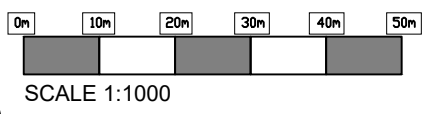


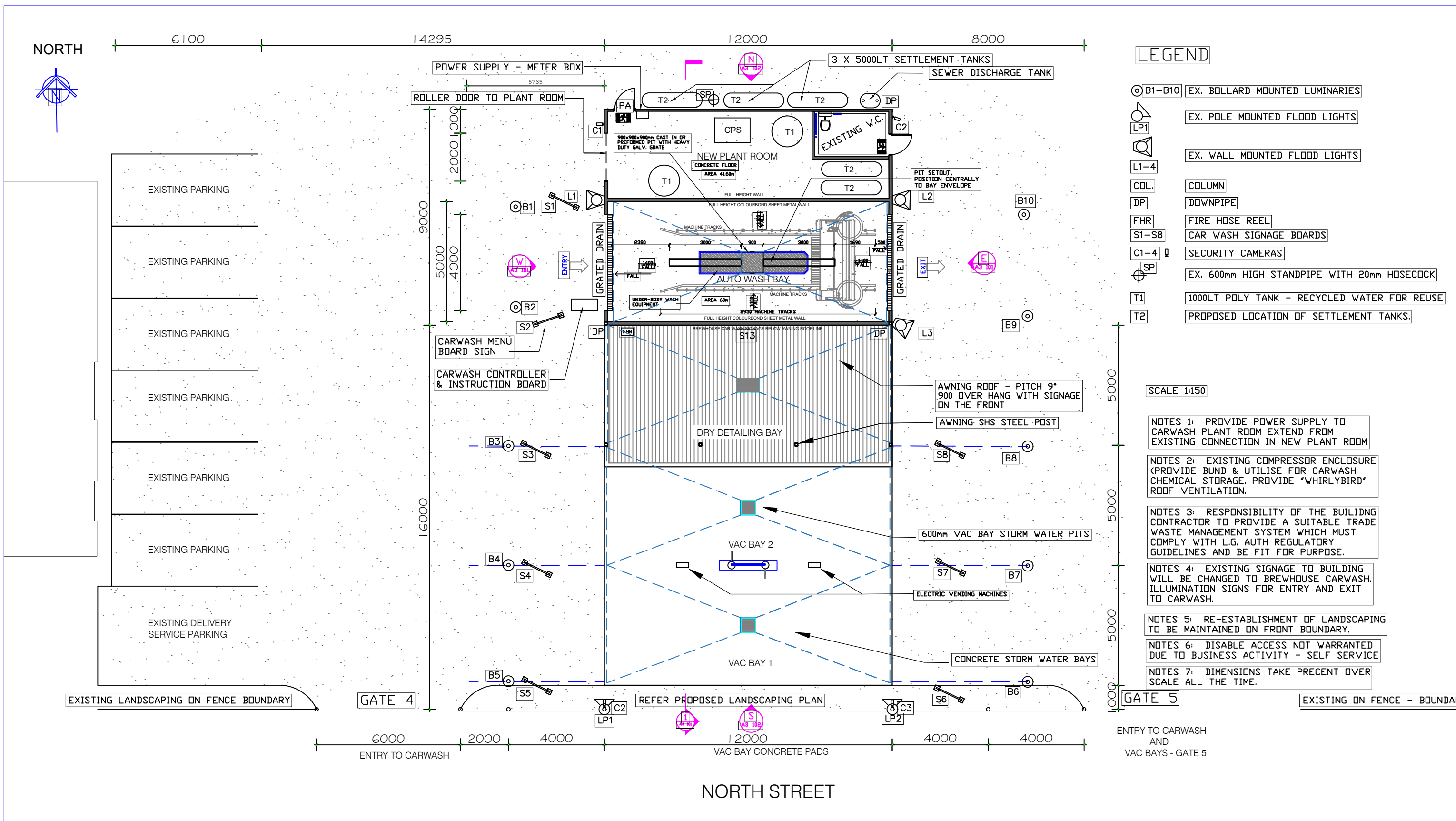
# SITE PLAN

LOT 13  
 DP 1120659  
 160 NORTH STREET  
 BREWHOUSE VILLIAGE



LOCATION OF EXISTING SHED AND PROPOSED LOCATION OF CAR WASH

<p>CLIENT:                  BREWHOUSE VILLAGE                  160-170 North Street                  Grafton NSW 2460                  Attention: RICK FIRTH</p>	<p>VERIFICATION                  Verify all dimensions, siting, window sizes, positioning, and setting out on site before commencing construction or manufacture. Do NOT scale from drawings. Refer any discrepancy immediately to RICK FIRTH for instruction.</p>	<p>COPYRIGHT                  Copyright in this drawing is the property of the Land Owners and may not be retained, copied in whole or in part or used other than for the specific uses, licence and site for which it has been prepared and issued.</p>	<p>BUILDER                  BUILDER: TBA                  LICENCE NO.</p>	<p>PROJECT                  General Industrial - CARWASH                  LOCATION                  LOT 13, DP1120659, 170 North St, Grafton                  PROJECT NO. DATE SCALE                  PRO No. 166 OCT20 1:1000</p>	<p>STAGE/STATUS                  DA SUBMISSION                  DRAWING TITLE                  EXISTING SITE PLAN - LAYOUT                  DRAWING NO. ISSUE DATE DRAWN                  A1.101 B 05 MAR 21 BHG</p>
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**LEGEND**

- ⊙ B1-B10 EX. BOLLARD MOUNTED LUMINARIES
- ⬆ LP1 EX. POLE MOUNTED FLOOD LIGHTS
- ⬆ L1-4 EX. WALL MOUNTED FLOOD LIGHTS
- COL. COLUMN
- DP DOWNPIPE
- FHR FIRE HOSE REEL
- S1-S8 CAR WASH SIGNAGE BOARDS
- C1-4 SECURITY CAMERAS
- ⊕ SP EX. 600mm HIGH STANDPIPE WITH 20mm HOSECOCK
- T1 1000LT POLY TANK - RECYCLED WATER FOR REUSE
- T2 PROPOSED LOCATION OF SETTLEMENT TANKS.

SCALE 1:150

NOTES 1: PROVIDE POWER SUPPLY TO CARWASH PLANT ROOM EXTEND FROM EXISTING CONNECTION IN NEW PLANT ROOM

NOTES 2: EXISTING COMPRESSOR ENCLOSURE (PROVIDE BUND & UTILISE FOR CARWASH CHEMICAL STORAGE. PROVIDE 'WHIRLYBIRD' ROOF VENTILATION.

NOTES 3: RESPONSIBILITY OF THE BUILDING CONTRACTOR TO PROVIDE A SUITABLE TRADE WASTE MANAGEMENT SYSTEM WHICH MUST COMPLY WITH L.G. AUTH REGULATORY GUIDELINES AND BE FIT FOR PURPOSE.

NOTES 4: EXISTING SIGNAGE TO BUILDING WILL BE CHANGED TO BREWHOUSE CARWASH. ILLUMINATION SIGNS FOR ENTRY AND EXIT TO CARWASH.

NOTES 5: RE-ESTABLISHMENT OF LANDSCAPING TO BE MAINTAINED ON FRONT BOUNDARY.

NOTES 6: DISABLE ACCESS NOT WARRANTED DUE TO BUSINESS ACTIVITY - SELF SERVICE

NOTES 7: DIMENSIONS TAKE PRECENT OVER SCALE ALL THE TIME.

ENTRY TO CARWASH AND VAC BAYS - GATE 5

CLIENT:  
BREWHOUSE VILLAGE  
160-170 North Street  
Grafton NSW 2460  
Attention: RICK FIRTH

VERIFICATION  
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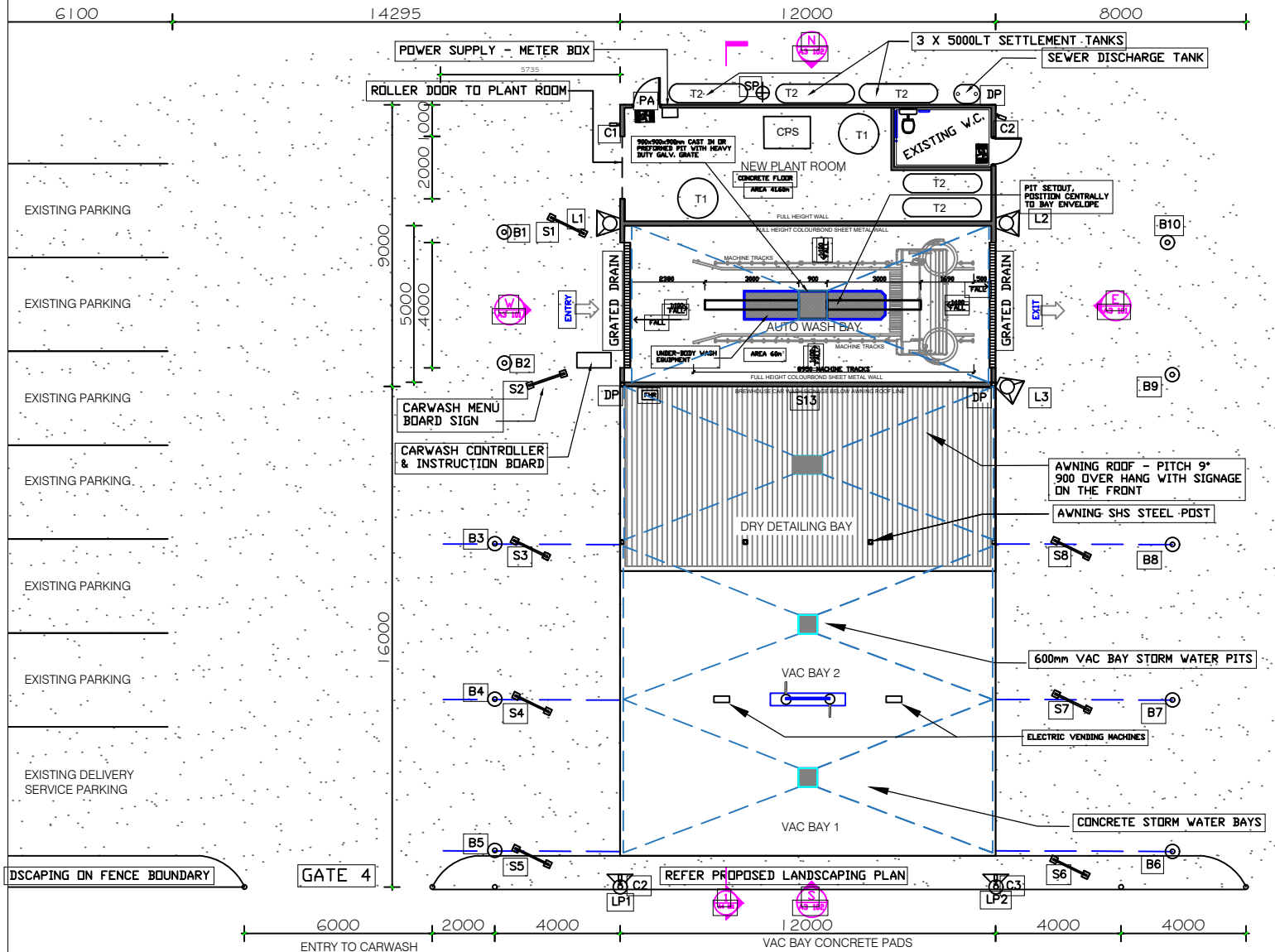
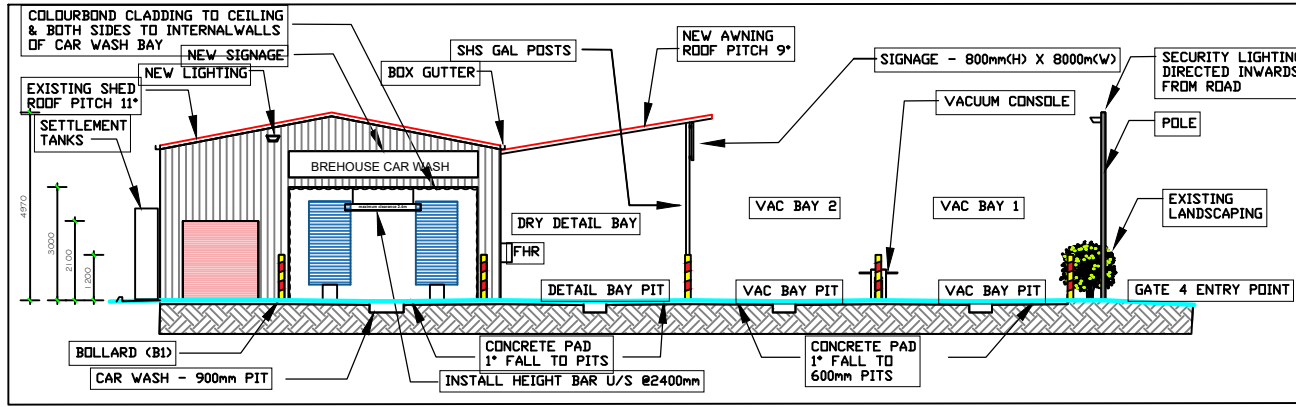
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BUILDER  
BUILDER: TBA  
LICENCE NO.

