

Statement of Environmental Effects

For

Proposed Taxi Depot & Workshop at
47A Maitland Street, MUSWELLBROOK
NSW 2333

For

Muswellbrook Taxis



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Introduction

This Statement of Environmental Effects has been prepared to support the development application submitted to Muswellbrook Shire Council for the proposed construction of a Colorbond steel shed & open awning intended to serve as taxi depot, taxi workshop, located at 47A Maitland Street, Muswellbrook.

Design Brief

The proposed development involves the construction of a prefabricated Colorbond steel frame shed. The shed will house 4 x parking bays for taxis when not in use as well as a workshop bay for maintenance on the taxis when required. The shed will also contain 2 offices, a storage room & mezzanine level for storage. There will be an accessible bathroom for use by the occupants of the shed. The shed will also be used as an authorized inspection station for the taxis only.

Site Details

Address: 47A Maitland Street, Muswellbrook NSW 2333
Lot/DP: Lot 2 DP 1006362
Local Government Area: Muswellbrook Shire Council

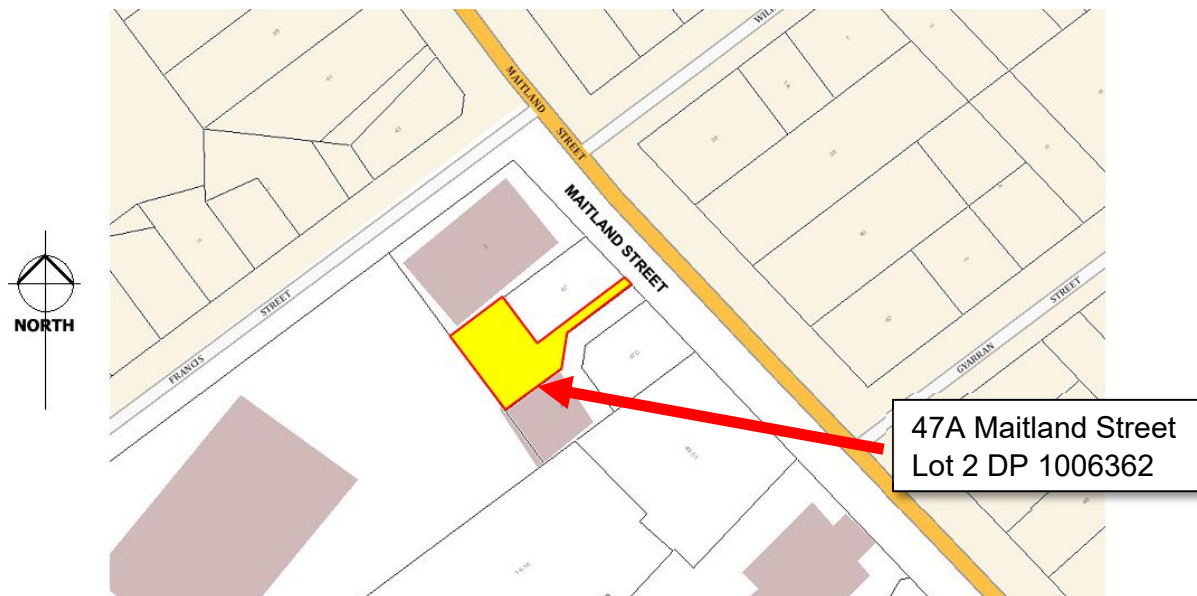


Figure 1 - Location of 47A Maitland Street, Muswellbrook.¹

¹ NSW Government Spatial Services

Site Description

The site has an area of 674m².

The site slopes from the street to the rear.

The site contains easements for sewer, water, right of carriageway & others.

The site is vacant with no buildings or vegetation.

The primary frontage (2.95m) is located on Maitland Street.

The site is located on the Southern side of Enterprise Crescent.

