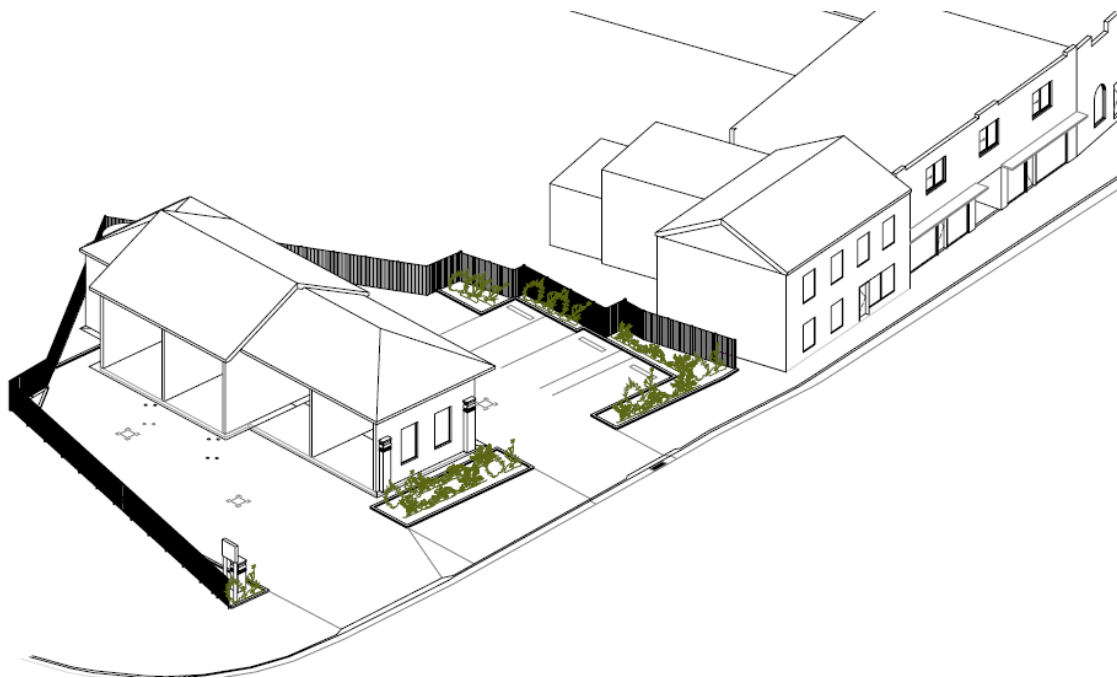


Dated: 4th April 2023

STATEMENT OF ENVIRONMENTAL EFFECTS



PROPOSED DEVELOPMENT AND SUBJECT LOCATION:

Proposed Car wash- 206 High Street, Maitland

Lot 1 DP230063

LOCAL COUNCIL AREA:

THIS STATEMENT HAS BEEN PREPARED IN ACCORDANCE WITH
MAITLAND CITY COUNCIL GUIDELINE

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INTRODUCTION

This Statement of Environmental Effects relates to the proposed Car wash at 206 High Street, Maitland. This Statement of Environmental Effects has been prepared to demonstrate environmental, social and economic matters associated with the proposal outlined below. This statement examines how the proposal fits the location and the planning merits of the development in accordance with Maitland Local Environmental Plan 2011 and Maitland Development Control Plan 2011. This statement provides the supporting documentation for the development application to seek consent for a proposed car wash.

The objectives of this statement are the following:

- To provide a description of the subject site and the surrounding locality
- To provide a description of the proposed change of use
- To provide discussion of the relevant environmental planning instruments
- To provide an assessment of the potential environmental and social impacts

2.0 Pre DA

A Pre DA meeting was held on the 1st December 2022, regarding this site for the proposal of a Car wash, the meeting minutes are as follows,

