

# STATEMENT OF ENVIRONMENTAL EFFECTS

## TO ACCOMPANY DEVELOPMENT APPLICATION FOR PROPOSED REDEVELOPMENT OF LAND AT 435 - 449 NEW ENGLAND HIGHWAY RUTHERFORD (LOT 62 DP 711439 AND LOTS 134,135 & 136 DP 883803)

### 1. INTRODUCTION / PROPOSED DEVELOPMENT

This Statement of Environmental Effects (SEE) has been prepared by Pittman Building Services on behalf of EVA Investment Australia Pty Ltd to accompany a Development Application (DA) to Maitland City Council to gain consent for the proposed redevelopment / consolidation of 435 – 449 New England highway Rutherford for the proposed five bulky goods retail premises.

The subject DA relates to the following works:

- Demolition of all existing structures on site and tree removal.
- Construction of two new buildings for the proposed five bulky goods/warehouse premises.
- Construction of driveways, parking areas and loading bays.

### 2. THE SITE AND SURROUNDING AREA

The site is identified as Lot 62 in DP 711439 and Lots 134, 135 & 136 in DP 883803.

Lot 62 is currently a vacated site and was previously used as a landscape supplies. Lots 134, 135 & 136 currently have 3 existing residences.

Lot 62 is 12720m<sup>2</sup> and has an existing access from the new England Highway. Lot 134, 135 & 136 have a combined site area of approximately 2751m<sup>2</sup> and are accessed via a right of carriageway located to the south of the lots.

The surrounding area is characterised by a mix of industrial and commercial uses.

**Figure 1** below shows an aerial view of the site.



**Figure 1** – Aerial view of the subject site

### **3. SITE SUITABILITY**

#### **3.1 Site constraints, Flooding, Bush Fire and Subsidence**

The site is generally flat. Site earthworks works will be carried out to achieve design building levels and drainage.

The property is not affected by flooding.

There is no bushfire risk associated with this location.

The site is not in the mines subsidence area.

#### **3.2 Visual Setting**

The proposed development will involve the construction of two buildings. Building 1 will comprise of 4 units and is setback form the road frontage with landscaping and carparking in front. Each unit will have an entry portal and the front façade is stepped along the building line from each unit.

Building 2 is a stand-alone building setback from the road frontage boundary with landscaping in front.

The buildings are of similar size and scale of other bulky goods premises located nearby. The buildings will be constructed with a structural steel frame with concrete wall panels. Refer elevation drawings prepared by Warrick Morley Drafting Services for further details.

### **3.3 Age and condition of existing buildings**

The age of the existing buildings is unknown. The existing buildings are to be demolished.

## **4. PRESENT AND PREVIOUS USE**

### **4.1 Present use of site**

The site is currently vacant, and was previously used as a landscape supplies for approx. 14 years. The residential houses are still occupied as rental properties.

### **4.2 Date present use commenced**

The landscape supplies site was vacated in 2020.

### **4.3 Present use of surrounding land**

All surrounding developments are zoned B5 (Business Development) and vary in uses. From commercial / retail user adjacent to the site to industrial users to the rear of the site.

### **4.4 Contaminated land**

There are no known contamination issues with the land.

## **5. OPERATIONAL DETAILS.**

### **5.1 Overview of the Business**

The development plans to attract bulky goods retailers by the likes of – auto parts supplies, tool and hardware supplies, furniture supplies.

### **5.2 Use of the Building**

The Use of the buildings will be subject to a first use DA.

### **5.3 Hours of Operation**

Operating hours would be in line with other retailers in the area and proposed to be Monday to Sunday 7am – 6pm. This would also be subject to the first use DA.

### **5.4 Employee Details**

Details to be provided as part of the first use DA.

## **6 PRIVACY, VIEWS AND OVERSHADOWING**

### **6.1 Visual Privacy**

This is a commercial development. No visual privacy issues exist.