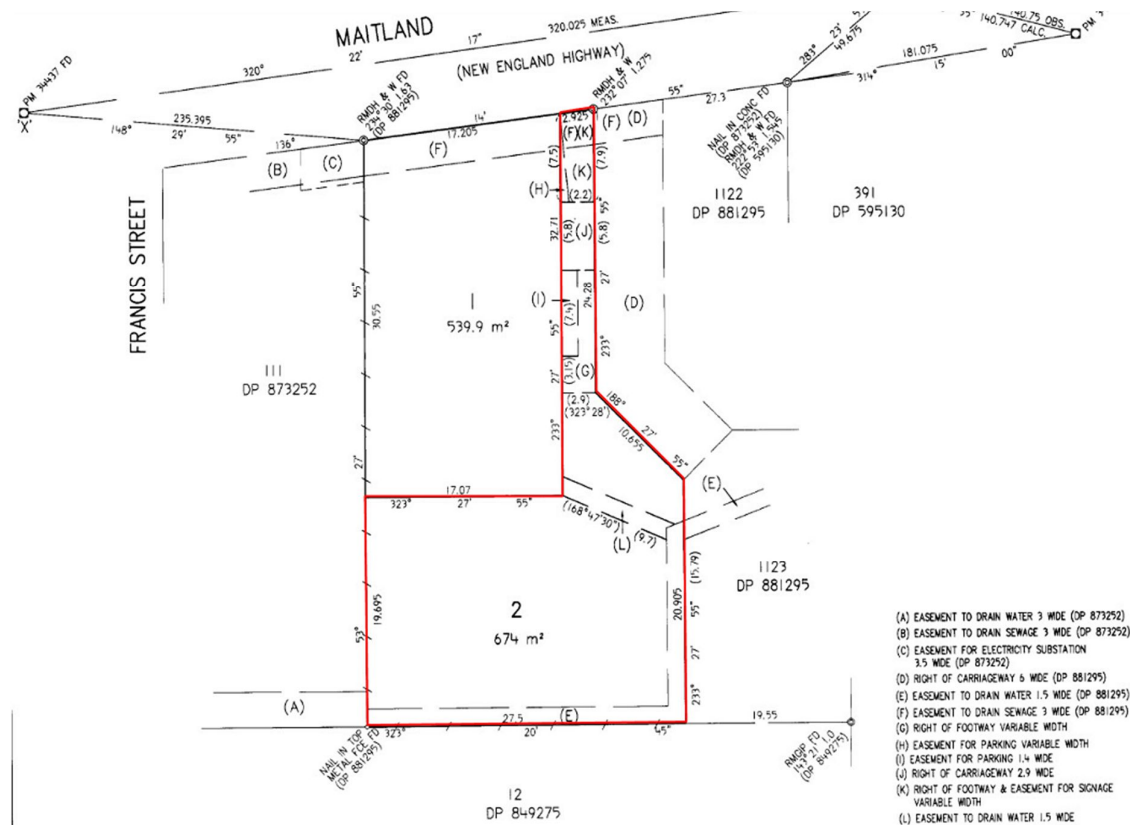
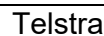


Figure 2 - Part DP 1006362 Plan²

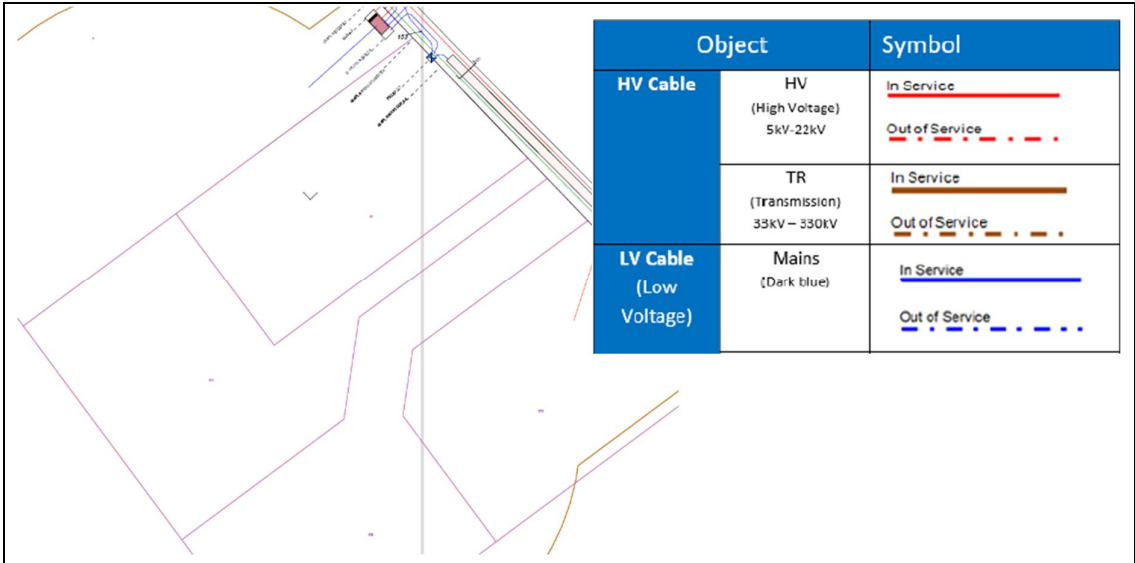
Development around the site consists of various industrial, commercial & residential buildings. (refer to appendix A).

