

# STATEMENT OF ENVIRONMENTAL EFFECTS

PROPOSED CHANGE OF USE

at

73 BULWER STREET,  
MAITLAND 2320

for  
CATERED SUPPORTS

REVISION C  
NOVEMBER 2024

**HOOVER GROUP PTY LTD**  
DESIGN & DEVELOPMENT

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## 1.0 INTRODUCTION

This Statement of Environmental Effects has been prepared by Hoover Group Pty Ltd, in support of a Development Application to Maitland Council for a proposed change of use (Proposed Disability Day Care Facility)

The applicant is looking to implement a change of use and establish a Disability Day-Care Facility in the current residential building at 73 Bulwer Street Maitland by making alterations to the internal and external building to meet all relevant regulations. This includes but is not limited to improvements to current disability access, fire safety, acoustic performance and parking facilities. Due to its ideal Central Maitland location and close proximity to public transportation options, this dwelling is in the most ideal location to establish a service such as this.

This statement should be read in conjunction with the following documentations:

- *Architectural Drawings prepared by Hoover Group Pty Ltd.*
- *BCA Compliance Assessment prepared by AcroCert Pty Ltd.*
- *Access Report prepared by Forward Access*
- *Access Performance Solution prepared by Forward Access*
- *BCA Compliance - Fire Safety prepared by National BCA*
- *Noise Impact Assessment prepared by Benbow Environmental*
- *Heritage Impact Statement prepared by Heritas Architecture*
- *Section J Report prepared by Building Sustainability Assessments*



Figure 1: Aerial image showing subject site highlighted blue (Source: Nearmap)



Figure 2: Zoomed Aerial map showing subject site highlighted blue (Source: Nearmap)

3.0 EXISTING IMAGES



Figure 3: Existing Front Facade of 73 Bulwer Street  
(Source Hoover Group)



Figure 4: Existing Rear of 73 Bulwer Street  
(Source: Hoover Group)



Figure 5: Existing Rear of 73 Bulwer Street (Source: Hoover Group)



Figure 6: Existing Main Bathroom (Source: Hoover Group)



Figure 7: Existing Parking out the front of 73 Bulwer Street Maitland (Source: Catered Supports)



Figure 8: Existing Parking available in Olive Street adjacent to Bulwer Street (Source: Catered Supports)

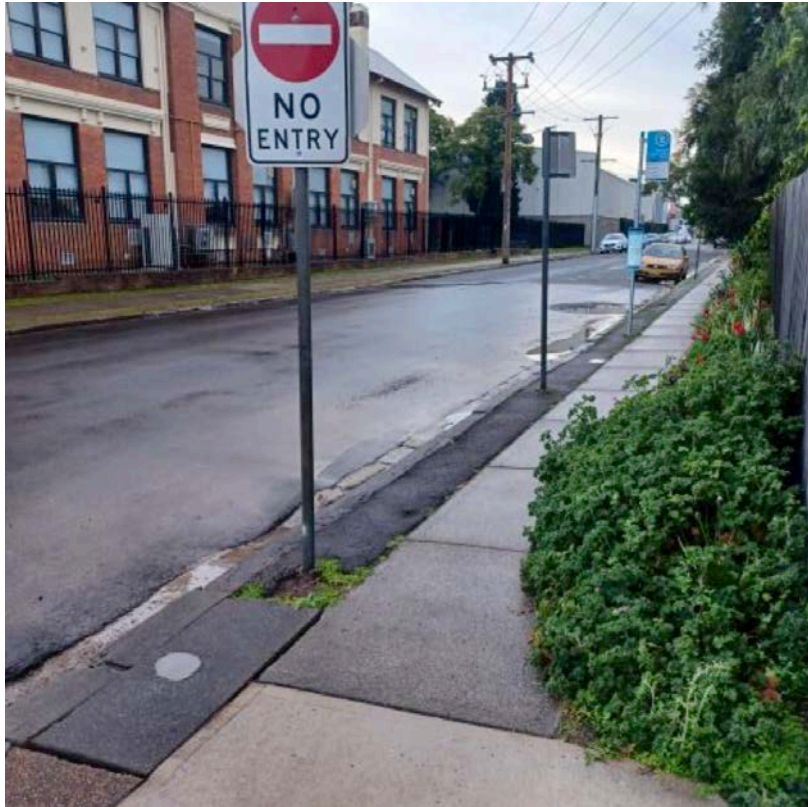


Figure 9: Existing Parking available down the road nearby to Maitland Train Station (Source: Hoover Group)