### **6.2 Views**

The predominant view of the proposed development is a southerly aspect from New England Highway. The proposed development is consistent with the surrounding Anambah and Rutherford Industrial area and therefore views towards the site will not be out of character with the surrounding site.

### **6.3 Overshadowing**

Overshadowing is not an issue in this proposal.

## **7 AIR AND NOISE**

### **7.1 Air**

There are no existing sources of odour, smoke or fumes that are considered to potentially affect the amenity of the proposal.

The proposed development will not generate any odors, fumes, smoke or dust

### **7.2 Noise**

Existing noise sources near the site include road noise, and ambient noise from nearby industrial use. No existing noise is considered to potentially affect the amenity of the proposal.

Anticipated construction:

Construction hours	7AM to 5PM Monday to Friday 8am – 2pm Saturday
Type of equipment	Electric power tools, hand tools and small Earthmoving / concreting equipment
Comment	None of the anticipated activities will adversely affect adjoining properties

There are no activities carried out by the proposed businesses that will create any offensive noise and any noise generated will be well within the parameters outlined in the Protection of the Environment Operations act 1997 and the industrial noise policy.

## 8 ACCESS AND TRAFFIC

### 8.1 Pedestrian Amenity

The carpark area is at grade, permitting disabled access, in accordance with Australian Standard AS 2890.

### 8.2 Vehicle access to public roads.

Access is provided via the main entrance from the New England Highway – this is located on the northern side of the property.

At the time of this statement of environmental effect being written, a request to meet and discuss the sites access / egress options with RMS was awaiting a response.

Adequate maneuvering areas are provided to ensure all vehicles enter and leave the site in a forward direction.

### 8.3 Carpark Calculations.

Calculations are in accordance with Maitland City Councils carparking rates and result in a total of thirteen (125) car spaces, one (1) Motorbike space and one (1) bike rack being required for this development.

	<u>Bulky goods 1/45m<sup>2</sup></u>	<u>Warehouse 1/300m<sup>2</sup></u>
Unit A	1980m <sup>2</sup> = 44	620m <sup>2</sup> = 2.06
Unit B	670m <sup>2</sup> = 14.8	530m <sup>2</sup> = 1.76
Unit C	695m <sup>2</sup> = 15.4	350m <sup>2</sup> = 1.16
Unit D	751m <sup>2</sup> = 16.7	351m <sup>2</sup> = 1.17
Unit E	1100m <sup>2</sup> = 24.4	918m <sup>2</sup> = 3.06
	<b>Subtotal = 115.3</b>	<b>Subtotal = 9.21</b>

**Total = 124.51 therefore 125**

### 8.4 Traffic generation

The main traffic generated to the site will be cars and light utilities. The scale of the development does not warrant a traffic impact statement.

The site has been designed to be capable of maneuvering a semi-trailer in and out of the site in a forward direction.

### 8.5 Conflicts between vehicles and pedestrians.

No conflicts are expected as the proposed driveway will provide clear access for all vehicles entering and exiting the site.

## 9 SOIL AND WATER

### 9.1 Reticulated supply

The existing water supply system will be utilized – compliance with the requirements of Hunter Water will be achieved. Hunter Waters formal Notice of Requirements, requires an upgrade to the existing 100mm service located in the new England highway corridor to a new 150mm service. Design works are currently underway.

## **9.2 Sewer Management**

The site is currently serviced by hunter water sewer system. A design is currently underway for the relocation of the sewer main to the perimeter of the southern and western boundaries

## **9.3 Water Efficiency**

It is proposed to use water efficient toilets and taps installed over hand basins and lunchroom sink units.

## **9.4 Storm water Drainage**

The stormwater for the proposed development will be in accordance with the Stormwater Drainage Plan completed by Mitchell Howes Civil & Structural Engineers as attached in Appendix A.

