



# TRAFFIC & PARKING ASSESSMENT

**ALL SAINTS COLLEGE ST PETERS MULTI-PURPOSE CENTRE  
AND ST PAULS PARISH HALL RESTORATION**

**PART LOT 1 DP 1261532,  
24 HUNTER STREET, HORSESHOE BEND**

**PREPARED FOR: CATHOLIC DIOCESE OF  
MAITLAND - NEWCASTLE**

**AMENDED DECEMBER 2022**

20/093

**TRAFFIC & PARKING ASSESSMENT  
CATHOLIC DIOCESE OF  
MAITLAND - NEWCASTLE****ALL SAINTS COLLEGE ST PETERS MULTI-PURPOSE CENTRE & ST PAULS PARISH HALL RESTORATION  
PART LOT 1 DP 1261532,  
24 HUNTER STREET, HORSESHOE BEND**

Intersect Traffic Pty Ltd (ABN: 43 112 606 952)

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This document has been prepared, checked, and released in accordance with the Quality Control Standards established by Intersect Traffic Pty Ltd.

Issue	Date	Description	By
A	11/05/21	Draft	JG
B	16/06/21	Edit	JG
C	16/06/21	Final Proof/Client Amendments	JG
D	16/06/21	Amended Plans	JG
E	16/12/22	Modified Development / Approved	JG

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This document has been authorised by

Date 16<sup>th</sup> December 2022**Disclaimer**

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## 1.0 INTRODUCTION

Intersect Traffic Pty Ltd was engaged by the Catholic Diocese of Maitland – Newcastle to prepare a Traffic and Parking Assessment Report for a proposed multi-purpose centre for the existing All Saints College St Peters school and the restoration of the St Pauls Parish Hall on Part Lot 1 DP 1261532, 24 Hunter Street, Horseshoe Bend. The multi-purpose centre and refurbished Hall will be used by the existing school for activities currently undertaken on outside play areas and already within the existing St Pauls Parish Hall as well as some minor out of school hours use for school sports training, parish, and community activities. The development concept plans are shown in **Attachment A**.

This report is required to support a development application to Maitland City Council and presents the findings of the traffic and parking assessment including the following.

1. An outline of the existing situation in the vicinity of the site.
2. An assessment of the traffic impacts of the proposed development including the predicted traffic generation and its impact on existing road and intersection capacities.
3. Review's parking, public transport, pedestrian, and cycle way requirements for the proposed development, including assessment against Council, Australian Standards and Transport for NSW (TfNSW) standards and requirements.
4. Presentation of conclusions and recommendations.

# 2.0 SITE DESCRIPTION

The subject site is shown in **Figure 1** below. It is located on the eastern side of Hunter Street, Maitland approximately 110 metres north of High Street adjacent to sporting fields and a child care centre all owned by the Maitland – Newcastle Catholic Diocese and utilised by the All-Saints College St Peters high school.

The site proposed for the development is located within the middle of the site which is currently used as an informal parking area as overflow for school activities. The site is currently titled Lot 1 in DP 1261532, 24 Hunter Street, Horseshoe Bend and has a total area of 1.2 ha. The site is currently zoned R1 – General Residential and RE 2 – Private Recreation pursuant to the Maitland LEP (2011).

The site has frontage to Hunter Street and Odd Street. Currently a gravel access to the site exists from Hunter Street just south of St Paul’s Parish Hall while an existing sealed access and car park servicing an existing child care centre adjoins the site. The development site and existing site access are shown in **Photographs 1 & 2**.



**Figure 1 – Site Location**



*Photograph 1 – Development site*



*Photograph 2 – Existing site access*

## 3.0 EXISTING ROAD NETWORK

### 3.1 High Street

High Street is a major local collector road, previously being part of the State Highway network. It is currently under the care and control of Maitland City Council. High Street passes from its eastern end at the New England Highway, collecting and distributing traffic from local streets, through the CBD, to the New England Highway at its western end. In the vicinity of the site High Street is a two-lane two-way sealed urban road constructed to a high standard (**Photograph 3**). Travel lane widths are approximately 3.5 metres and the time limited restricted parking lane widths adjacent to the kerb and gutter on both sides of the road are approximately 2.5 metres wide. A marked centreline exists on the road in the vicinity of the development. A 50 km/h speed limit applies to this section of road with a 40 km/h school zone operating during school start and finish times.



**Photograph 3 – High Street in the vicinity of the site.**

### 3.2 Hunter Street

Hunter Street in the vicinity of the site is a local access road under the care and control of Maitland City Council with its primary function providing access to All Saints College St Peter's School and residential streets and properties along its length and in Horseshoe Bend. In the vicinity of the site Hunter Street is a two lane two way sealed urban road with a marked centre line and has kerb and gutter and drainage on both sides of the street. Travel lane widths are in the vicinity of 3.5 metres in width and parking lane widths are approximately 2.5 metres. A 50 km/h speed limit applies to this section of road with a 40 km/h school zone operating during school start and finish times (All Saints College - St Peter's Catholic School). At the time of inspection Hunter Street in the vicinity of the site was observed to be in fair condition (see **Photograph 4**).



*Photograph 4 – Hunter Street in the vicinity of the site.*

## 4.0 ROAD NETWORK IMPROVEMENTS

There are no known road upgrades in the vicinity of the site that will increase the capacity of the local road network.

Further improvements to the local road network may be undertaken in the future in line with Maitland City Council's Works Programmes.





# 5.0 TRAFFIC VOLUMES

Intersect Traffic engaged Northern Transport Planning and Engineering (NTPE) to undertake traffic data collection via manual counts during AM (2 June 2016) and PM (1 June 2016) peak periods at the signalised 4-way cross intersection of High Street, Hunter Street and Victoria Street shown in **Photograph 5** below. In terms of the manual intersection counts the identified peak hour periods were 8.00 am – 9.00 am & 3.15 pm to 4.15 pm.



**Photograph 5 – High Street / Hunter Street signalised intersection.**

The peak hour volumes recorded on the High Street and Hunter Street Road sections from these counts are provided in **Table 1** below. Traffic data collected as part of this assessment is provided within **Attachment B**. The 2016 traffic volumes have been converted to 2021 values through the adoption of a 1.5 % per annum background traffic growth factor as recommended by Transport for NSW (TfNSW) for the lower Hunter area.

**Table 1 – Peak Traffic Volumes - Summary Results**

Road	Section	2021	
		AM (vtph)	PM (vtph)
High Street	Northwest of Hunter Street	1092	1168
High Street	Southwest of Hunter Street	1091	1200
Hunter Street	North of High Street	152	213

These AM and PM peak hour traffic volumes on High Street and Hunter Street were adopted in this assessment.

## 6.0 ROAD CAPACITY

The capacity of urban roads is generally determined by the capacity of intersections. However, Table 4.3 of the *RTA's Guide to Traffic Generating Developments* provides some guidance on mid block capacities for urban roads for a level of service C. This table is reproduced below.

**Table 4.3**  
**Typical mid-block capacities for urban roads with interrupted flow**

Type of Road	One-Way Mid-block Lane Capacity (pcu/hr)	
Median or inner lane:	Divided Road	1,000
	Undivided Road	900
Outer or kerb lane:	With Adjacent Parking Lane	900
	Clearway Conditions	900
	Occasional Parked Cars	600
4 lane undivided:	Occasional Parked Cars	1,500
	Clearway Conditions	1,800
4 lane divided:	Clearway Conditions	1,900

Based on this table it is considered that High Street and Hunter Street would both have a two-way mid- block capacity of up to 1,800 vph if a level of service of C was considered acceptable on local roads. Neither of these two roads would be subject to assessment against the environmental capacity goals of TfNSW due to the existence of school traffic in these streets.

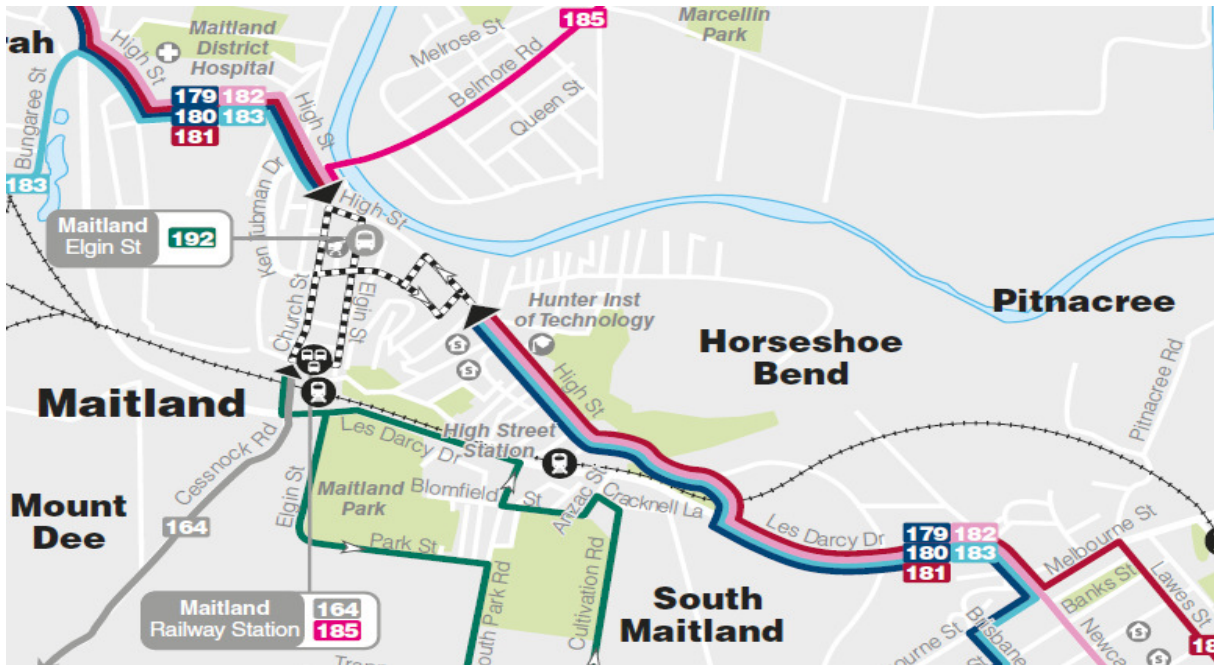
From the traffic volume data collected by Northern Transport Planning and Engineering (NTPE) for this assessment it can be seen that as the highest existing peak two way mid-block traffic volumes (High Street – 1,200 vph & Hunter Street 213 vph) are less than the determined two way mid-block road capacities of 1,800 vph there is existing spare capacity within the local road network to cater for additional traffic generated by development in the area and the existing local road network is currently operating satisfactorily.

## 7.0 ALTERNATIVE TRANSPORT MODES

### 7.1 Public Transport

Hunter Valley Buses run public transport (bus) services in the area. Routes 179, 180, 181, 182 and 183 run along High Street through Maitland (see **Figure 2** below) servicing or providing connection to other bus services locally, to Raymond Terrace, Singleton, Paterson, Gresford and to train stations for travel throughout the Hunter region and further.

The two nearest bus stops are located on High Street within convenient walking distance (approximately 200 and 250 metres) from the site. **Photograph 6** below shows a bus stop in the vicinity of the site. School bus services operated by Hunter Valley Buses also service the school providing transport to and from the school for the majority of students attending the school.



**Figure 2 – Bus route map.**



**Photograph 6 – Bus stop in the vicinity.**

## 7.2 Pedestrians

There are bitumen and / or concrete pedestrian footpaths of widths varying between 1.2 metres to approximately 2.7 metres over the frontage of the proposed development and across the road from the development in Hunter Street. These footpaths extend to Carrington Street to the north and connect to full width paths in High Street to the south.

At the High Street / Hunter Street intersection, (previous **Photograph 5**) an at-grade signalised pedestrian crossing and marked pedestrian crossing exists for crossing all legs of the intersection.

To the north of the site in Hunter Street a school crossing exists adjacent to the existing access and driveway to the adjoining child care centre and training rooms development, shown in **Photograph 7** below. These crossings permit students and other pedestrians to safely cross the local road network to connect to the school facilities and school bus services including the subject development site.



**Photograph 7 – Existing child care centre driveway**

### **7.3 Bicycles**

Hunter Street has cycleway markings on the road surface on both sides of the street in the vicinity of the development running to the north to Hunter River levee bank and to the on-road cycleway in Carrington Street which then runs south to via James Street. There are no on or off-road cycle facilities in other streets in the area. Cyclists would currently be required to share the travel lanes on High Street and Hunter Street.

## 8.0 DEVELOPMENT PROPOSAL

The development proposal is to construct a new multi-purpose centre for use by the existing All Saints College St Peters Catholic School as well as restore the existing St Pauls Parish Hall to make it usable again for the All-Saints College St Peters Catholic School. The development concept plans are shown in **Attachment A**. Specifically, the site development includes.

### St Pauls Parish Hall restoration

- ◆ External refurbishment (make good after demolition, maintenance, and minor works).
- ◆ Internal refurbishment (painting, maintenance, floor replacement and pest control measures); and
- ◆ Demolition of adjoining addition.

### Multi-purpose centre

- ◆ Foundation and footing up to ground floor level.
- ◆ Ground floor classrooms, storage areas and amenities.
- ◆ Brick façade and arches.
- ◆ Construction of slab for two multi-purpose courts (basketball, volleyball, netball, Futsal etc) which will be used instead of the existing outdoor sealed courts adjacent to the new facility, with roof over (Open to exterior).
- ◆ Removal of existing accesses to the site.
- ◆ Landscaping and forecourt.
- ◆ Enclosing multi-purpose courts; and
- ◆ Lower ground floor storage rooms and amenities.