PROJECT  
General Industrial - CARWASH  
LOCATION  
LOT 13, DP1120659, 170 North St, Grafton  
PROJECT NO. DATE SCALE  
PRO No. 166 NOV20 1:150

STAGE/STATUS  
DA SUBMISSION  
DRAWING TITLE  
BREWHOUSE CARWASH LAYOUT  
DRAWING NO. ISSUE DATE DRAWN  
A2.101 B 05 MAR 20 BHG

WEST ELEVATION



LEGEND

- ⊙ B1-B10 EX. BOLLARD MOUNTED LUMINARIES
- ⊙ EX. POLE MOUNTED FLOOD LIGHTS
- ⊙ EX. WALL MOUNTED FLOOD LIGHTS
- L1-4 COLUMN
- COL. DOWNPIPE
- FHR FIRE HOSE REEL
- S1-S8 CAR WASH SIGNAGE BOARDS
- C1-4 SECURITY CAMERAS
- ⊕ EX. 600mm HIGH STANDPIPE WITH 20mm HOSECOCK
- T1 1000LT POLY TANK - RECYCLED WATER FOR REUSE
- T2 PROPOSED LOCATION OF SETTLEMENT TANKS.

SCALE 1:150

NOTES 1: PROVIDE POWER SUPPLY TO CARWASH PLANT ROOM EXTEND FROM EXISTING CONNECTION IN NEW PLANT ROOM

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NOTES 4: EXISTING SIGNAGE TO BUILDING WILL BE CHANGED TO BREWHOUSE CARWASH. ILLUMINATION SIGNS FOR ENTRY AND EXIT TO CARWASH.

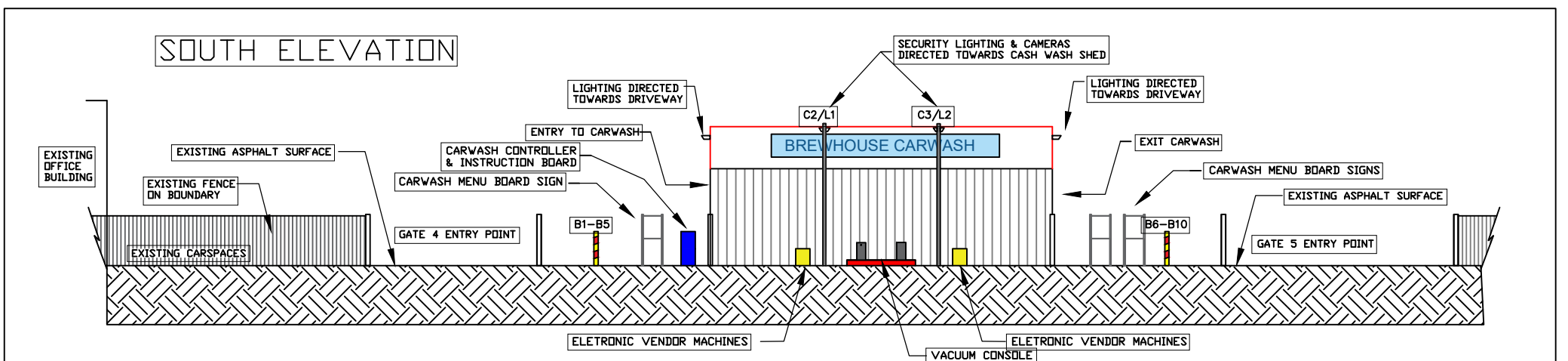
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NOTES 6: DISABLE ACCESS NOT WARRANTED DUE TO BUSINESS ACTIVITY - SELF SERVICE

NOTES 7: DIMENSIONS TAKE PRECENT OVER SCALE ALL THE TIME.

NORTH STREET

SOUTH ELEVATION



CLIENT:  
BREWHOUSE VILLAGE  
160-170 North Street  
Grafton NSW 2460  
Attention: RICK FIRTH

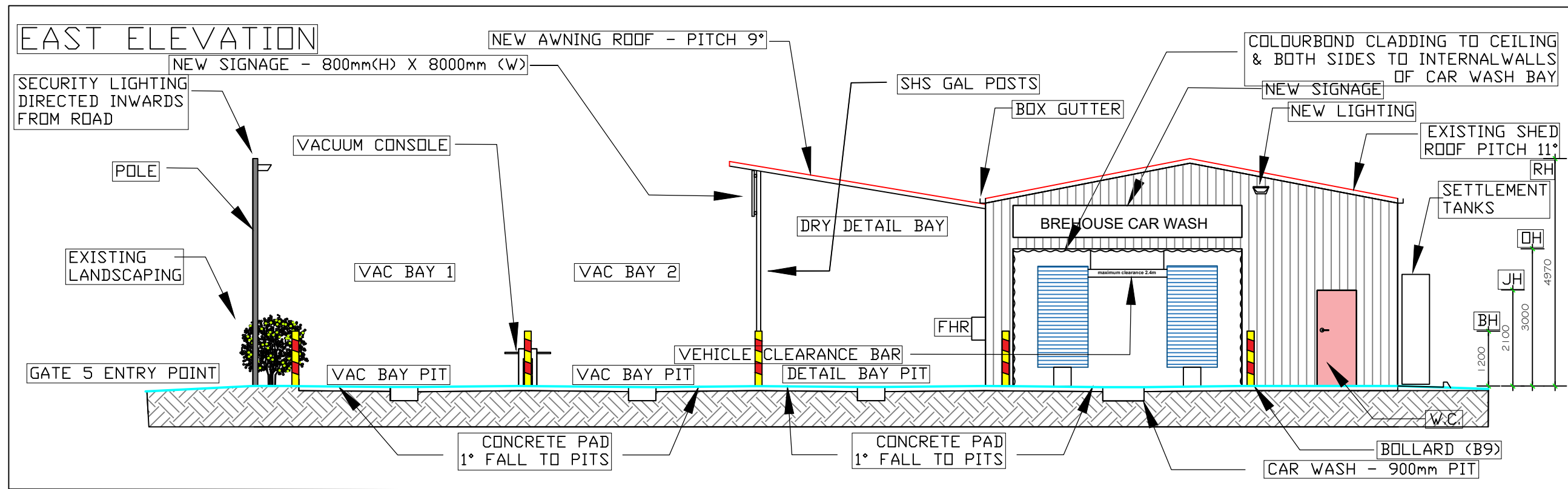
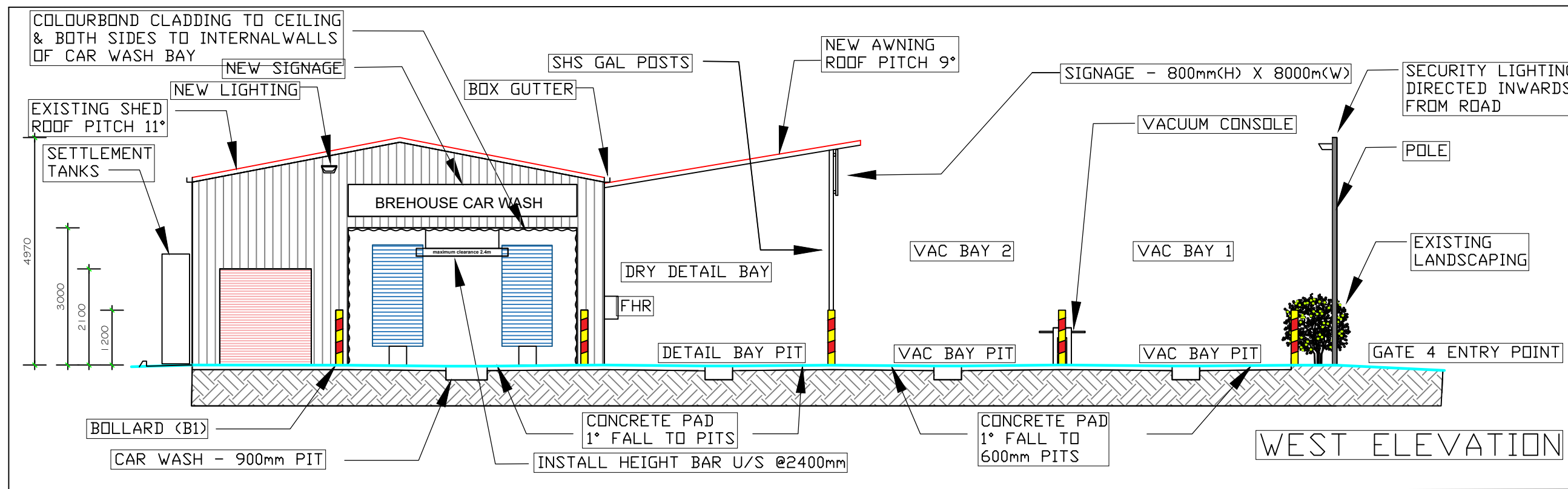
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BUILDER  
BUILDER: TBA  
LICENCE NO.

PROJECT  
General Industrial - CARWASH  
LOCATION  
LOT 13, DP1120659, 170 North St, Grafton  
PROJECT NO. DATE SCALE  
PRO No. 166 NOV20 1:150

STAGE/STATUS  
DA SUBMISSION

DRAWING TITLE  
BREWHOUSE CARWASH - NOTIFICATION PLAN  
DRAWING NO. ISSUE DATE DRAWN  
A2.102 B 05 MAR 21 BHG



CLIENT:

BREWHOUSE VILLAGE  
160-170 North Street  
Grafton NSW 2460

Attention: RICK FIRTH

VERIFICATION

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BUILDER

BUILDER: TBA

LICENCE NO.