## **9.5 Landscaping**

The landscaping proposed for this development has the following attributes:

- The side and front setbacks are landscaped (where available)
- The property entrance has been designed with feature landscaping to 'highlight' the entry.
- Carpark areas are provided with landscaping to soften the impact of the carpark areas.

Plant species proposed include locally occurring trees, shrubs and native grasses. Please refer to landscape plan (Appendix A)

## **9.6 Erosion and sediment control**

See Erosion and Sediment Control Plan (ESCP) prepared by Warrick Morley Drafting. ESCP measures include silt fencing and sandbagging of potential stormwater flows off site prior to completion of development works.

## **10 HERITAGE**

This development does not involve any heritage item, either directly or by virtue of streetscape or visual impact.

## **11 WASTE**

Generally only cardboard, paper and timber waste will be generated from operation of the facility. All waste will be collected via commercial waste contractor – waste bins to be located behind the warehouse building. All waste from the development will be collected via a commercial waste contractor.

## **12 COMPATIBILITY AND ZONING COMPLIANCE**

### **12.2 Compatibility with adjoining developments**

Bulky goods and industrial developments are located near the property. The use of the nearby land is compatible with the proposed use of this site.

### **12.3 Planning Objectives**

The site is zoned B5 – Business Development and permits the use of the buildings as bulky goods and warehouses.

## **13 CONCLUSION**

This Statement has outlined the environmental, social and economic issues associated with the proposal. The Statement has clearly identified the proposed bulky goods and warehouses will be compatible with the surrounding area, will not cause any negative impacts and is consistent with the relevant objectives and standards in the Maitland LEP 2011 and associated relevant DCP's.

This Statement has clearly demonstrated the proposal is representative of contemporary planning practice and reflective of the principles of sustainable development. The proposal is consistent with the general expectation for development of the area and will have a positive socio-economic impact on the Maitland area. On merit it is considered that this application be granted development consent.

