone	No
Carriageway Type	Undivided	On Street Parking	Yes
Bicycle Infrastructure	Yes	Parking Controls	Unrestricted

Within the vicinity of the site, the Newell Highway/Cooma Road generally comprises one lane in each direction with an 8.5 metres carriageway width and widened sections to accommodate turning lanes, including along the site frontage, where the carriageway width extends to approximately 22 metres. Kerb and guttering are provided on both sides of the road with pedestrian footpath on at least one side. No Stopping restrictions generally applies along the narrower sections of the road whilst unrestricted on-street parking is available along the site frontage.

The Newell Highway forms part of the approved road network for General Mass Limit, Concessional Mass Limit and Higher Mass Limit vehicles as well as for Oversize Overmass vehicles.



Looking south on Newell Highway/Cooma Road along site frontage

Figure 5: Newell Highway - Source: Site Photograph

3.2.2 Peele Street

Road Classification	Local Road	Carriageway Width	5 meters
No. of Travel Lanes	One lane	Speed Limit	50 km/hr
Alignment	N - S	School Zone	No
Carriageway Type	Undivided	On Street Parking	Yes
Bicycle Infrastructure	No	Parking Controls	Unrestricted

Peele Street is a local road primarily serving residential development. Kerb and guttering and pedestrian footpaths are not provided. There is no formal on-street parking, with few vehicles parking on the road verge.



Looking north on Peele Street at rear of the site

Figure 6: Peele Street - Source: Site Photograph

4 Existing Conditions

4.1 Traffic Volumes

Mid-block traffic count survey using tube counters was undertaken on Cooma Road at the site frontage in both directions over a full week from 28 April 2026 (Tuesday).

A summary of the tube counts is presented in **Table 3** while the traffic count data is provided in **Appendix B**.

Peak Hour/Volumes	AM Peak			PM Peak		
	Weekday	Weekend	Daily	Weekday	Weekend	Daily
	Average	Average	Average	Average	Average	Average
Northbound						
Peak Hour	8:00-9:00	11:00-12:00	8:00-9:00	3:00-4:00	12:00-1:00	3:00-4:00
Volumes	341	260	289	344	219	292
Southbound						
Peak Hour	8:00-9:00	11:00-12:00	8:00-9:00	3:00-4:00	12:00-1:00	3:00-4:00
Volumes	278	237	248	322	190	270
Both Directions						
Peak Hour	8:00-9:00	11:00-12:00	8:00-9:00	3:00-4:00	12:00-1:00	3:00-4:00
Volumes	619	497	537	666	409	562

Table 3: Tube Counts Summary

The tube count data indicate the following:

- Weekday peak hours typically occur from 8:00-9:00 in the morning and from 3:00-4:00 in the afternoon while weekend peak hours typically occur during midday,
- Weekday traffic registers higher peak hour volumes than weekend traffic,
- Northbound peak hour volumes are slightly higher than southbound peak hour volumes, and
- Trucks represent approximately 17% of the total traffic volumes.

4.2 Public Transport

The development is located within proximity to bus and rail services, providing convenient and accessible transportation options for future staff. With bus stops conveniently located within a short walk from the development, staff can connect to and from various destinations within the local area and beyond.



Figure 7: Public Transport - Adapted from [CDC Bus](#)

4.2.1 Bus Network

The most convenient bus stops are located at Newell Highway/Cooma Road approximately 170 meters from the development. **Table 4** provides a list of bus routes and typical frequency during peak hours.

Bus Route	Bus Stop Location	From	To	Frequency (peak hour)
457	Cooma Road at Boheena Street	Narrabri West	Narrabri (Loop Service)	1 Trip

Table 4: Bus Routes

4.2.2 Train Network

The site location is within proximity to the Narrabri railway station. This accessibility offers connections via the NSW TrainLink Northwestern rail and coach network, including services to Moree, Burren Junction and Gunnedah.

Train Station	Walking	Bicycle	Bus	Car
Narrabri	3.4 km (47 min)	4 km (14 min)	Route 457 (31 min)	3.5 km (6 min)

Table 5: Vicinity of Train Stations

4.3 Active Transport

4.3.1 Pedestrian Network

A footpath is provided on the northbound side of Cooma Road/Newell Highway providing pedestrian connectivity to nearby destinations. No formal footpaths are provided on the surrounding local roads where pedestrians generally utilise the road verge. There are no formal pedestrian crossing facilities provided at crossing points from the proposed development to the nearest bus stop.

A map of pedestrian facilities within the vicinity is provided in **Figure 8**.

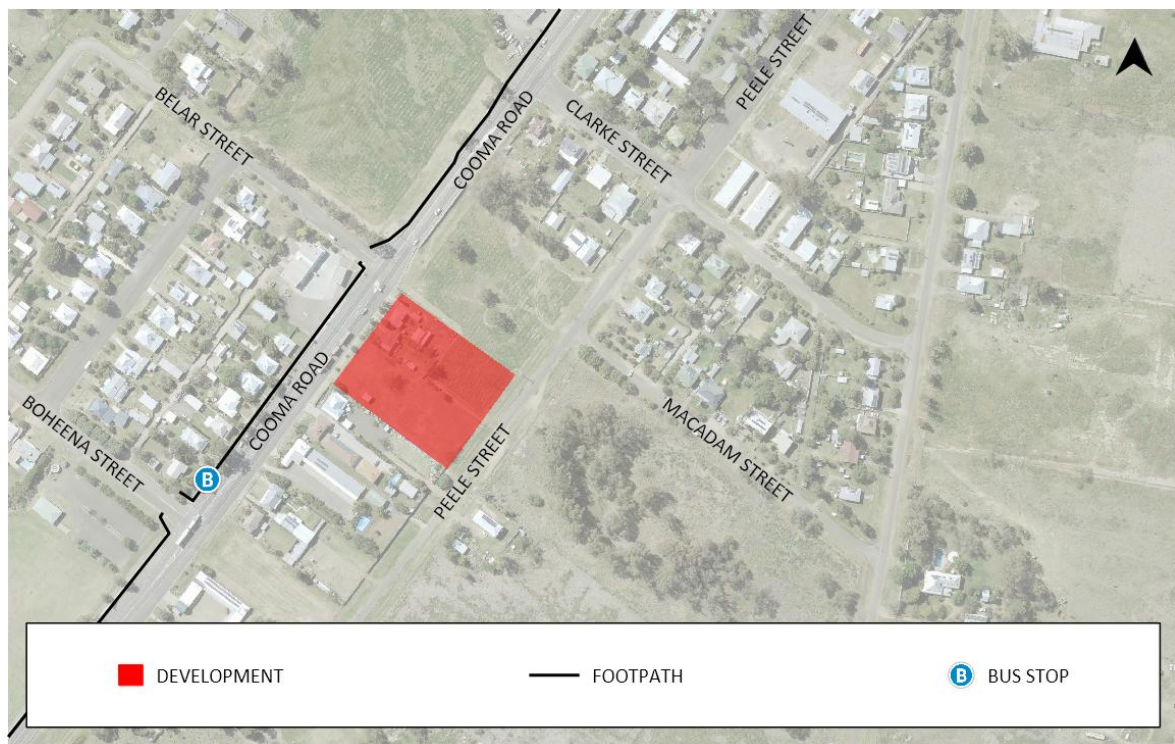


Figure 8: Pedestrian Facilities

4.3.2 Bicycle Network

A map of the bicycle facilities is provided in **Figure 9**. Shared paths are provided along Cooma Road and in the nearby public parks providing cycling connectivity within the local area.