PROJECT

General Industrial - CARWASH

LOCATION

LOT 13, DP1120659, 170 North St, Grafton

PROJECT NO.	DATE	SCALE
PRO No. 166	NOV20	1:100

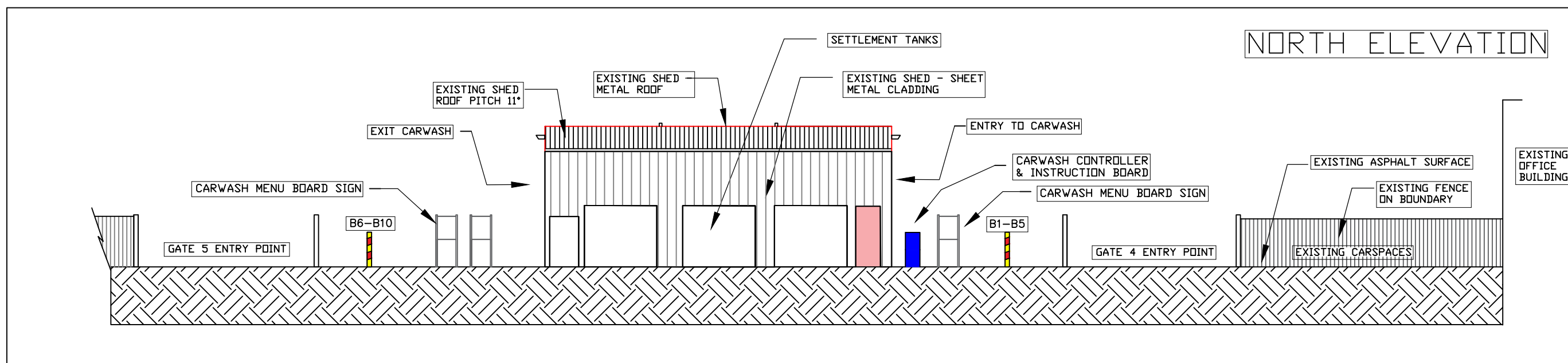
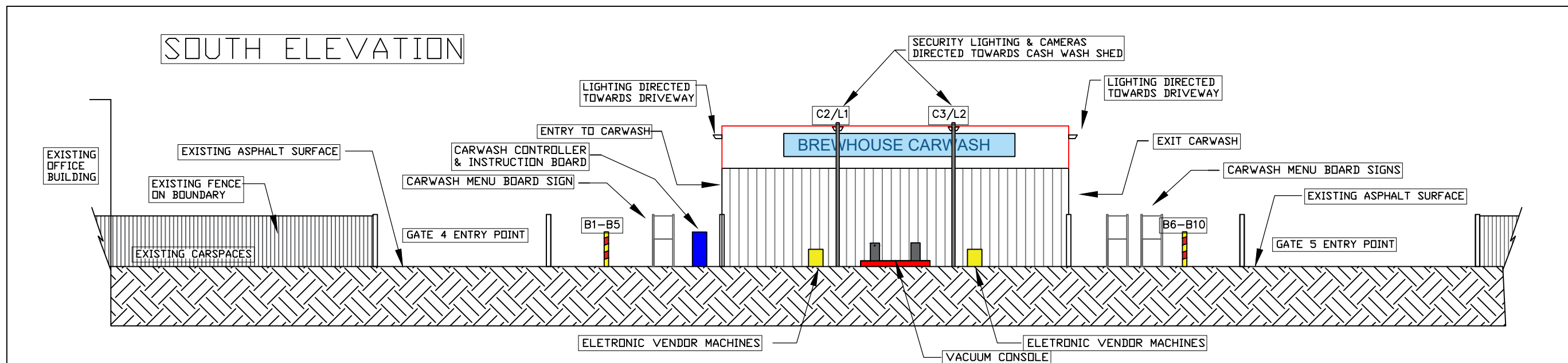
STAGE/STATUS

DA SUBMISSION

DRAWING TITLE

BREWHOUSE CARWASH - EAST & WEST ELEVATION

DRAWING NO.	ISSUE	DATE	DRAWN
A3.101	B	05 MAR 21	BHG



CLIENT:

BREWHOUSE VILLAGE  
160-170 North Street  
Grafton NSW 2460

Attention: RICK FIRTH

VERIFICATION

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BUILDER

BUILDER: TBA

LICENCE NO.

PROJECT

General Industrial - CARWASH

LOCATION

LOT 13, DP1120659, 170 North St, Grafton

PROJECT NO. DATE SCALE  
PRO No. 166 NOV20 1:150

STAGE/STATUS

DA SUBMISSION

DRAWING TITLE

BREWHOUSE CARWASH - NORTH & SOUTH ELEVATION

DRAWING NO. ISSUE DATE DRAWN  
A3.102 B 05 MAR 21 BHG

Note 1. THE VOLUME OF WATER YOU DISCHARGE TO SEWER WILL DEPEND ON YOUR WASH VOLUME AND VEHICLE SIZE & SHAPE. 40-50LTS PER WASH COMPARED TO 250LT PER WASH IF THERE WAS NO RECYCLED SYSTEM IN PLACE.

Note 2. REFER TO SOFTCARE PRO TOUCHLESS TECHINCAL SHEET.

Note 3. T1 DENOTES 1000LT POLY TNAKS TO STORE RECYCLED WATER TO BE REUSED.

POWER SUPPLY - METER BOX  
 ROLLER DOOR TO PLANT ROOM  
 COALESCING PLATE SEPARATOR

3 X 5000LT SETTLEMENT TANKS- EVACUATED BY PRIVATE CONTRACTOR ON A 2 - 3 MONTH BASIS

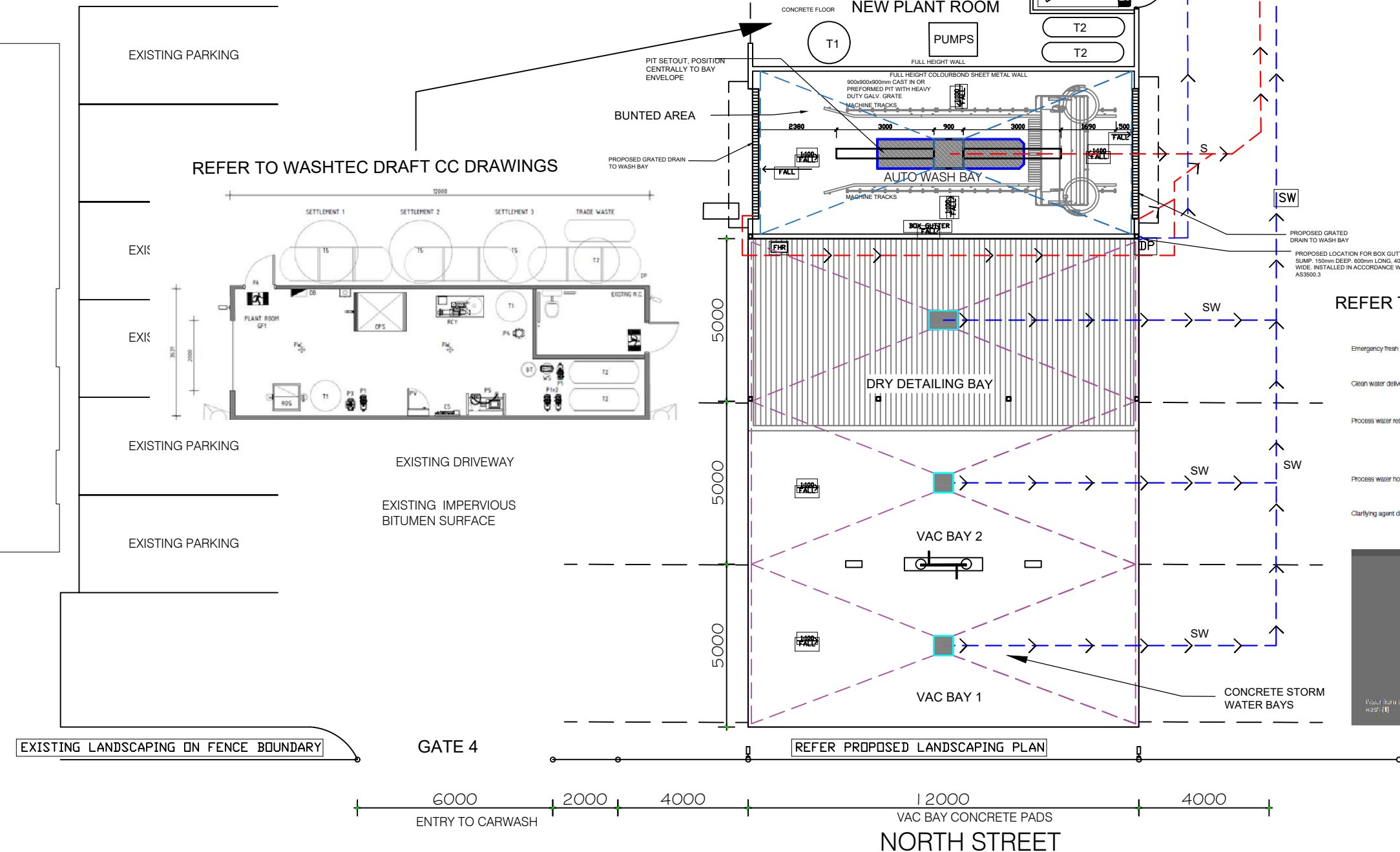
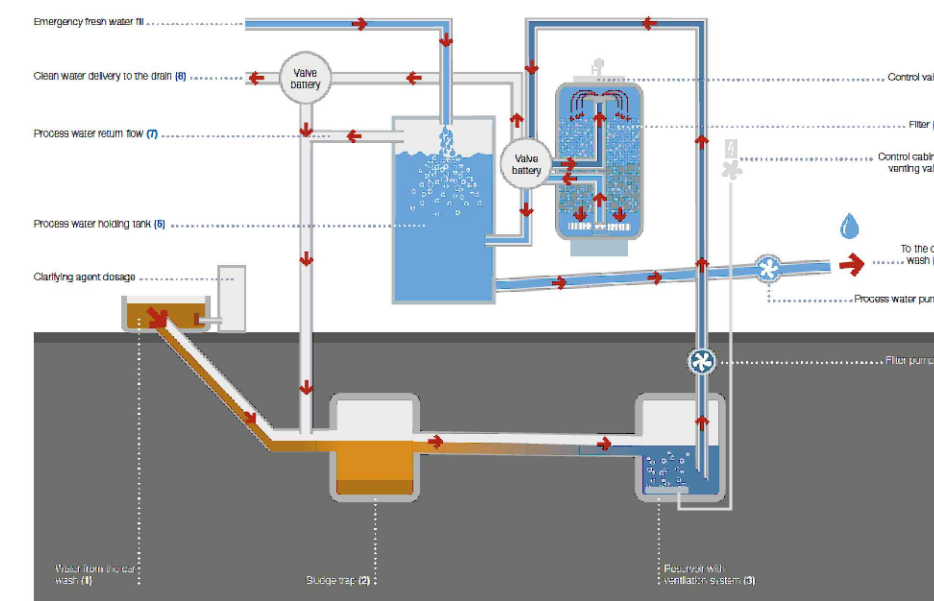
TRADE WASTE TANK  
 SEWER DISCHARGE TO MAINS

**LEGEND**

- DP DOWNPIPE
- FHR FIRE HOSE REEL
- RWT STORM WATER HARVEST TO PROPOSED R.W.T.
- LW LIQUID WASTE DISPOSAL PIPE
- S EXISTING SEWER PIPE
- SW TO EXISTING ONSITE STORM WATER RETENTION BASIN
- SP EX. 600mm HIGH STANDPIPE WITH 20mm HOSECOCK
- T1 1000LT POLY TANK - RECYCLED WATER FOR REUSE
- T2 PROPOSED LOCATION OF SETTLEMENT TANKS.