² Refer to Appendix D for complete plan

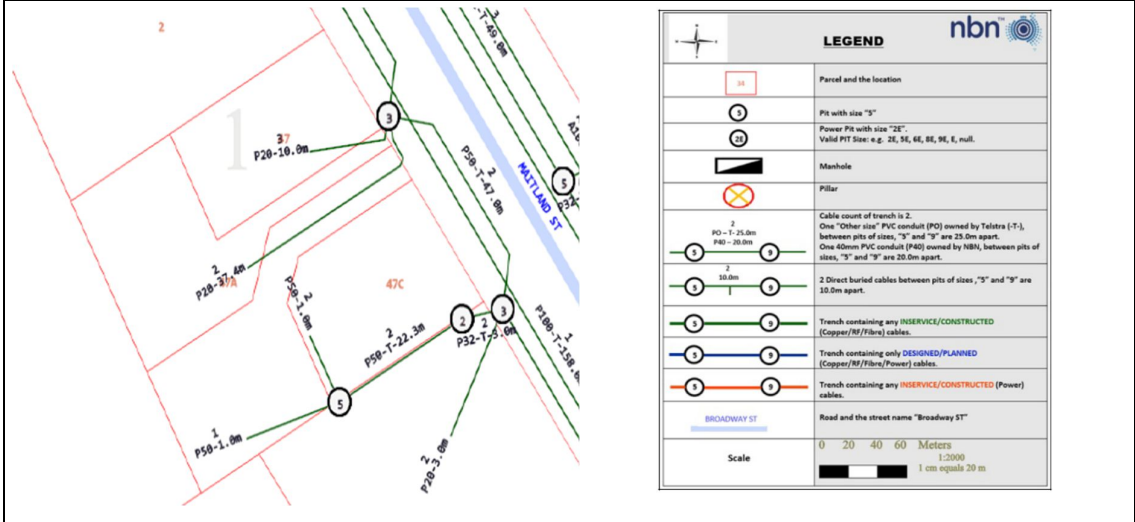
The site is connected to council sewer and water mains, power, NBN and telephone lines.³



PAGE 4



Ausgrid



NBN

Site Context - LEP

47A Maitland Street, Muswellbrook is situated within the Muswellbrook Shire Council local government area and falls under the E3 – Productivity Support Zone. The proposal aligns with the general area, encompassing commercial, industrial & hotel/motel accommodation, and is permitted within this zone in accordance with Muswellbrook Shire Councils LEP 2009. Refer to Appendix B for a list of permissible uses.



Figure 3 - Screenshot NSW Planning Portal Spatial Viewer⁴

Lot Size: 674m².

The site is not located on environmentally sensitive land.

The maximum floor space ratio is 2:1 for the site allowing for 1348m² of building.

The floor area of the proposal is 374.2m² which is under the maximum floor area.

The site is not a heritage site or located in a heritage conservation area. There are no heritage items adjoining the subject property or in the immediate area.

The LEP allows for a maximum height of building of 13m. The highest proposed shed has a height of 7.3m.

The site is not in a Land Reservation Acquisition area, Terrestrial Biodiversity area, Urban release area, Land reclassification area & is not a key site location.

⁴ <https://www.planningportal.nsw.gov.au/spatialviewer/#/find-a-property/address>

The site is not in a mine subsidence area.



Figure 4 -Screenshot from NSW Planning Portal Mine Subsidence Map

The site is not in a bushfire zone.



Figure 5 - Screenshot from NSW Planning Portal Bushfire Map

The site is not in a Flood Planning Area.