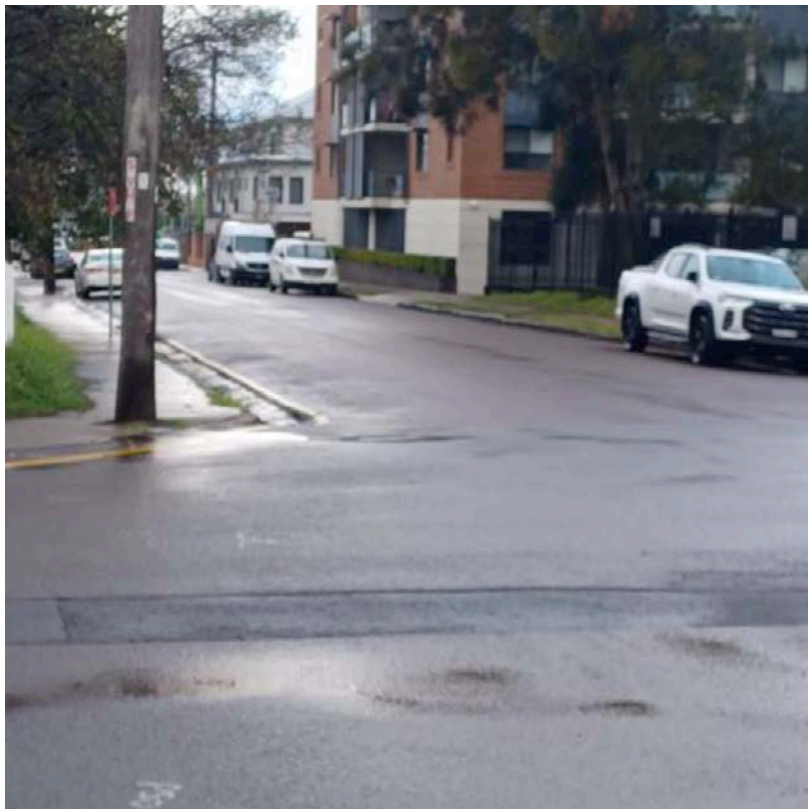


Figure 10: Existing Parking in Elgin Street at Intersection with Bulwer Street (Source: Hoover Group)



## 4.0 SITE ANALYSIS

<b>COUNCIL</b>	The subject site is located within the Maitland City Council.
<b>PLANNING CONTROLS</b>	<ul style="list-style-type: none"><li>— Maitland DCP 2011 – as amended 21 July 2016</li><li>— Maitland Local Environmental Plan 2011</li><li>— Building Code of Australia (2019)</li><li>— AS1428.1 - 2021: Design for Access and Mobility</li></ul> Part 1: General Requirements for Access - New Building Work <ul style="list-style-type: none"><li>— AS/NZS 2890.6 - 2022: Parking Facilities, Part 6: Off Street Parking for People with Disabilities</li></ul>
<b>ZONING</b>	Zone R1 – General Residential (Reference: NSW Government ePlanning Spatial Planning Map)
<b>LOT &amp; DP</b>	Lots 1 DP1038953
<b>SITE AREA</b>	797.03m <sup>2</sup>
<b>SITE LOCATION</b>	The site is located in residential area in central Maitland and is nearby to shops, services and public transport. The site is located closely to other nearby shops and services including chemists, food vendors and grocery stores. There is a mix between residential and commercial buildings within this area.
<b>SITE DESCRIPTION</b>	73 Bulwer Street Maitland is a moderately sized lot with majority of the site being taken up by the historical building. The front of the dwelling is located directly on the street whilst the rear of the dwelling has a small backyard area and off street parking.
<b>ADJACENT DEVELOPMENT</b>	No. 71 Bulwer Street Maitland is currently occupied by a single storey dwelling.  No.79 Bulwer Street Maitland is currently occupied by a single storey dwelling.