Issue	Council response	Application response
Development Outcome	<p>Prior to making commitments towards the proposal, it is strongly recommended to engage a Heritage Architect to undertake a comprehensive and independent HIA. Findings of this HIA must be at the forefront of any proposals for the site and must inform the site and building design. Council will not support the proposal in absence of this study.</p> <p>Significant site – gateway to Maitland Sports Park precinct and administrative/service precinct. Large utilitarian type buildings considered not suitable for this site. Access and traffic impacts. A building design to reflect high quality architectural outcomes with reference to CM's heritage character and detailing.</p> <p>Urban Design: High Street corridor – DCP Part E.1 – 3.1 Active frontages. Also refer to Central Maitland Structure Plan re: continuity of the street wall, encouraging street address and pedestrian activities (shop fronts). Sensitive to the scale, massing and form of adjoining buildings.</p> <p>Amenity impacts – emission of gas, vapours, chemicals and noise etc. with reference to potential land use conflicts with adjoining residential premises. A development application should include an acoustic assessment and an air quality assessment to demonstrate compliance with the relevant standards of POEO Act.</p> <p>Traffic and access– A traffic report shall be provided demonstrating that the site will not cause significant impact on High Street mid-block capacities and nearby intersections. The report shall also address car parking rates and compliance with AS2890. Note: As per Australian Standards (AS2890) the driveway shall be located a minimum 6m</p>	<p>A Heritage Architect has completed a comprehensive and independent HIA. It has guided the building design, as noted in the report provided.</p> <p>The design successfully adopts recognizable forms from within the Heritage Conservation Area and addresses any issues of dominating mass, scale and form.</p> <p>The activation of the street frontage has been addressed in the HIA provided.</p> <p>An acoustic report accompanies this application.</p> <p>A TIA has been provided to accompany this application. This addresses impact, capacities, and car parking.</p> <p>The Driveway that is proposed is existing and has</p>

	<p>from the tangent point of the intersection on High Street/ Ward Street.</p> <p>Site suitability – give the above potential development constraints, land use conflicts and design requirements, Council considers the site has inadequate capacity to support the proposed development. Urban Design, Heritage and Street activation requirements are high priorities for the site, which can be achieved via appropriate building design interventions. But, because of the small size of the property (809m2), it is questionable whether these can be adequately addressed whilst achieving the same development outcome (6-bay carwash).</p> <p>Stormwater – A stormwater management plan shall be provided. The plan shall depict stormwater detention with calculations in accordance with Council's Manual of Engineering Standards (MOES). The plan shall also depict the proposed legal point of discharge.</p>	<p>been upgraded in 2020.</p> <p>As noted in the HIA,</p> <p>'The proposal will have no negative impacts on the Heritage Conservation Area, nor the Regional Sporting Complex setting, will have a positive impact to the amenity and services available in Central Maitland.'</p> <p>Stormwater plans have been provided to accompany this application.</p>
<p>Building design and heritage</p>	<p>Utilitarian building typology required by a carwash is not sensitive to heritage conservation guidelines for Central Maitland HCA. The building typology presents difficulties for adopting heritage treatments or adaptable uses (future).</p> <p>Any signage associated with the proposal should also be informed by the heritage study.</p>	<p>The purpose of a Heritage conservation area is to enhance the community's knowledge or and regard for local heritage items and places.</p> <p>High Street, Maitland comprises of various car yards, Battery World, Service stations, and Multi unit accommodation. These various uses throughout the conservation area can be deemed insensitive to past and future uses.</p> <p>The HIA provided demonstrates compliance with General Requirements for New Buildings in Historic Areas. The building is permissible in the zone, and has utilized various design components to advocate for the history of Maitland to be continued on.</p> <p>The signage proposed is minimal and has been</p>