Waste management of the new facility will be in accordance with a Waste Management and Minimisation Plan prepared by SHAC dated December 2022 and this will ensure vehicle trips associated with waste collection for the new proposal are minimised and the impact of this traffic will be negligible on the local road network.

Importantly these works are to provide facilities for the existing school population and the development will not result in any increased enrolment in students or result in additional staff being employed. The facility will provide an improved all-weather facility for the school. As the proposal only seeks to improve existing facilities and does not result in any increase in the school population no additional on-site car parking will be provided with the development.

## 9.0 TRAFFIC GENERATION

As discussed previously this development seeks to provide an additional and improved facility for the existing school population with the development not resulting in any increase in school enrolments or employment of additional staff. Therefore, it is reasonable to conclude that post development no additional traffic is generated by the development during the road network peak periods i.e., school peaks therefore, it will not adversely impact on the adjoining local road network.

The new facility may be used for some after school activities associated with the school i.e., sports training, the parish and community uses which will generate a relatively minor additional traffic loading during non-peak periods for the road network. As the additional traffic generated by outside school hours use does not coincide with the peak road network traffic periods it is reasonable to conclude that this additional traffic loading will not adversely impact on the adjoining local road network.

During construction there will be up to 20 tradesmen working on the site at any one time and with deliveries included this could increase traffic volumes on the local road network by up to 30 vtp. However, the majority of this traffic is generated by employees travelling to and from the site to get to work and then go home in the afternoon. Therefore, the peak construction traffic periods are likely to be between 7 am and 8 am and 4 pm and 5 pm. These peak periods are prior to and after the school peaks which represent the peak traffic periods on the road network i.e., 8 am to 9 am and 3 pm to 4 pm. This construction traffic will be significantly less than the school traffic generation so again as the peaks do not coincide it is again reasonable to conclude that construction traffic associated with the development will not adversely impact on the adjoining local road network.

However, from a road and pedestrian safety perspective construction deliveries to the site should be prohibited between 8 am and 9.30 am and 2.30 pm and 4.00 pm i.e., school speed zone hours. Construction will also be programmed so that the major works are as much as possible undertaken during school holiday periods. These measures can be included in a Construction Traffic Management Plan prepared and implemented by the building contractor (yet to be engaged) prior to commencement of work. Approval for a construction zone for part of Hunter Street and Odd Street will need to also be sought from Council to ensure deliveries can be safely unloaded / loaded convenient to the site.

## 10.0 ACCESS

This facility will share the adjoining car park used to cater for the on-site parking demand for the adjoining child care centre and vocational training centre for any parking demand generated by out of school hours use. This is considered satisfactory as the out of school hours parking demand will occur during the late afternoon / evening periods when both the training centre and child care centre are operating outside their peak parking demand period or are closed. Therefore, in excess of 30 spaces would be available for use by the multi-purpose centre during these periods. Usage of the multi-purpose centre during out of school hours use is not expected to exceed more than 20 participants therefore the likely peak parking demand for the out of school use would be a maximum of 20 spaces. The available car parking within the child care centre car park and the school car park on the western side of Hunter Street during these times is expected to exceed the out of hours school use parking demand of the multi-purpose centre resulting in little if any use of on-street car parking in Hunter Street.

The existing child care centre access and car park and school car park have previously been approved by Council as being compliant with Council and Australian Standard requirements. By observation use of the car parks with forward entry and exit is convenient and safe, particularly given the entry and exit lanes for the child care centre car park are median separated.

It is therefore reasonable to conclude that the existing child care centre car park and school car park for which the proposed development will share for out of school hours use have driveway accesses that are safe and suitable to service the car parks and comply with Maitland City Council and Australian Standard *AS2890.1-2004 Parking facilities – Part 1 - Off-street car parking*. Therefore, they are suitable for use with the proposed development on shared use basis.

Note servicing of the development will be undertaken using the existing school servicing arrangements therefore there are no adverse traffic impacts from servicing of the development.

## 11.0 CAR PARKING

As stated in the previous section the proposal is for the development to have shared use of the adjoining car park constructed to service the adjoining child care centre and vocational training facility and the school car parking area on the western side of Hunter Street for out of school hours

use of the multi-purpose centre. This is considered satisfactory as during school hours the proposed development does not generate any additional traffic loading or parking demand as it is only used by the existing school population and therefore no additional car parking is required for school hours use of the multi-purpose centre.

The only likely additional parking demand generated by the multi-purpose centre, which is expected to be less than 20 vehicles (see **Section 10.0**), would occur during out of school hours use of the multi-purpose centre for school-based activities as well as parish and community activities. Advice from the Diocese is that these would occur in the late afternoon and evening periods after school. Thus, the parking demand will not coincide with the peak parking demand period for the adjoining child care centre and vocational training facility and any additional parking demand resulting from the out of school hours use of the multi-purpose centre would be expected to be catered for within the existing car park. Further, the proposal will result in the removal of two existing accesses to the site that would make available an additional 2 or 3 on-street car parks in Hunter Street. These could count towards any additional parking demand and would result in a positive impact on the local road network particularly during school hours when Hunter Street has a significant on-street car parking demand due to the operation of the school and other businesses on nearby High Street.

It is noted that the construction site is currently used informally by the general public, however this is not a formal carpark that is approved for use by the public or school as a carpark.

Overall, it is concluded that suitable on-site car parking already exists on the site and within close proximity to the site to cater for any small additional parking demand generated by the out of school hours use of the development without increasing the on-street parking demand in the adjoining streets.

## 12.0 PEDESTRIAN FACILITIES

The proposed development will not generate any significant external pedestrian traffic apart from students crossing Hunter Street from the school to walk to the multi-purpose centre and parish hall. This will always be under teacher supervision with the area considered out of bounds during school breaks i.e., recess and lunch. Hunter Street is narrow enough and has relatively low traffic volumes to ensure this movement can be safely and conveniently undertaken by older children without the need for a marked pedestrian crossing. It is most likely the crossing will be undertaken within the existing school crossing though this has no legal standing as a pedestrian crossing outside the hours associated with the operation of the school speed zones. Overall, it is concluded that there is no nexus for the provision of a formal permanent marked pedestrian crossing of Hunter Street.

Internal pedestrian linkages are provided within the development and within the existing school to direct pedestrians to the safest and most convenient crossing point of Hunter Street.

## 13.0 ALTERNATIVE TRANSPORT MODE FACILITIES

The proposed development will not generate increased demand for alternative transport modes therefore no nexus exists for improved services and infrastructure in the vicinity of the development.

## 14.0 CONCLUSIONS

This traffic and parking assessment for a proposed multi-purpose centre and restoration of the St Pauls Parish Hall for use by All Saints College – St Peters Campus at 24 Hunter Street, Horseshoe Bend has determined the following.

- ◆ These works are to provide facilities for the existing school population and the development will not result in any increased enrolment in students or result in additional staff being employed. The facility will replace the existing outdoor sports facilities located adjacent to the site providing an improved all-weather facility for the school. As the proposal only seeks to improve existing facilities and does not result in any increase in the school population no additional on-site car parking will be provided with the development.
- ◆ Current traffic volumes on the local and state road network are below the technical mid-block capacities of the roads and as such there is spare capacity within the road network to cater for development in the area and the existing road network is currently operating satisfactorily.
- ◆ It is reasonable to conclude that post development no additional traffic is generated by the development during the road network peak periods i.e., school peaks therefore, it will not adversely impact on the adjoining local road network. Some additional traffic will be generated by out of school hours use of the multi-purpose centre however, as this occurs outside the road network peak periods it will also not adversely impact on the local road network.
- ◆ Construction traffic generated by the development will be significantly less than the school traffic generation so again as the construction traffic peak and the school peak traffic periods do not coincide it is again reasonable to conclude that construction traffic associated with the development will not adversely impact on the adjoining local road network.
- ◆ Construction traffic impacts can be mitigated through preparation and implementation of a Construction Traffic Management Plan, prepared, and implemented by the building contractor (yet to be engaged), prior to commencement of work.
- ◆ The use of the existing child care centre / vocational training facility car park, to cater for the out of school hours parking demand generated by the development is satisfactory as the existing car park and access complies with Maitland City Council and Australian Standard *AS2890.1-2004 Parking facilities – Part 1 - Off-street car parking*. Further the car park has capacity to cater for the expected parking demand from the out of hours use of the multi-purpose centre as this demand occurs when the child care centre / vocational training centre is operating outside its peak parking demand period or closed. Any overflow parking can be accommodated in Hunter Street without impacting on the operation of adjoining businesses and residents.
- ◆ Therefore, suitable car parking already exists on the site and within close proximity to the site to cater for any small additional parking demand generated by the out of school hours use of the multi-purpose centre.
- ◆ Servicing of the development will be undertaken using the existing school servicing arrangements therefore there are no adverse traffic impacts from servicing of the development.
- ◆ There is no nexus for the provision of a formal permanent marked pedestrian crossing of Hunter Street and internal pedestrian linkages are provided within the development and within the existing school to direct pedestrians to the safest and most convenient crossing point of Hunter Street.
- ◆ The proposed development will not generate increased demand for alternative transport modes therefore no nexus exists for improved services and infrastructure in the vicinity of the development.



## 15.0 RECOMMENDATION

Having carried out this traffic and parking assessment for a proposed multi-purpose centre and restoration of the St Pauls Parish Hall for use by All Saints College – St Peters Campus at 24 Hunter Street, Horseshoe Bend it is recommended that the proposal can be supported from a traffic impact perspective as it will not adversely impact on the adjoining local road network and complies with all relevant Maitland City Council, Australian Standard and TfNSW requirements.



**JR Garry BE (Civil), Masters of Traffic**  
**Director**  
**Intersect Traffic Pty Ltd**



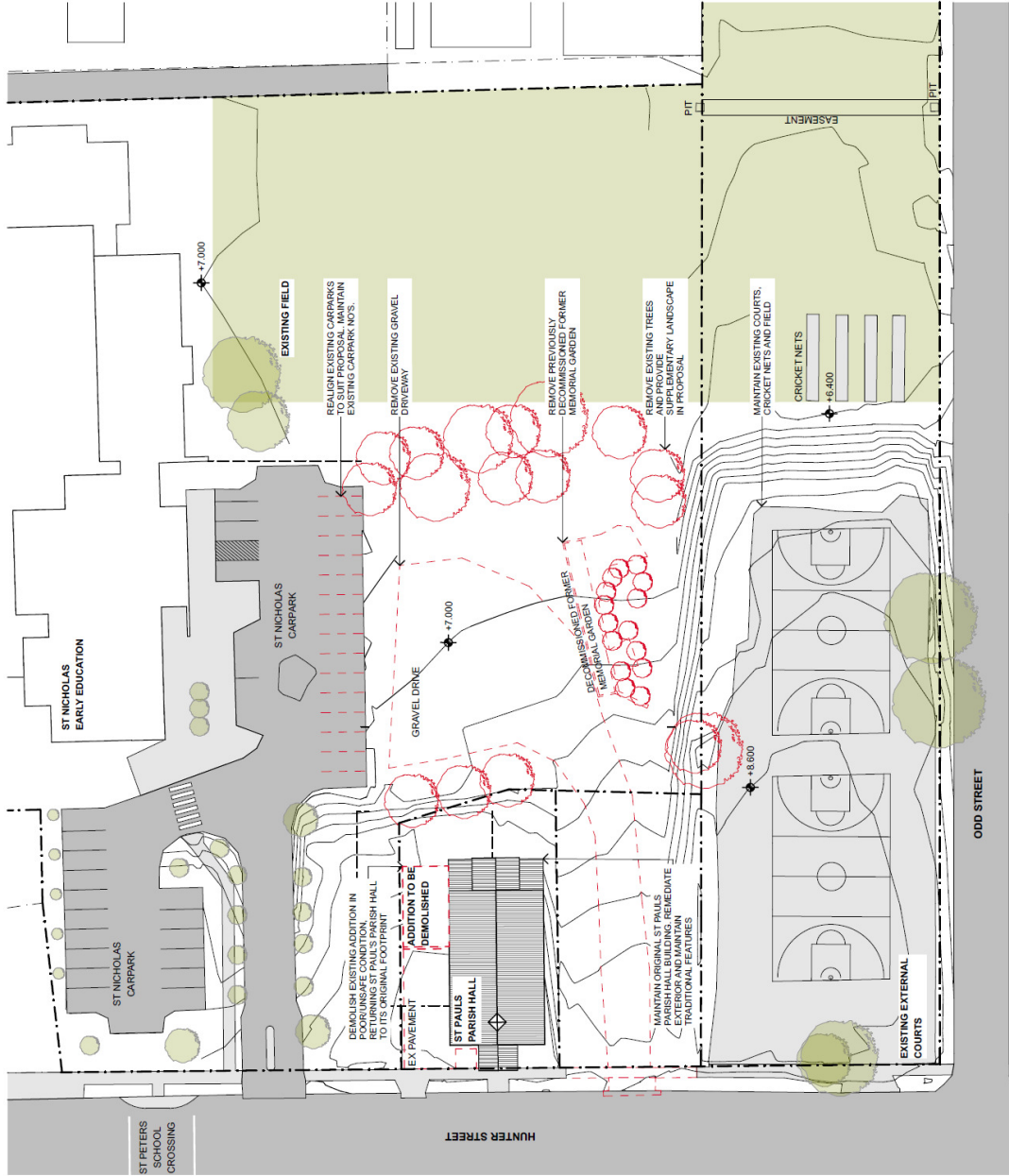

# ATTACHMENT A

## Development Plans

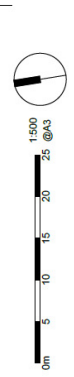


**DEVELOPMENT APPLICATION**

1. Determine site use, reference, zoning, subdivision status.
2. Verify site gazetted boundaries, DoI, setbacks and easements.
3. Check all dimensions on site, especially to boundaries, easements, setbacks, etc.
4. Check site compliance with the provisions of the proposed Development Application.