<b>LOT SIZE MAP</b>	450m2
<b>HERITAGE MAP</b>	Central Maitland Heritage Conservation Area Significance: Local
<b>ACID SULPHATE SOILS</b>	Class 5
<b>SPECIAL PROVISIONS</b>	SEPP (Sustainable Buildings) 2022 Climate Zones for BASIX Buildings Maps  SEPP (Sustainable Buildings) 2022 Climate Zones for BASIX Alterations Map  SEPP (Sustainable Buildings) 2022 Water Use Map
<b>BCA BUILDING CLASS</b>	9b (Disability Day Care Centre)

## 5.0 PROPOSED DEVELOPMENT

Catered Support is a disability support service operating within the broader Maitland community, both at the formal support centre and in clients' homes. The service provides one-on-one support as well as opportunities for clients to come together in groups to participate in activities and develop skills. A service like this requires a spacious environment capable of accommodating multiple activities simultaneously. This setup allows individuals with varying disabilities and skill sets to engage in a range of activities, including cooking, art, socialising, and community building.

In addition to on-site activities for clients, Catered Support has a team of staff who need office space to complete their business operations. Consequently, they require a building that provides ample working space for up to 10 staff members in addition to those engaged in the activities with clients. Not all administrative staff are on site at the same time as their schedules fluctuate between on- and off-site activities and full or part-time employment. The maximum number of support workers required to operate the activities at the centre on any day is 6. Therefore, the approximately 525m<sup>2</sup> building at 73 Bulwer Street, Maitland, is ideal for the proposed operations of the Disability Day Care Facility.

To meet the requirements for the proposed new building class (Class 9b), several alterations and additions will be necessary, both internally and externally. Externally, a secondary disability-compliant entry/exit will be constructed on the Bulwer Street frontage. This will not only enhance the building's commercial appearance but also ensure two fire-compliant exit points for individuals with disabilities. At the rear of the property, facing Napoleon Lane, two additional off-street parking spaces will be created, ensuring accessibility compliance. As a result of the car parking spaces, the rear yard of the centre is also re-landscaped to ensure that the rear outdoor patio area is safe to use separated.

Internally, all doorways and circulation areas will be adjusted as needed to ensure compliance with disability standards. Additionally, all fire and acoustic construction will be completed based on recommendations from relevant consultants. Since the building currently operates as a similar care service, there should be minimal changes to the structural makeup to improve acoustic or thermal quality. The existing building will be maintained where necessary.

## 6.0 PLAN OF MANAGEMENT

<b>PLAN OF MANAGEMENT</b>	
<b>CATERED SUPPORT</b>	
<b>ITEM</b>	<b>COMMENTS</b>
Description of Operations	Disability Day-Care and Community Facility
Company Vision	To stimulate inclusion in community life by providing supports catered to individual needs and aspirations.
Company Mission	To actively support people with disability to live with independence and connection to their community.
Company Values	<ul style="list-style-type: none"> <li>• The right of participants to make their own decisions about their own lives.</li> <li>• The aspirations of the individual and their right to chase their dreams.</li> <li>• The dignity of risk.</li> <li>• The contributions of people acknowledged by participants as significant in their life.</li> <li>• The role of participants in the selection of staff and volunteers who will support them.</li> <li>• Feedback as a critical component of continual improvement and in the recognition of success.</li> <li>• The on-going education and training of staff.</li> <li>• Innovation in planning and service delivery.</li> </ul>
Maximum Number of Occupant	30 including Staff and Participants
Business Identification Signage	The proposed Disability Day-Care and Community Facility has a business sign which is shown in the prepared architectural documentation set CATERED-202401

Company History

Catered Supports started in late 2019 when a number of people working in the disability sector found that the focus of many companies was in providing accommodation in SIL settings and less on building the skills of those who have the capacity to live more independently in their community.

Catered Supports currently supports 72 participants who live in and around the Maitland LGA. Some of our participants live in housing provided by their family while most rent through the open rental market or through public or social housing. All need tailored supports to maintain their tenancy, look after their basic needs and to build social skills. Many of the supports we provide are delivered in their home or their local or regional community.

Why we need a gathering space for participants:

For some participants, their home circumstances or their NDIS funding prevents 1:1 support in their home, so having a centre where they can engage in individual or group activities is crucial in enabling them to build the skills for independent living.

Being part of a community requires social skills that many people living with disabilities may lack. They need targeted training in small, supervised, social groups in a safe, familiar environment so that they can practice these skills and engage meaningfully in their community.

73 Bulwer St with three very large spaces and six smaller spaces provides great flexibility for small gatherings as well as individual supports. It will provide a safe place for participants to visit, meet friends and engage with trained staff rather than being isolate at home or being drawn into activities that do not benefit them or the community. It is also close to the train and bus stops and the CBD which is essential for the majority of participants who do not and can not drive.