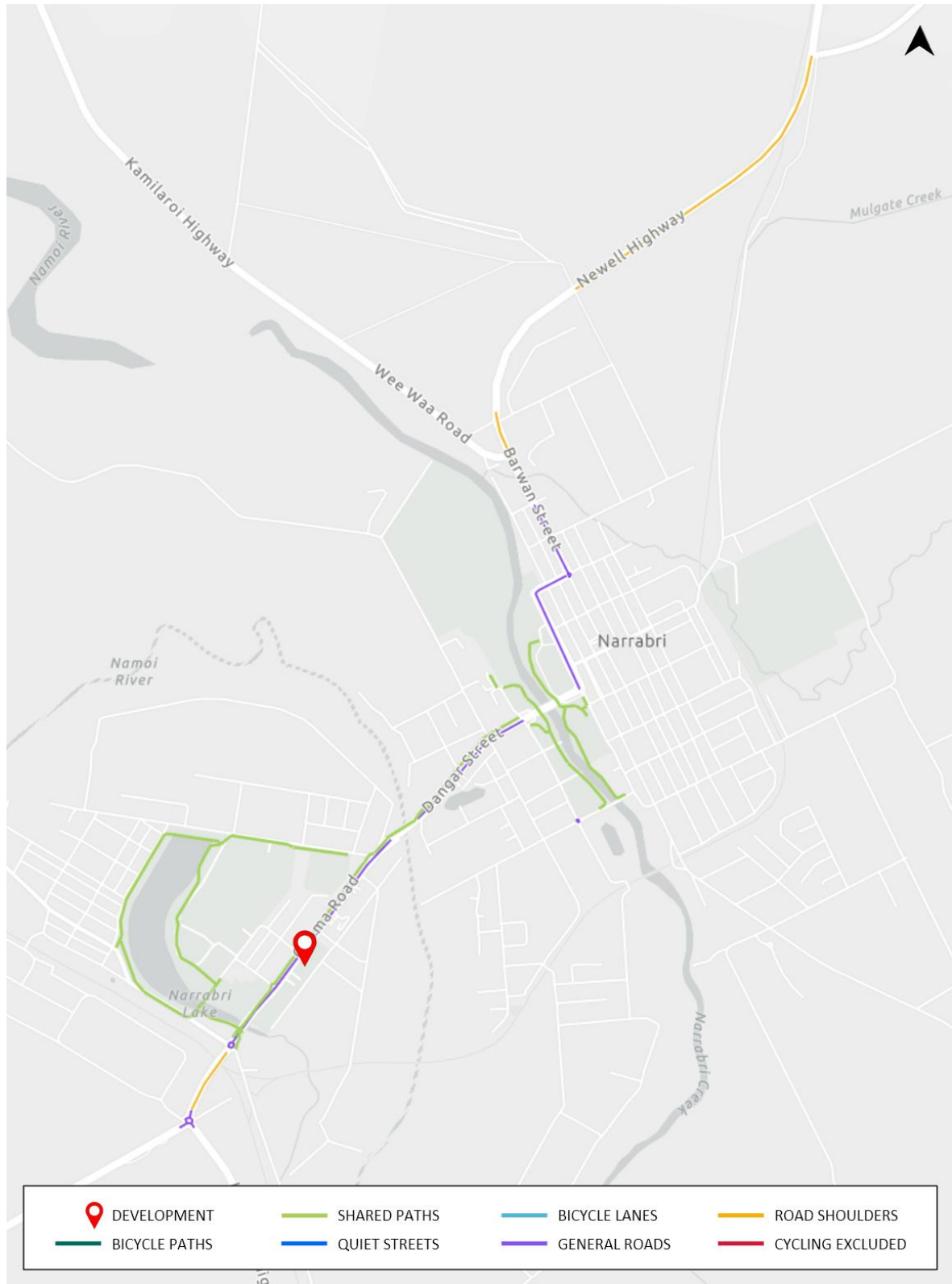


Figure 9: Bicycle Network – Adapted from [Cycleway Finder](#)

4.4 Crash History

An overview of the crash history within the surrounding area as extracted from TfNSW Centre for Road Safety Crashes map is shown in **Figure 10**. The most recent 5-year available crash data (2024-2025) show that there have been no crashes recorded within the immediate vicinity of the development site.

One crash was recorded at the roundabout intersection of the Newell Highway and Mooloolbar Street, approximately 550 metres south of the site. The crash involved an out-of-control vehicle leaving the roadway during daylight conditions and resulted in a towaway.