		informed by the Heritage consultant.
Heritage Architectural significance	Unique tiled awning structure currently at the site has some heritage significance for its rarity and community's perception with the site. However, Council acknowledges the existing buildings at the site, including this awning structure, are not conducive to the needs of modern commercial uses. The independent HIA should also assess the site's heritage significance and inform the best outcome for the rebuild, with due consideration to the adjoining buildings/developments. Subject to the findings of the HIA and subsequent design process and appropriate outcomes, Council, in principle, is open to the premise of a complete rebuild.	A Site Inspection report undertaken by Eclipse Consulting Engineers noted the following, 'the structures are not viable to be kept or renovated.' The HIA provided explores the considerations to the adjoining development and has outlined the following, 'None of these have taken into account the character of the Heritage Conservation Area as described in the Statement of Significance and Character Statement.'
Contamination	It is a known contaminated site due to past use as a service/ fuel station with underground fuel tanks. Clarification on earthworks/footings for the proposal requiring a decommissioning of these tanks, in accordance with the current UPSS requirements. Preliminary Site Investigation required, with the likelihood of a Detailed Site Investigation and Remediation Action Plan to be confirmed. Refer to Council's Contaminated Land Policy which can be found on the Maitland Council website for further direction on this matter.	As noted in the Contamination report provided, the site has had very little contamination as a result of the previous use. Full remediation of the site is going to be undertaken. The tanks will be decommissioned and removed, as per the recommendations of the report provided.
Flooding	The site is within Maitland Flood Planning Level, with 1% AEP flood depth modelled at 2.4m and velocities reaching 1.34m/s at the site. High Hazard level applies to the site, as such, the buildings or structures should be designed to minimise flood impacts on the surrounding area and certified by a structural engineer to be capable of withstanding the flood energy at the site.	A structural design certificate has been provided to this effect.
Wastewater	A trade waste agreement with HWC will be required	A Trade Waste application will be entered with Hunter Water Corporation, pending the approval of this proposal.
Other	Adjoining land to the north is Council owned (Community classification) Land.	This is noted and has been incorporated into the drainage design of the site.
Plans and documents	Comprehensive and independent Heritage Impact Assessment for the site prepared by a suitably qualified Heritage Architect. · High quality architectural design and/or site design informed by the HIA · Development Plans including:	All of these items have been provided.

	<ul style="list-style-type: none">o Detailed Survey Plan to investigate the existing site features and any infrastructure restrictions,o Detailed site analysis that identifies constraints, prevailing characteristics of the locality and an understanding of the site and context,o Erosion and Sedimentation Control Plan,o Bulk Earthworks Plan,o Stormwater Management Plan,o Landscape Plan· Traffic Impact Assessment· Acoustic Assessment· Preliminary Site Investigation (contamination assessment)o The need for detailed assessmento The need for remediation action plano Detailed demolition plan including estimates on materials and methods of disposal and disposal sites.· Construction Management Plan,· Notification plan with site plan, elevations and floor plan.	
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2.0 SITE DETAILS

The site is located at 206 High Street, Maitland, Lot 1, DP 230063. The site contains an existing single storey brick building. This building was used as a service station however, it was most recently utilized by Hertz. There are existing access points to high street. The site is zoned B4 Mixed Use.

- Property area:810m²

Figure 1: Site Location



3.0 PROPOSED DEVELOPMENT

This development application seeks approval for a car wash, associated store, car parking and landscaping. This is inclusive of the following,

- Demolition of existing building
- Remediation of tanks
- 2x auto car wash bays
- 2x manual car wash bays
- 2x vacuum bay
- 1x disabled car park
- Store inclusive of amenities
- Reuse tanks

Hours of Operations:

- Monday to Sunday: 7:00am to 10pm

Staff:

- Maximum 2 staff at one time.

Waste:

Waste collection area noted on the plans. This will occur weekly or as required.

Signage:

A 3.5m pylon sign is proposed.

4.0 MA

ITLAND LOCAL ENVIRONMENTAL PLAN 2011

PART 1 PRELIMINARY

1.1 Name of Plan – 1.9A Suspension of Covenants, Agreements and Instruments

The proposal is located on land contained within the Land Application Map under the Maitland LEP 2011 therefore, the Maitland LEP 2011 applies to this application.

PART 2 PERMITTED OR PROHIBITED DEVELOPMENT

2.1 Land Use Zones – 2.3 Zone Objectives and Land Use Table

The land is Zoned 'B4 Mixed Use' under the provisions of Maitland LEP 2011.

Objectives of zone

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

Permitted with consent

Attached dwellings; Boarding houses; Centre-based child care facilities; **Commercial premises**; Community facilities; Educational establishments; Entertainment facilities; Function centres; Home-based child care; Home industries; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Multi-dwelling housing; Oyster aquaculture; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing; Tank-based aquaculture; Any other development not specified in item 2 or 4

2.7 Demolition Requires Development Consent

The proposal includes demolition.

4.3 Height of Buildings

The subject site does not have a specified height limit under the LEP.

4.4 Floor Space Ratio

The subject site does not have a specified FSR under the LEP.

4.5 Calculation of Floor Space Ratio and Site Area

The subject site does not have a specified FSR under the LEP.