## PLAN OF MANAGEMENT

### PROPOSED OPERATING TIMES

Day	Time	Activity	Maximum Staff	Maximum Participants
Monday	8.30am-5pm	Administration hours	8*	5
	9.30-9.45am	Leisure League/Transit travellers group	3	
	2-2.30pm	- Meet at Bulwer St to go out on Public Transport to explore leisure activities in local areas		
	4-5.30pm	- Return to Bulwer St before going home Box Fit (Fitness group)	3	7
Tuesday	8.30am-5pm	Administration hours	8*	8
	4-5.30pm	Jam Sesh (music group)	3	5
	4-7pm	Gaming group	2	
Wednesday	8.30am-5pm	Administration hours	8*	5
	10am-2pm	Cooking Group	2	6
	12.30-3.30pm	Drawing Group	2	8
	4.30-6.30	Fitness 4 Fun	3	
Thursday	8.30am-5pm	Administration hours	8*	6
	9.30am-3.30pm	Skills 4 Life	2	
		- This group does not always stay on the site but goes into the community to make connections and build independent living skills		
	9.30am-2pm	Craft Collective		5
	4-7pm	Men's Cooking Group	2	4
			1	
Friday	8.30am-5pm	Administration hours	8*	8
	9.30-10.30am	Yoga	3	20
	4-7.30pm	Friday Night Social	5	
		- Games night with sausage sizzle		
Saturday	9.30-10am	Alternate Saturdays participants meet at Bulwer St before heading off to local/regional venues for social outing. If raining, participants may stay and play indoor games with bbq.	4	12
Sunday	Usually not open	If a social outing is cancelled due to weather staff may offer participants to socialise at the building.	2	6

**PLAN OF MANAGEMENT**




**TRAFFIC CONTROL**

ITEM	COMMENTS
<p>Operation Hours*</p> <p>*Hours may fluctuate depending on planned activities</p>	<p>Monday: 8:30am - 5:30pm                      Tuesday: 8:30am - 7pm                      Wednesday: 8:30am - 6:30pm                      Thursday: 8:30am - 7pm                      Friday: 8:30am - 7:30pm                      Saturday (Infrequently): 9:30am - 10:30am                      Sunday: Closed</p>
<p>Surrounding Road Conditions</p>	<p>Bulwer Street is a publicly accessible street which is lined with street parking. This road provides access to other main streets within the central Maitland CBD and is shared between residential and commercial premises.</p>
<p>Parking</p>	<p>The proposed change of use will include an additional 2 off street car parking spaces which will be designed accessible parking spaces. This brings the facilities total off street parking facilities to 4. Whilst there is more employees and participants than the provided 4 parking spaces, there is a large proportion of staff who rotate on and off site throughout the working day as a large proportion of the client base includes home care and support. Furthermore, majority of participants are unable to drive and therefore are dropped to and from the facility or access it via public transport. The Maitland Train Station is located less than 1km from the facility and therefore has easy walking access to the site whilst also having overflow parking available. Additionally, there is ample on-street parking available in the area. Figures 9, 10, 11 and 12 illustrate that during peak hours, such as school drop-off and pick-up times, there is still sufficient parking is available close to the site.</p>



Figure 11: Proposed Hanging Signage  
(800 mm x 500 mm)

## 7.0 PLANNING CONTROLS

MAITLAND LOCAL ENVIRONMENTAL PLAN 2011			
ITEM	ZONING/CONTROL	COMPLIANCE	COMMENTS
Zoning	R1: General Residential		Respite day care centres are permitted with consent.
Heritage Item	Central Maitland Heritage Conservation Area Significance: Local		The proposed change of use will require alterations to the front and rear façades of the dwelling. As a result, the design for the proposed change of use has been reviewed by Heritas Architecture, and a report has been provided.
Acid Sulphates	Class 5		All works are located within Class 5 Identified Areas and however no works will be impacting soils below 5m.
Height of Building	N/A	N/A	
FSR	N/A	N/A	
Bushfire Prone Land	N/A	N/A	