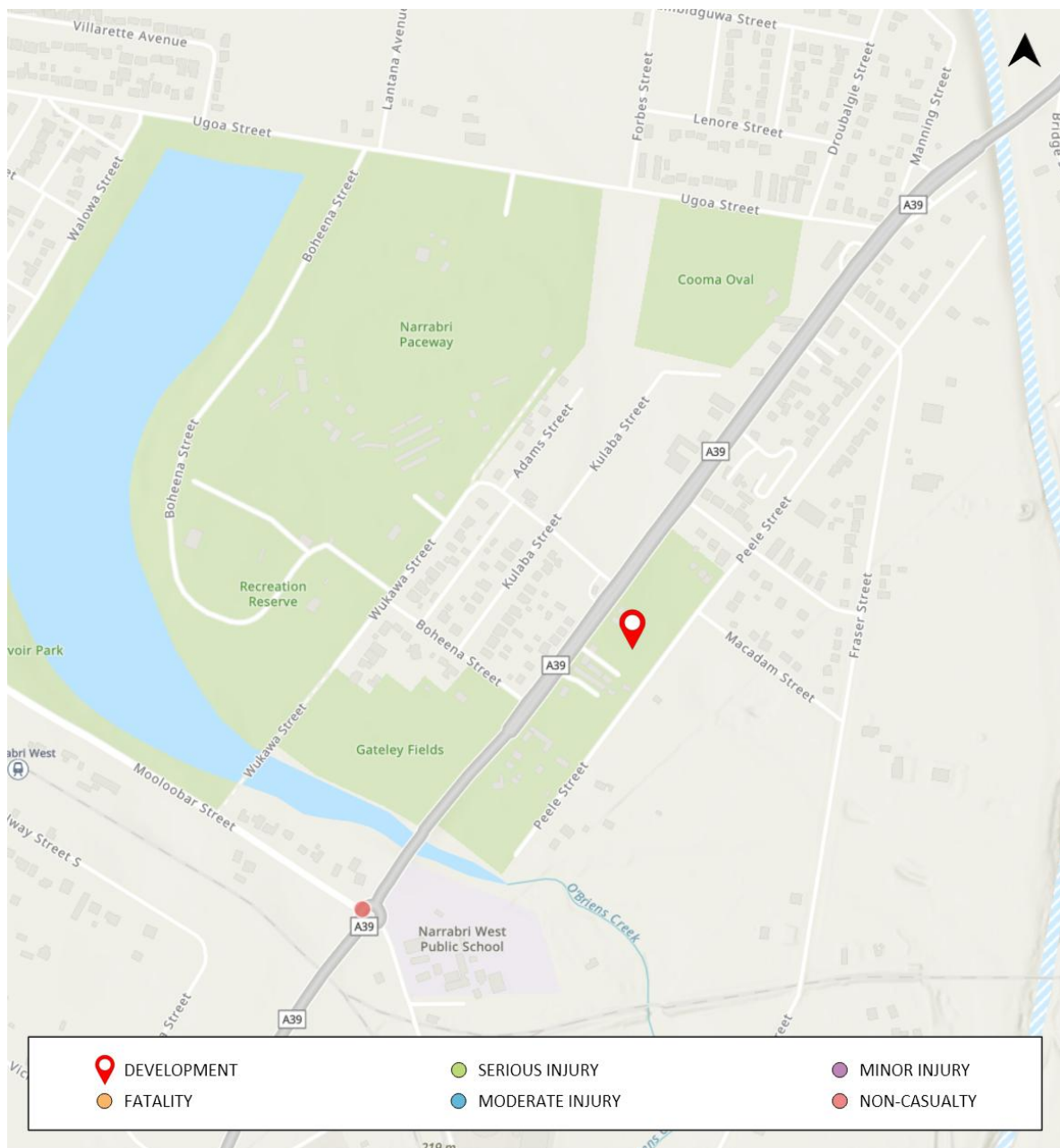


Figure 10: Crash Data – Adapted from [TfNSW Centre for Road Safety - LGA Crashes Map](#)

5 Parking and Access Assessment

5.1 Parking Demand

The car parking requirements for the service station are assessed against Parking Code No.1 of the Narrabri Shire Council DCP. The truck stop facilities including the shower and driver lounge are excluded from the assessment as the number of designated truck parking bays determines the capacity of the proposed truck stop. With six spaces for rigid trucks and 16 spaces for semi-trailer vehicles, the truck stop facility can accommodate up to 22 drivers at any one-time.

Compliance of the car parking spaces for the service station is summarised in the table below.

Land Use	Parking Rate	Size	Required	Provided
Service Station	5 spaces per 100 m ² GFA of Convenience Store	370 m ² GFA*	19	24

**Approximate based on architectural plans, excluding truck stop facilities*

Table 6: Parking Calculation

5.1.1 Accessible Parking

The Narrabri Shire Council DCP does not specify accessible car parking requirements. Accessible car parking provision has been assessed against the National Construction Code (NCC) requirements. This is outlined in the following table.

Parking Rate	Required	Provided
1 accessible space per 50 car parking spaces	1	1

Table 7: Accessible Parking Provision

The proposed development satisfies the NCC for the provision of accessible parking spaces.

5.2 Bicycle Parking

Whilst the Parking Code No.1 of the DCP indicates that bicycle parking should be provided depending on the land use type, it does not specify a quantitative rate. Given the nature of the proposed development which primarily caters to car and truck drivers, as well as nearby residents, and the limited number of staff, no bicycle parking is proposed.

5.3 Motorcycle Parking

The DCP does not provide motorcycle parking requirements. No motorcycle parking is proposed.

5.4 Site Servicing

Servicing of the site will comprise deliveries, waste collection, and fuel tanker refuelling. A loading bay is provided to serve the convenience store, designed to accommodate trucks up to Medium Rigid Vehicles (MRV) in size. Filling of underground fuel tanks will be undertaken by B-Double fuel tankers.

5.5 Parking and Access Design

A review of the proposed parking layout and access arrangements on the site plan indicates that the site can be developed in accordance with AS2890 requirements.

Swept paths, prepared by others, are provided in **Appendix A**.

5.6 Vehicle Access

The site will be accessed via two driveways on Cooma Road. The northern driveway will be restricted to entry movements only, while the southern driveway will accommodate both entry and exit movements. Sight distance availability at the southern driveway for exiting vehicles has been assessed to comply with AS2890.1, which requires a minimum sight distance of 45 metres, with 69 metres desirable, for a posted speed limit of 50 km/h. AS2890.2 nominates the latter distance as being suitable for heavy vehicles.

The available sight distances are illustrated in **Figure 11**.



Figure 11: Sight Distance Assessment

6 Traffic Demand and Impact

6.1 Traffic Generation

Vehicle trip generation for the service station component, excluding the truck stop and refuelling facilities, has been calculated using the equations provided in the TfNSW Guide to Transport Impact Assessment.

The adopted rates are as follows:

- AM Peak Hour = $0.2815(N)^2 + 14.047(N) + 16.715$
- PM Peak Hour = $0.0205(S) + 88.52$

where:

- N = number of service channels
- S = total site area in square metres

Considering eight service channels and assuming 50% of the total lot area of 8,512 m² is attributable to the service station 50% allocated to the truck facilities, application of the above rates results in the following trip generation:

- AM Peak Hour = 147 trips
- PM Peak Hour = 176 trips

Whilst specific pass-by trip rates are not defined, the proposed development is expected to predominantly cater to passing trade, consistent with typical service station operations, which primarily attract motorists already travelling along the road network or those who plan refuelling stops along their route. A discount of 50% for passing trade is therefore considered conservative and appropriate for this assessment.

For the truck stop and refuelling facilities, the Guide does not provide trip generation rates. Accordingly, trip generation has been estimated using first-principles method based on the operational characteristics of the proposed development, as follows:

1. All truck trips are assumed to be pass-by trips, consistent with truck operations.
2. The average refuelling duration for a truck is assumed to be 10 minutes. With three heavy vehicle service channels, the development could accommodate up to 18 trucks per hour for refuelling.

3. The average dwell time within the truck stop is assumed to be 30 minutes. Based on the provision of 22 truck parking spaces, the truck stop facilities could accommodate up to 44 trucks per hour.

4. Accordingly, the truck stop and heavy vehicle refuelling facilities are estimated to serve up to 62 trucks per hour, equivalent to 124 vehicle movements per hour (62 inbound and 62 outbound movements).