Prepared by  
Pittman Building Services

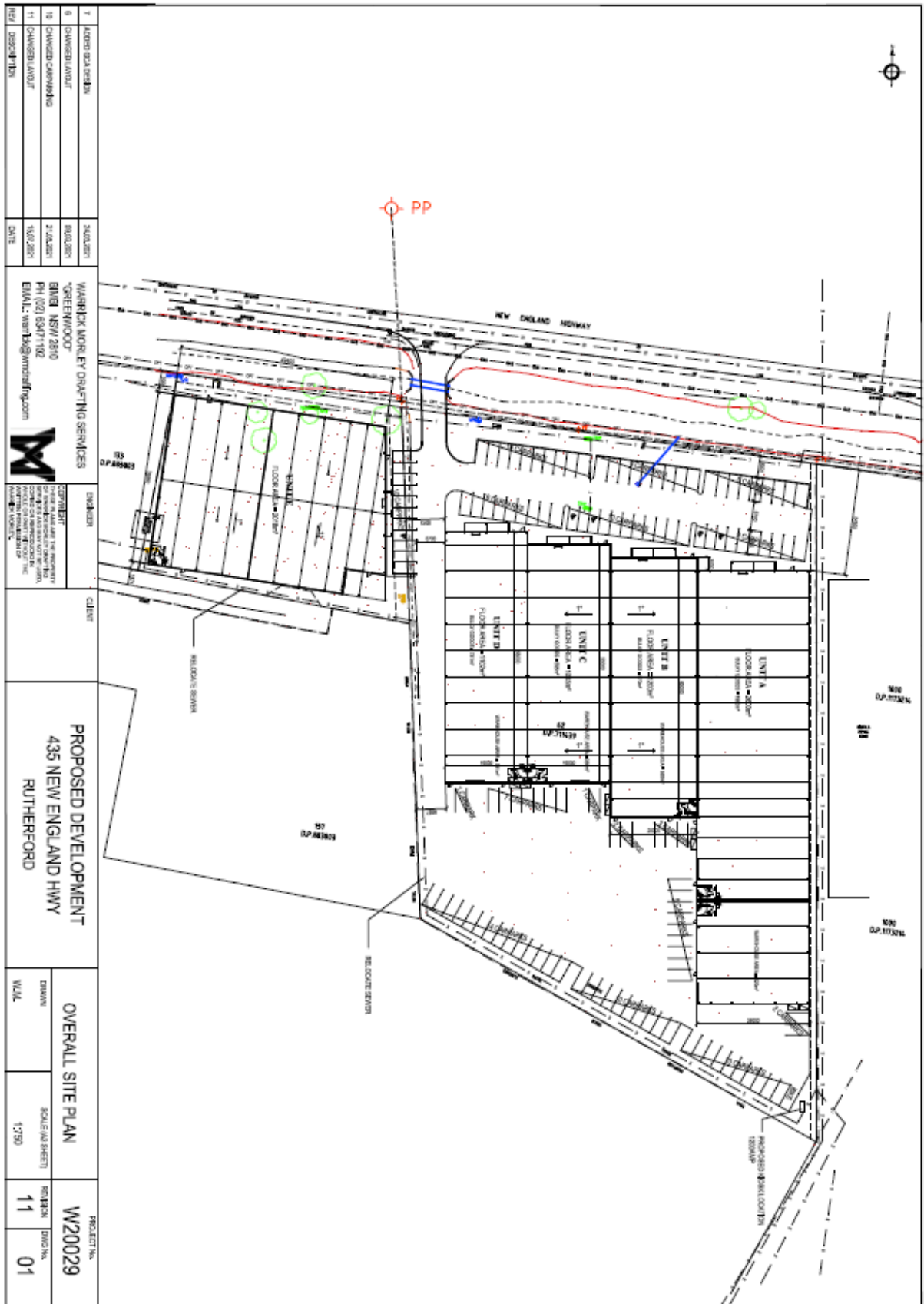


Luke Standen





# Site Plan



1	ISSUED FOR PERMITS	DATE	08/03/2021
2	ISSUED FOR PERMITS	DATE	08/03/2021
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12	ISSUED FOR PERMITS	DATE	08/03/2021