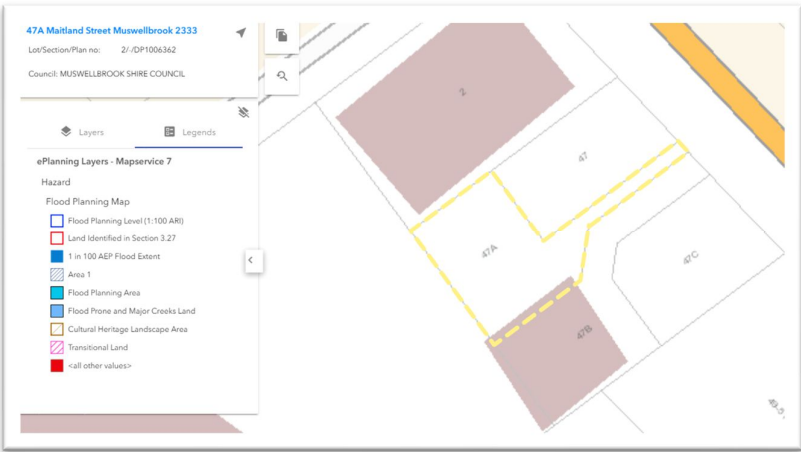


Figure 6 - Screenshot from NSW Planning Portal Flood Planning Map

Site Context - DCP

Summary of relevant parts.

Local Centre Development	
9.1.1 – Built Form	
Objectives	
a) To provide for the integration of new development into local centres. b) To ensure the design of buildings complements and enhances existing local centres. c) To maintain the heritage character/ value and streetscape of the business centre of Muswellbrook.	
Controls	Compliance
(i) The design of new buildings should reflect and enhance the existing character of local centres. (refer to section 15 of this DCP for further guidance on development in the Bridge Street area)	Complies. The shed matches similar structures in the immediate vicinity. The area for the depot is not located in Bridge Street or in a Heritage conservation area.
(ii) Building design should relate to its retail/commercial/office function.	Complies. The shed design relates to being a taxi depot & workshop.
(iii) Building materials should be of high quality and harmonise with surrounding development. The use of reflective materials is discouraged. Materials and colours should not dominate the streetscape.	Partial Compliance. The building materials are of high quality. The building will be of similar construction to nearby buildings. Adjoining buildings are a mixture of brick, concrete & weatherboard. As the building will not be seen from the street, a variation to this requirement is requested.
(iv) Awnings should be designed to integrate with the architecture of the building façade and provide for continuous shelter for pedestrians. Awnings should follow consistent heights above the footpath with a minimum height to the underside of the awning of 3.2 metres.	N/A
(v) Building facades should relate to the context of buildings in the area to achieve continuity and harmony. The continuity of commercial frontages should not be broken by parking areas, service and delivery areas etc.	N/A. The proposed shed will have minimal visibility from the street.
(vi) Buildings should provide for 'activated street frontages' by incorporating active uses at street level	N/A. Street frontage is minimal & is used for access, right of carriageways & easements.

including cafes and other retail activities.	
(vii) Blank building facades to streets or public places are to be avoided.	N/A. The proposed shed will have minimal visibility from the street.
(viii) The placement of windows should provide visual interest and variation to the building façade and relate to those of adjacent buildings.	N/A. The proposed shed will have minimal visibility from the street.
(ix) Building designs should allow for passive surveillance of public places and streets.	Complies.
(x) Building entrances should be well defined and well lit.	Complies.
(xi) New residential development shall be located above street level.	N/A.
(xii) Incorporate areas for future signage into the building design.	Complies.
(xiii) Shop top housing and serviced apartment development complies with relevant provisions within the Residential Flat Design Code published by the Department of Planning.	N/A.
9.1.2 – Building Height.	
Objectives	
a) To ensure the height and scale of buildings is consistent with the character of the streetscape. b) To maintain solar access to public places and adjoining properties.	
Controls	Compliance
(i) Building heights comply with the building height limits prescribed by Muswellbrook LEP 2009.	Complies. Max building height = 13m Proposed building height = 7.3m
(ii) The height of buildings should be consistent with the character of the area, and include roof parapets where that is a characteristic in the surrounding streetscape.	Complies. The height is similar to buildings on adjoining sites. No parapets proposed or located in immediate vicinity.
(iii) The height of buildings should not result in unreasonable overshadowing or compromise the privacy of adjoining properties.	Complies. Majority of windows are located on the ground floor. There are minimal windows on the mezzanine level which do not impact privacy.