The above estimate represents a conservative assessment of the heavy vehicle trip generation based on the theoretical capacity of the truck stop and refuelling facilities. The mid-block counts discussed in **Section 4.1** indicate an average traffic volume of 666 vehicles on Newell Highway, of which approximately 17% are heavy vehicles, equivalent to about 113 trucks per hour. The adopted estimate of 62 truck arrivals per hour therefore assumes that more than 50% of passing heavy vehicles will utilise the proposed development, which is considered a conservative assumption.

A summary of the expected trip generation of the development is provided in **Table 8**.

Land Use	AM		PM	
	Cars	Trucks	Cars	Trucks
Site Trips				
Service Station	147	0	176	0
Truck Facilities	0	124	0	124
TOTAL	147	124	176	124
Pass-By Trips				
	73	124	88	124
New Trips				
	74	0	88	0

Table 8: Proposed Development Vehicle Trip Generation

6.2 Trip Distribution

The future site-generated trips are distributed to the surrounding road network based on the proportion of traffic along Newell Highway as detailed in **Table 9**. A 50:50 inbound-outbound split has been adopted.

Direction	Traffic Volume (Percentage)		Site-Generated Trips			
	AM	PM	AM – In	AM – Out	PM – In	PM - Out
Northbound	341 (55)	344 (52)	21	20	23	22
Southbound	278 (45)	322 (48)	16	17	21	22
TOTAL	619 (100)	666 (100)	37	37	44	44

Table 9: Trip Distribution

6.3 Impact on Mid-block Sections

To determine the impacts of the proposed development to the capacity of the Newell Highway, an assessment has been carried out by comparing mid-block traffic volumes against the available capacity of the roads under existing and with-development scenarios.

Road capacities have been adopted in accordance with the Austroads Guide to Traffic Management Part 3. The Guide identifies a one-way mid-block capacity of 900 passenger cars per hour under typical conditions.

Truck volumes are converted to passenger car equivalents using a factor of 2.

Table 10 summarises the results of the midblock volume/capacity analysis.

Peak Period	Direction	Capacity	Volume (pc/h)		Volume/Capacity (%)		
			Existing	W/ Dev	Existing	W/ Dev	+/-
AM	NB	900	399	420	44%	47%	2%
	SB	900	325	342	36%	38%	2%
PM	NB	900	402	425	45%	47%	3%
	SB	900	377	399	42%	44%	2%

Table 10: Midblock Capacities

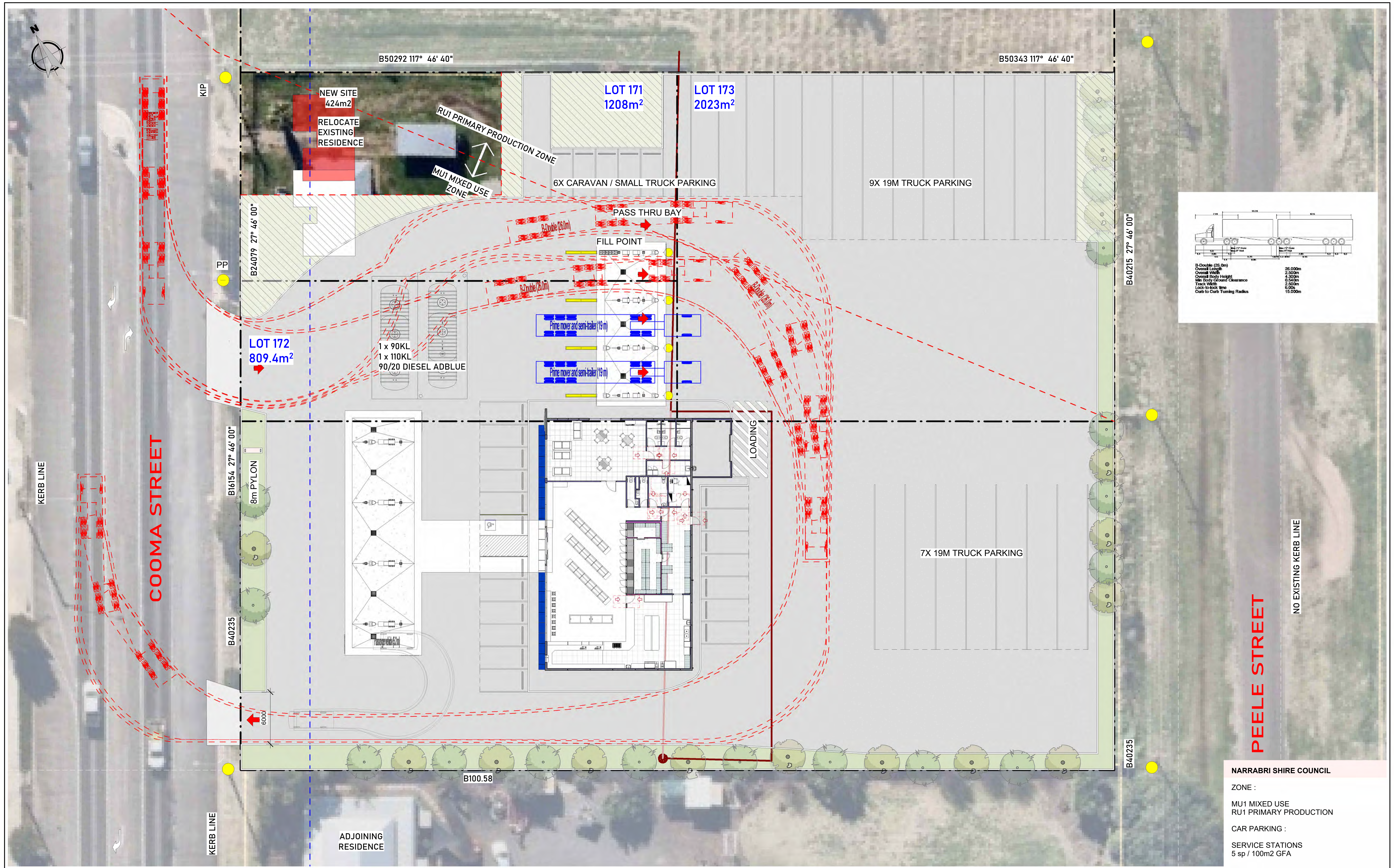
Results indicate that the Newell Highway operate at no more than 45% of its capacity. The addition of development traffic is expected to increase volume-to-capacity ratios by no more than 3 %, confirming that the impacts of the proposed development to the surrounding road network are considered acceptable. The assessment further demonstrates that the adjacent road network retains sufficient spare capacity to accommodate background traffic growth and future developments within the local area.

7 Conclusion

In summary, the proposed development can be supported in its current form as it satisfies the DCP and the appropriate Australian Standards 2890 series. The key findings in this assessment are provided below.