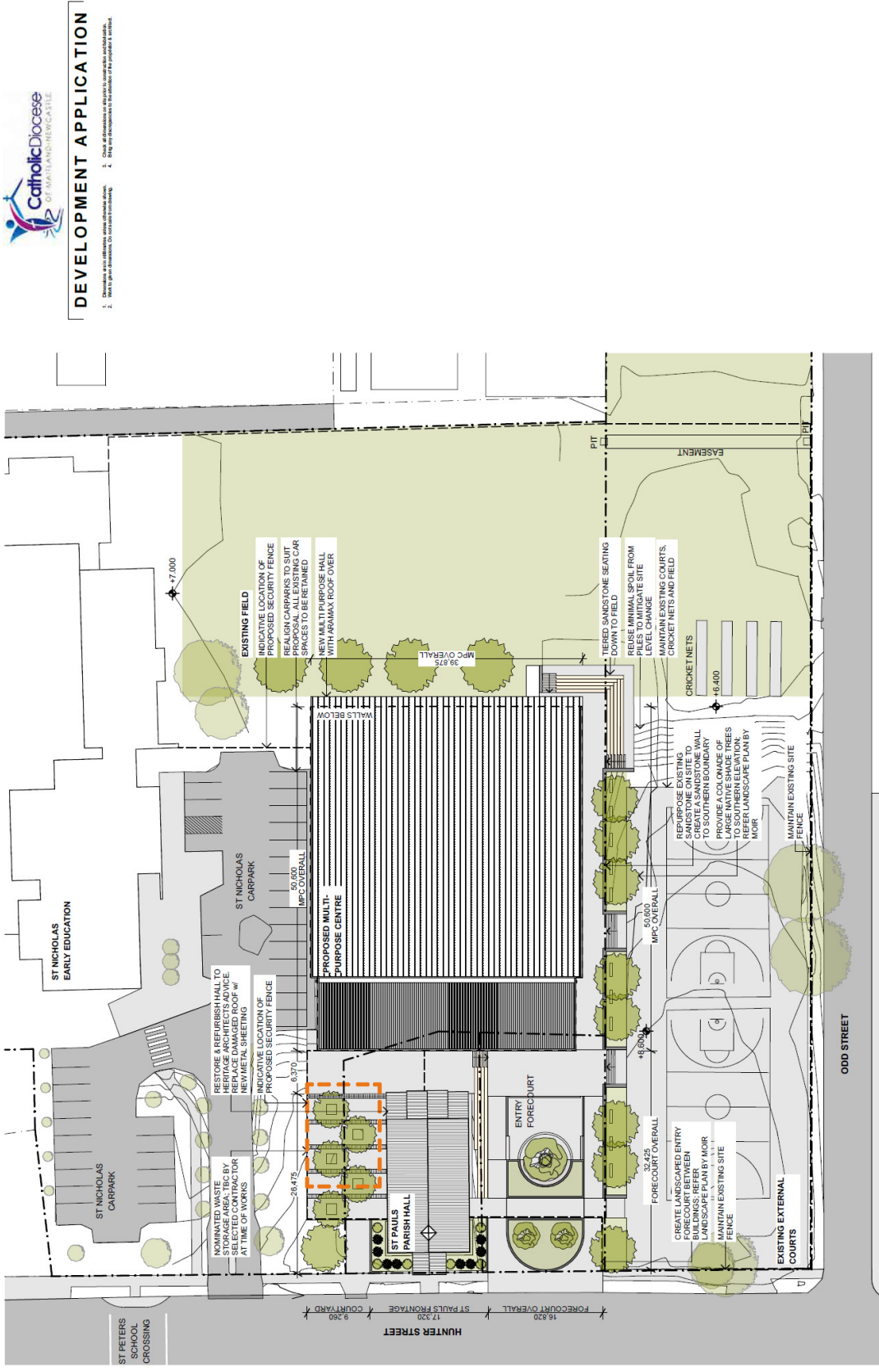
Nominated Architect: Justin Hamblin (6150) | ABN 32 131 584 846



**4367**  
**DA1301**  
Rev1 31.08.22

**Existing/Demolition Site Plan**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend

Planning and design © SHAC Pty Ltd. The signed copies of this drawing is held by SHAC Pty Ltd. All other copies are unauthorised. SHAC Pty Ltd. ABN 32 131 584 846. Date: 31/08/22. Time: 12:56 pm



**DEVELOPMENT APPLICATION**

- 1. Work to be undertaken on the site
- 2. Work to be undertaken on the surrounding area
- 3. Details of the proposed development
- 4. Details of the proposed site plan

**4367**  
**DA1302**  
Revl 31.08.22

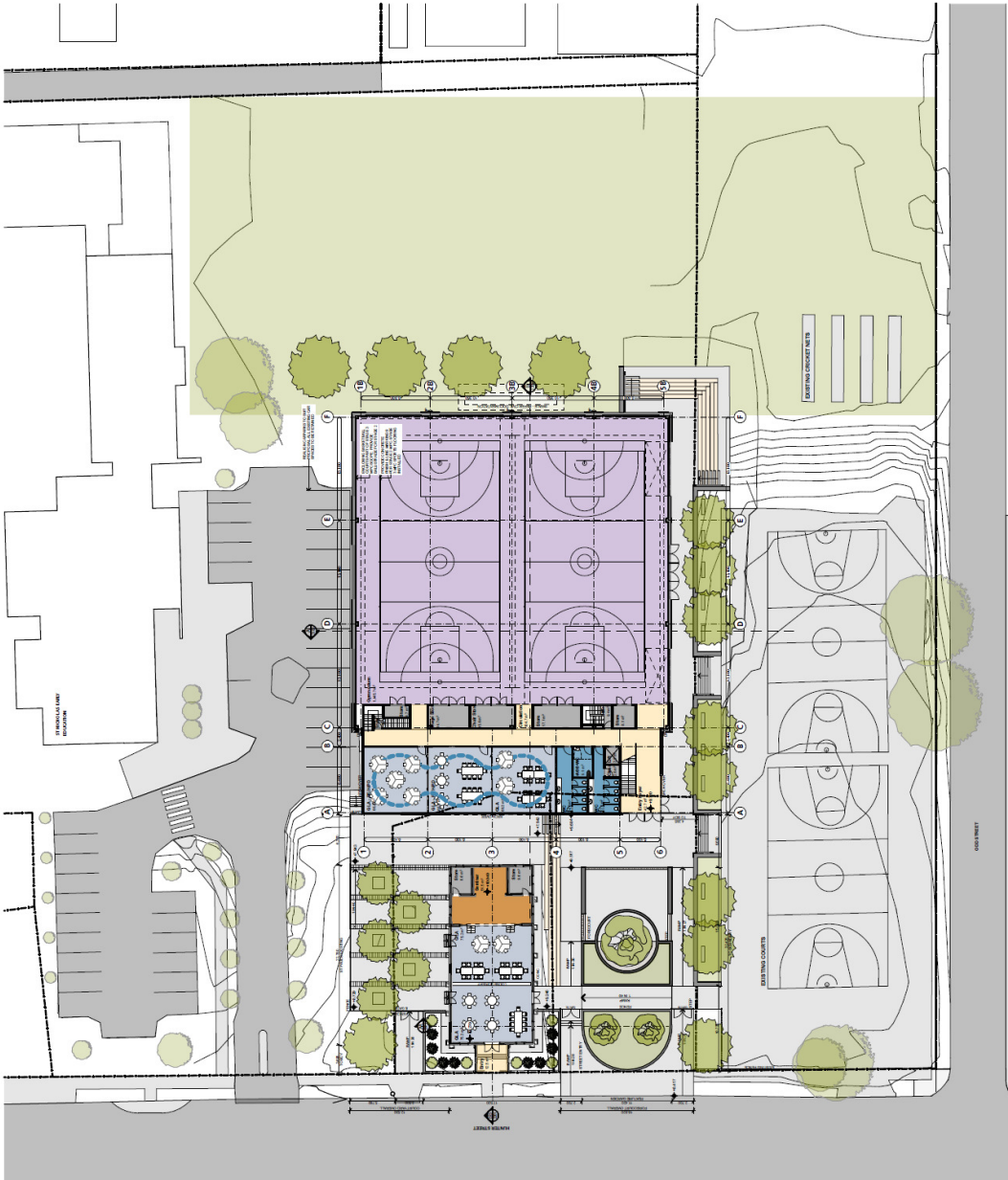
**Proposed Site Plan**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend



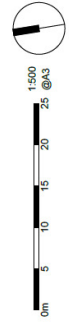


**DEVELOPMENT APPLICATION**

1. Notwithstanding to the effecting of this development, the applicant must submit to the Council a Development Application.
2. Notwithstanding to the effecting of this development, the applicant must submit to the Council a Development Application.



**SHAC**  
Notified Architect, Julian Hamilton (0160) | ABN 52 131 564 646



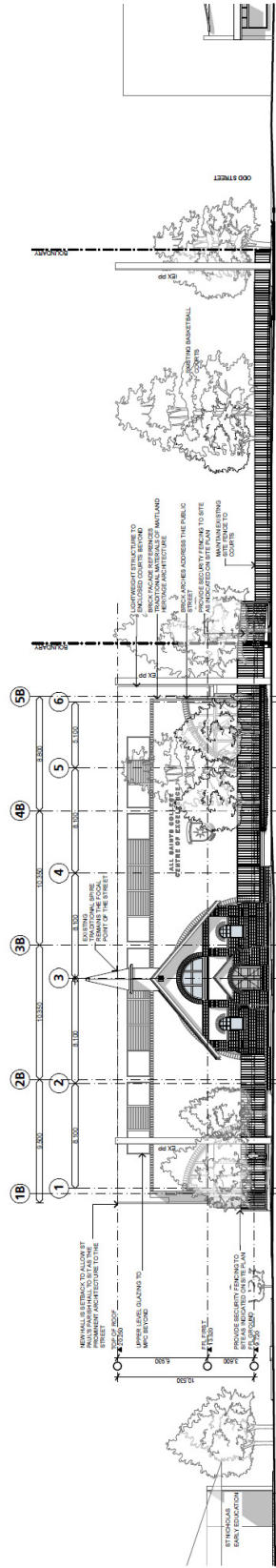
**Proposed Site Plan - Ground Floor**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend

**4367**  
**DA1304**  
Rev1 31.08.22

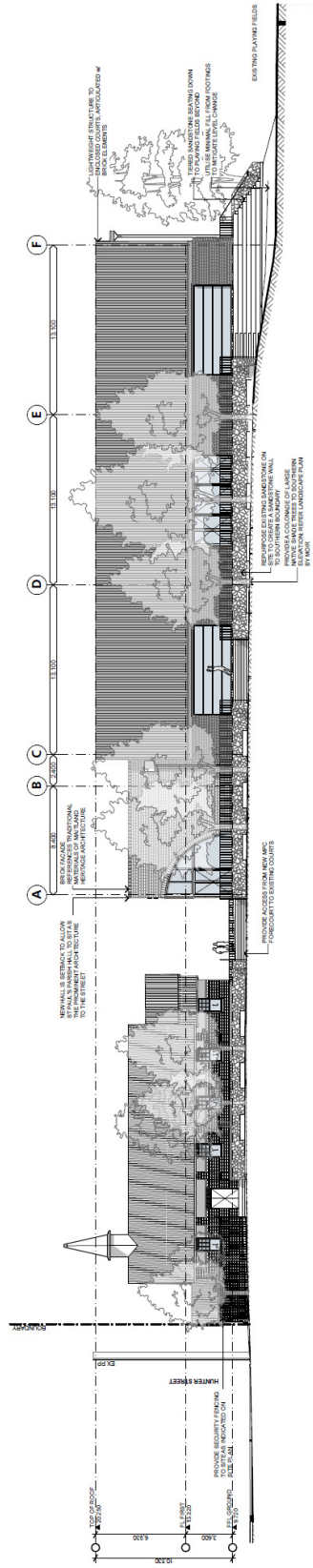


### DEVELOPMENT APPLICATION

1. Considerable site conditions, subject to the usual site conditions, will be encountered.
2. Work will be carried out in accordance with the site plan and the proposed layout.