9.1.3 Setbacks	
Objectives	
a) To provide setbacks that complement the streetscape. b) To ensure the siting of buildings provides for adequate separation between buildings for the amenity of the development and adjoining properties.	
Controls	Compliance
(i) The front of buildings should be aligned to provide a continuous street frontage.	N/A. The shed is located on a battleaxe lot. Street frontage alignment not possible.
(ii) In some cases, front setbacks should allow for street landscaping and footpath widening where necessary.	N/A.
(iii) New development should respect the setbacks of other buildings along the streetscape.	Non-Compliance The shed is located on a battleaxe lot. Street frontage alignment not possible. Design of adjacent building & proposed use of new shed does not allow for matching setbacks.
(iv) Separation fencing is provided between development land and any rail corridor.	N/A.
v) Development adjacent to rail corridors identified in clause 31 of the LEP will require an acoustic report to be submitted to Council to address and indicate measures to mitigate potential impacts from noise and vibration. Relevant publications available from "Railcorp" for consideration are:- - <i>Rail Related Noise and Vibration; Issue to Consider in Local Environmental Planning</i> - <i>Interim Guidelines for Councils - consideration of rail noise and vibration in the planning process</i> - <i>Guidelines for applicants - consideration of rail noise and vibration in the planning process</i>	N/A. Site not located adjacent to railway corridor.

9.1.4 Accessibility	
Objectives	
<p>a) To ensure that equitable access is provided to new commercial buildings and existing buildings undergoing a change of use or alterations and additions.</p> <p>b) To ensure that developments comply with the provisions of the Disability Discrimination Act 1992.</p>	
Controls	Compliance
(i) New buildings or buildings undergoing alterations and additions or a change of use are required to provide equitable provision of access to and circulation within the premises for people with disabilities in accordance with the provisions of AS 1428.1.	Complies.
<p>(ii) Continuous accessible paths of travel shall be provided:</p> <ul style="list-style-type: none"> • from parking spaces, public streets and walkways to building entrance(s); • between buildings, facilities and spaces that are on the same site; • to connect the building entrance(s) with all spaces and facilities within the building; and • to minimise travel distance between each accessible element of the building and of facilities within it. 	<p>Complies.</p> <p>Accessible parking space & shared area located immediately outside shed entry. An accessible walkway exists from the footpath to existing properties adjoining the site. This will be continued to the new shed entry.</p>
(iii) For the purposes of subsection 9.1.4(ii), access shall be provided to and within all the areas or facilities of the building where there is a reasonable expectation of access by any owner, occupier, employee, or visitor. It does not include any area if access would be inappropriate because of the particular purpose for which the area is used.	Complies.
<p>(iv) Council may vary these provisions if compliance will cause major difficulties or unjustifiable hardship to a person or organisation. Each claim for unjustifiable hardship is determined on a case by case basis taking into account the following:</p> <ul style="list-style-type: none"> • Whether there is a benefit or a detriment to any person concerned; 	N/A

<ul style="list-style-type: none">• How it affects the disability of the person concerned; and• The financial cost. <p>And considering the following circumstances:</p> <ul style="list-style-type: none">• technical limits;• topographical restrictions;• safety, design and construction issues; <p>and</p> <ul style="list-style-type: none">• does not rely on the 'public domain' to solve access issues within the site.	
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9.2 Urban Landscape	
9.2.1 Landscaping	
Objectives	
a) To enhance the character of the town centre. b) To provide landscaping which enhances the amenity of a development by allowing for adequate open space, sunlight and shade.	
Controls	Compliance
(i) Where appropriate, landscaping should be incorporated into building design to enhance the character of the streetscape and the amenity of buildings and public places.	Complies There is existing landscaping in the easement visible from the street.
(ii) Landscaping should reflect the size and height of buildings and should be consistent with the character of the area.	Complies. Landscaping matches existing & surrounding areas.
(iii) Landscaping should be used to soften the impact of hard surfaces where necessary.	Complies
(iv) Where landscaping is proposed to be incorporated into a new development, a landscape plan detailing hard and soft landscaping works should be submitted with the development application.	Complies. Refer to plans.