REFER TO WASHTEC DRAFT CC DRAWINGS

REFER TO WASHTEC WATER TREATMENT FOR AQUAPUR



CLIENT:  
 BREWHOUSE VILLAGE  
 160-170 North Street  
 Grafton NSW 2460  
 Attention: RICK FIRTH

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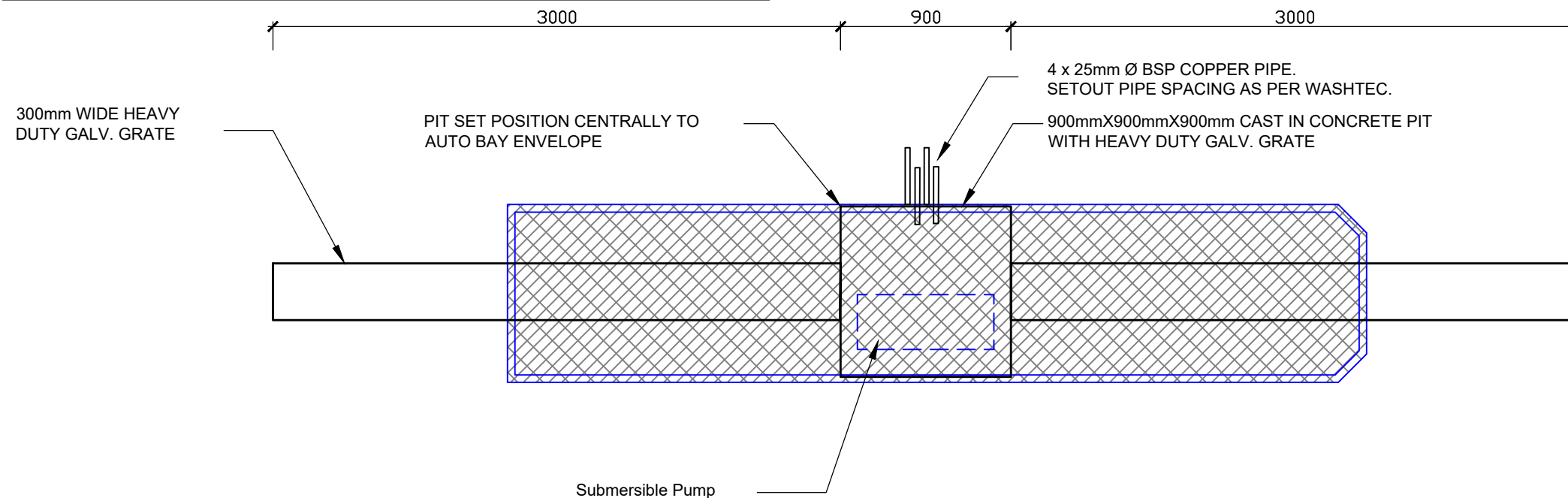
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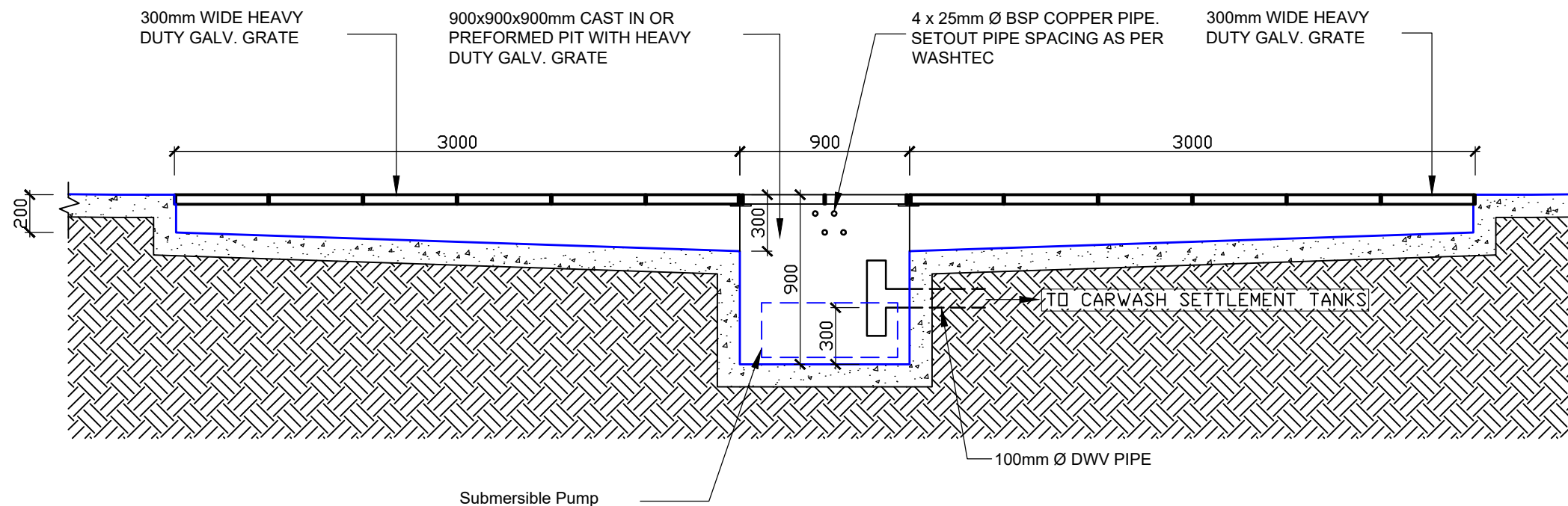
PROJECT  
 General Industrial - CARWASH  
 LOCATION  
 LOT 13, DP1120659, 170 North St, Grafton  
 PROJECT NO. DATE SCALE  
 PRO No. 166 OCT20 1:150

STAGE/STATUS  
 DA SUBMISSION  
 DRAWING TITLE  
 ROOF STORM WATER & SEWER DRAINAGE PLAN  
 DRAWING NO. ISSUE DATE DRAWN  
 A4.101 B 05 MAR 21 BHG

# WASH BAY TRENCH PLAN



# WASH BAY TRENCH ELEVATION



CLIENT:  
 BREWHOUSE VILLAGE  
 160-170 North Street  
 Grafton NSW 2460  
 Attention: RICK FIRTH

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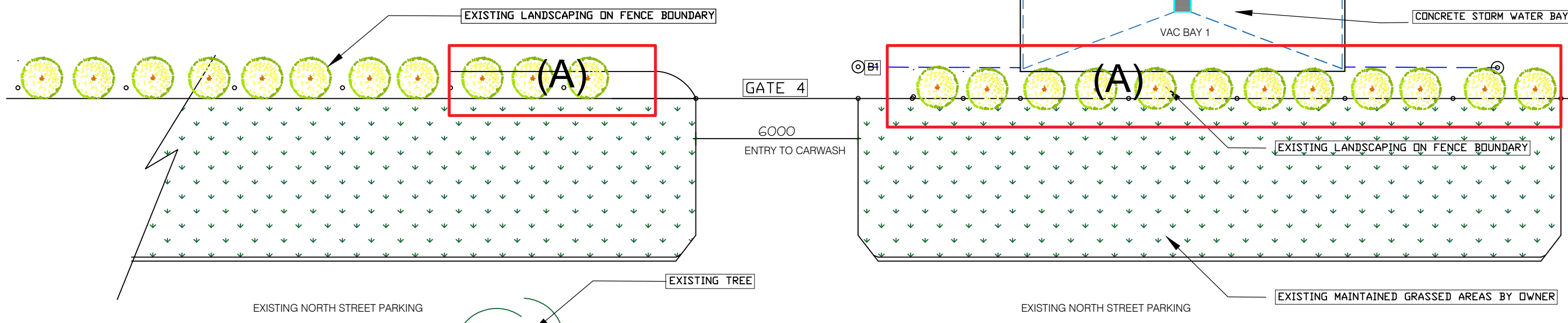
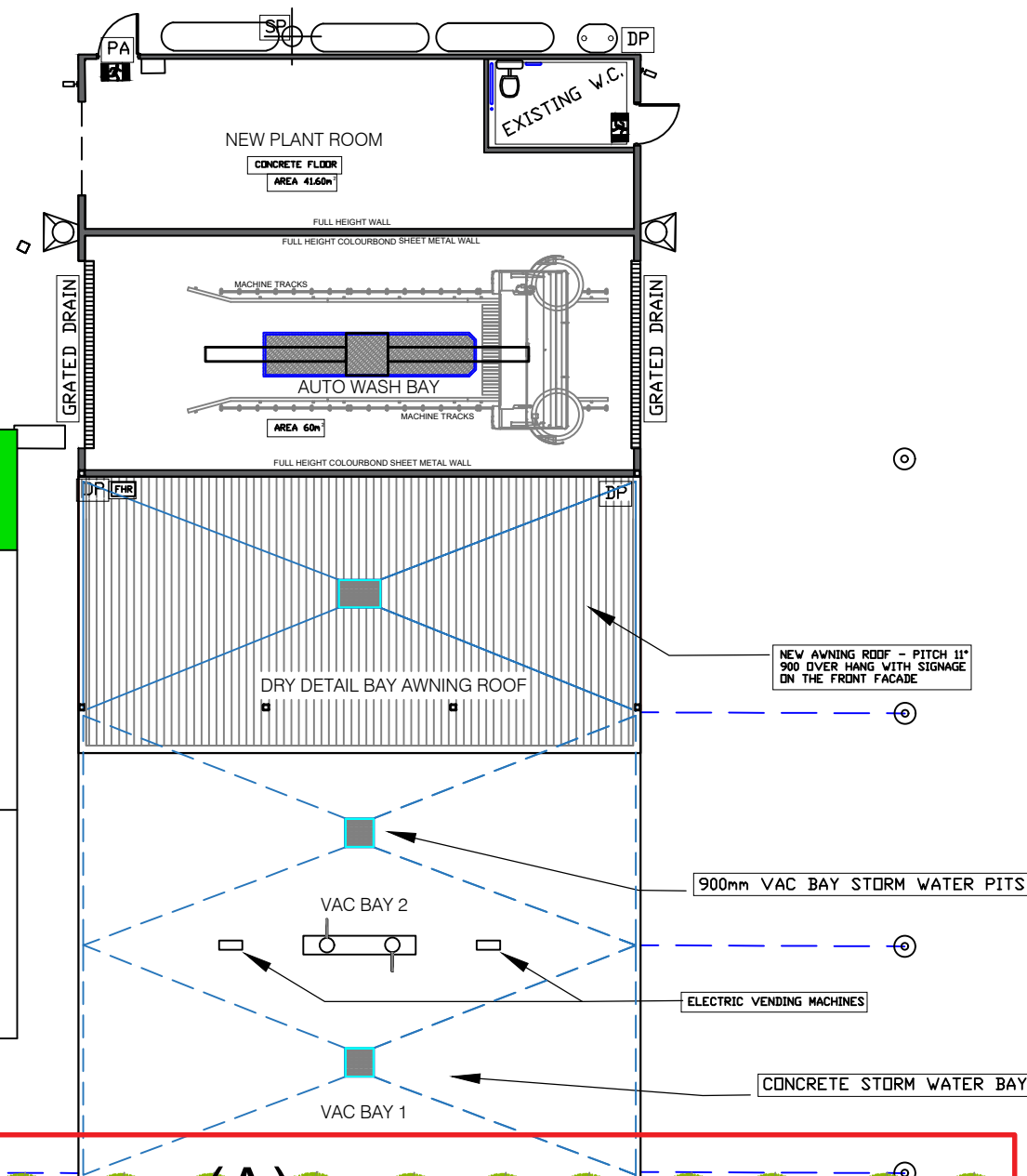
BUILDER  
 BUILDER: TBA  
 LICENCE NO.