○ Site - Hunter Street Elevation



○ Site - Odd Street Elevation

4367  
DA1306  
Rev J 6.09.22

**Proposed Site Elevations**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend

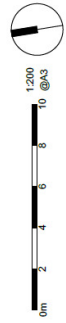
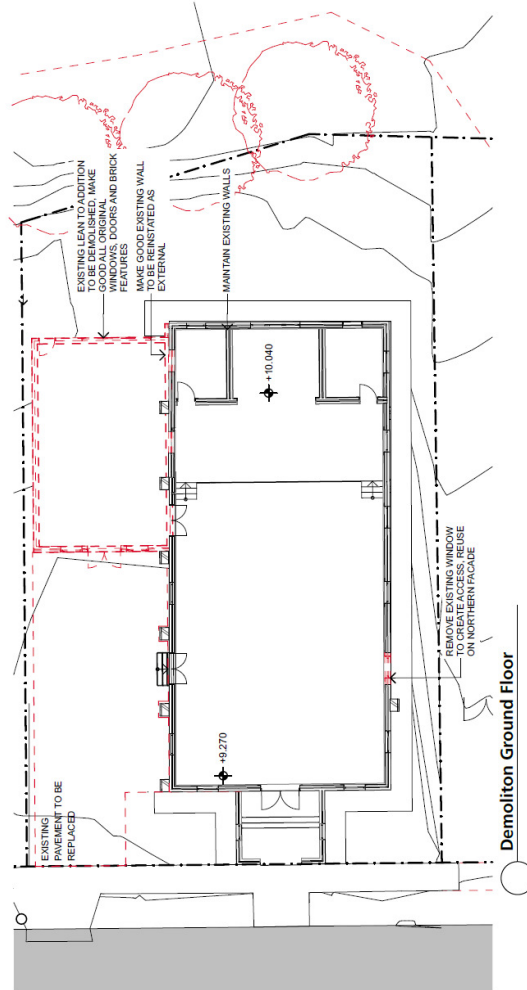


**SHAC**  
Nominated Architect Justin Hamilton (6100) | ABN 52 131 334 445



**DEVELOPMENT APPLICATION**

1. Drawings are submitted subject to the provisions of the Development Application Act 1993.
2. Works to be carried out in accordance with the Development Application Act 1993.
3. Check all dimensions on site prior to construction and confirm.
4. Bring any discrepancies to the attention of the proponent & architect.



**SHAC**  
Nominated Architect Justin Hamilton (0169) | ABN 32 131 564 446

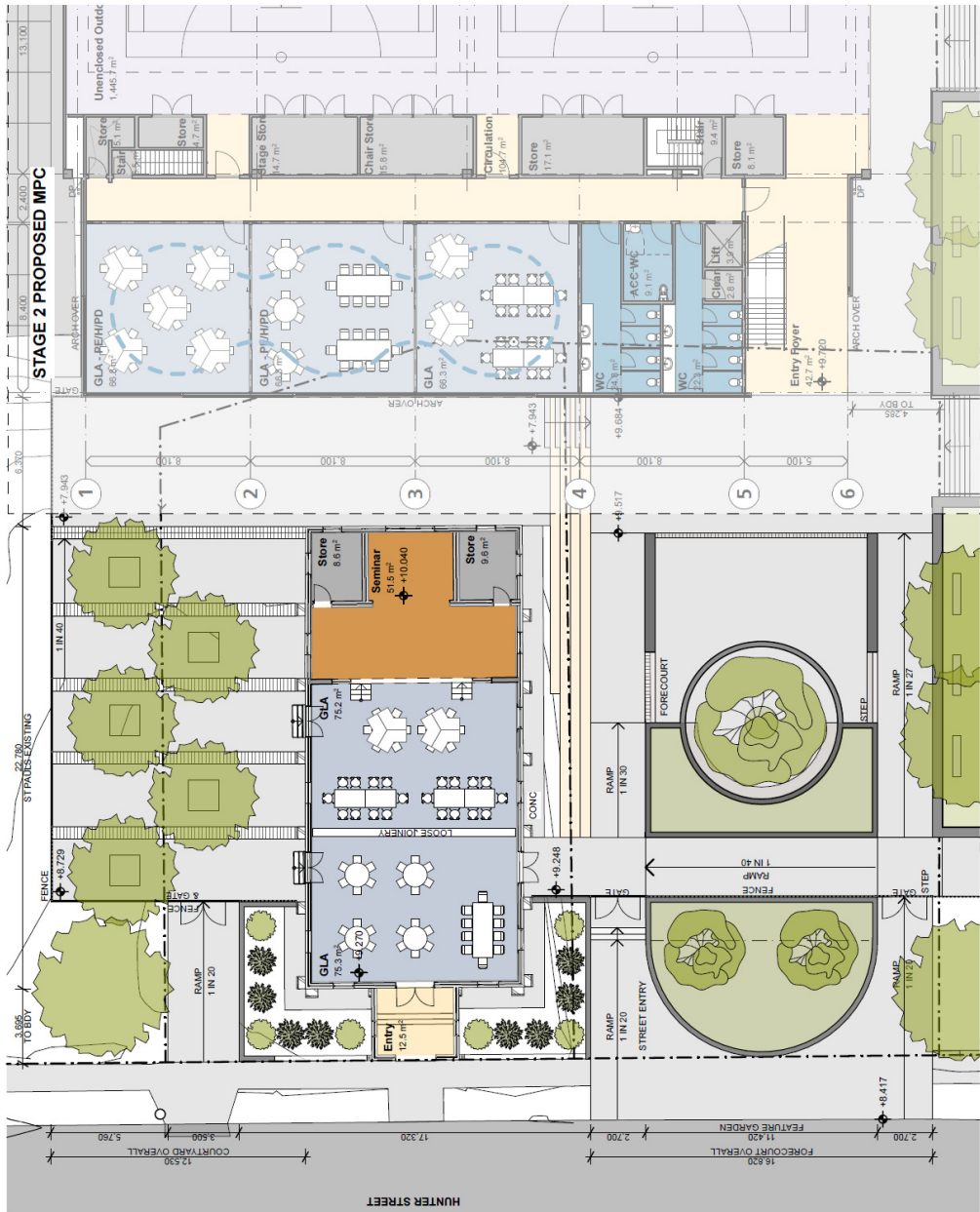
**Demolition Plan St Paul's Parish Hall**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend

**4367**  
**DA2001**  
RevK 12.09.22



**DEVELOPMENT APPLICATION**

1. Developable area is indicated where relevant.
2. Check all dimensions on site plans to coordinate with other drawings.
3. Check all dimensions on site plans to coordinate with other drawings.
4. Refer to documents for further information on the project's context.



**Proposed Ground Floor Plan St Paul's Parish Hall**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend

**4367**  
**DA2002**  
Rev J 6.09.22



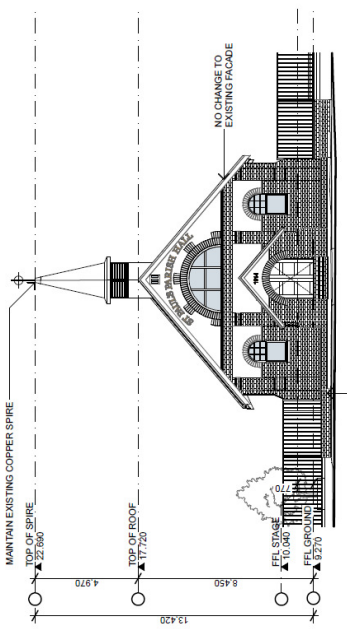
Notwithstanding to whom it may be issued, this document is the property of SHAC and shall remain the property of SHAC.



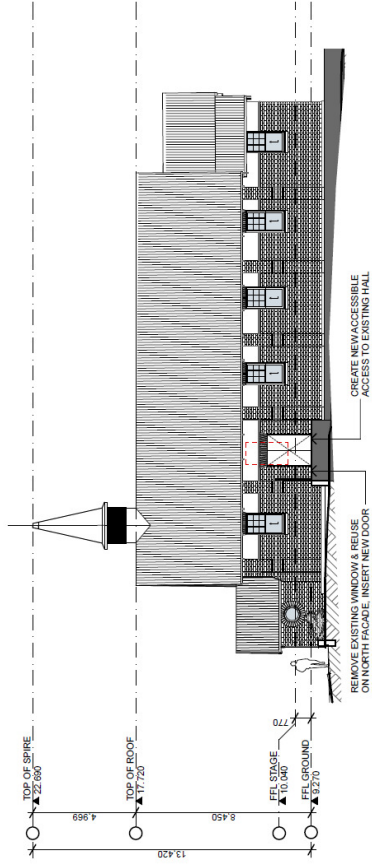


**DEVELOPMENT APPLICATION**

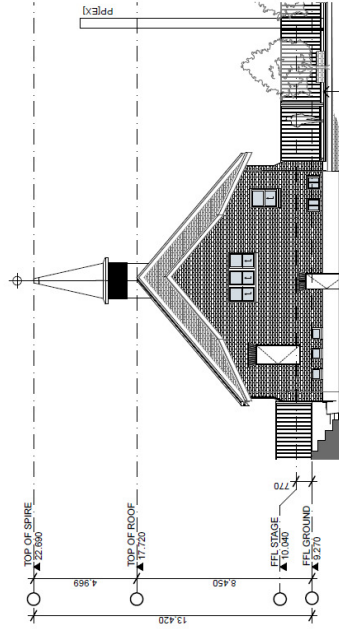
1. Prepare and submit a Development Application to the Council of the City of Melbourne.
2. Work with the Council on any conditions of approval.
3. Prepare and submit a Development Application to the Council of the City of Melbourne.
4. Prepare and submit a Development Application to the Council of the City of Melbourne.



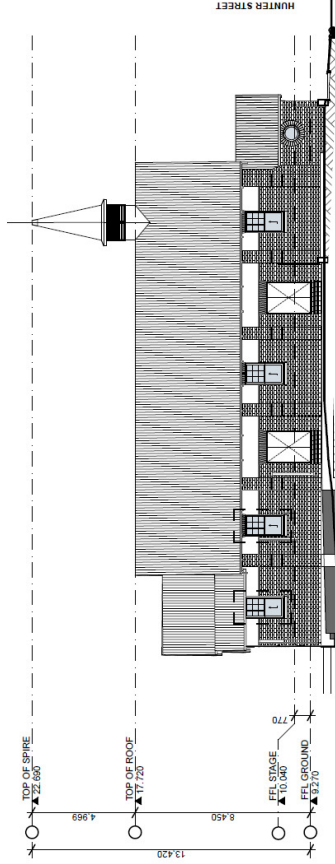
West Elevation



South Elevation



East Elevation



North Elevation

**4367**  
**DA2101**  
Rev J 6.09.22

**Elevations St Paul's Parish Hall**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend

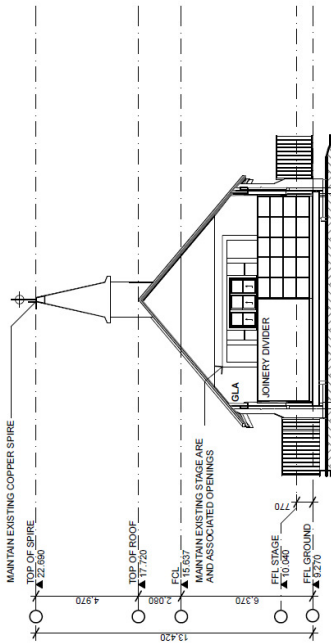


**SHAC**  
Registered Architect Justin Hamilton (6165) | 088 132 131 584 546

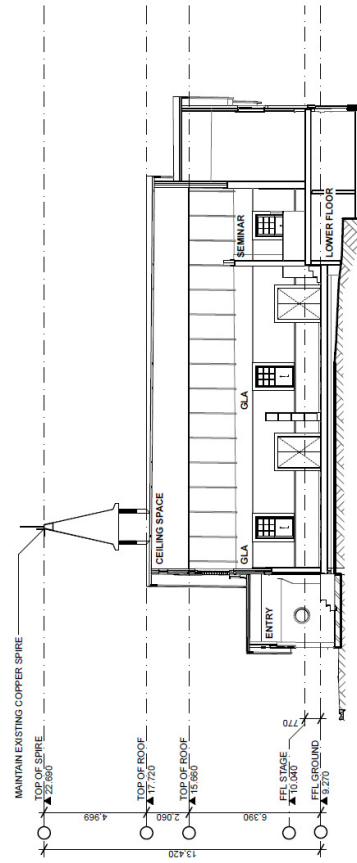


**DEVELOPMENT APPLICATION**

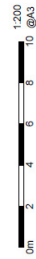
1. Distribution as per drawings when approved.
2. Refer to Development Control for further information.
3. Check all dimensions on drawings to confirm accuracy and consistency.
4. Refer to Development Control for further information.