- The proposed development is for a service station consisting of separate fuelling facilities for light vehicles and heavy vehicles, truck stop facilities, and a convenience store.
- The development will provide 24 car parking spaces compliant with the requirements of the DCP for service stations. Six spaces for rigid trucks and 16 spaces for semi-trailers will be provided as part of the truck stop facilities.
- One accessible parking space is provided, compliant with the requirements set by the NCC.
- The site will be accessed via two driveways on Cooma Road. The northern driveway will be restricted to entry movements only, while the southern driveway will accommodate both entry and exit movements.
- Sight distance availability at the southern driveway for exiting vehicles has been assessed to comply with AS2890.1 and AS2890.2.
- Servicing of the site will comprise deliveries, waste collection, and fuel tanker refuelling. A loading bay is provided to serve the convenience store, designed to accommodate trucks up to Medium Rigid Vehicles (**MRV**) in size.
- A review of the proposed parking layout and access arrangements on the site plan indicates that the site can be developed in accordance with AS2890 requirements.
- The proposed development will generate up to 88 pass-by car trips, 124 pass-by heavy vehicle trips and 88 new car trips during peak hours.
- Mid-block capacity analysis indicate that the addition of development traffic is expected to increase volumes on Newell Highway by no more than 3% of its capacity and that the Newell Highway retains sufficient spare capacity to accommodate background traffic growth and future developments within the local area.

Appendix A Swept Paths



Rev.	Description	Date	Issued by
1	DA SET	12.03.26	M.Marshall
2	Site Rev	17.03.26	H.Skinner
3	Draft Rev	25.03.26	H.Skinner
4	Draft Rev	26.03.26	H.Skinner
6	Site Rev	16.04.26	H.Skinner
7	Sewer Line	29.04.26	H.Skinner
8	Truck Turning	09.06.26	H.Skinner

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2. Written dimensions take precedence over scaled ones.
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PROJECT

SERVICE STATION

Lot: 171-172-173-DB: 540858-2854No: 48-42

CLIENT

PEARL

TITLE

Truck turning - B Double 26m

Street: COOMA ROAD

PROJECT STATUS

DEVELOPMENT APPLICATION

Suburb: NARRABRI

SCALE

1 : 200 on A1

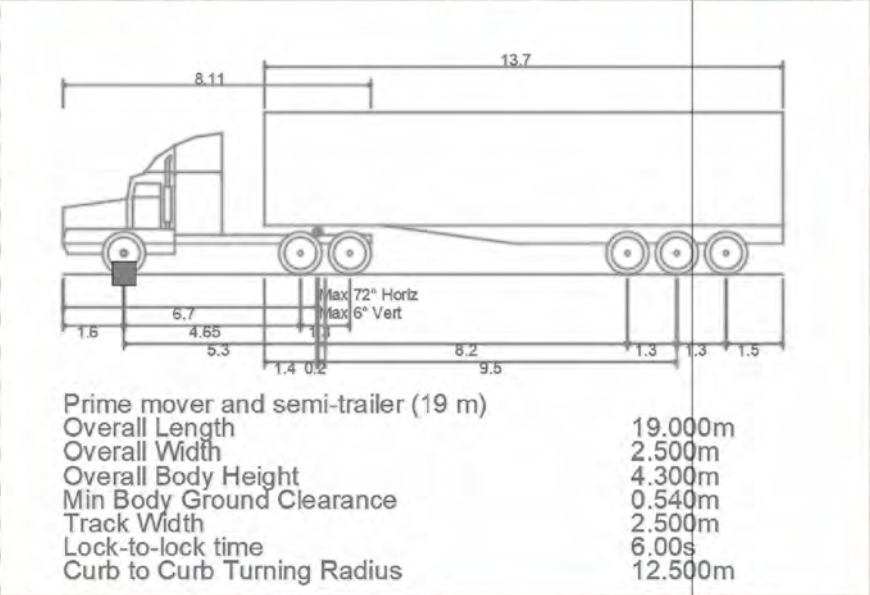
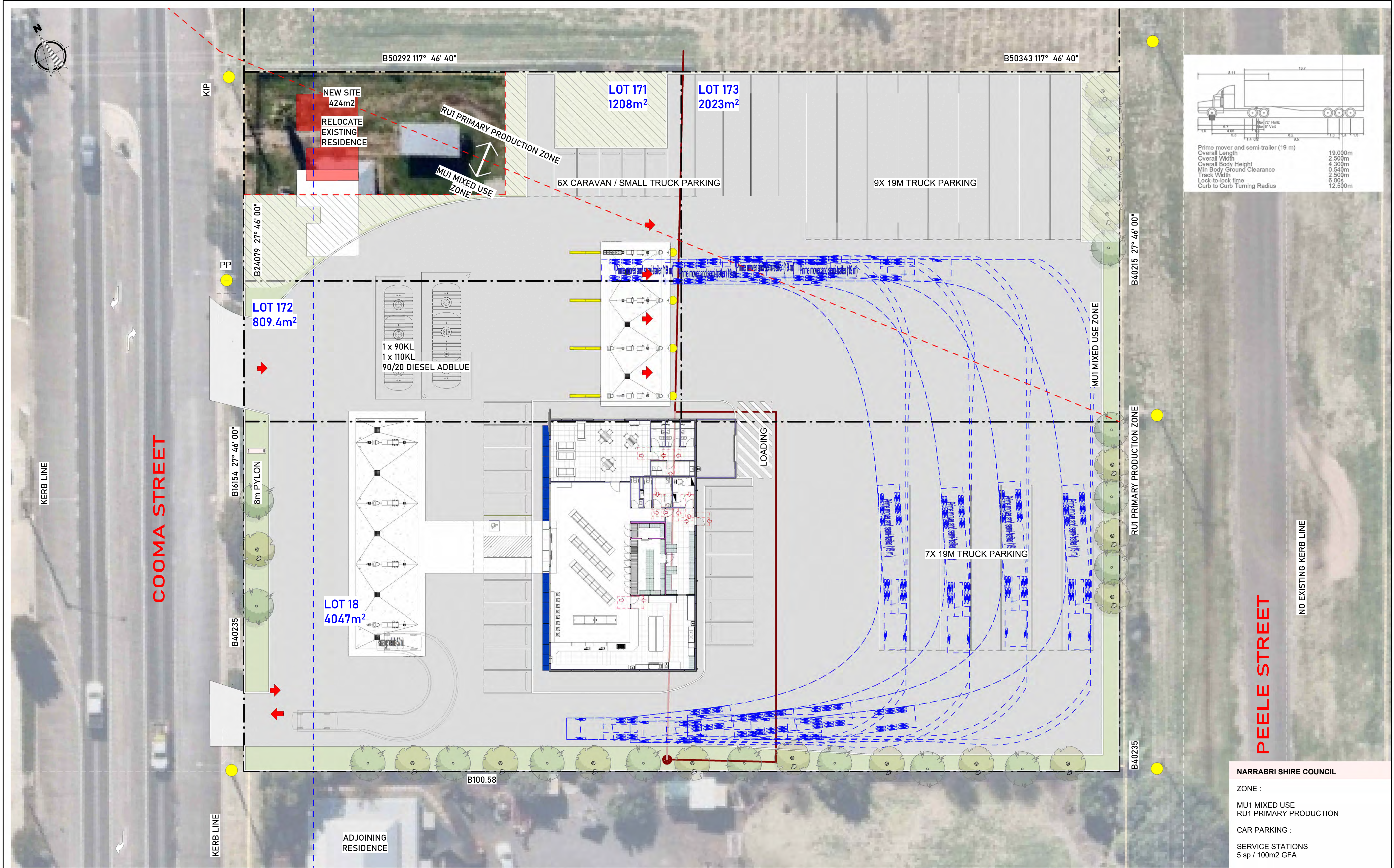
REV