PROJECT  
 General Industrial - CARWASH  
 LOCATION  
 LOT 13, DP1120659, 170 North St, Grafton  
 PROJECT NO. DATE SCALE  
 PRO No. 166 NOV 20 1:30

STAGE/STATUS  
 DA SUBMISSION  
 DRAWING TITLE  
 WASH BAY TRENCH  
 DRAWING NO. ISSUE DATE DRAWN  
 A5.101 A 05 MAR 20 BHG



LANDSCAPE PLAN - PLANT SCHEDULE							
LAYOUT	SYMBOL	SPEIES	POT SIZE	NUMBER	SPACING	HEIGHT	MATURE HEIGHT
(A)		Photina Red Robin Hedging Plant	150mm	X 10	1500 TO 4000mm	500mm -1000mm	2000mm



CLIENT:  
BREWHOUSE VILLAGE  
160-170 North Street  
Grafton NSW 2460  
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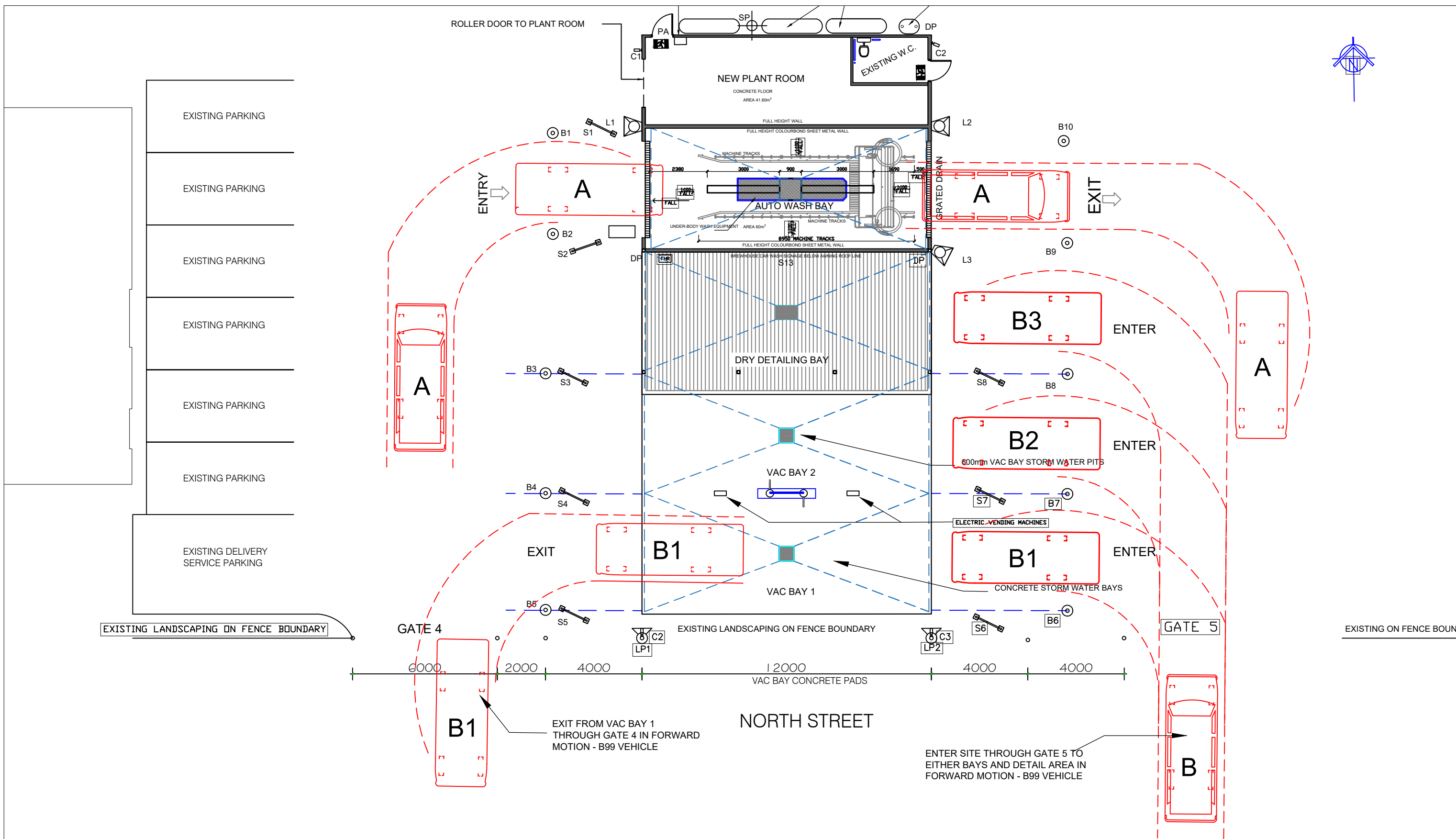
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BUILDER: TBA  
LICENCE NO.

PROJECT  
General Industrial - CARWASH  
LOCATION  
LOT 13, DP1120659, 170 North St, Grafton  
PROJECT NO. DATE SCALE  
PRO No. 166 OCT20 1:100

STAGE/STATUS  
DA SUBMISSION  
DRAWING TITLE  
LANDSCAPING LAYOUT & SCHEDULE  
DRAWING NO. ISSUE DATE DRAWN  
A6.101 B 05 MAR 21 BHG





CLIENT:  
 BREWHOUSE VILLAGE  
 160-170 North Street  
 Grafton NSW 2460  
 Attention: RICK FIRTH

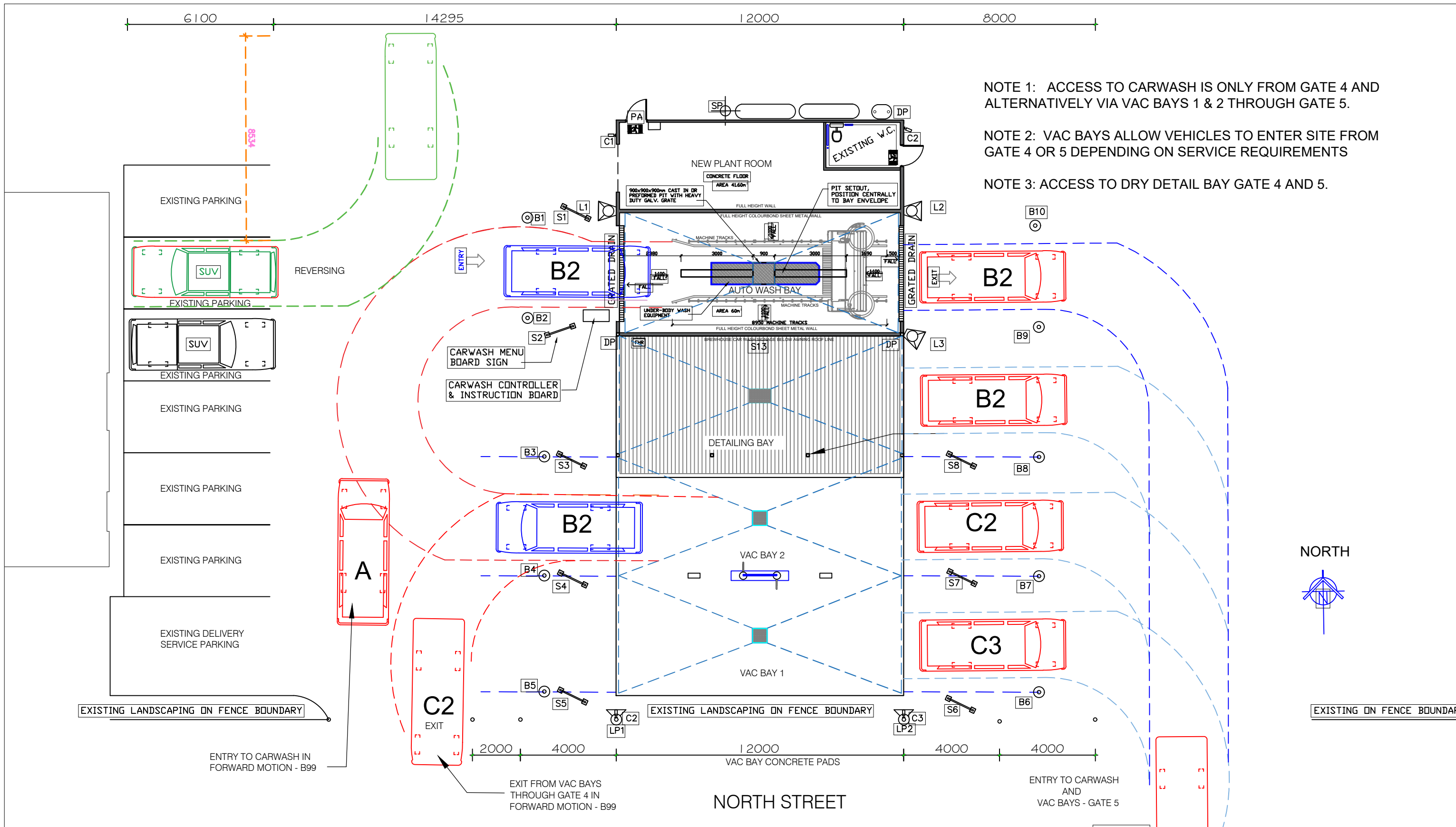
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BUILDER  
 BUILDER: TBA  
 LICENCE NO.

PROJECT  
 General Industrial - CARWASH  
 LOCATION  
 LOT 13, DP1120659, 170 North St, Grafton  
 PROJECT NO. DATE SCALE  
 PRO No. 166 NOV20 1:150

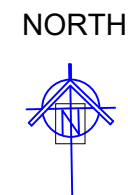
STAGE/STATUS  
 DA SUBMISSION  
 DRAWING TITLE  
 VEHICLE MANOEUVERING LAYOUT  
 DRAWING NO. ISSUE DATE DRAWN  
 A7.101 B 05 MAR 20 BHG



NOTE 1: ACCESS TO CARWASH IS ONLY FROM GATE 4 AND ALTERNATIVELY VIA VAC BAYS 1 & 2 THROUGH GATE 5.

NOTE 2: VAC BAYS ALLOW VEHICLES TO ENTER SITE FROM GATE 4 OR 5 DEPENDING ON SERVICE REQUIREMENTS

NOTE 3: ACCESS TO DRY DETAIL BAY GATE 4 AND 5.



CLIENT:  
 BREWHOUSE VILLAGE  
 160-170 North Street  
 Grafton NSW 2460  
 Attention: RICK FIRTH

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BUILDER  
 BUILDER: TBA  
 LICENCE NO.

PROJECT  
 General Industrial - CARWASH  
 LOCATION  
 LOT 13, DP1120659, 170 North St, Grafton  
 PROJECT NO. DATE SCALE  
 PRO No. 166 NOV20 1:150

STAGE/STATUS  
 DA SUBMISSION  
 DRAWING TITLE  
 VEHICLE MANEUVERING LAYOUT - B99  
 DRAWING NO. ISSUE DATE DRAWN  
 A7.102 B 05 MAR 21 BHG

175 North Street  
GRAFTON NSW 2460

26<sup>th</sup> January 2021

Ms Mandy Cronin  
Senior Planning Support Officer  
Clarence Valley Council  
Locked Bag 23  
GRAFTON NSW 2460

Dear Madam

Re: DA 2021/0004  
Car Wash  
160 North Street, Grafton NSW 2460  
Lot 13 DP 1120659  
DCS Building & Consulting

I have received the DA for the above property.

I believe the application to Council states the operating hours requested is 24 hours per day 7 days per week.

I object to these hours. The properties opposite, and properties within a close proximity to the proposed DA, is residential and to have something operational twenty four hours per day and seven days per week is, I believe, going to be very disruptive to the neighbourhood.

I also believe that industrial areas within a close proximity of residential properties, have strict operating hours, and this would contravene those hours.

I do not object to the building of the car wash on that property, only to ask that reasonable operating hours be adhered to.

Thank you.

Yours faithfully



Maree Smith

DOC # _____
DOC LOC _____
7 2 JAN 2021
CLARENCE VALLEY COUNCIL

**SECTION 4.15 EVALUATION FOR DA2021/0004**  
**- Lot 13 DP 1120659- 160 North Street GRAFTON NSW 2460**

**Proposal:** Construction of a 24-hour car wash, dry detailing bay and two (2) vacuum bays within an existing industrial site on Lot 13 DP 1120659. The proposed car wash is located within an existing shed onsite which is 9m x 20m with a 4m wide drive through bay.

An additional awning is proposed off the southern side of the shed facing North Street. The awning is proposed as 5m x 20m with a fascia including an advertising sign of 0.8m x 8m.