**MAITLAND LOCAL ENVIRONMENTAL PLAN 2011**

<b>PRIMARY PLANNING CONTROLS</b>	<b>CONTROL</b>	<b>PROPOSED</b>	<b>COMMENTS</b>
<b>Maitland Local Environment Plan 2011</b>			
Zone R1 General Residential	<p>3. Permitted with consent:</p> <p>Attached dwellings;            Bed and breakfast accommodation;            Boarding houses;            Building identification signs;            Business identification signs;            Centre-based child care facilities;            Community facilities;            Dwelling houses;            Group homes;            Home-based child care;            Home industries;            Hostels;            Hotel or motel accommodation;            Multi dwelling housing;            Neighbourhood shops;            Oyster aquaculture;            Places of public worship;            Pond-based aquaculture;            Residential flat buildings;            Respite day care centres;            Roads;            Semi-detached dwellings;            Seniors housing;            Serviced apartments;            Shop top housing;            Tank-based aquaculture;            Any other development not specified in item 2 or 4</p>	<p>The current use of the building is as a dwelling house, which is considered a residential dwelling. The owners would like to change the use of the dwelling to a respite daycare center (Disability Care Facility). This is permitted with consent.</p>	<p><b>Compliant.</b></p>

<p>Dictionary</p>	<p><b>Respite day care centre</b> means a building or place that is used for the care of seniors or people who have a disability and that does not provide overnight accommodation for people other than those related to the owner or operator of the centre.</p>	<p>The proposed facility will be a respite daycare centre for persons with disabilities. It will also serve as the office for staff operations. Staff work both on-site and off-site as part of their duties within the company.</p>	<p><b>Compliant.</b></p>
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**MAITLAND CITY COUNCIL DEVELOPMENT CONTROL PLANS 2011**

<b>PRIMARY PLANNING CONTROLS</b>	<b>CONTROL</b>	<b>PROPOSED</b>	<b>COMMENTS</b>
<b>C.4 HERITAGE CONSERVATION</b>			
3. General Requirements for Alterations and Additions	<p>3.1 Sympathetic Design</p> <p>To ensure that the new alterations and additions respect the architectural character and style of the building area concerned.</p>	<p>The proposed alterations and additions have been designed in accordance with the recommendations presented in the Heritage Impact Statement prepared by Heritas Architecture. As a result, the front façade of the building has been mostly retained to be sympathetic to the existing front façade of the dwelling. This ensures that the overall streetscape along Bulwer Street will remain unchanged.</p>	<b>Compliant.</b>
	<p>3.2 Siting, Setback and Orientation</p> <p>Generally alterations or additions should occur at the rear of the existing building to minimise visual impact on the street frontage of the building, particularly where the additions and alterations involve a listed heritage item or a building which contributes to the heritage character of the Conservation Area.</p>	<p>No alterations will be made to the current front or side setbacks. Changes to the landscaping in the rear yard will occur to establish an additional two parking spaces; however, these will not involve any proposed building works.</p>	<b>Compliant.</b>

	<p>3.3 Size and Scale</p> <p>To ensure that new alterations and additions respect the character of the building and surrounding area.</p>	<p>No alterations will be made to the existing size and scale of the building; all work will be conducted within the existing building envelope.</p>	<p><b>Compliant.</b></p>
	<p>3.4 Roof Form and Shapes</p> <p>To retain characteristic scale and massing of roof forms within Conservation Areas and on heritage items when designing alterations and additions.</p>	<p>No changes will be made to the existing roof shape of the dwelling.</p>	<p><b>Compliant.</b></p>
	<p>3.5 Materials and Colour</p> <p>To ensure that materials and colours used in alterations and additions respect the significance and character of the existing building and surrounding area.</p>	<p>As recommended in the Heritage Impact Statement, the existing colors of the dwelling will be retained by cleaning the existing brickwork at the Bulwer Street frontage. The original bricks contribute to the building's historical character and will be preserved to honor the streetscape.</p> <p>All trim will be refreshed in its existing colors to enhance the space. A mural is proposed on the roller door to modernize the frontage and introduce color to the street, providing variation for the building's change of use. An example of this mural has been included in the proposed architectural plan set.</p>	<p><b>Compliant.</b></p>

	<p>3.6 Design of New Detail and Opening</p> <p>To ensure that the character and pattern of new door and window openings in alterations or additions is compatible with the appearance of the original buildings and the area as a whole.</p>	<p>The proposed front door will be redesigned to accommodate a ramp access at the front of the building. This will include a new glass front door, located where the existing door is, behind the brick façade. This ensures that the door is not prominently visible from the street, allowing the existing façade to be maintained.</p> <p>Additionally, the current roller door is broken and worn down, so it will be replaced with a similar one. To modernize the overall frontage of the dwelling and differentiate it from its previous use, a mural will be painted on the roller door to brighten the façade and make a statement. This idea has been inspired by the colors of other buildings in the area, including the nearby Headspace Building.</p>	<p><b>Compliant.</b></p>
	<p>3.10 Landscaping</p> <p>To maintain the rhythm of gardens, open spaces and tree planting in a heritage streetscape;</p> <p>To ensure that planting does not compromise important views into or out of conservation areas;</p> <p>To maintain the landscape character of the locality in any new development;</p>	<p>The proposed changes will include the addition of a garden bed at the front of the dwelling, matching the width and location of the roller door. This will soften the façade and introduce more greenery and natural finishes to the otherwise concrete-heavy area in front of the dwelling.</p>	<p><b>Compliant.</b></p>