8

Project No:

BC0668

12



NARRABRI SHIRE COUNCIL

ZONE :

MU1 MIXED USE
RU1 PRIMARY PRODUCTION

CAR PARKING :

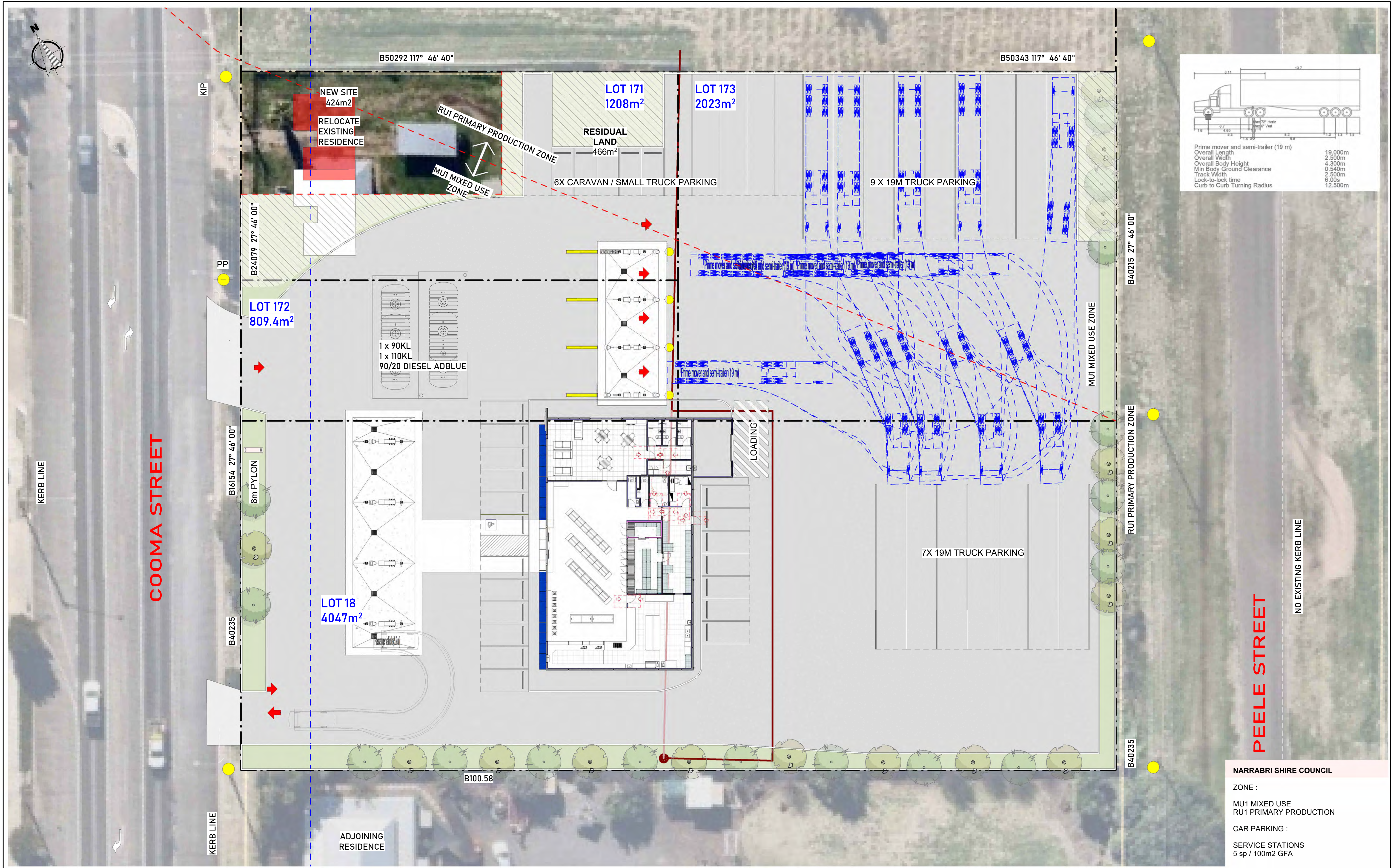
SERVICE STATIONS
5 sp / 100m2 GFA

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PROJECT	TITLE	Project No:
SERVICE STATION	Truck turning - Semi Trailer 19m	BC0668
Lot: 171-172-173-174	48-42	
Street: COOMA ROAD	Suburb: NARRABRI	
CLIENT	PROJECT STATUS	SCALE
PEARL	DEVELOPMENT APPLICATION	1 : 200 on A1
		REV 8