The total floor area being utilised for the proposal is the area between gate four (4) and gate five (5) onsite and within 25m from the boundary, totalling approximately 650m<sup>2</sup> (25m wide x 25m length). The area occupied by the existing shed containing the carwash, dry detailing bay and two (2) vacuum bays totals 300m<sup>2</sup> (12m wide x 25m length).

**(1) Matters for consideration – General**

**In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:**

**(a) the provisions of:**

**(i) any environmental planning instrument, and**

State Environmental Planning Policy 55 – Remediation of Land

Clause 7 of the SEPP states that a consent authority must not consent to the carrying out of any development in land unless:

- (a) it has considered whether the land is contaminated, and*
- (b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

The subject land is an existing industrial site and historically has been used for industrial purposes. Due to the nature of the proposed development and the historic use of the site, it is unlikely that the current state of the site is to be changed. Therefore, the subject site is deemed suitable for continued industrial use under the proposal. It is deemed unlikely the site has existing contamination issues with the proposal being contained within an existing shed and located on an existing sealed area of the site.

State Environmental Planning Policy 64: Advertising and Signage

The proposed signage is for business identification from North Street and is proposed a simple plain text with the sign measurements of 0.8m width x 8m length. To reduce the bulk and impact of the sign on the streetscape and façade of the industrial complex to consider the heritage values present, it will be conditioned the sign be 0.5m in width. Therefore, the proposed signage subject to suitable conditions of consent will not detract from visual qualities of the surrounding area, and it does not obscure any views. Illuminated signage is proposed and further detail is required prior to CC and/or OC to ensure there are no adverse impacts.

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

The proposal does not require the removal of any vegetation.

State Environmental Planning Policy (Coastal Management) 2018

The subject site is not within the coastal zone.

Clarence Valley Local Environmental Plan 2011

The subject land is zoned IN1 General Industrial under the provisions of the *Clarence Valley Local Environmental Plan 2011* (herein referred to as “the LEP”). The proposal includes a carwash, dry detailing bay and two (2) vacuum bays which meet the industrial activity definition and is within the broader definition of general industry as a building or place used to carry out an industrial activity. These uses are deemed permissible with consent in the zone. The proposed development is consistent with the objectives of the zone:

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of industry on other land uses.*
- *To support and protect industrial land for industrial uses.*
- *To minimise the environmental impacts of development.*
- *To allow limited commercial activities that provide direct services to the industrial activities and the associated workforce.*

The proposal provides a car washing service for the various needs of the community and is consistent with the character of industrial development.

Clause 4.3: Height of Buildings:

The subject land has a maximum building height of 9m under the Clarence Valley Local Environmental Plan 2011 and as shown on the Height of Buildings Map HOB\_007H. The proposed development has a finished height of 4.97m approximately at the ridge. The proposed development is not considered to impact on privacy or overshadowing. The development is considered to be generally consistent with the objectives of the clause.

Clause 5.10: Heritage Conservation:

The subject property is listed as a heritage item (1972). The inventory available on the NSW State Heritage Register detail that the building and tower are significant due to being one of few buildings visible from many parts of Grafton and for it being a significant industrial development. It notes that significant features are the tower and includes signage and equipment which have since been removed from the site, the inventory notes that the site now has numerous commercial uses and business.

The applicant has demonstrated in their submission that the proposal will have a limited impact on the significance of the tower. The proposed development is not expected to have a significant impact on the streetscape or heritage significance of the building as listed above taking into account the location of the building in respect to the tower. By approving the carwash, dry detailing bay and two (2) vacuum bays, this may create additional income which will assist in the conservation of the item. It is considered that the proposed development is compatible with the existing heritage values on-site subject to the imposition of suitable conditions of consent.

Clause 7.1: Acid Sulfate Soils:

The subject land is identified as being Class 3 and 4 land under the Acid Sulfate Soils map. Works below 1m and 2m of the ground surface or likely to lower the water table 1m and 2m below the ground surface require an acid sulfate management plan. There are no earthworks proposed with this development which is considered to not result in disturbance of these soils. The proposed development is not considered to be inconsistent with the objectives of the clause.

Clause 7.2: Earthworks:

There are no significant earthworks proposed. It is considered that the proposal is consistent with the objectives of the zone.

Clause 7.3: Flood Planning

The subject site is identified as being flood prone. The proposal does not require any fill being imported to the site that may impact on the behaviour or intensity of a flood event. It is expected that the proposal will not increase potential risk to human life or property. The proposed development is considered to be generally consistent with the clause.

Clause 7.8: Essential Services:

The subject site has access to reticulated water, electricity and sewer. Storm water will be collected and discharged into tanks and overflow to an existing on-site basin, with some existing sheet flow going towards North Street and Council's storm water infrastructure. The site has access to North Street, a Council maintained road.

- (ii) **any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the draft instrument has been deferred indefinitely or has not been approved), and**

There are no draft environmental planning instruments that impact on the proposed development.

- (iii) **any development control plan, and**

Clause	Control	Complies
C.3: Building Design	Proportions, rooflines, frontage that is not dominating the	Yes – The existing building and proposed awning extension are

Clause	Control	Complies
	streetscape and corner buildings strongly designed.	considered to not dominate the streetscape. The setbacks comply with DCP controls.
C.5: Building Height	Maximum height limit 9m	Yes – The proposed awning and existing shed are 4.97m high, not exceeding the building height limits.
C.7: Setbacks	9m front setback, side and rear setbacks are zero, and a setback of 1.5m from services.	Yes – the proposed building setbacks comply with the DCP and the proposed development is within the sites boundaries.
C.8: Landscaping, paving and street furniture	Street frontages to enhance amenity and provide screening.	The proposal is located internally and within the site, the plans indicate existing landscaping which has been removed, this will be conditions to provide landscaping as per the plan.
C.9: Storage of Machinery and Other Equipment	No storage of machinery and/or equipment in the front landscaped setback area	Yes – No storage proposed.
C.10: Provision of essential services	Connect to available services and have council road access.	The proposed development will be connected to available services required for the development and has suitable road access.
C11. Development of Flood Prone Land		See comments under LEP
C.14: Air, water and noise pollution		The water quality has been addressed through the application and will require a trade waste approval. The noise levels provided in the specifications for the carwash and vacuum machines are deemed to be above that specified under the EPA Noise Policy for Industry (2017).

Clause	Control	Complies
		Condition to be included to comply with the EPA Noise Policy for Industry (2017).
C.15: Waste management	To be safe, tidy environmentally responsible. Dispose of waste suitably	A waste management plan has been provided and will be conditioned to be complied with. Construction waste will be minimised and recycled where possible, as the carwash component is in existing shed. Operational waste to be disposed of suitably as per the waste management plan.
C.16: Crime prevention	Inclusion of crime prevention measures	Measures have been provided onsite through fencing, cameras and lighting.
Part D: Floodplain Management Controls		See comments under LEP
Part E: Car parking requirements	Industry, 1 space per 100m <sup>2</sup> GFA.  Provide suitable access	Yes – The area occupied by the existing shed containing the carwash, dry detailing bay and two (2) vacuum bays totals 300m <sup>2</sup> (12m wide x 25m length), therefore three (3) parking spaces are required and this is deemed to be provided by the four (4) individual bays proposed.  Yes – Suitable access is available from North Street. There is sufficient manoeuvring space on-site.
Part H: Erosion and sediment controls	Prevent land degradation and soil erosion	Yes – An erosion and sediment control statement has been submitted and deemed suitable for the site.



- (iia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and

N/A

- (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates,

The proposed development is not considered to be inconsistent with the prescribed matters, Environmental Planning and Assessment Regulation 2000 – Clause 9.2.

**(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.**

There are no significant earthworks proposed as part of the development, no clearing is required, furthermore sediment and erosion controls will be implemented during the construction phases on-site which will help maintain water quality. The proposed development is not considered to impact on natural waterways or biodiversity.

The proposed car wash, dry detailing bay and two (2) vacuum bays will allow and additional service within Grafton and the North Street industrial precinct. However, this may be considered to cause land use conflicts with the surrounding built environment.

The proposal is located fronting North Street and adjacent to residential dwelling houses, the proposed 24-hours operation has not been supported by information provided for noise impacts and as currently proposed it may result in disturbance of the neighbourhood amenity and adversely impact the built environment. For this reason, it is recommended that the hours of operation be restricted to 07:00am to 08:00pm daily.

The development sustainably utilises existing infrastructure and services. The proposed development is not considered to result in significant economic activity or employment generation, however, there will be some economic gain resulting from the operation of the carwash as a business and will provide some additional employment on-site.

The construction of the proposed carwash within the industrial area will assist in providing additional services to meet the needs of the community. There may be minor economic benefits if local labour and material are used for construction works. The development may adversely impact on social wellbeing or cohesion, unless subject to the imposition of suitable conditions of consent. Such as restricting the hours of operation to reduce potential impacts to adjoining residential properties and requiring compliance with the EPA Noise Policy for Industry (2017) and no more than 5dB above background noise levels.

Biodiversity Conservation Act 2016

The proposed development does not require any clearing, the development site is already cleared, and the proposal includes the construction of an additional awning. This is considered to not adversely impact any biodiversity values.

**(c) the suitability of the site for the development,**

The subject site is identified as not being flood prone and containing potential Class 3 and 4 acid sulfate soils. The proposed development does not require any excavation works in acid sulfate soils and does not propose any vegetation removal. The proposal is considered to be in accordance with development in the surrounding area and is a suitable use of the current site. There are no major constraints that are considered to affect the proposed development and therefore it is deliberated that the subject site is considered to be suitable for the proposed development subject to the imposition of suitable conditions.

**(d) any submissions made in accordance with this Act or the regulations,**

The proposed development was notified and advertised in accordance with the Community Participation Plan (CPP) and two (2) submissions were received regarding the proposal during the exhibition period.

Submissions raised the issues listed below:

1. Excessive noise impacts

Comment – Conditions of consent reducing the hours of operation from 24-hours to 07:00am to 08:00pm will minimise any potential noise impacts to nearby residences. Additionally, a condition to ensure compliance with the EPA Noise Policy for Industry has been imposed to limit noise emission levels from the site to nearby residences.

2. Traffic volume/ North Street

Comment – Assessment of traffic flow movements demonstrated vehicles associated with the use will be contained within the site and not cause a nuisance or overflow onto North Street.

3. Hours of operations

Comment – The proposed 24-hour operation of the car wash was considered unacceptable due to the proximity of the adjoining residential zone and existing residences. As such it is recommended that the hours of operation be restricted to between 07:00am and 08:00pm which will reduce any land use conflicts between then industrial and residential zones.

4. Lighting

Comment – To reduce any potential impacts from light spill to adjoining residential premises, it is recommended that lighting for signage be restricted to operational hours only. The site will be required to comply with the Artificial Lighting Standards and Council's outdoor lighting guidelines.

5. Signage and illumination

Comment - Conditions of consent restricting the size of signage facing North Street and requiring details of any illuminated signs are to be provided to Council and approved, prior to any construction to ensure that the signage is suitable and any potential impacts to nearby residences are minimised.

6. Commercial vehicle usage

Comment – The carwash bay includes a height bar which restricts large vehicle access.

7. Relocation

Comment - Conditions of consent reduce the impact and the carwash is located in an existing building.

**(e) the public interest.**

The proposed development is considered to be in the public interest by being generally consistent with relevant policies adopted by Council and meeting the objects of the Act.