9.2.2 Car Parking	
Objectives	
a) To ensure the safe and efficient movement of pedestrians and vehicles through the town centre. b) To ensure that developments provide simple, safe and direct vehicular access. c) To provide sufficient and convenient parking for employees and visitors.	
Controls	Compliance
(i) Car parking and loading facilities is to be provided in accordance with the parking rates prescribed by Section 16 – Car Parking.	Complies. Refer to section following.
(ii) The provision of parking spaces for people with disabilities is to be in accordance with AS 1428.1.	Complies. Refer to plans.
(iii) All vehicles should be able to enter and exit a site in a forward direction.	Complies. Refer to plans.
(iv) Car parking should be screened from residential areas.	Complies. 3 parking spaces are visible from the street frontage but will have no impact on neighbouring residential properties.
(v) Vehicular access to properties fronting the New England Highway should be from laneways or shared driveways.	Complies. Access is by existing shared driveway.
(vi) Parking areas shall be sealed in accordance with Section 16.4.6 Construction Materials.	Complies.

9.2.3 Outdoor Eating Areas**Objectives**

- a) To enhance the character of the town centre.
- b) To provide lively and active streetscapes without compromising the safe and efficient movement of pedestrians.

Controls**Compliance**

(i) Any outdoor eating areas should be located directly adjacent to cafes or restaurants.

N/A.
No outdoor eating areas proposed.

(ii) A clear space is required to be provided on the footpath to allow free flow of pedestrian traffic.

N/A.
No outdoor eating areas proposed.

(iii) Outdoor eating areas are required to comply with section 19 of this DCP.

N/A.
No outdoor eating areas proposed.

9.2.4 Signage & advertising**Objectives**

- a) To ensure signage is compatible with the scale of surrounding buildings and the locality.
- b) To maximise the effectiveness of advertising whilst minimising visual clutter through the proliferation of signs.
- c) To ensure signage complements the character and amenity of the locality and the development on which advertisements are displayed.

Controls**Compliance**

(i) Proposed signage to be in accordance with Section 14 – Outdoor Advertising.

N/A
No signage proposed.

(ii) Signage should be compatible with the scale and character of development in the area and the number and size of signs should be limited to avoid clutter and unnecessary repetition.

N/A
No signage proposed.

(iii) Signage should form an integrated part of the building façade, architectural design and scale of the building.

N/A
No signage proposed.

(iv) No signage is permitted on a building wall abutting or facing a residential area.

N/A
No signage proposed.

16 Car Parking & Access	
16.3 Non-Residential Development	
Objectives	
<p>a) To ensure adequate provision of off-street parking to maintain the existing levels of service and safety of the road network.</p> <p>b) To ensure a consistent and equitable basis for the assessment of parking provisions.</p> <p>c) To ensure the design of parking areas, loading bays and access driveways which function efficiently.</p> <p>d) To ensure that parking areas are visually attractive and constructed, designed and situated so as to encourage their safe use.</p> <p>e) To ensure that all traffic generating developments are generally in accordance with those sections of the Traffic Authority of NSW Policies and Guidelines, for traffic generating developments as adopted by this Code.</p>	
Controls	Compliance
<p>(i) Car parking is provided on site in accordance with the requirements of 16.6 of this section of the DCP.</p>	<p>Complies.</p> <p>Based on Table 16.6 for Industry (Transport or Truck Depot) Cars 1 space per 2 on site staff PLUS 1 space per transport vehicle present at the time of peak vehicle accumulation on site.</p> <p>Vehicle Wash Bay Minimum 1 vehicle wash bay of a size that can accommodate the largest vehicle typically visiting the site</p> <p>Bicycles Staff: Minimum 1 space per 5 staff or part thereof</p> <p>2 x onsite staff = 1 space. 3 x taxis = 3 spaces. = 4 onsite parking spaces required 7 spaces have been provided to allow for taxi driver personal vehicles. No vehicle washdown bay is provided as taxis will be cleaned at the adjacent carwash facility. Space for 1 bicycle has been allowed as the total number of staff = 5 (2 onsite plus 3 drivers).</p> <p>Included is the accessible parking space & shared area.</p>

	As the site is to be used as a taxi depot, the taxi vehicles will be swapped out with the drivers vehicles at each shift.
(ii) On-site parking facilities are designed and constructed to comply with the provisions of AS2890.1/AS2890.2.	Complies
(iii) To ensure that traffic movements into and out of a site are made, whenever possible, in a forward direction. If a site layout does not permit forward movement for delivery vehicles, then the developer, owner or occupier must provide a risk management plan, to the satisfaction of Council, detailing the measures required to ensure that traffic movements are carried out in an adequate and safe manner.	Complies
(v) Large vehicle parking areas may be required to be landscaped to provide shade and to soften the visual impact of parking facilities.	N/A.
(vi) Security fencing should be located behind the front landscaped area.	Complies. The security gates are located behind the existing landscaping on the site.
(vii) Garbage collection and storage areas are located at the rear of the building or in locations that are not visible from public places.	Complies. Waste storage areas are located behind existing landscaping & are not readily viewable from the street.