	<p>3.11 Fences</p> <p>To retain original existing fencing and provide for new fencing that is consistent with established patterns.</p>	<p>The rear of the property currently has only an opening in the fence along Napoleon Lane where the carport is located. However, after the alterations and additions for the change of use, the fence will be opened up further to provide access to two additional parking spaces. Since it is located on the lane, the lack of fencing will not impact the overall streetscape in this area, as many commercial buildings here have open rear areas that back onto the lane.</p>	<p><b>Compliant.</b></p>
	<p>3.12 Garages, Carports and Sheds</p> <p>To ensure that garages, carports and sheds do not detract from the character of the area and/or heritage item due to inappropriate location, design and materials.</p>	<p>The existing carport will be maintained and will continue to provide two parking spaces for staff. The additional two parking spaces will not be covered, so they will not impact the character of the dwelling.</p>	<p><b>Compliant.</b></p>
<p>7. Signage</p>	<p>To ensure that signage respects and enhances the amenity of the area.</p>	<p>In accordance with the recommendations outlined in the Heritage Impact Statement, the signage for the proposed Disability Day Care Facility will be displayed on a hanging sign positioned above the front entrance steps on the Bulwer Street frontage. This signage is designed to ensure that the front façade retains its historical appeal while clearly identifying the building as a commercial premises within the streetscape. Detailed documentation of the signage is included in the architectural plan set, emphasising compliance with both aesthetic and regulatory considerations.</p>	<p><b>Compliant.</b></p>

C.11 VEHICULAR ACCESS & CAR PARKING

<p>Appendix A: Car parking requirements for specific land uses.</p>	<p>Business Premises and Office Premises</p> <ul style="list-style-type: none"> <li>- One space per 45m<sup>2</sup> GFA in Maitland City Centre</li> <li>- Provision should be made for movement</li> </ul>	<p>The existing dwelling occupies approximately 65% of the overall site area, excluding the existing carport. This leaves only 35% of the site area available for on-site parking.</p> <p>The proposed change of use will include an additional two off-street parking spaces, which will be designed as accessible parking spaces. This brings the facility's total off-street parking to four spaces. While there are more employees and participants than the provided four parking spaces, many staff members rotate on and off-site throughout the working day, as a significant portion of the client base includes home care and support. Furthermore, most participants are unable to drive and are either dropped off or access the facility via public transport. The Maitland Train Station is located less than 1 km from the facility, providing easy walking access and overflow parking options.</p> <p>Additionally, ample on-street parking is available in the area. Figures 7, 8, 9, and 10 demonstrate various parking locations within the vicinity.</p>	<p><b>Compliant.</b></p>
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**AS/NZS 2890.6 - 2009 PARKING FACILITIES FOR PART 6: OFF STREET PARKING FOR PEOPLE WITH DISABILITIES**

PRIMARY PLANNING CONTROLS	CONTROL	PROPOSED	COMMENTS
2.2 Parking Spaces	<p>2.2.1 Angle Parking Spaces</p> <p>(a) A dedicated (non-shared) space as follows:</p> <p>(i) In Australia - 2400mm wide by 5400m long.</p> <p>(ii) A shared area 2400mm long by 2400mm wide at one end of the dedicated space</p>	<p>The proposed carpark will include two accessible parking spaces, which will share a zone designed to AS2890.6-2022. This shared area will directly connect to the access ramp, allowing access to and from the rear entry to the kitchen/living/dining area. The proposed parking spaces are larger than the required sizes to align with the council's minimum parking specifications.</p>	<p><b>Compliant.</b></p>