Section AA



Section BB



**SHAC**

Notified Architect Justin Lambton (6160) | ABN 32 531 568 686

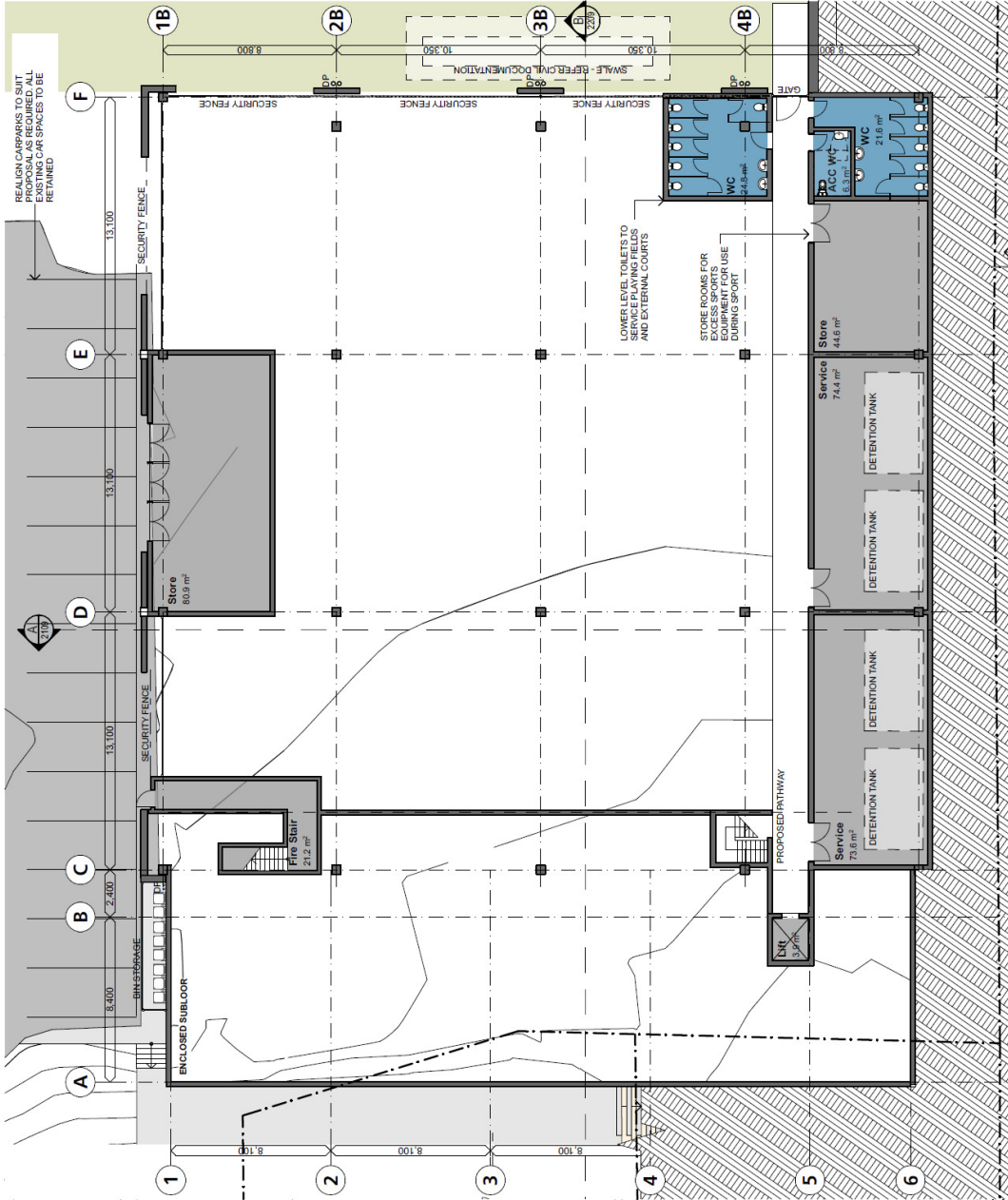
**4367**  
**DA2201**  
Rev J 6.09.22

**Sections St Paul's Parish Hall**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend



**DEVELOPMENT APPLICATION**

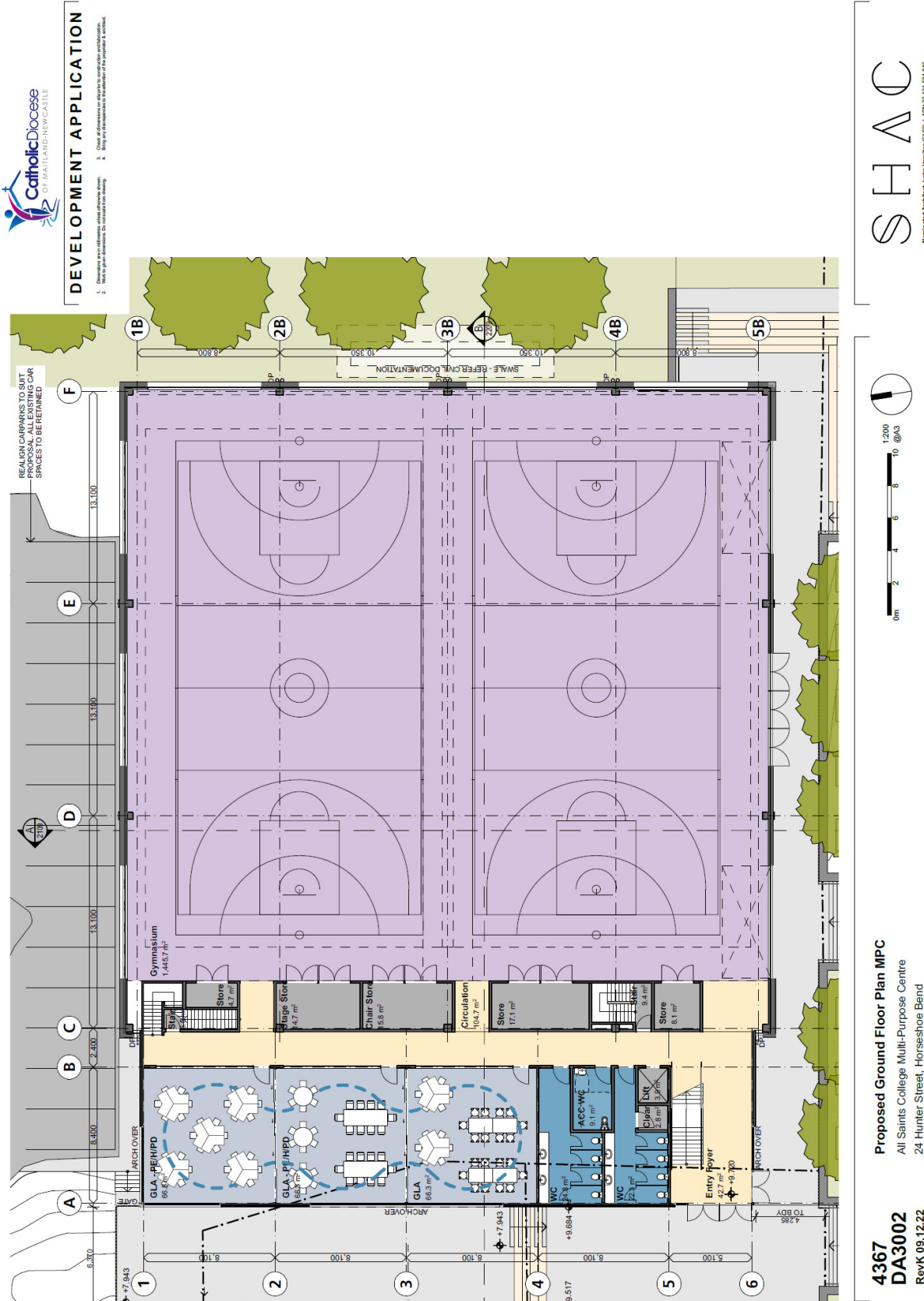
1. Determine if an alternative could be achieved where:
2. Work to your satisfaction. Do not start the building.
3. Check all dimensions on drawings for construction and materials.
4. Bring any discrepancies to the attention of the proponent or architect.



**SHAC**  
Member of Architects, Justin Hamilton (1762) | AORN 52 131 584 046

**Proposed Lower Ground Floor Plan MPC**  
 All Saints College Multi-Purpose Centre  
 24 Hunter Street, Horseshoe Bend

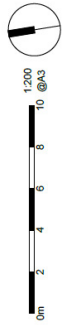
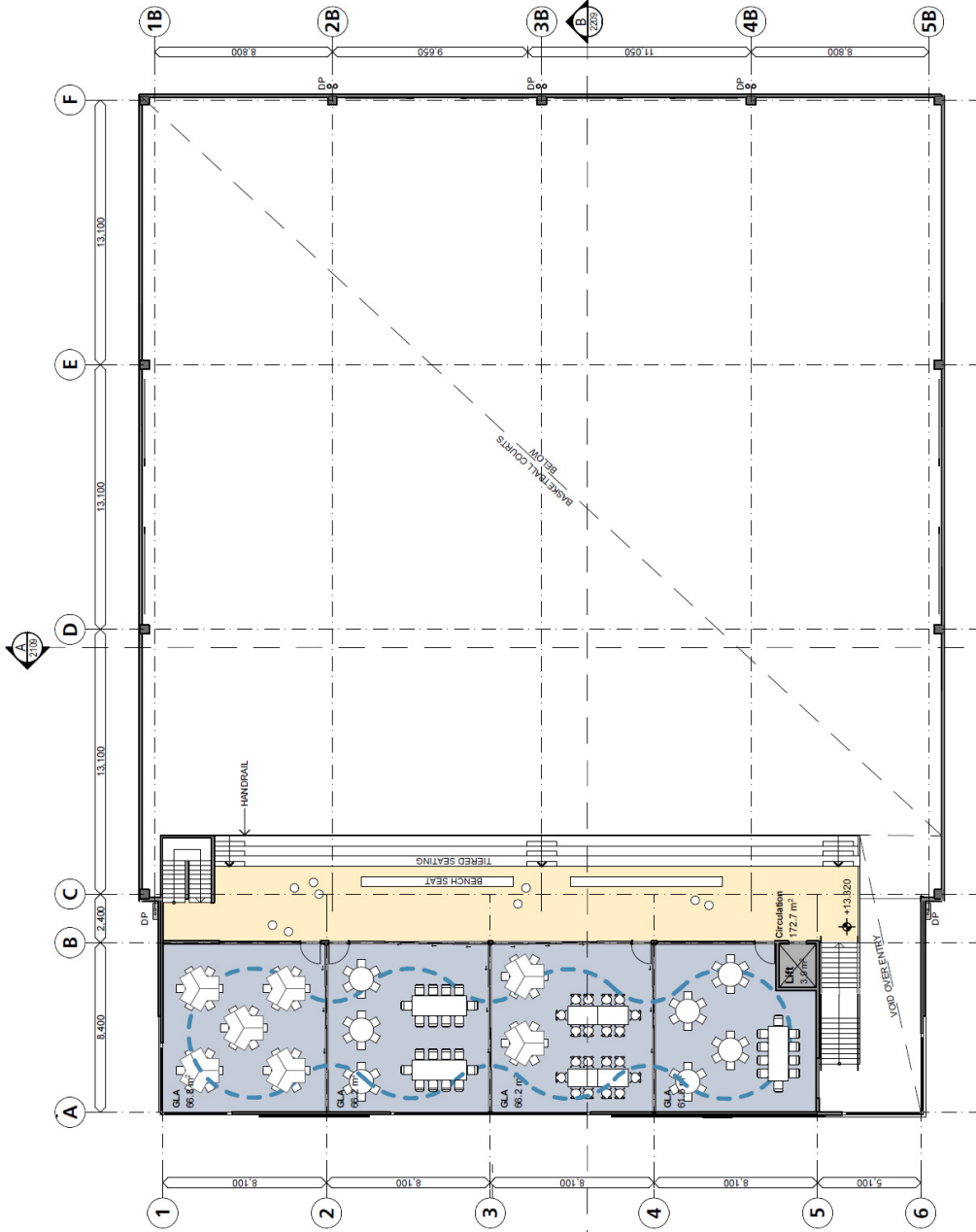
**4367  
DA3001**  
 RevK 09.12.22





**DEVELOPMENT APPLICATION**

1. Check all dimensions on drawings for consistency and accuracy.  
2. Make any necessary corrections to drawings.  
3. Check all dimensions on drawings for consistency and accuracy.  
4. Make any necessary corrections to drawings.



**Proposed First Floor Plan MPC**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend

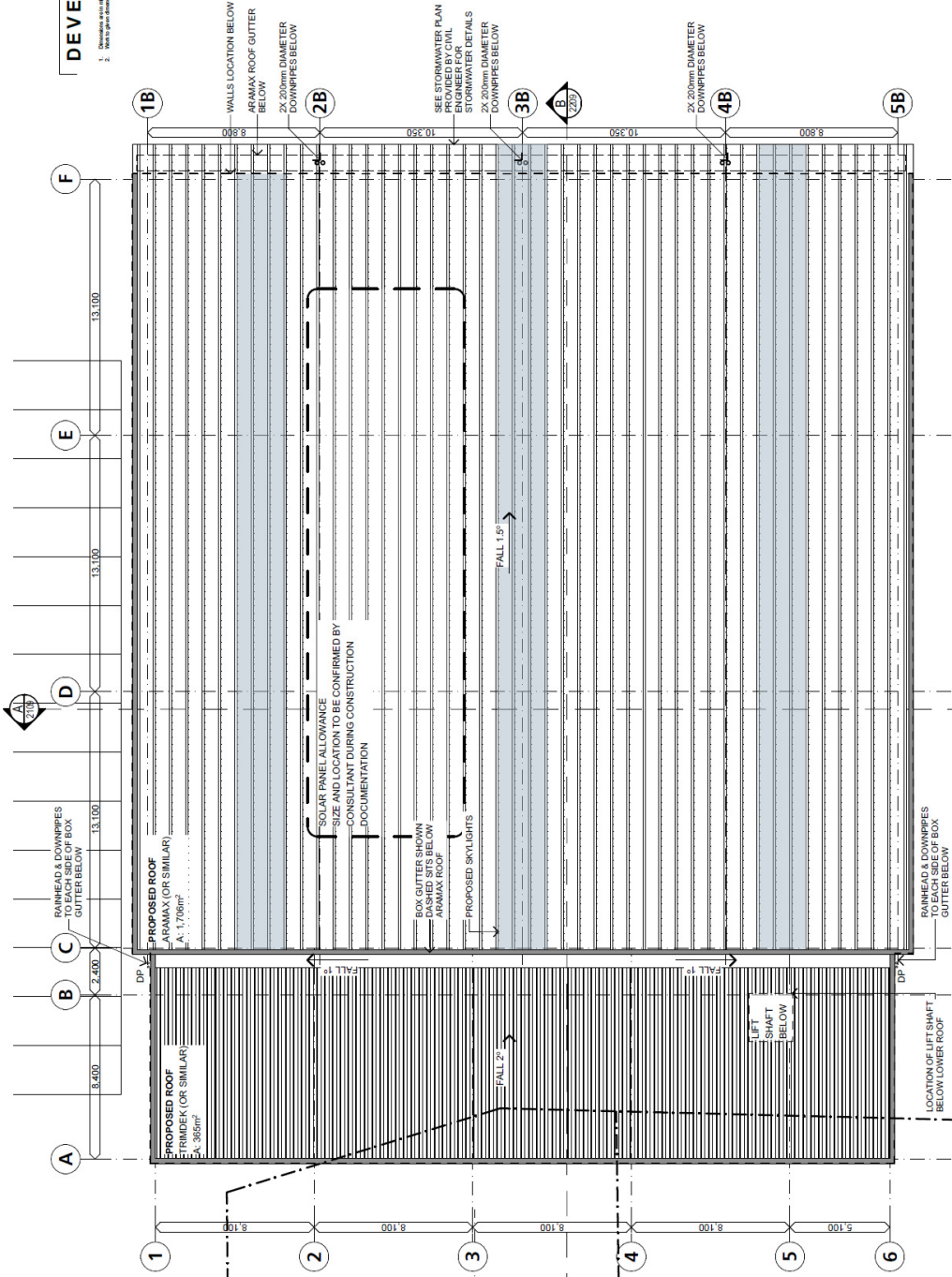
**4367**  
**DA3003**  
Rev J 6.09.22

**SHAC**  
Registered Architect Justin Hamilton (1650) | ASN 32 31 54 848

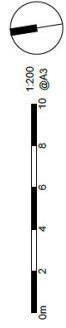


**DEVELOPMENT APPLICATION**

1. Check all dimensions on drawings to coordinate and coordinate.
2. Note any dimensions to correct drawings.
3. Check all dimensions on drawings to coordinate and coordinate.
4. Note any dimensions to correct drawings.



