

STATEMENT OF ENVIRONMENTAL EFFECTS

PROPOSED EXTENSION OF MEDICAL CENTRE, DEMOLITION OF EXISTING DWELLING AND STRATA SUBDIVISION

269-271 NEW ENGLAND HIGHWAY, RUTHERFORD NSW 2320
(LOTS 1 AND 2 SECTION 2 DP21143)



IMAGE: SKELCON

CLIENT: LOWER HUNTER MEDICAL CENTRE C/- SKELCON

DATE: 28 SEPTEMBER 2022

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1. INTRODUCTION

1.1. PURPOSE

This Statement of Environmental Effects (SEE) has been prepared on behalf of Lower Hunter Medical Centre C/- Skelcon (the Applicant) to accompany a development application (DA) to Maitland City Council (Council) for a proposed extension of an existing medical centre. This will involve the demolition of existing dwelling, and strata subdivision on land known as 269-271 New England Highway, Rutherford NSW 2320 (Lots 1 and 2 Section 2 DP21143) (the site).

The SEE summarises findings of specialist reports and demonstrates that the proposed development has been formulated having full and proper regard to existing development controls and environmental qualities of the site and its surroundings, and that the proposal:

- Substantially complies with the development and infrastructure standards of Maitland City Council's planning and development controls, including those that are in draft form;
- Satisfies sustainability objectives;
- Represents a high quality urban design outcome for future users of the site and adjoining lands.

1.2. SCOPE OF STATEMENT OF ENVIRONMENTAL EFFECTS

This SEE accompanies a DA for the proposed development as described above. It has been prepared on behalf of the Applicant and includes the matters referred to in Section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the matters required to be considered by Council.

The purpose of this SEE is to:

- Describe the land to which the DA relates and the character of the surrounding area;
- Describe the proposed development;
- Define the statutory planning framework within which the DA is to be assessed and determined;
- Assess the proposed development in the light of all relevant heads of consideration.

1.3. CONSENT AUTHORITY / CONSULTATION

The proposed development requires consent under the provisions of Part 4 of the EP&A Act. The development is considered local development and Maitland City Council (Council) is the consent authority for the proposed development.

The proponent had a proactive meeting on 1 September 2020 with Zoe Johnson (City Economics) and Leonie Bryson (Strategic Planning) of Council. This provided an opportunity for the proponent to discuss the proposal and involve Council early in the process to verify the proposal is aligned with Council's economic and strategic planning aims for the city of Maitland. Both were supportive in principle and acknowledge the positive benefits that this type of development can provide for the City and community.

1.4. INTEGRATED DEVELOPMENT PROVISIONS

The proposed development is not integrated development pursuant to the provisions of Section 4.46 of the EP&A Act.

1.5. PERMISSIBILITY

State Environmental Planning Policy (SEPP) (Transport and Infrastructure) 2021 is applicable to the site and proposed development. Section 2.60 of SEPP Transport and Infrastructure 2021 states that development for the purpose of health services facilities may be carried out by any person with consent on land in a prescribed zone. Section 2.59 identifies the prescribed zones which includes the R1 General Residential zone in which the site is located. The proposed development is permissible pursuant to the provisions of SEPP Transport and Infrastructure 2021.

The proposal has also been formulated having regard to the provisions of Maitland Local Environmental Plan (LEP) 2011, Development Control Plan (DCP) 2011, and other local and regional strategic planning policies as outlined in Section 4 of this SEE.

2. SITE AND SURROUNDING AREA

2.1. SITE SUMMARY

Address	269-271 New England Highway, Rutherford NSW 2320
Lot and DP	Lots 1 and 2 Section 2 DP21143
Zone	R1 General Residential
Existing Structures	Medical centre, dwelling house and ancillary structures

2.2. SITE DESCRIPTION

The largely square site is located on the western side of the New England Highway and displays a primary frontage width of ~33 metres (m) and a depth of ~36m. The site has a total area of ~1,185m². The site is reasonably flat. A Detail and Contour Survey has been undertaken and is located at **Appendix 1** of this report.

The site supports an older style single storey brick and tiled roof building with a carpark at the rear which functions as the existing medical centre (No. 271, Lot 1) and a similarly styled building currently serving as a dwelling house (No. 269, Lot 2). The site features minimal landscaping. A brick retaining wall delineates the site from the public domain. Figure 1 below provides an aerial appreciation of the site.