<b>WARRECK MORSE, P.E. DRAFTER</b> GREENWOOD 2700 W. 10TH ST. PH: (202) 854-7102 EMAIL: warreb@wmsdrafting.com	<b>WARRECK MORSE, P.E. DRAFTER</b> GREENWOOD 2700 W. 10TH ST. PH: (202) 854-7102 EMAIL: warreb@wmsdrafting.com	<b>WARRECK MORSE, P.E. DRAFTER</b> GREENWOOD 2700 W. 10TH ST. PH: (202) 854-7102 EMAIL: warreb@wmsdrafting.com
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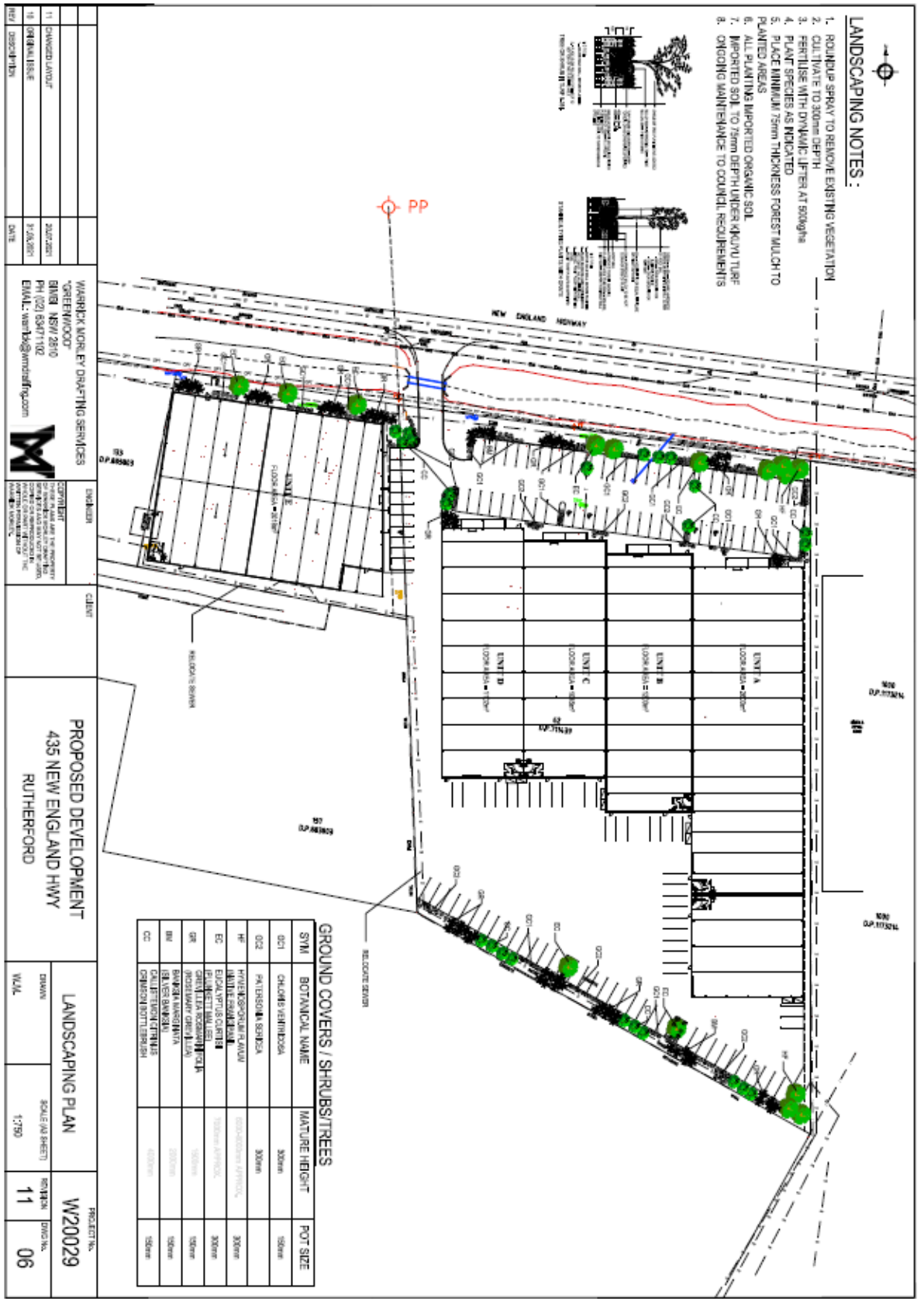
  