Nominated Architect: Justin Hamilton (0160) | ABN 52 131 504 940



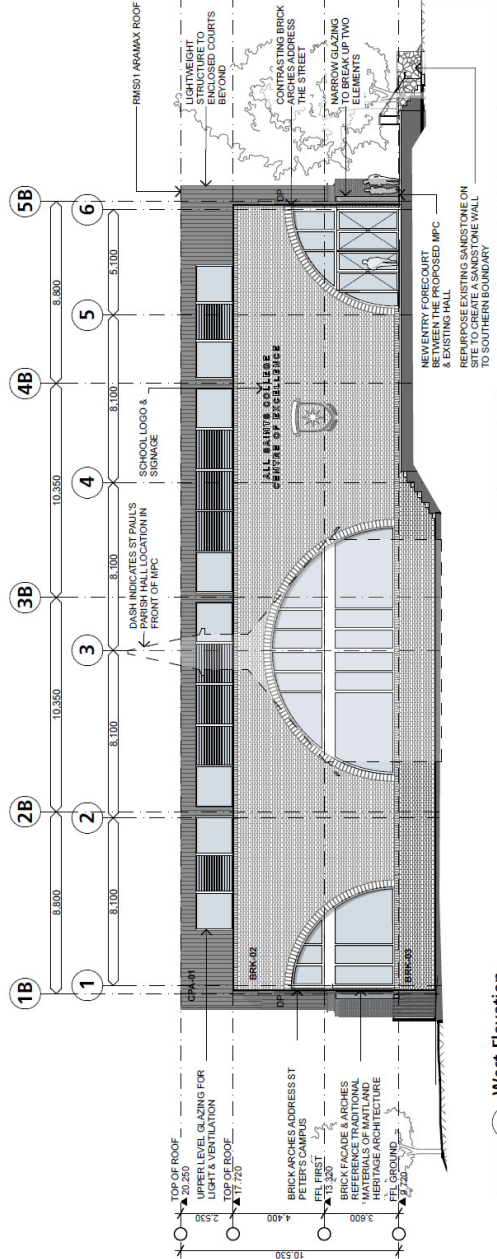
**Proposed Roof Plan**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend

**4367**  
**DA3004**  
Rev 16.09.22

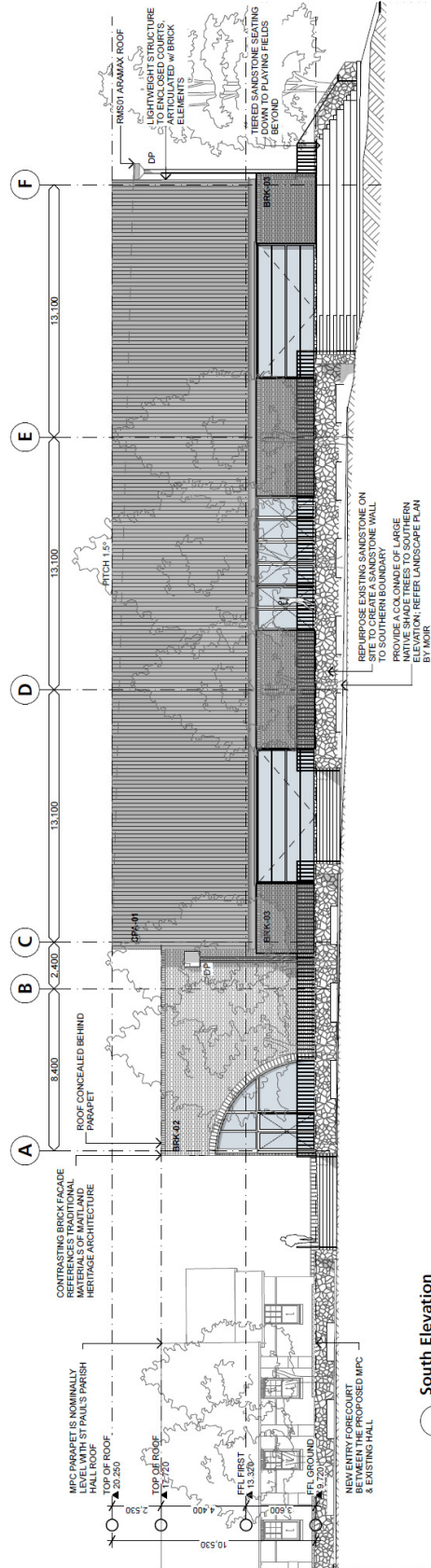


**DEVELOPMENT APPLICATION**

- 1. Check all dimensions on site plans to ensure they are correct.
- 2. Check all dimensions on site plans to ensure they are correct.
- 3. Check all dimensions on site plans to ensure they are correct.
- 4. Check all dimensions on site plans to ensure they are correct.



West Elevation



South Elevation

**4367**  
**DA3101**  
Rev J 6.09.22

**Elevations MPC**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend

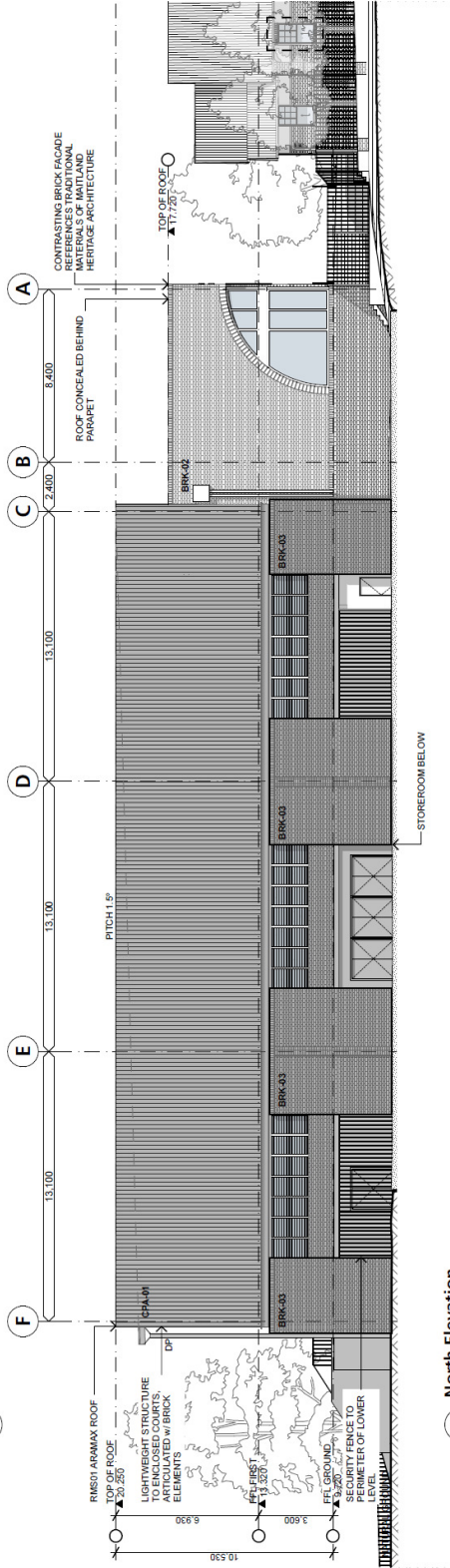
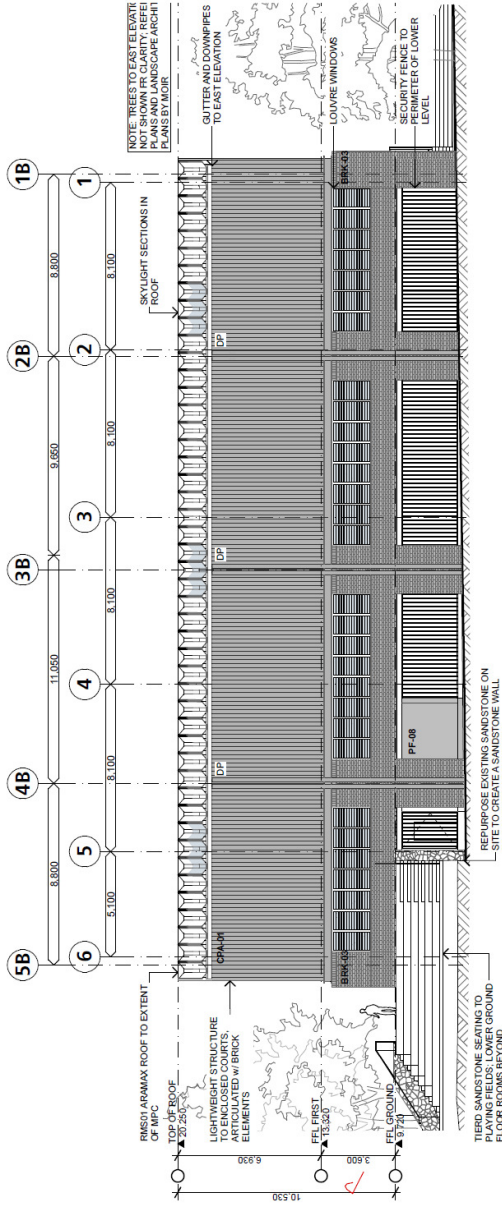


**SHAC**  
Registered Architect, Justin Hamilton (19189) | 08132 111 544 446



**DEVELOPMENT APPLICATION**

- 1. Consideration of the site, including the site plan, site photographs and site history.
- 2. Works to be undertaken on the site.
- 3. Details of the proposed development, including site plans and landscaping plans.
- 4. Any other information relevant to the assessment of the proposal.



SHAC  
Notified Architect, Justin Hamilton (9180) | ABN 52 131 541 946



**Elevations MPC**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend

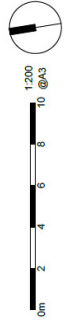
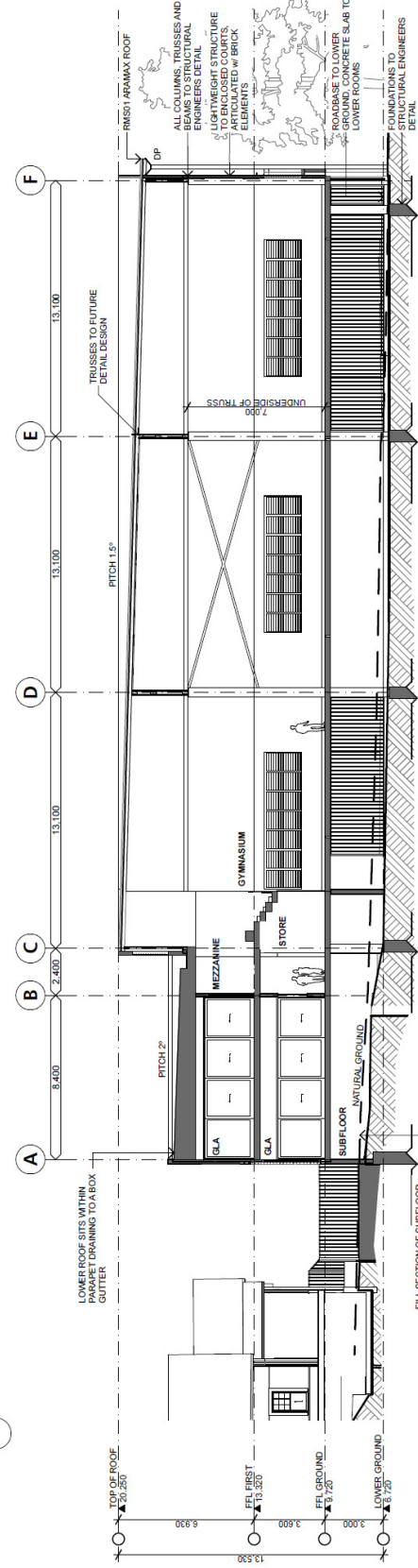
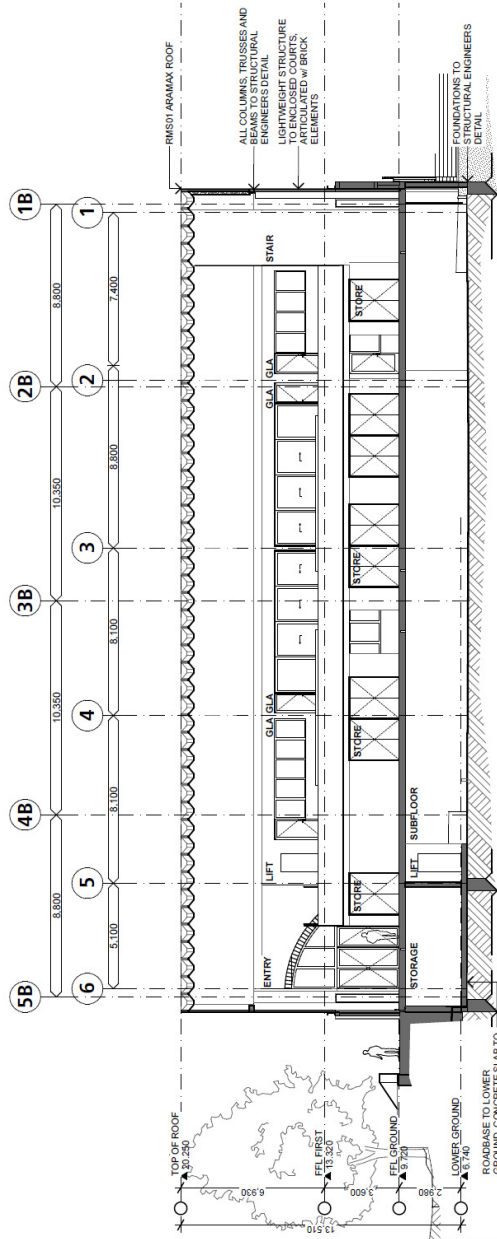
**4367**  
**DA3102**  
Rev J 6.09.22