**AS 1428.1 - 2021 DESIGN FOR ACCESS AND MOBILITY - PARK 1 GENERAL REQUIREMENTS FOR ACCESS - NEW BUILDING WORK**

PRIMARY PLANNING CONTROLS	CONTROL	PROPOSED	COMMENTS
Section 3 - Continuous Accessible Paths of Travel			
3.2 Height of a continuous accessible path of travel	The minimum unobstructed height of a continuous path of travel shall be 2000mm or 1980mm at doorways.	All proposed alterations and additions have been designed to ensure that all height clearances are being met. Furthermore, all existing areas have been checked and retrofitted as required to meet these requirements.	<b>Compliant.</b>
3.3 Width of a continuous accessible path of travel	Unless otherwise specified, the minimum unobstructed width of a continuous accessible path of travel shall be 1000mm except in the case of a curved ramp or walkway.	All proposed alterations and additions have been designed to ensure that all width clearances are being met. Furthermore, all existing areas have been checked and retrofitted as required to meet these requirements.	<b>Compliant.</b>
3.5 Circulation space for wheelchair turn	3.5.2 60 - 90 degree turn:  A space required for a wheelchair to make a 60 - 90 degree turn shall be not less than 1500mm wide and 1500mm long in the direction of travel.	All proposed turning areas will have a minimum of 1500mm x 1500mm to ensure that it meets this required.	<b>Compliant.</b>
Section 5 - Signage			
5.1 Forms of Signage	The NCC contains requirements for Braille and tactile signage.	All signage will be installed as required by the relevant NCC BCA and Australian Standards.	<b>Compliant.</b>

Section 6 - Tactile ground surface indicators			
Tactile ground surface indicators (TGSIs) to warn people of hazards shall be in accordance with AS/NZS 1428.4.1.	Tactile ground surface indicators (TGSIs) to warn people of hazards shall be in accordance with AS/NZS 1428.4.1.	TGSIs will be installed as specified within AS/NZS 1428.4.1. Internally, all proposed TGSIs will be plastic whilst externally all TGSIs will be aluminium.  Locations of these have been specified within the proposed change of use plans set.	<b>Compliant.</b>
Section 7 - Walkways, ramps and landings			
7.3 Ramps	Ramps shall be in accordance with AS1428.1.7.3 (a) - (k)	The existing dwelling has one access ramp at the rear that complies with the requirements of AS1428.1-2021. To retrofit the building for its new classification, alterations and additions will be made to the Bulwer Street frontage to incorporate an access ramp that provides access to the front door. This ramp has been designed to meet all relevant requirements.	<b>Compliant.</b>
7.6 Step Ramps	Step Ramps shall be in accordance with AS1428.1.7.6 (a) - (f)	All steps under 190 mm will be required to have a step ramp. Step ramps will be implemented at any doorways that currently do not comply with access requirements. All step ramps will be designed and constructed according to relevant standards.  Proposed exits will need to have a flush transition between the interior and exterior to eliminate step ramps in these areas, reducing potential issues when exiting the building during an emergency.	<b>Compliant.</b>

7.8 Landings	<p>7.8.1 Walkways and Ramps</p> <p>The length of landings at walkways and ramps shall be in accordance with one of the following:</p> <p>(b) Where there is a change of direction not exceeding 90 degrees, the landing shall be not less than 1500mm long and 1500mm wide.</p>	The proposed landing at the top of the Bulwer Street access ramp and steps is greater than 1500mm x 1500mm to ensure that there is adequate turning space available as per the requirements of AS1428.1-2021.	<b>Compliant.</b>
	<p>7.8.2 Step Ramps</p> <p>The length of landings at step ramps shall be not less than 1200mm in the direction of trade, as shown in Figure 22(A)</p>	The proposed step ramps will have landings as per the requirements of AS1428.1-2021.	<b>Compliant.</b>

Section 10 - Doorways, Doors and Circulation Space at Doorways			
10.2 Clear opening of doorways	The minimum clear opening of a doorway on a continuous accessible path of travel shall be 850mm when measured from the face of the opened door to the doorstep, examples are shown in Figure 30. Where double doors are used, the 850mm minimum clear opening shall apply to the active leaf. A maximum door reveal depth of 300mm to the door face applies in all situations.	All doorways which provide access to rooms accessible by a person with a disability have had doorways nominated to be a minimum 850 clear as required. All doors to be replaced have been specified on the proposed plan set.	<b>Compliant.</b>
10.3 Circulation Spaces at doorways on a continuous accessible path of travel	Circulation spaces shall be provided at ever doorway, gate or smile entryway on a continuous accessible path of travel.	The circulation spaces for each door has been nominated on the proposed plan set to ensure that all doorway meet the minimum clearance requirements.	<b>Compliant.</b>
Section 12 - Sanitary Facilities			
12.1 General	The facilities described in this clause may be used as individual modules, in mirror image configurations or in a combined form, as specified in Clause 12.6.	The existing bathroom has been redesigned in order to be compliant to all relevant dimensions of facilities and circulation spaces as specified within AS1428.1-2021. As a result there will be one specified unisex accessible bathroom facility for the building.	<b>Compliant.</b>