16.4.1 Access to the Site	
Requirement	Compliance
(i) all works required to service the development are to be designed and constructed in accordance with the relevant provisions of AS2890	Complies.
(ii) any works on public land or in the public road reserve that are to revert to the care and control of Council are to be designed and constructed in accordance with the relevant provisions of AUSPEC.	N/A.
(iii) A vehicular driveway must: <ul style="list-style-type: none"> • be located no closer than 1.5 metres from the boundary of the site and no closer than 6 metres to a corner boundary. • not be located within 12 metres on the approaches to a “stop” or “give way” sign. • cross the footpath or footway at right angles to the centreline of the road. • be located so that any vehicle entering or leaving the site can be readily seen by the driver of an approaching vehicle in the street; • be clear of obstructions which may prevent drivers having a timely view of pedestrians; • be properly signposted by the use of “in” or “entrance” and “out” or “exit” signs, where appropriate; and • be designed and constructed to suit design traffic loads. 	N/A. Driveway accessing the site is existing but complies with requirements.

16.4.2 Car Park Design	
Requirement	Compliance
(i) The minimum dimensions of each off street parking space and the distance separating parking spaces shall be in accordance with AS2890.1.	Complies. Userclass = 1 (AS2890.1 Table 1.1) Length = 5400 min Width = 2400 min Aisle Width = 6200 min (AS2890.1 Figure 2.2)
(ii) Adequate on site maneuvering and circulating areas shall be provided to ensure that all vehicles enter and leave the site do so in a forward direction.	Complies
(iii) Parking spaces for visitors and customers should be provided where they are clearly visible from the street so their use is encouraged.	Complies.
(iv) Parking spaces for employees and for longer duration parking may be located more remotely from the street.	N/A
(v) All signage (whether viewed from internal areas on the site or from external areas) are to be provided in accordance with the provisions of AS2890.1, AS1742 (all relevant parts) and any relevant guidelines endorsed by the RTA.	N/A. No signage proposed.
(vi) The location of the parking area on the site should be determined having regard to: (a) site conditions such as slope and drainage; (b) visual amenity; (c) the location of the building; and (d) the proximity to any neighboring residential development.	Complies.

16.4.3 Parking for People with Disabilities	
Requirement	Compliance
Special parking spaces for people with disabilities are to be provided at the rate of two percent (2%) of the overall spaces provided for a retail/business/industry development. These spaces must be clearly signposted and marked and ha	Complies. An accessible parking space is included in the designated area.
Section 24 Waste minimisation & Management	
Requirement	Compliance
A site waste minimisation & management plan will accompany the DA.	Complies. Waste bins have been located onsite for general waste which will be emptied on a regular basis. Waste oil is collected & stored onsite in an approved container. This is collected when needed & disposed of in accordance with NSW & EPA regulations.

Additional Information**Hours of operation**

The site is predominantly used taxi depot & maintenance of such. It will be operated on a 24hour basis.

Traffic

The site is located on Maitland Street (New England Highway). The proposal will have minimal impact on traffic in the area as the current taxi depot is on the site adjacent.

Noise


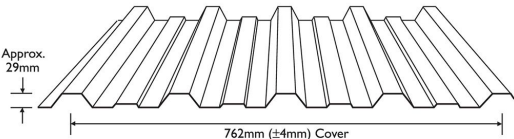
The construction of the building will generate noise as is common with building construction. Once completed & the site is occupied, the noise will be consistent with adjoining properties.

Erosion & Sediment Control

An erosion and sediment control plan has been prepared for the proposal and is included with the DA documentation.

Colours & Finishes Schedule

The walls & roof will be clad in Stramit Monoclad profiled colorbond sheeting. The colour will be Colorbond Wallaby. Fascia, gutter & trims will be Colorbond Woodland Grey.