**DEVELOPMENT APPLICATION**

1. Check all dimensions on sheets to ensure they are correct.
2. Work to plan dimensions to include brickwork.
3. Check all dimensions on sheets to ensure they are correct.
4. Refer any discrepancies to the architect or the project manager.

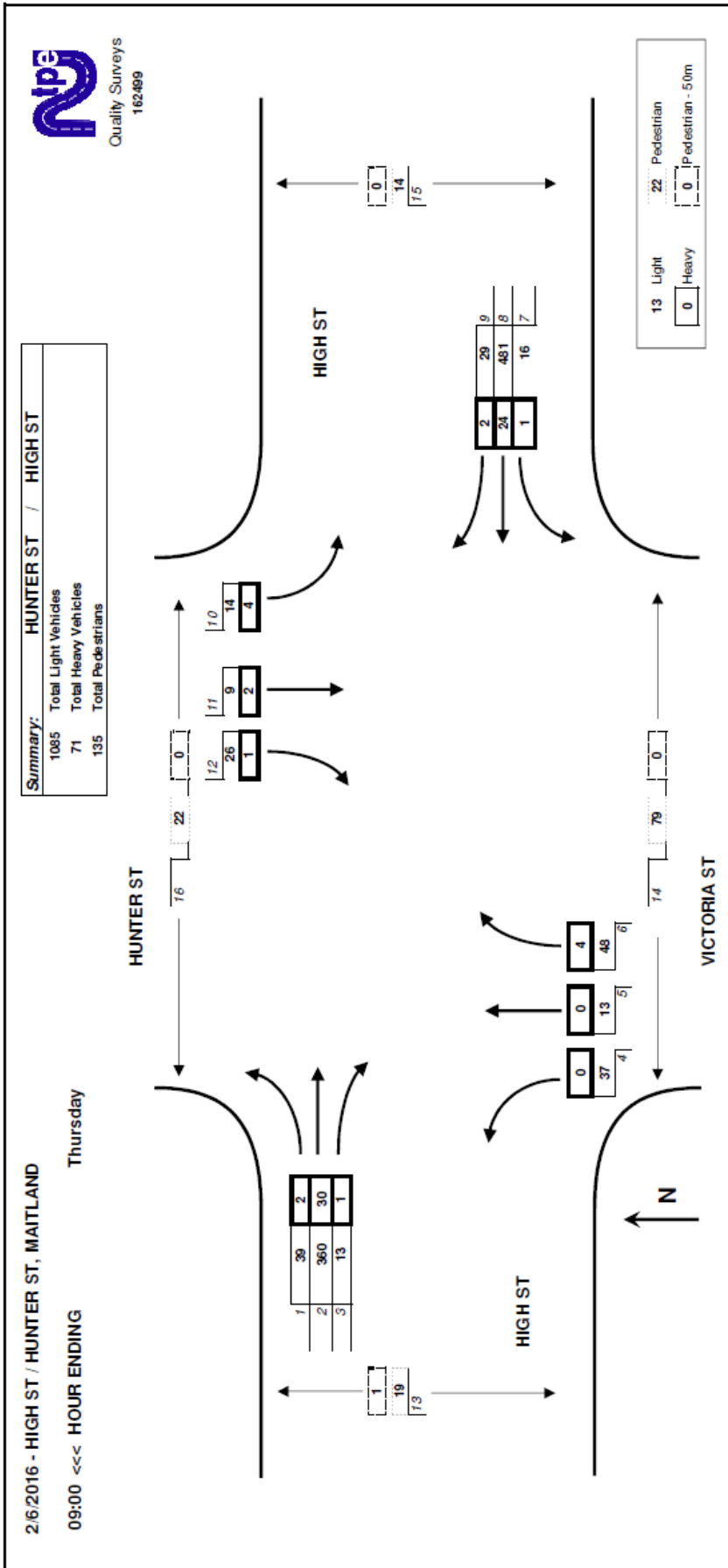


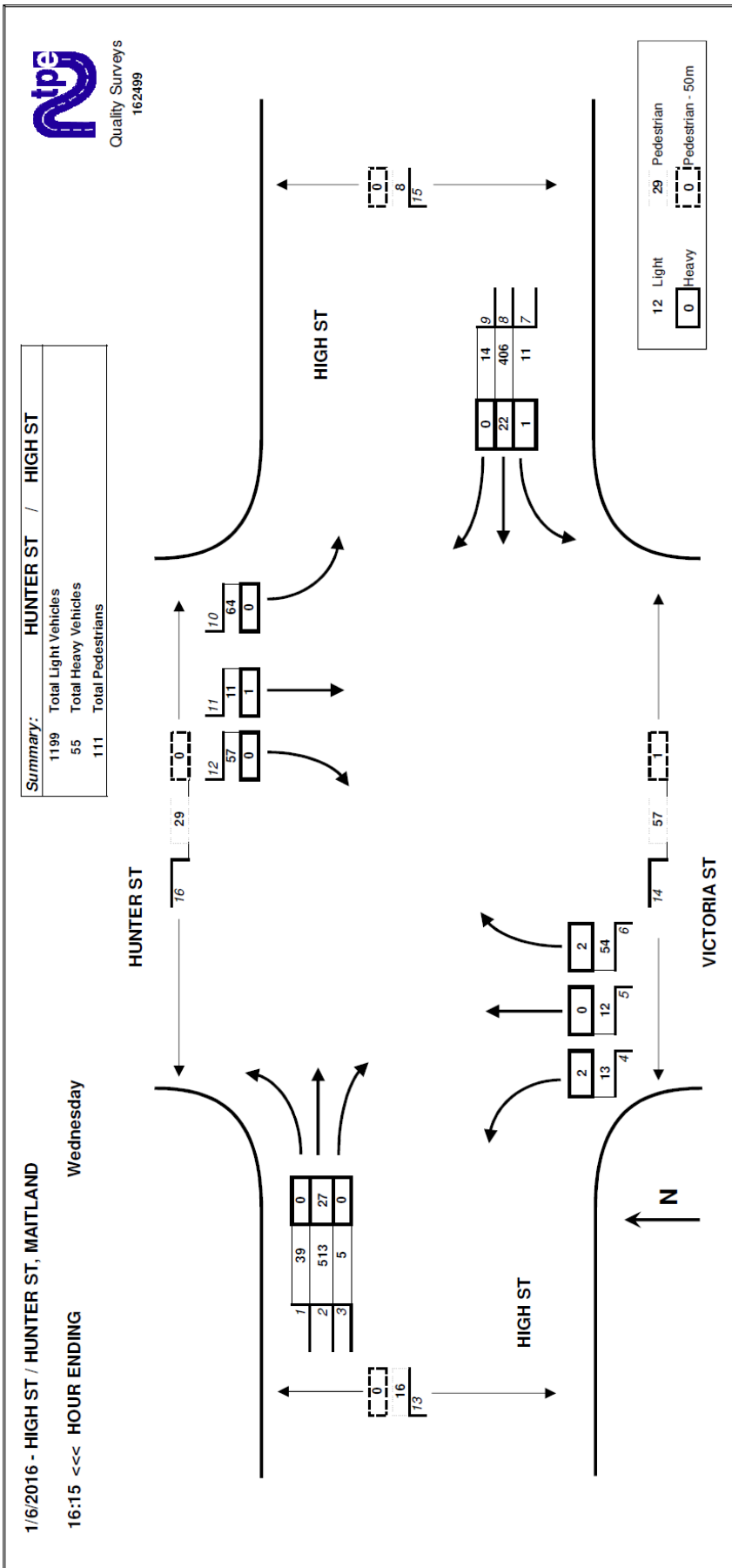
**4367**  
**DA3201**  
Revl 31.08.22

**Sections MPC**  
All Saints College Multi-Purpose Centre  
24 Hunter Street, Horseshoe Bend

# ATTACHMENT B

## Traffic Count Sheets





# ATTACHMENT C

## Pre-DA Minutes



# Pre-Lodgement Meeting Minutes

MEETING DETAILS:	
Meeting Date:	22 April 2021
Commenced at:	10:30am
Completion time:	11.30am
Proposed Development:	<p>The proposed development includes the following:</p> <ul style="list-style-type: none"> <li>• Refurbishment of St. Pauls Parish Hall</li> <li>• Additions of new classrooms and 2 Basketball courts</li> </ul>
Attendee(s):	
Council Officers:	<p>Kanishka Guluwita                      Scott Page                      Simina Simaki                      Jorjia Hampton</p>
Applicant/ Proponent(s):	<p>Justin Pearson                      224 Maitland Road, Islington</p>
Attachments and Plans:	<p>Ground Floor Site Plan (sketch design), Rev.C, 25 March 2021                      Upper Floor Plan                      Elevations</p>
PROPERTY DETAILS:	
Property Address:	20-24 Hunter Street, Horseshoe Bend
Lot and DP	1//DP1261532; 1//DP69160; 1//DP669283; 2//DP91268
Zoning:	<p>The subject site contains multiple zones;</p> <ul style="list-style-type: none"> <li>• The southern end of fronting Odd Street (Lot 2 DP 91268) entirely within B4 Mixed use zone (Approx. 5,817m<sup>2</sup>);</li> <li>• Western portion of the site fronting Hunter Street (Lots 1 DP 669283 and Lot 1 DP69160; and part of Lot 1 DP1261532) are zoned R1 General Residential Zone (approx. 2,427m<sup>2</sup>); and</li> <li>• Rest of the land-locked site within RE2 Private Recreation zone (Approx. 1.03ha)</li> </ul> <p>The proposal includes the following land uses:</p> <ul style="list-style-type: none"> <li>• The new double-storey multi-purpose sports centre building – Recreational facility (indoor)</li> <li>• Use of existing church building as an educational (fitness) facility, seminar and storage purposes – Educational establishment</li> </ul>

Land use definition	R1	B4	RE2
<i>Recreational facility (indoor): a building or place used predominantly for indoor recreation, whether or not operated for the purposes of gain, including a squash court, indoor swimming pool, gymnasium, table tennis centre, health studio, bowling alley, ice rink or any other building or place of a like character used for indoor recreation, but does not include an entertainment facility, a recreation facility (major) or a registered club.</i>	X <sup>1</sup>	✓	✓
<i>Educational establishment means a building or place used for education (including teaching), being— (a) a school, or (b) a tertiary institution, including a university or a TAFE establishment, that provides formal education and is constituted by or under an Act.</i>	✓	✓	X <sup>2</sup>
✓ - permissible; X - Prohibited			
<sup>1</sup> It is proposed to utilize Maitland LEP Clause 5.3 'Development within zone boundaries' to justify the new building's (recreational facility – indoor) encroachment over R1 zone land.			
<sup>2</sup> RE2 is not a prescribed zone under SEPP (Edu) and the site is not within the property boundaries of the existing school.			