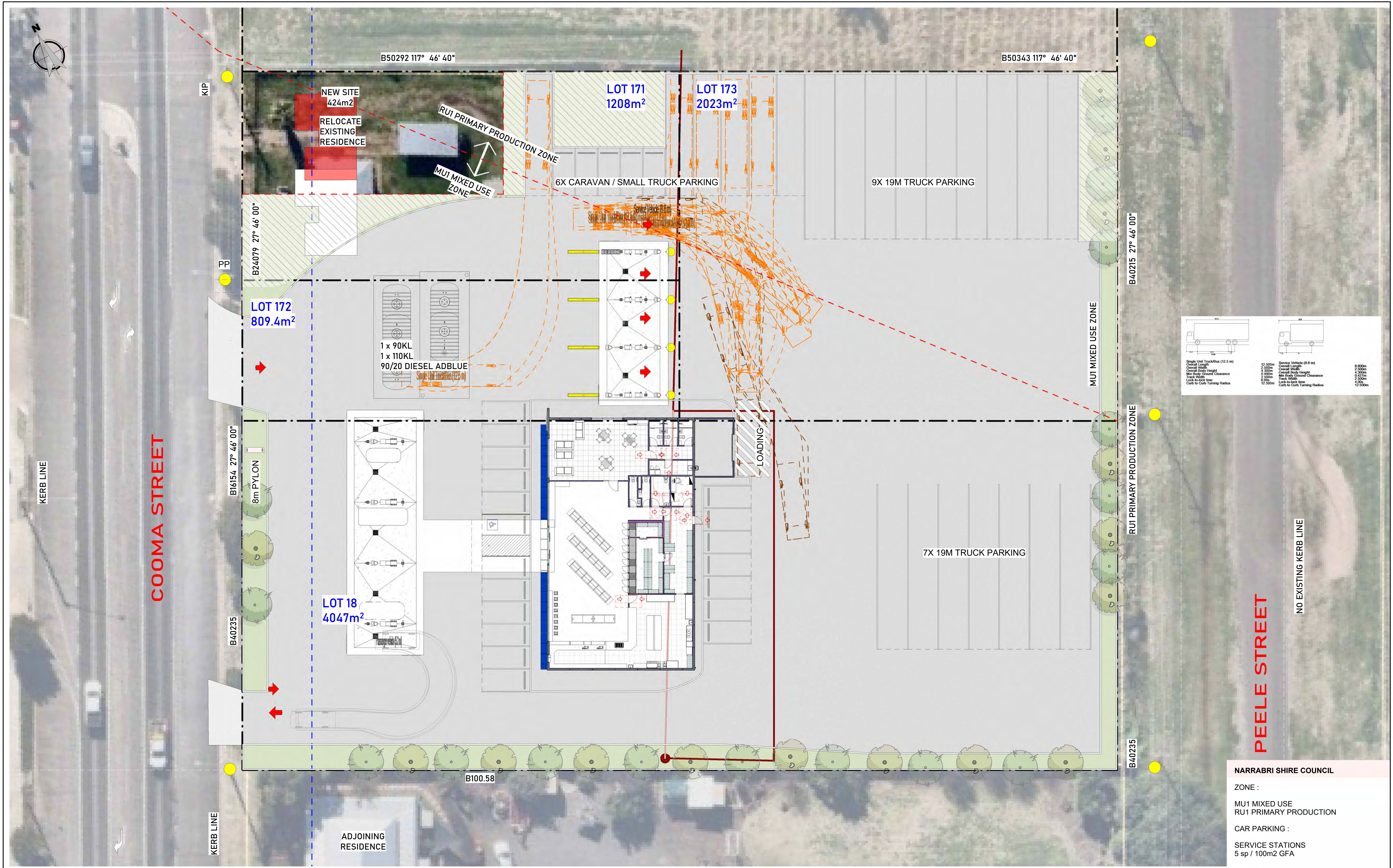
NARRABRI SHIRE COUNCIL

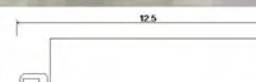
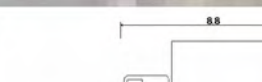
ZONE :

MU1 MIXED USE
RU1 PRIMARY PRODUCTION

CAR PARKING :

SERVICE STATIONS
5 sp / 100m2 GFA



		
Single Unit Truck/Bus (12.5 m)	Service Vehicle (8.8 m)	
Overall Length	12.500m	8.800m
Overall Width	2.500m	2.500m
Overall Body Height	4.300m	4.300m
Min Body Ground Clearance	0.450m	0.450m
Track Width	2.500m	2.500m
Lock-to-lock time	12.500m	12.500m
Curb to Curb Turning Radius	12.500m	12.500m

NARRABRI SHIRE COUNCIL

ZONE :

MUI MIXED USE
RUI PRIMARY PRODUCTION

CAR PARKING :

SERVICE STATIONS
5 sp / 100m2 GFA

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7	Sewer Line	29.04.26	H.Skinner
8	Truck Turning	09.06.26	H.Skinner

1. All dimensions, levels, and setbacks are to be verified on site prior to fabrication or construction.
2. Written dimensions take precedence over scaled ones.
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PROJECT	TITLE	Project No:
SERVICE STATION	Truck turning - SMALL TRUCKS	BC0668
Lot: 171-172-173-174	DP: 540858-2854No: 48-42	Street: COOMA ROAD
CLIENT	PROJECT STATUS	Suburb: NARRABRI
PEARL	DEVELOPMENT APPLICATION	SCALE
		REV
		1 : 200 on A1
		8
		15

Appendix B Traffic Volumes

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

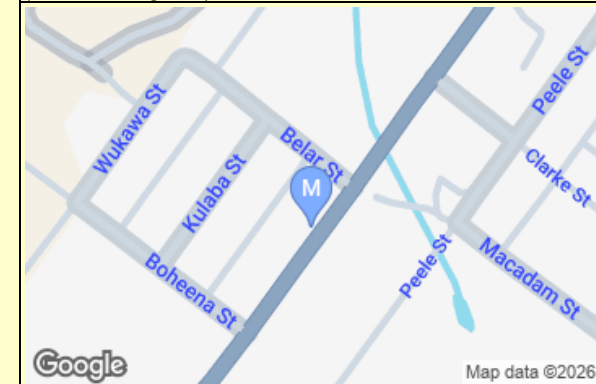
AUTOMATIC COUNT SUMMARY

Street Name :	Cooma Rd	Location :	Outside Property 42
Suburb :	Narrabri	Start Date :	00:00 Tue 28/April/2026
Machine ID:	YA656F7E	Finish Date :	00:00 Tue 05/May/2026
Site ID:	4878	Speed Zone :	50 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information Lat 30° 20' 24.22 South Long 149° 45' 56.79 East		Direction of Travel		
		Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	7,708	3,995	3,713
	7 Day Average	6,967	3,597	3,370
Weekday AM	08:00	617	341	276
Peak hour starts PM	15:00	663	343	320
Speeds : (Km/Hr)	85th Percentile	51.6	51.6	51.7
	Average	45.2	45.9	44.5
Classification % :	Light Vehicles up to 5.5m	83.7%	84.0%	83.3%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -30.340062, 149.765775



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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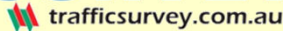
Site Cooma Rd