<b>PROPOSED DEVELOPMENT</b> 435 NEW ENGLAND HWY RUTHERFORD	<b>OVERALL SITE PLAN</b> SCALE (AS SHOWN) 1/8" = 1'-0"	<b>PROJECT No.</b> W20029
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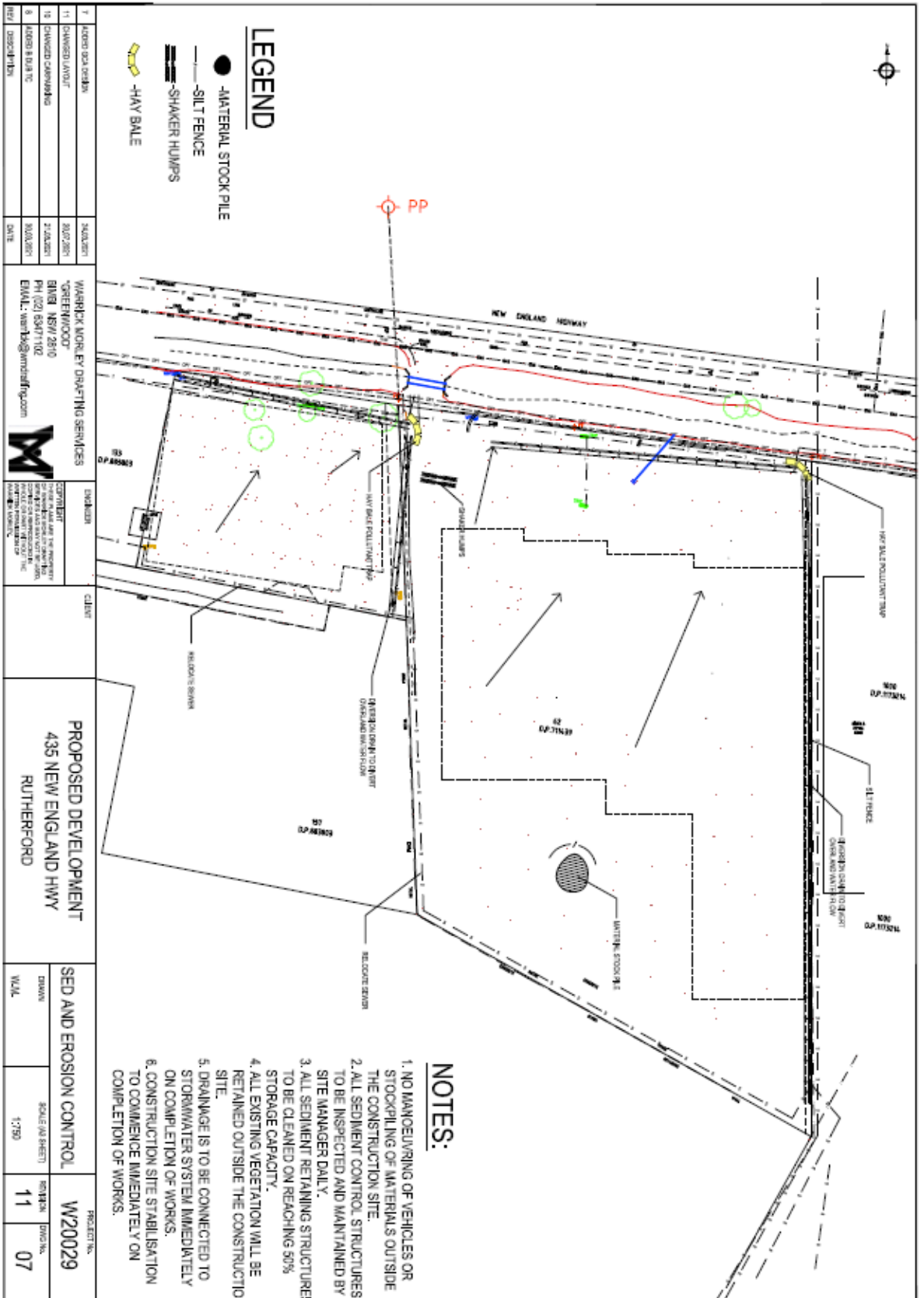
  

<b>CLIENT</b> [Redacted]	<b>DATE</b> 08/03/2021	<b>SCALE</b> 1/8" = 1'-0"	<b>PROJECT No.</b> W20029
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# Landscape Plan



# Sediment and Erosion Plan



7	APPROVED DATE	2022/2021	WATERBURY WORK BY DRIFTING SERVICES	DATE	2022/2021
11	CHANGED LAYOUT	2/2/2021	GREENWOOD	DATE	2/2/2021
10	CHANGED DRAWING	2/2/2021	BRIAN NEW 2510 PH (02) 8347 1102 EMAIL: wwaterb@waterb.com	DATE	2/2/2021
9	ADDED BUBBLES TO	2022/2021		DATE	2022/2021
REV	DESCRIPTION	DATE		DATE	