**Officer: Alex Clark, Trainee Planner**

**Date: 6 May 2021**

Attachment 4

19<sup>th</sup> February 2021

Clarence Valley Council  
2 Prince Street  
Grafton NSW 2460

**Additional Information Requested – DA2021/0004 – Reply.**

In reply to council's letter dated 4<sup>th</sup> February 2021, DA2021/0004, the owner would like to respond with the following information pertaining to the councils request for information:

**Item 1.** There are several points the owner would like to highlight.

a. The owner has the neighbours in mind when considering noise pollution. the very reason the return and earn has been relocated to reduce the impact on the neighbours, which is why the carwash is not at the back of the lot. But also, the impact the Carwash would have on the immediate built environment. As a result of this decision the noise impact has reduce significantly. Given the site is an industrial site. Thereby, providing minimal impact with noise reduction towards the neighbours.

Careful consideration for the hours of operation has also been taken into consideration, where the owner has suggested 24/7: Existing opening hours of the site suggest that the site operates between 6am – 9pm at night has been a regular occurrence over the past 20years and would be acceptable given the nature of the site and the currently operating hours with the existing tenants on site having the same behaviour. However, the owner believes it is about providing a service to the community that outweighs the concerns of neighbours nearby when it comes to the acoustics of the Washtec Carwash operations. Where Washtec have taken considerable effort to reduce the operating acoustics of the plant throughout the world, with the intention of providing a safe environment. The owner recommends that this be a 24/7 service to the public, but in reality, will most likely be determined by the residents of Grafton where the need to wash your car between 12am and 5am in the morning would be rare occurrence.

b. The site has been an industrial site since 1954. The owner is aware that the DA has to be assess on the current merits/status. This is why this location was chosen with the neighbours and tenants been taken into consideration. A mindset of the owner when determining this development submission within the site.

**Item 2.** The owner is expecting 2-3 cars per hour on average to use the Carwash facilities. The impact on Cueing has seriously been reduced as a result of relocating the Return and Earn and that this Development proposal will minimise cueing to onsite 99% as per DCS drawing A7 101 & a7 102 indicates.

If cueing should occur at Gate 4, there is ample room provided between the car parking and the balance of North Street. This event has been displayed by the return and earn that has had constant vehicle cueing on north street for approximately a year. This development proposal will reduce this impact by 99%. This has been demonstrated on DCS drawing A7 103 which highlights that there is ample room for cars to be off the street.

A height restricting bars will also be present as highlighted on DCS drawings A3 101 on the western elevation. This will determine that B85 and B99 vehicles will be able to enter and exit the Carwash. No trucks will be able to use this service.

**Table 1. Carwash Usage per day.**

Direction & Type	Vehicles	100 %	70%	37%
Sedans & SUV's	Per hour	Extraordinary	Very Good	Expect Use
Hours of operation	Typical Day	6am – 9pm	6am – 9pm	<b>7am – 9pm</b>
East	3	55% - 45	55% - 30	<b>55% - 15</b>
West	2	45% - 30	45% - 15	<b>45% - 13</b>
Total Movements	5	75	45	<b>28</b>
“Peak” Movements	5	5	4	<b>3</b>

The table above reflects all circumstances, but the owner in reality expects 37% usage given that the car wash can only handle 5 cars per hour. Cueing on the street is not expected given the expect usage parameters as show in the Table above.

**Item 3. Signage:** Signage that fronts the street has been considered and the owner believes the size of the sign does not detract from the amenity or visual quality of any environmental sensitive areas even though the site is classified as heritage site, but also the site has been zoned General Industrial since 1954. Where signs greater than the propose sign have been displayed towards the street.

The owner is a little curious to why the neighbours are complaining.

The following table addresses the issues stated in Part I of the CVCD CP.


**Table 2. PART I ADVERTISEMENTS AND ADVERTISING STRUCTURES -SCHEDULE 11**

Item	Assessment Criteria	Comments
1.	<p><b>Character of the area</b></p> <p><input type="checkbox"/> Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</p> <p><input type="checkbox"/> Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</p>	<p>The site has been industrial for some time, where houses have been opposite and adjacent since the early 1950's.</p> <p>The advertising is consistent to other advertising in the past.</p> <p>Example: the old Toohey's sign on the tower that was removed as a result of disrepair and was in a dangerous position of falling. This was removed in 2009. The Sign was quite substantial and could be seen several kilometers away.</p> <p>Therefore, the sign is consistent with the theme for outdoor advertising in the area, thereby being consistent and considered low impact on the immediate built environment.</p>
2.	<p><b>Special areas</b></p> <p><input type="checkbox"/> Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</p>	<p>Careful consideration has been taken not to detract from the Heritage Item which is 40meter away.</p>

		<p>In fact, the visual appearance will complement the tower and is not considered to be detrimental to the site or the immediate area.</p> <p>The sign will face the street and is set back 10 meters from the front boundary and is approximately 50-60 meters away from the nearest house directly opposite the car wash.</p> <p>The sign does not impose on the neighbours. Therefore, not detracting from the amenity of the area.</p> <p>There have been luminous signs on this site for 20 years. No one has complained.</p>
3.	<p><b>Views and vistas</b></p> <p><input type="checkbox"/> Does the proposal obscure or compromise important views?</p> <p><input type="checkbox"/> Does the proposal dominate the skyline and reduce the quality of vistas?</p> <p><input type="checkbox"/> Does the proposal respect the viewing rights of other advertisers?</p>	<p>The Sign does not obscure or compromise any important views.</p> <p>The sign does not dominate the skyline and does not reduce the built environments landscape or views within the immediate area of the industrial site or the residential areas beyond the industrial site.</p> <p>The sign respects the viewing rights of other advertising within the immediate area. Considered low impact as result of the location.</p>
4.	<p><b>Streetscape, setting or landscape.</b></p> <p><input type="checkbox"/> Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</p> <p><input type="checkbox"/> Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</p> <p><input type="checkbox"/> Does the proposal reduce clutter by rationalising and simplifying existing advertising?</p>	<p>The scale of the sign appears proportionate/compatible to the area. Given the setback from the front boundary and respective street views.</p> <p>The sign encourages the public to use the service and is simple and plain in design.</p>

	<ul style="list-style-type: none"> <li><input type="checkbox"/> Does the proposal screen unsightliness?</li> <li><input type="checkbox"/> Does the proposal protrude above buildings, structure or tree canopies in the area or locality?</li> <li><input type="checkbox"/> Does the proposal require ongoing vegetation management?</li> </ul>	<p>The sign is not luminous and is not robust with vibrant colour. (White background with Blue letters)</p> <p>The sign does not protrude above the tree canopies and is lower than the existing roof line of the existing shed and new proposed awning roof.</p> <p>No vegetation management will be required as a result of trees growing on the verge.</p> <p>However, there are other signs that have been luminous and are existing signs that sit on the fence line and in many cases set back on to site.</p>
5.	<p><b>Site and building</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</li> <li><input type="checkbox"/> Does the proposal respect important features of the site or building, or both?</li> <li><input checked="" type="checkbox"/> Does the proposal show innovation and imagination in its relationship to the site or building</li> </ul>	<p>The sign is considered compatible with other signs on site.</p> <p>The sign is simple and reflects the proposal and is not detrimental to the sites character. Therefore, considered as low impact on the immediate surrounding areas.</p> <p>The sign is simple in format. This has been created on purpose as not to be detrimental to the site's heritage item and the status the owner wishes to impose on the tower in the future.</p>
6.	<p><b>Associated devices and logos with advertisements and advertising structures</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</li> </ul>	<p>Currently, lighting in this area is facing towards the shed.</p> <p>All lighting design for the Car wash is directed to face downwards on site.</p> <p>Lighting erected on the existing poles on the boundary to face</p>



		<p>inwards towards the building and signage.</p> <p>The lighting and cameras will allow security and crime prevention to be encourage on site.</p>
7.	<p><b>Illumination</b></p> <p><input type="checkbox"/> Would illumination result in unacceptable glare?</p> <p><input type="checkbox"/> Would illumination affect safety for pedestrians, vehicles or aircraft?</p> <p><input type="checkbox"/> Would illumination detract from the amenity of any residence or other form of accommodation?</p> <p><input type="checkbox"/> Can the intensity of the illumination be adjusted, if necessary?</p> <p><input type="checkbox"/> Is the illumination subject to a curfew?</p>	<p>There has been luminous lighting on the premises for 20 years.</p> <p>To continue with this trend, the owner will upgrade the light boxes, that will be no larger than the existing light boxes on site. thereby meeting councils provisions for lighting in commercial and industrial areas.</p>  <p>Example. Existing signage.</p> <p>Reference to figures 1 &amp; 2 below.</p>
8.	<p><b>Safety</b></p> <p><input type="checkbox"/> Would the proposal reduce the safety for any public road?</p> <p><input type="checkbox"/> Would the proposal reduce the safety for pedestrians or bicyclists?</p> <p><input type="checkbox"/> Would the proposal reduce the safety for pedestrians, particularly children.</p>	<p>The sign on the awning is designed to be visual from the street to reduce the safety aspect with the public in mind.</p> <p>To promote motorist from staring/looking for the Car wash from the street.</p>

		<p>The sign is designed for motorist to glance and not stare at the site looking for an entry point.</p> <p>The existing signs on the Gate entry's points identify this aspect.</p> <p>The sign is not directed for foot traffic. Other smaller signs on site have been considered for this development proposal. DCS drawings indicate this point.</p>
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**Figure 1. Existing luminous signs**



**Figure 2. Existing luminous signs.**

**Item 4.** Reference to amended Landscape Plan A6 101 B dated 21<sup>st</sup> Feb 2021.

The plan was missing the schedule. The amended plan now has this schedule and complies with the CVCDPC Part C8.6 provisions. The owner would like to highlight that the previous tenant had not maintained the vegetation along the fence line. And that there were plants previously grown on the fence boundary and where removed. The owner is happy to provide further maintenance along the fence line and provide a hedge along the fence line within the boundary. Grass will remain on the verge and be maintained by the Owner.

**Item 5.****Table 2. Address paragraph 5 concerns.**

Item	Requested Information	Reply Comments
a.	Show the location of the oil separator.	<p>The Oil separator is located within the plant room.</p> <p>DCS drawing A4 101 has been amended to reflect this event as well as Soft-care Pro Touchless Technical Sheet.</p>
b.	<p>The settlement tanks and sewer discharge tank included in the Washtec water recycling system and oil separator are required to be installed in a roofed and bunded area. The bunded capacity is to be at least 110% of the volume of the largest tank.</p>	<p>The settlement tanks are located on the northern side of the Car Wash shed. Which can not be seen from the street, therefore, considered low impact on the immediate area from a visual aspect.</p> <p>The owner will bunt the area and take into consideration the volume of the largest tank. But does not understand why the area needs to be roofed as all storm water collected within the bunded area will flow to the retention basin that is existing on site.</p> <p>The storm water impervious water in this area is existing and will not change given that the settlement tanks will be located at the rear of the shed.</p>

c.	<p>Open sides of the sheds are to have a roof/eave that overhangs the edge of the bunded area by a minimum 100 from the vertical to minimise rain-water ingress.</p>	<p>The owner has taken action to amend the drawings to reflect this oversight.</p> <p>The roof overhangs will reflect an awning protruding from the wall.</p> <p>Refer DCS drawing A3 101 &amp; A3 102 dated 22<sup>nd</sup> February 2021.</p>
d.	<p>Stormwater is not permitted to be discharged to the sewer system.</p> <p>Connection of the downpipes to the settlement tanks forming part of the trade waste pre-treatment system is not permitted.</p> <p>If rainwater is proposed to be harvested for use in the wash bay a separate dedicated rainwater tank will be required.</p>	<p>DCS Drawing has been amended to reflect this oversight of storm water being directed towards the settlement tanks and sewer system.</p> <p>All storm water from impervious surfaces will be directed to the existing retention basin on site.</p> <p>The decision to harvest the rainwater is still been considered. But given the nature of the Washtec technology with recycling in mind, the owner will be reluctant to move forward with this intention. Unless this is stipulated as part of the reduction of fees and charges to alleviate any concerns of fresh water being used excessively. Which is considered to be the main concern of the owner given his original/previous initiative.</p>
e.	<p>The vacuum bays will be required to be roofed if drainage is directed to the trade waste pre-treatment system. Under Clause C7 of the DCP a 9m front setback is applicable.</p> <p>Any built structure must comply or alternatively submit a variation to the DCP and provide adequate justification for the variation sought.</p> <p>If the vacuum bays are to remain open and unroofed, the drainage pits are to be directed to the dedicated rainwater tanks as outlined above.</p>	<p>All vacuum bays will be unroofed.</p> <p>Therefore, storm water will be directed to the existing retention basin on site.</p> <p>Given the nature of the system being purchased by the owner from Washtec the system does not require rainwater tanks to be incorporated into the overall development. Rainwater from the impervious surfaces will take its natural course towards the existing retention basin that is more that capable of handling the existing</p>