5.10 Heritage Conservation

The site is located within the Central Maitland Heritage conservation area. The existing use is deemed not significant and does not make effective use of the site area. As noted in the Statement of Heritage impact, 'The proposed building is compatible in form and overall presentation while being clearly differentiated from the traditional building stock.

It successfully adopts recognisable forms from within the Heritage Conservation Area and addresses any issues of dominating mass, scale and form. The proposed development does not negatively impact on the streetscape of this eastern end of High Street.'

7.1 Acid Sulfate Soils

The subject site is classified as 'Class 5' under the Acid Sulfate Soils Map and acid sulfate soils management plan is not required.

7.2 Earthworks

Earthworks are included as a part of this proposal and are not proposed to impact upon any cultural or heritage items. Sediment and erosion control will be utilised during construction, as per stormwater plans that accompany this application.

7.3 Flood Planning

The subject site is identified as land subject to flooding, however due to the nature of the development, the proposed levels are noted as suitable.

5.0 MAITLAND DEVELOPMENT CONTROL PLAN 2011

DCP PART A ADMINISTRATION

The subject site is located within the Maitland Local Government Area therefore the Maitland Development Control Plan 2011 applies to this land. The proposal has been assessed under the DCP in conjunction with the Maitland LEP 2011. The proposal is consistent with the aims of the Development Control Plan both generally and specifically.

DCP PART B ENVIRONMENTAL GUIDELINES

B.1 Introduction

The proposal is consistent with the performance criteria and acceptable solutions of the environmental guidelines both generally and specifically.

B.2 Domestic Stormwater

The proposed development is not for residential land, rural residential land, rural, secondary rural and rural small holdings. Stormwater plans accompany this application.

B.3 Hunter River Floodplain Management

The subject site is identified as being within a flood planning area . The current building has a finished floor level of 8.15m AHD. As demonstrated on the stormwater plans, this level has been lowered due to the nature of the development. It is not deemed likely to have an unacceptable impact upon existing flood behavior and as such a design certificate has been provided to this effect.

B.4 On-Site Sewage Management Systems

The site is connected to the existing reticulated sewerage system.

B.5 Vegetation Management

There will be no vegetation removed under the proposed change of use.

B.6 Waste Not – Site Waste Minimisation & Management

General waste and recycling will continue to be removed on a weekly or fortnightly agreement with a private waste contractor. Trade waste will be addressed during the construction stage with Hunter Water.

B.7 Riparian Land and Waterways

The subject site does not contain and is not located within proximity to any watercourse or riparian land.

DCP PART C DESIGN GUIDELINES

C.1 Accessible Living

The development has been designed in accordance with all required accessibility standards in mind.

C.4 Heritage Conservation

The subject site does not contain any heritage items. However, the site is located within a heritage conservation area as High Street holds extreme significance within Maitland and its history.

A Statement of Heritage Impact accompanies the application, and additionally Carste Studio held a major role in the design of the Car Wash. The report explores the nature of the Maitland Heritage area as a whole and the validity of the proposal for a Car wash on High Street. External materials have been selected to be compatible with the setting and will not compromise the significance of the nearby character buildings.

It dismisses councils concerns regarding street activation and compliance issues. Overall, it can be noted that the nature of the proposed development on High Street is compatible with the setting and should be recommended for approval.

C.11 Vehicular Access & Parking

A Traffic Impact Assessment accompanies this application, and noted the following,

‘The proposal may generate up to an additional 48 vtpm in the peak periods on the local and state road network and this additional volume will not impact on the operation of any intersections on the nearby local and state road network.’

Car parking is compliant with Councils requirements,

Parking Requirement		Calculation	Required
Industrial	1/75m ² or 1 Space per 2 Employees which ever is greater	25.2/75	1
TOTAL Required			1
Total Provided			3

C.12 Crime Prevention Through Environmental Design

The design of this site has incorporated the 4 main principals of CPTED. As a result, the development includes access control with fencing. Well maintained landscaping for passive surveillance. CCTV and security lighting to be provided for technical surveillance.

DCP PART E LOCALITY PLANS

As noted, this site is a part of the Central Maitland Heritage Conservation area.

Whilst the demolition of the existing building is not encouraged under this section of the DCP, it is noted that the building is of poor structural quality and does not add to the character of High Street.