Cladding	
	
Colorbond Wallaby	Monoclad Profile

Conclusion

The potential impacts from this proposal are addressed in this report and relate to site layout, building design, access & landscaping impacts. Consideration has also been given to the safety and security of the site once operational and waste management practices to ensure appropriate waste management and waste minimisation in accordance with the principles of ESD. As demonstrated throughout this report, the proposal is satisfactory in terms of its permissibility, design, external appearance, and environmental and amenity impact. Furthermore, the operation will employ strict management procedures for the premises to ensure that it is a safe, efficient and pleasant environment in which to work while meeting the requirements of the business owners.

Compliance with the other aspects of Council’s LEP and relevant DCPs and Strategies will generally be achieved, as is outlined throughout the report. The proposal should be granted development consent.

Reference List

Muswellbrook Council - Development Control Plan 2009

<https://www.muswellbrook.nsw.gov.au/planning-controls/development-control-plan>

Google maps & street view - <https://www.google.com.au/maps>

NBN Co - (<https://www.nbnco.com.au>)

NSW Legislation website - Muswellbrook Council LEP 2009

<https://legislation.nsw.gov.au/view/html/inforce/current/epi-2009-0129#statusinformation>

NSW Spatial services (Six maps) - <http://maps.six.nsw.gov.au/>

Before you Dig - <https://www.byda.com.au/>

Appendix A: Site Photos



Driveway View of Site



Site



Site

Appendix B: Adjoining Properties



2 Francis Street



Francis Street



47 Maitland Street



47 B Maitland Street



47 C Maitland Street



53 – 55 Maitland Street

Appendix C: Land Use Table

(Excerpt from Muswellbrook Local Environment Plan 2009)

Zone E3 Productivity Support

1 Objectives of zone

- To provide a range of facilities and services, light industries, warehouses and offices.
- To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.
- To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.
- To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.
- To provide opportunities for new and emerging light industries.
- To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.
- To ensure that development is arranged and carried out in a way that does not intrude on the amenity of adjoining residential areas.

2 Permitted without consent

Building identification signs; Environmental protection works; Flood mitigation works; Home occupations; Sewage reticulation systems; Water reticulation systems

3 Permitted with consent

Animal boarding or training establishments; Boat building and repair facilities; Business premises; Car parks; Caravan parks; Centre-based child care facilities; Community facilities; **Depots**; Environmental facilities; Function centres; Garden centres; Hardware and building supplies; Highway service centres; Hotel or motel accommodation; Industrial retail outlets; Industrial training facilities; Information and education facilities; Landscaping material supplies; Light industries; Local distribution premises; Markets; Mortuaries; Neighbourhood shops; Office premises; Oyster aquaculture; Passenger transport facilities; Places of public worship; Plant nurseries; Public administration buildings; Pubs; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Respite day care centres; Restricted premises; Roads; Rural supplies; Service stations; Sex services premises; Shop top housing; Signage; Specialised retail premises; Storage premises; Take away food and drink premises; Tank-based aquaculture; Timber yards; Tourist and visitor accommodation; Vehicle body repair workshops; **Vehicle repair stations**; Vehicle sales or hire premises; Veterinary hospitals; Warehouse or distribution centres; Wholesale supplies

4 Prohibited

Any development not specified in item 2 or 3

[illegible]

Appendix E: BYDA Plans

Appendix F: Waste Oil Information

Renewable Oil Services Pty Ltd
A.B.N. 72 131 876 516
E.P.A. Transport Licence No. 12991 E.P.A. Depot Licence No. 13092
P.O. Box 205 Rutherford NSW 2320

SERVICE DOCKET
54038

Service Rendered To: Southside Mechanical Date: 24.8.22
Site: Maitland St Muswellbrook Rego No: xn920R

Order No: _____ Office Use Only
Job Description / Product: Waste oil collection

TANKER HIRE _____ HRS @ \$ _____ = \$ _____
VOLUME: LIQUID 600 LITRS @ \$ _____ = \$ _____
SLUDGE _____ KILO @ \$ _____ = \$ _____
OTHER _____ INVOICE TOTAL \$ _____

☐ Charge ☐ Credit

CUSTOMER _____ Position: _____ Driver: Darren
Signed: _____ Specialists in Liquid Waste Collection Fax: 02 4932 1499
Office: 02 4932 1588 Jennings Print 8533 5735

Figure 7 - Waste Oil Receipt



Figure 8 - Waste oil Storage Container