Figure 1: Aerial view. The site is outlined in red (Source: Aerometrex, 2022)

2.3. SURROUNDING AREA

The site is located in the suburb of Rutherford as part of the broader township of Maitland. The site is within a mixed use locality. Residential development prevails yet business is located to the north and east. Pockets of recreation spaces are located throughout. Notably, Rutherford Marketplace is located to the north as well as Old Maitland Inn. The site is located proximate to essential services and facilities. A location plan is provided at Figure 2 below, which shows the site within its context, and a zoning plan is provided in Figure 3.

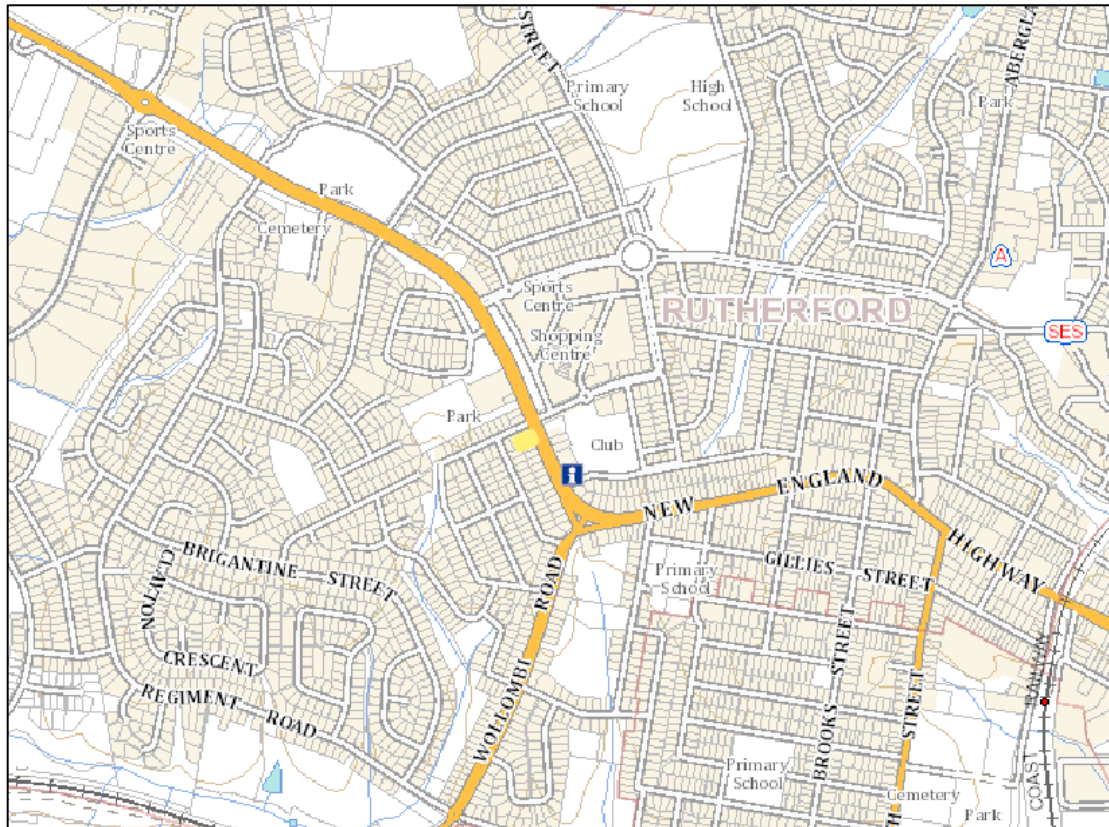


Figure 2: Location Plan. Subject site in yellow (Source: ePlanning Spatial Viewer)



Figure 3: Zoning Plan. Subject site outlined in yellow. (Source: ePlanning Spatial Viewer)

2.4. KEY FEATURES

2.4.1. Vegetation and Landscaping

The site contains very little vegetation or landscaping, limited to managed lawns and a small hedge in the existing carpark of No. 271. No vegetation on site is mapped on the Biodiversity Values Map and Threshold Tool (searched 20/06/22). The site does not contain any trees listed on Council's Significant Tree Register.