The proposed car wash does not interfere with the views of important historical buildings and is below the maximum of three storeys. The frontage provided pays homage to the existing building using columns, making an architectural contribution to the street. Sympathetic colours have been maximized to create an appropriate sense of conservation, rather than attempting to mimic the efforts of retention of heritage throughout the street.

DCP PART F URBAN RELEASE AREAS

The proposal is not for a subdivision and the subject site is not located in an Urban Release Area.

6.0 State Environmental Planning Policy (Industry and Employment) 2021

Schedule 1 Assessment criteria	
1 Character of the area	
• Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signs are compatible with the scale, proportion and characteristics of the area.
• Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There proposed signage is consistent with the theme of outdoor signage in the area.
2 Special areas	
• 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?	The proposed signs will not detract from the amenity or visual quality of any environmentally sensitive area, heritage area, natural or other conservation area, open space area, waterway, rural landscaped or residential area. Therefore, the proposed signs will not introduce any significant new visual element to the locality.
3 Views and vistas	
• Does the proposal obscure or compromise important views?	
• Does the proposal dominate the skyline and reduce the quality of vistas?	The signs will not dominate the skyline or reduce the quality of vistas as it will be consistent with the scale of existing structures in the locality.
• Does the proposal respect the viewing rights of other advertisers?	The proposed signs will not affect the viewing rights of other advertisers in the locality.
4 Streetscape, setting or landscape	
• Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The proposed signs will not result in conflict with the nature of the existing streetscape and will complement the proposed building. The signs will be professionally designed.

• Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signs will not alter the existing visual interest of the streetscape, setting or landscape.
• Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposed signage is to be placed on a new building and no existing advertising exists.
• Does the proposal screen unsightliness?	The signs do not screen unsightliness. The subject site is not considered to contain areas of unsightliness.
• Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signs will not protrude above buildings or tree canopies.
• Does the proposal require ongoing vegetation management?	The signs do not require ongoing vegetation management.
5 Site and building	
• 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?	The proposed signs are compatible with the scale, proportion and characteristics of the area.
• Does the proposal respect important features of the site or building, or both?	Surrounding buildings do not have any significant features that require protection from signage. The proposed sign will be substantially the same in terms of scale and area as that which exists in the locality.
• Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signs represent business identification signage, while not innovative or imaginative they are considered appropriate.
6 Associated devices and logos with advertisements and advertising structures	

<ul style="list-style-type: none"> • 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? 	<p>The signs will be designed and constructed to relevant standards. They will be located wholly within the site boundaries and will provide sufficient notification to the travelling public of the business location to assist in safe and efficient vehicle movement into the site.</p>
<p>7 Illumination</p>	
<ul style="list-style-type: none"> • Would illumination result in unacceptable glare? 	<p>The signage is not illuminated.</p>
<ul style="list-style-type: none"> • Would illumination affect safety for pedestrians, vehicles or aircraft? 	<p>The signage is not illuminated.</p>
<ul style="list-style-type: none"> • Would illumination detract from the amenity of any residence or other form of accommodation? 	<p>The signage is not illuminated.</p>
<ul style="list-style-type: none"> • Can the intensity of the illumination be adjusted, if necessary? 	<p>The signage is not illuminated.</p>
<ul style="list-style-type: none"> • Is the illumination subject to a curfew? 	<p>The signage is not illuminated.</p>
<p>8 Safety</p>	
<ul style="list-style-type: none"> • Would the proposal reduce the safety for any public road? 	<p>The signage will not reduce safety for any public roads.</p>
<ul style="list-style-type: none"> • Would the proposal reduce the safety for pedestrians or bicyclists? 	<p>The proposed signage will not affect pedestrian or cyclist safety.</p>
<ul style="list-style-type: none"> • Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? 	<p>The proposed signage will not obstruct any sightlines.</p>

7.0 CONCLUSION

This Statement of Environmental Effects has successfully demonstrated the environmental, social and economic matters associated with the proposed change of use at 206 High Street, Maitland. The proposal has been considered in terms of relevant State, Regional, and Local planning controls and legislation. The proposed development is considered to be largely in accordance with each.

The statement has proved compliance of the proposed development with Maitland Local Environmental Plan 2011 and Maitland Development Control Plan 2011. It is therefore considered the proposal is in the public interest and consent be given.