		<p>impervious storm water from the existing hardstand surfaces.</p> <p>Amended DCS drawings reflect this anomaly.</p>
f.	<p>The Wash Bay trench elevations show approximately 0.24m<sup>3</sup> (900mm x 900mm x 300mm) of storage at the invert of the pipe to the settlement tank.</p> <p>The intended function of this area below the invert is to be nominated and how this area will be managed.</p>	<p>The Wash Bay pit will incorporate a submersible pump which conveys the pre-cleaned water from the storage tank to the filter system and pushes it through the filter from top to bottom.</p> <p>Existing suspended particles are filtered off and the cleaned water is stored in the water reclaim storage tank. It is thus available again as washing water. (95% - 100%)</p> <p>Further information can be gained from the attached Washtec's technical advice for architects and government authority's brochure.</p>

### Reductions in Equivalent Tenements (ET's):

Further to our conversations the other day, the owner (BHG) will be addressing the need to claim a reduction in the ET's (section 64 charges) being applied as per the DMU meeting dated 23<sup>rd</sup> April 2020 report and notes requiring a substantial amount of ET's to be paid.

The attached information from Washtec will further highlight the benefits that Washtec will bring to this proposal and is directed towards the Council's calculated usage for Water Directorates Section 64 Determinations of Equivalent Tenements Guidelines and respective categories of development not included in those guidelines, where the calculations have been based on the estimated water consumption and sewage generation of past technology for previous car wash development proposals put forward. With this submission the **emphasis** is **RECYCLING OF WATER**.


The attached Washtec brochure is an insight to their improved technology that should be taken into consideration when applying the calculations for ET's which emphasizes phenomenal savings in water. Noting that the only fresh water used is only used in the drying aid and wax process towards the end of the cycle. Where fresh water compensates for any discharge and evaporation losses. This process can be further explained on page 3.2 within the attached brochure.

The motivation and rational by the owner (Mr R. Firth) on choosing Washtec Australia, is for the following reasons and believes it is disappointing that council's engineers are unable to determine the technology and financial support that has gone into the research of producing a sustainable future, not for this project but for all other projects throughout this country and the world and is lost for words on why this council engineers are reluctant to adjust the ET's given the proof in the technology.

When communicating this message, the owner has highlighted why he should invest \$70,000 in RECYCLING WATER, when being charged the significant amount of \$87,000 for ET's on top of the recycling water outlay. Whereas if the owner paid the ET amount - why would he worry about recycling water at all. Where is the incentive.

### Clarence Valley Environmental philosophy

Item	Description	Comments
1	"The Clarence Valley Environmental Learning Facility (ELF) is a center that aims to improve environmental awareness within the community with a major focus on sustainable lifestyle choices. It's particularly suited to schools, but it may also be of interest to community groups and the general public."	The owner wanting to know how this issue is going to be described, if business is not rewarded for applying environmental initiatives. E.g. recycling water in lieu of ET's where the impact is negligible and/or insignificant given the technology that will be incorporated within the Carwash process to alleviate the additional burden on the sewer and water systems.
2	"The Clarence Valley Council Living Sustainably Awards aim to recognize outstanding contributions or achievements which enhance environmental, economic and social sustainability".	The owner would like to nominate for this scheme.  Recycling water is part of this initiative that we all have to implement in one form or another. But at what cost.

		<p>Recycling the water will allow the carwash to be sustainable in drought conditions.</p> <p>Recycling water will allow fresh water only to be used as a drying aid and wax. Where fresh water compensates for any discharge and evaporation losses.</p>
3	<p>Reducing the need to place further constraints to existing council resources.</p> <p>Sewer and Water</p>	<p>Recycling</p> 

The owner is looking to have the ET's adjusted to meet a more agreeable figure and justify why an additional \$70,000 needs to be incorporated into the Carwash system, when all he has to do is pay the ET amount of \$87,000.

The owner is asking the panel of councillors to reflect on the long-term benefits of reducing the ecological footprint to save money. Which is a philosophy of every L.G. Authority throughout NSW.

Washtec have design a product called **AquaPur** which will be incorporated into this Carwash system. The following is why:

- a) This product has been concluded to save a record-breaking amount of water.
- b) Nearly 100 percent of water used for washing is recycled.
- c) Efficiency and reliability are the main factors here. Up to 600 washes per month are possible without adding chemicals.
- d) This additionally reduces your costs.
- e) Design: compact.
- f) Design approval Z-83.3-24.
- g) Ideal for: operators with an efficiency-oriented approach.
- h) Water flow: 4 m<sup>3</sup>/h.

### **AquaPur process sequence**

The following explains the process and can be referred to Washtec's technical advisor notes attached to this reply: The following is a brief overview:

- a) The water from the car wash (1) flows towards the sludge trap (2) into a reservoir with an aerator system (3) that reliably prevents odour emissions.
- b) The pre-treated water is pumped through a special filter made of quartz gravel that is partly coarse and partly fine (4).
- c) The treated water then continues to flow into the process water holding tank (5).
- d) From the holding tank, the water is pumped into the car wash (6).
- e) The system self-cleans itself by backwashing. Water is pumped back through the filter from the bottom to the top. Backwash water and initial filtrate are directed into the settling basin for sedimentation.
- f) During washing breaks, the process water circulates via the circulation line (7). Excess water is directed into the sampling drain or the sewage system (8) for disposal (operation according to Appendix 49 of the wastewater regulations).

The above information should be read in conjunction with the Washtec's technical information – AquaPur Modular (status 11/2019) and Water treatment brochures and advisor notes for architects and government authorities.

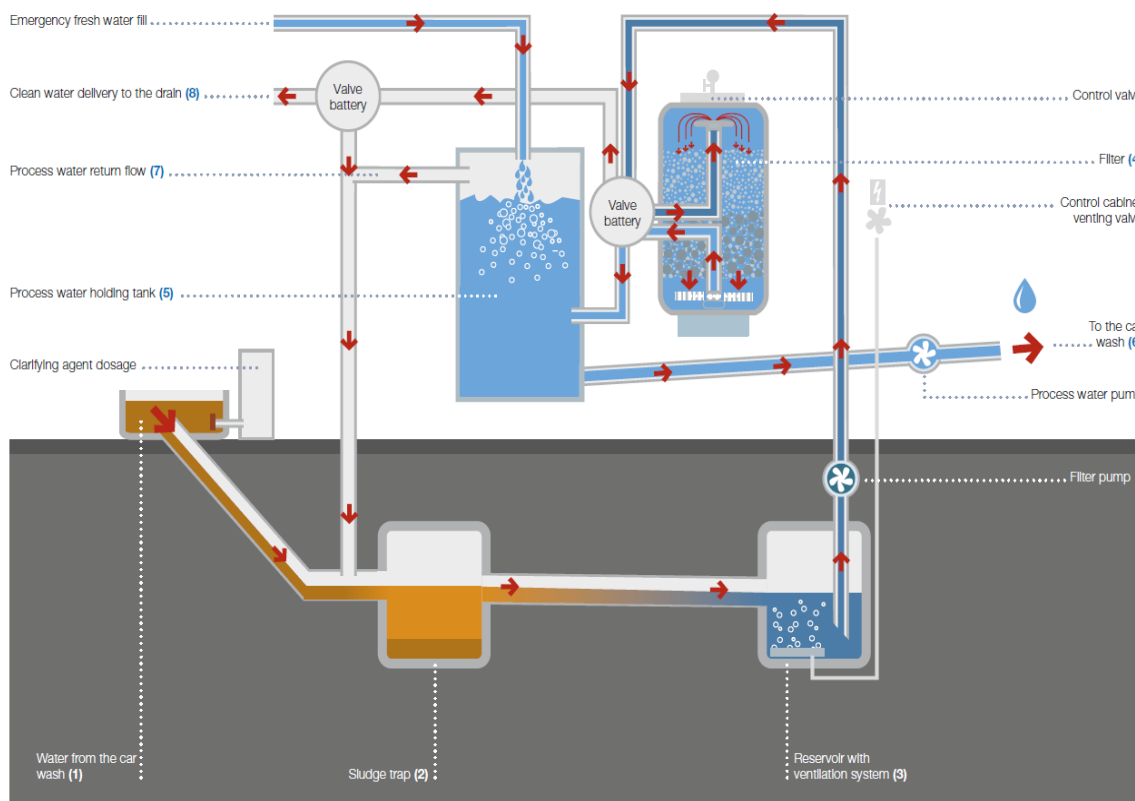


Figure 1. WATER TREATMENT - AQUAPUR MODULAR

The owner would like the assessment officer to have the reduction of ET; s discuss in front of a full council meeting for open discussion among the councilors. Please provide the date and time of the meeting, so as to allow the owner time to prepare.



## Submissions from Public

The owner has taken all there needs into consideration when deciding to invest in a Carwash – Location and reduction of noise where high on his agenda.

The matters that have been brought to council’s attention have been dealt with the DA proposal and been address with this reply and the statement of environment effects report lodged.

Item	matter	Comments
1	Noise	Re use of the shed has allowed the impact in the immediate area to be reduced significantly.
2	Traffic	Reduced traffic flow in the immediate area as a result of the return and earn moving within the site away from north street.
3	Signage	Signage has been viewed to the street for many years. The impact to the street is considered normal practice and is of no enormous impact to the neighbours.
4	Location	The location has allowed the return and earn to be relocated to the benefit of the neighbours.
5	Lighting	All lighting is directed inwards and does not reflect into the street or neighbours properties.

The owner would like to convey to the neighbours that they should communicate there concerns and not be abusive in their remarks when walking by. Which seems hypocritical/insincere as they use the resources on site. He is happy to listen, but not to abuse. Council in there reply to the neighbours should get this message across.

### Conclusion:

“Australia has seen an unprecedented growth in large scale water recycling schemes since the late 1990s. These have largely been driven by a decade of drought and policies to reduce pressure on climate dependent water resources where it is safe, affordable and environmentally sustainable”. The owner feels council has lost focus and only addressing the issue at hand. ET’s. the reality is that the Clarence Valley is susceptible to drought and starts to feel the issues that arise from business.

The owner (Mr. R. Firth) has lived in Grafton all of his life and understands the pressures that resources have within the community and the social implications that reside from the use of water. Recycling is part of this process that business need to address. The department of primary industry mindset/philosophy reflects these

initiatives. Allowing the communities to work together to achieve these goals which take into consideration the economic and environmental sustainability, social benefits and protection of the public health. Commercial ventures should also be considered as part of this program as preferred recycling process where compliance has been established. Is this not one of those options that should be considered in this instance? Is this not a salient point to consider? "Drinking Water" isn't this why we are reinventing the processes of establish good business practices within government institutions, so that the process is conveyed to the public.

Furthermore, please provide an additional portal referral box to reply if necessary.

I trust the above addresses the issues council may have with this DA submission. We look forward to a favourable reply.

A handwritten signature in black ink, appearing to be 'Dale Brushett', with a long horizontal flourish extending to the right.

Dale Brushett  
DCS Building & Consulting  
0413 053737  
B3099