Direction ▼

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Day Date	Monday 4/05/2026	Tuesday 28/04/2026	Wednesday 29/04/2026	Thursday 30/04/2026	Friday 1/05/2026	Saturday 2/05/2026	Sunday 3/05/2026	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	15:00	15:00	15:00	16:00	15:00	12:00	12:00	N/A	15:00	N/A	15:00	N/A	12:00
00:00	22	37	62	52	65	58	40	336	48	238	48	98	49
01:00	20	29	51	52	48	42	34	276	39	200	40	76	38
02:00	18	31	42	45	36	34	20	226	32	172	34	54	27
03:00	11	29	42	36	26	34	19	197	28	144	29	53	27
04:00	57	75	71	102	58	38	23	424	61	363	73	61	31
05:00	125	146	156	167	173	73	64	904	129	767	153	137	69
06:00	270	334	303	280	243	132	90	1652	236	1430	286	222	111
07:00	360	372	477	405	353	227	147	2341	334	1967	393	374	187
08:00	558	686	687	593	570	438	227	3759	537	3094	619	665	333
09:00	581	575	500	567	535	457	316	3531	504	2758	552	773	387
10:00	460	474	417	393	425	471	328	2968	424	2169	434	799	400
11:00	420	476	432	443	463	589	405	3228	461	2234	447	994	497
12:00	461	468	453	472	514	439	379	3186	455	2368	474	818	409
13:00	485	438	494	507	511	431	318	3184	455	2435	487	749	375
14:00	503	480	437	488	469	390	335	3102	443	2377	475	725	363
15:00	735	686	667	582	660	279	325	3934	562	3330	666	604	302
16:00	636	598	603	626	608	305	274	3650	521	3071	614	579	290
17:00	512	534	619	574	553	303	312	3407	487	2792	558	615	308
18:00	333	531	490	474	451	266	229	2774	396	2279	456	495	248
19:00	207	305	237	381	276	237	140	1783	255	1406	281	377	189
20:00	152	297	231	272	232	179	166	1529	218	1184	237	345	173
21:00	124	145	190	171	151	196	115	1092	156	781	156	311	156
22:00	52	135	150	166	121	98	62	784	112	624	125	160	80
23:00	53	116	122	98	92	59	44	584	83	481	96	103	52
Total	7155	7997	7933	7946	7633	5775	4412	48851	6979	38664	7733	10187	5094
% Heavy	16.70%	15.62%	19.10%	17.07%	15.77%	13.35%	15.32%	16.31%		16.86%		14.20%	

TRANS TRAFFIC SURVEY



Site Cooma Rd

Direction ▼

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Day Date	Monday 4/05/2026	Tuesday 28/04/2026	Wednesday 29/04/2026	Thursday 30/04/2026	Friday 1/05/2026	Saturday 2/05/2026	Sunday 3/05/2026	7 days		Weekday		Weekend	
								Total	Average	Total	Average	Total	Average
AM Peak	09:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	15:00	15:00	15:00	16:00	15:00	12:00	12:00	N/A	15:00	N/A	15:00	N/A	12:00
00:00	13	18	29	21	26	21	14	142	20	107	21	35	18
01:00	12	17	26	25	21	14	17	132	19	101	20	31	16
02:00	12	16	15	18	15	11	11	98	14	76	15	22	11
03:00	7	12	17	15	12	8	9	80	11	63	13	17	9
04:00	26	31	29	39	28	16	13	182	26	153	31	29	15
05:00	63	64	72	80	87	37	26	429	61	366	73	63	32
06:00	132	158	145	122	129	75	50	811	116	686	137	125	63
07:00	214	202	261	230	191	119	65	1282	183	1098	220	184	92
08:00	318	387	376	325	300	199	115	2020	289	1706	341	314	157
09:00	321	310	282	307	286	228	171	1905	272	1506	301	399	200
10:00	259	272	227	220	228	229	176	1611	230	1206	241	405	203
11:00	226	265	206	248	245	324	196	1710	244	1190	238	520	260
12:00	239	240	218	237	265	240	198	1637	234	1199	240	438	219
13:00	269	221	254	238	244	209	173	1608	230	1226	245	382	191
14:00	280	267	216	245	247	215	162	1632	233	1255	251	377	189
15:00	388	356	350	285	341	146	176	2042	292	1720	344	322	161
16:00	334	301	301	299	305	178	158	1876	268	1540	308	336	168
17:00	263	247	303	275	268	156	164	1676	239	1356	271	320	160
18:00	185	277	285	218	238	159	112	1474	211	1203	241	271	136
19:00	101	169	117	213	147	127	72	946	135	747	149	199	100
20:00	83	156	111	147	121	72	87	777	111	618	124	159	80
21:00	63	63	89	88	73	80	50	506	72	376	75	130	65
22:00	25	63	73	79	58	47	31	376	54	298	60	78	39
23:00	27	56	57	45	43	27	18	273	39	228	46	45	23
Total	3860	4168	4059	4019	3918	2937	2264	25225	3604	20024	4005	5201	2601
% Heavy	17.88%	16.00%	17.98%	16.30%	14.83%	12.16%	15.46%	15.98%		16.60%		13.59%	

TRANS TRAFFIC SURVEY

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Site Cooma Rd

Direction ▼

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								Total	Average	Total	Average	Total	Average
AM Peak	09:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	15:00	15:00	15:00	16:00	15:00	13:00	12:00	N/A	15:00	N/A	15:00	N/A	12:00
00:00	9	19	33	31	39	37	26	194	28	131	26	63	32
01:00	8	12	25	27	27	28	17	144	21	99	20	45	23
02:00	6	15	27	27	21	23	9	128	18	96	19	32	16
03:00	4	17	25	21	14	26	10	117	17	81	16	36	18
04:00	31	44	42	63	30	22	10	242	35	210	42	32	16
05:00	62	82	84	87	86	36	38	475	68	401	80	74	37
06:00	138	176	158	158	114	57	40	841	120	744	149	97	49
07:00	146	170	216	175	162	108	82	1059	151	869	174	190	95
08:00	240	299	311	268	270	239	112	1739	248	1388	278	351	176
09:00	260	265	218	260	249	229	145	1626	232	1252	250	374	187
10:00	201	202	190	173	197	242	152	1357	194	963	193	394	197
11:00	194	211	226	195	218	265	209	1518	217	1044	209	474	237
12:00	222	228	235	235	249	199	181	1549	221	1169	234	380	190
13:00	216	217	240	269	267	222	145	1576	225	1209	242	367	184
14:00	223	213	221	243	222	175	173	1470	210	1122	224	348	174
15:00	347	330	317	297	319	133	149	1892	270	1610	322	282	141
16:00	302	297	302	327	303	127	116	1774	253	1531	306	243	122
17:00	249	287	316	299	285	147	148	1731	247	1436	287	295	148
18:00	148	254	205	256	213	107	117	1300	186	1076	215	224	112
19:00	106	136	120	168	129	110	68	837	120	659	132	178	89
20:00	69	141	120	125	111	107	79	752	107	566	113	186	93
21:00	61	82	101	83	78	116	65	586	84	405	81	181	91
22:00	27	72	77	87	63	51	31	408	58	326	65	82	41
23:00	26	60	65	53	49	32	26	311	44	253	51	58	29
Total	3295	3829	3874	3927	3715	2838	2148	23626	3375	18640	3728	4986	2493
% Heavy	15.33%	15.20%	20.26%	17.85%	16.77%	14.59%	15.18%	16.66%		17.15%		14.84%	