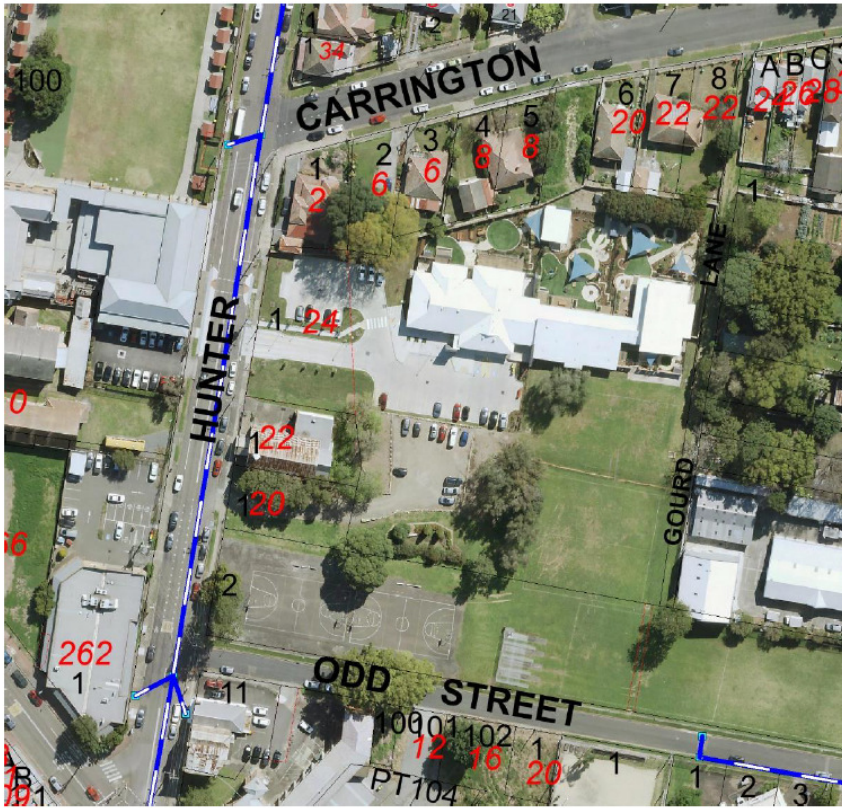
**SITE CONSTRAINTS:**

- Central Maitland Heritage Conservation Area (HCA)**  
The subject site is within Central Maitland HCA; as such, Maitland LEP Clause 5.10 requirements and the design standards/ requirements of Maitland DCP Chapter C.4 Heritage and Chapter E.2 Central Maitland HCA applies for the development.
- Flooding**  
The site is within Maitland FPL and within 1 into 100year ARI event with the following modelled flood characteristics

  - Flood level – 9.72m AHD
  - Flood depth – ranging from 1.27m (at hunter Street frontage) to 3.65m eastern edge of the proposed building.
  - Velocities – ranging from 0 to 0.6 m/s (backflow from Hunter-Odd Street intersection)
  - Hazard level – High

As such, the design of buildings will be required to be informed by a suitable Hydraulic Engineering consultant and certified to be capable of withstanding the flood impacts at the site.
- Acid sulfate soils – class 4 & 5**  
The entire Maitland LGA is affected by Acid Sulfate Soils due to the proximity to River systems. The subject property is affected by Class 4 and 5 Acid Sulfate Soils and works involving excavations over 2m depth from the natural ground level requires development consent. It is requested that a preliminary assessment for Acid Sulfate Soils be undertaken for the purposes of a development application for the proposal, to determine whether an acid sulfate soils management plan is required.
- Potential contamination & site remediation**  
The Childcare Centre that was approved under DA-2017-447, included a condition requiring that a Remediation Action Plan to be prepared and the works to be undertaken prior to the commencement of building works. It was also required that the proponent submit a Validation Report from a suitably qualified Engineering consultant certifying that these works have been completed in accordance with the RAP.

**AERIAL MAP**



**THE PROPOSAL**

It is understood that the proposed development includes the following:

1. Demolition of the northern addition to the St. Paul's Parish Hall
2. Refurbish the Parish Hall building both externally and internally to be then used as a classroom, seminar space, fitness laboratory (within the meaning of Educational Establishment) in association with the All Saint's College.
3. The curtilage of St Paul's Parish Hall will be paved and landscaped to provide courtyards to the north, south and rear of the Hall.
4. A Multipurpose Sports Centre (MPC) within a two storey structure including the following components"
  - a) two storey brick veneer section containing flexible general learning areas, store rooms and amenities on the ground floor and flexible general learning areas on the first floor. Access to the two levels will be provided via stairway or internal lift.
  - b) a large high ceiling space containing two basketball courts.
5. It is anticipated that the proposal would require relocating some of the existing car parking bays within the adjoining childcare centre.





6. It is understood that the multipurpose building will be constructed in two stages:
  - b. the lower ground floor foundations, ground floor slab (open court), ground floor classrooms and storage and a full open roof and associated structure, and
  - c. the first floor classrooms and enclosing the basketball courts.

#### DEVELOPMENT ASSESSMENT - PLANNING

1. The following is an outline of supporting documentation and information which should accompany a future development application for the proposed development.
2. Council considers the following statutory pathway, which was presented by the applicant, as acceptable:
  - a) The existing Parish Hall Church building to be refurbished and used within the meaning of an *Educational Establishment* – permissible as it is entirely within the R1 General Residential zone which is a prescribed zone under the SEPP (Education Establishment) 2017;
  - b) The Multipurpose Sports Centre (MPC) within the meaning of a *Recreational Facility (Indoor)* – permissible as a large part of the building will be within RE2 Private Recreation zone; and
  - c) The portion of the MPC building encroaching over to the R1 zone complies with the provisions of LEP Clause 5.3 Development within zone boundaries; hence, is being considered permissible.
3. A development application should be accompanied with plans and details clearly identifying the stages in which the construction is proposed to be undertaken.
4. Clarification should also be provided on the intended function of the facility, along with operational hours, out-of-school functions or private functions, and whether the facility would allow public access, at any given time.
5. Traffic and Car parking:
  - a) Given the extensive construction works that may potentially be involved in close proximity to Maitland CBD, a Traffic & Parking Impact Assessment should accompany the development application. This should clearly identify potential impacts during both the construction and operational phases, along with any measures to ameliorate them.
  - b) Evidence should be provided to support that the facility will not create demand for additional parking. This may be in the form of a Traffic & Parking Impact Assessment.
  - c) The proposal appears to relocate 21 parking spaces at the adjoining childcare centre (DA-2017-447), approx. 1.5m to the north. This would require either amending this consent (approved plans) or including this amendment within the new application. In either case, swept path diagrams for the childcare centre parking should be provided to demonstrate that the amended parking area design meets the operational requirements of the childcare centre and the relevant Australian Standards.
6. Potential contamination: Council understands that the site has a history of land contamination and that under DA-2017-447, some remediation works have been undertaken. This consent required the preparation of validation report for this purpose, and it is requested that a copy of this report be submitted with any future development applications for the site.
7. Acoustic impacts: The proposal is considered to have acoustic impacts on the locality, during both construction and operational phases. An acoustic assessment undertaken by a suitably qualified consultant



will be required for the purpose of a development application, and should include the following at minimum.

- a) Potential noise sources and receptors, the resulting impacts;
  - b) Proposed measures to minimize these impacts – these should inform the design and planning of the proposal.
8. Flooding: The need for elevating the MPC floor levels above the 1 into 100year flood level is acknowledged. In the past, Council has considered proposals for filling and/or bunding land within the 'Flood-way', strictly subject to undertaking a flood impact assessment that:
- a) Identifies the cumulative impacts on the floodplain; and
  - b) Demonstrates the proposal will have minimal impact on the post-development flood characteristics of the locality.
9. Stormwater management: Depending on the area of roof and impervious areas, consideration should be given to providing on-site stormwater management, either in the form of adequately sized detention tanks and/or basins.
10. Clause 7.12 Maitland Local Contributions Levy – Council's adopted Sec. 7.12 Plan applies for the development. The site and the MPC will be owned and operated by a not for profit organisation (Trustees of The Roman Catholic Church for the Diocese of Maitland/ Newcastle), which is exempted from the payment of development contributions, pursuant to Sec. 7.12 plan.
11. Pedestrian/ movement networks: consideration should be given to identifying the pedestrian/movement network between the MPC and the campus locations for All Saint's College, including the safety and suitability of the existing footpaths/ road crossings to be used by student groups.
12. Crime Prevention Through Environmental Design (CPTED): A development application should also include an assessment of the proposal against CPTED principles, in particular the post-development spatial setting in relation to the adjoining properties and their current and/or foreseeable uses. The potential for the development to create 'dead-end' spaces or unsafe pathways, the need for external lighting (lighting plan), safety and security within the facility and the locality during after-hours should also be addressed by this assessment.

#### DEVELOPMENT ASSESSMENT - HERITAGE

The site includes St Paul's Parish Hall. This building is identified as a recommended heritage item under the Maitland Heritage Survey Review 1994 which will be processed as part of a future LEP amendment. A database sheet for the building is provided attached.

Matters for consideration include:

1. Reuse of existing hall supported – Objective is for minimal damage to or removal of original fabric. Removal of intrusive elements can be undertaken to enable a better understanding of the original structure. A Heritage Assessment and Statement of Heritage Impacts should explore this as part of the DA;
2. Curtilage and setting of the existing hall, including view lines of the building are contributory in its own right;
3. Dominant scale of the proposed building in the context of the Hall and the Conservation Area. It is critical that the development should be appropriately planned and designed to protect and enhance the character of the precinct. This is not evident in the concept provided;
4. Materials mix should also be carefully planned to achieve smooth transition from the existing building to the new;



5. Landscaped areas adjoining the hall are supported, and it is encouraged to incorporate landscaping within the childcare centre carpark area;
6. Proposed footprint appears in excess of recent substantial recreational developments in the vicinity i.e. Sportsfield #1 and Athletic Centre grandstand/amenities;
7. Particularly relevant design considerations to the proposal include its mass, scale, form and materials. Consideration should be given to include better articulation or effective break up to the form;
8. The concept is considered to be intrusive, and it is strongly recommended to incorporate design solutions to minimize adverse impact on the neighbourhood which is located in a relatively open landscape;
9. Other considerations should include appropriate fencing, potential impacts on site's archaeology, existing signage and removal of any unsympathetic signage.

#### **BUILDING/ARCHITECTURAL DESIGN**

1. By nature, indoor sports halls create bulky buildings and the proposed building is certainly a bulky building, which dwarfs the existing St Paul's Parish Hall. It is evident that effort has been made to mitigate this bulk by setting the building back from the street and proposing a change in materials. However, the bulk has also been exacerbated by the raising of the building by approximately 3m, due to flooding. Further mitigation techniques are suggested and a view analysis should accompany the DA to show the impact of the building on the public domain. Bulk mitigation techniques could include:
  - a) A flood study, which would ascertain whether the building can be lowered to encroach into the flood zone.
  - b) separating the brick and metal parts of the building, eg into two separate buildings, or through a glazed breezeway so that it is perceived as two buildings;
  - c) minimising perceived height, eg by ramping down to a lower ground floor, and/or by introducing clerestory strip windows below the roof to make the roof appear as if it's floating);
  - d) staggering the building line, eg by staggering the basketball courts, to create the look of several smaller interconnected buildings.
  - e) Case studies may provide some inspiration in mitigating bulk. Suggest looking at All Saint's Gym in Belmore by Candelapas Associates and Judith Poole Hall in Wahroonga by AJ+C.
2. A materials board will be required with the DA to help assess the suitability of materials and colours and how they sit within their context. In principle, brick and lightweight metal sheeting are supported, however metal sheeting should be of high quality, fixings should not rust and sheets should not come loose.
  - a) Since there will be a large area of metal sheeting, consider adding interest to the wall, maybe through a variation in the colour of metal sheeting, or through the inclusion of graphics.
3. Low level glazing is supported as it will provide lighting and activity, which will increase both the perceived and the actual safety of the area at night. It is a bit of a missed opportunity to raise the floor of the basketball courts so far above the car park, as these benefits will be minimised for the car park. Consider lowering the level of the basketball courts to improve the safety of the car park, if flood study permits, or activating the carpark façade in a different way.

#### **URBAN DESIGN**

1. A landscaping plan will be required to be submitted with the development application for the street entry and forecourt with the DA. The function of the forecourt should be carefully considered and landscape



design should work towards that function. Staged construction, ongoing maintenance and safety should also be carefully considered within the landscape plan.

2. The development application should also be accompanied by a visual analysis with photomontages of the post development scenario, as oppose to the existing situation, captured from critical vantage points.
3. The main building entry is currently shown away from the existing car park. Please consider the relationship to the car park and arrival/departure procedures, particularly outside of school hours or coinciding with school drop-off and pick-up.
4. Please continue to consider opening up the facility to the general public as this will constitute a public benefit. The public are more likely to be amenable to the bulk and scale if they see public benefit in the project, particularly if there is a shortage of similar facilities in the area. Council will confirm whether this type of facility is required in the area.

#### COMMUNITY AND RECREATION

1. Council has commissioned a Community Infrastructure Strategy which is soon to be adopted, pending its final review. This strategy identifies a shortfall of 2-3 indoor courts of similar nature across the inner city. Council's Community Recreation and Planning sections are interested in this proposal and exploring the opportunity for a discussion with the proponent, prior to the lodgement of a development application. If the proponent is interested, this can be initiated by Council's Community Recreation and Planning section.

#### GENERAL ADVICE

1. Given the scale and the site constraints involved, a development application for the proposal would be required to be publicly notified/advertised in accordance with Council's Public Participation Plan and the Development Control Plan.
2. Consent Authority: given the proposal is for an Educational Establishment, and the cost of works are proposed to be over \$5 million, pursuant to SEPP (State and Regional Development) 2011 provisions, the consent authority for a development application for the proposal would be the Hunter & Central Coast Regional Planning Panel.

*NOTE: These minutes represent outcomes of discussions between Council staff and the Proponent. They identify key issues discussed and in no way seek to represent, the full discussion undertaken or the identification of all issues to be addressed in any future development applications.*



CHAIRPERSON