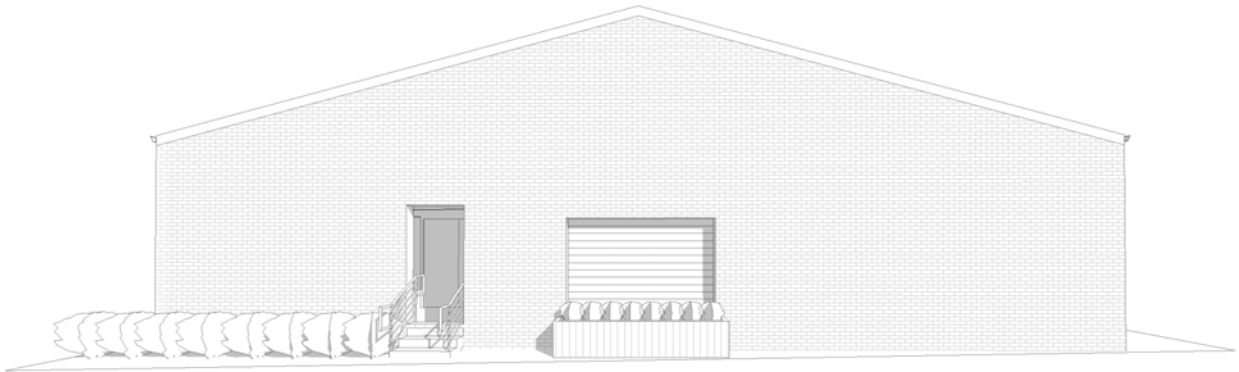


Figure 12: Proposed Front Perspective (Source: Hoover Group)

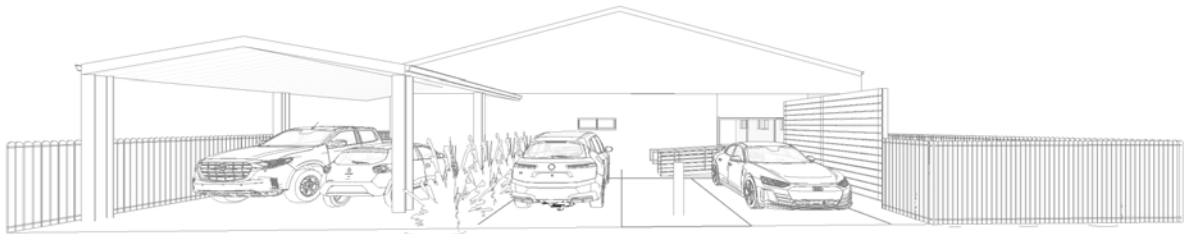


Figure 13: Proposed Rear Perspective (Source: Hoover Group)



Figure 14: Proposed Streetscape including Signage and Mural (Source: Hoover Group)



Figure 15: Proposed New Ramp Entrance (Source: Hoover Group)

## 9.0 CONCLUSION

Our client is seeking to implement a change of use and make modifications to the external access and internal spatial layouts of 73 Bulwer Street, Maitland, to establish a Disability Day Care Facility that will serve the wider Maitland community. Due to its ideal location in Central Maitland and close proximity to public transport, this site is well-suited for retrofitting into commercial premises.

Establishing a more formal commercial street frontage on Bulwer Street, including a new set of access stairs and an access ramp, will enable the building to meet relevant accessibility requirements while presenting itself as a commercial establishment within the streetscape. Additionally, the provision of off-street parking will reduce the impact of cars in the area from staff who may be on-site for a full workday.

Internally, retrofitting features such as doorways, bathrooms, and laundry facilities will ensure that the building is accessible to all users and has adequate amenities for clients/participants and staff members. These improvements will enhance the space, making it a welcoming environment for both employees and clients/participants.

In Maitland, services like Catered Support are vital in assisting vulnerable members of the community. Therefore, it is strongly advised that the council consider this development a priority.

With the above in mind it is recommended that council approve the development, subject to appropriate conditions of consent.

TIM HOOVER  
DIRECTOR  
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