2.4.2. Heritage (Aboriginal and Non-Aboriginal)

There are no heritage items of State or local significance located at or near the site.

The site is located in the Mindaribba Local Aboriginal Land Council area. de Witt Consulting searched the Aboriginal Heritage Information Management System (AHIMS) database on 20/06/2022 and concluded that there are no Aboriginal sites recorded or places declared within 50 metres of the site. The area is also not mapped as sensitive Aboriginal landscape.

2.4.3. Soils and Topography

The site displays a very minor cross fall from west (~55m AHD) to east (~54m AHD).

The site is mapped as Class 5 land on the Acid Sulphate Soils Map under LEP 2011. The site is not mapped as being within an area of ASS risk or probability of ASS occurrence (NSW Government, eSpade Soil and Land Information).

There is no known contamination present on the site. The site has been historically used for residential purposes and is within an established urban area. The site, nor any nearby sites, are listed on the EPA Contaminated Land Register.

2.4.4. Mine Subsidence

The site is not within a mine subsidence district.

2.4.5. Flooding

The site is not identified as being flood prone land.

2.4.6. Bushfire

The site is not identified as being within bushfire prone land.

2.4.7. Traffic and Access

No. 271 is accessed from Arthur Street via two (2) existing concrete driveways and crossovers. No. 269 is accessed from the New England Highway via an existing concrete ribbon driveway and crossover. Arthur Street has a sign posted speed limit of 50km/h, while this section of the New England Highway has a limit of 60km/h. No. 271 has existing car parking for the operating medical centre. There is a formal pedestrian footpath along the primary frontage of the site, connecting the site to the greater neighbourhood. There is no on-street parking permitted along either frontage.

3. THE PROPOSAL

The following description of the proposed development should be read in conjunction with the relevant appendices to this SEE, including Appendix 2 Architectural Plans, Appendix 3 Civil Engineering Plans, and Appendix 4 Landscape Plans.

3.1. SUMMARY OF PROPOSED DEVELOPMENT

The proposed development will result in a two storey modern contemporary extension of the existing medical centre. The existing two (2) car garage located at the rear of the existing medical centre located on No. 271 will be demolished and internal reconfigurations will allow for the expanded operation of the site. The existing dwelling house and retaining walls at No. 269 will be demolished to allow for the new two-storey portion to be constructed, resulting in one building overall. The new building will be the subject of a strata subdivision. Drawing number DD102 of **Appendix 2** depicts the proposed private and public property as well as the right of carriageway within the carpark.

The existing carparking will be reconfigured to provide a total of 12 car spaces along the western boundary, including one (1) accessible space and its associated shared zone. Access to this carpark from Arthur Street will also be reconfigured to a single crossover for dual ingress and egress. Provision of an additional three (3) cars will be provided along the southern side boundary of the new extension. These parking spaces are arranged in a stacked form and will be designated for staff only. These spaces will be accessed via the existing crossover from the New England Highway and will be used by staff only.

The single-storey component will include a new café, waiting room, pathology, telehealth room, regular consulting room, accessible watercloset, and staff break-room including kitchen, storage and a separate watercloset. The existing deck to the north will be retained along with the accessible ramp. A new external enclosed bin store will be provided to the rear of the staff break-room. The ground level of the two-storey extension will include a waiting room and administration area, three (3) general consulting rooms, two (2) nurses' rooms and two (2) offices. The main entrance is located within the carpark and an additional staff-only entrance is provided to the south-east of the building. Level one is accessed via both internal stairs and an accessible lift. This level includes an open-plan training space, two (2) offices, a podcast room and an accessible watercloset. Lastly, a rooftop terrace is proposed to the rear of the building and accessed via external stairs. This space is reserved for staff-only.

The centre has the potential to contribute to the health and wellbeing of the Rutherford community and create investment and employment within the neighbourhood and the greater Maitland local government area (LGA).

The proposed medical centre will have a total gross floor area (GFA) of 532.26m² and the rooftop terrace will have a GFA of 67.85m².

Perspectives of the proposed development are shown in *Figures 4 and 5* below.



Figure 4: 3D perspective showing the front (northern) elevation (Source: Skelcon).

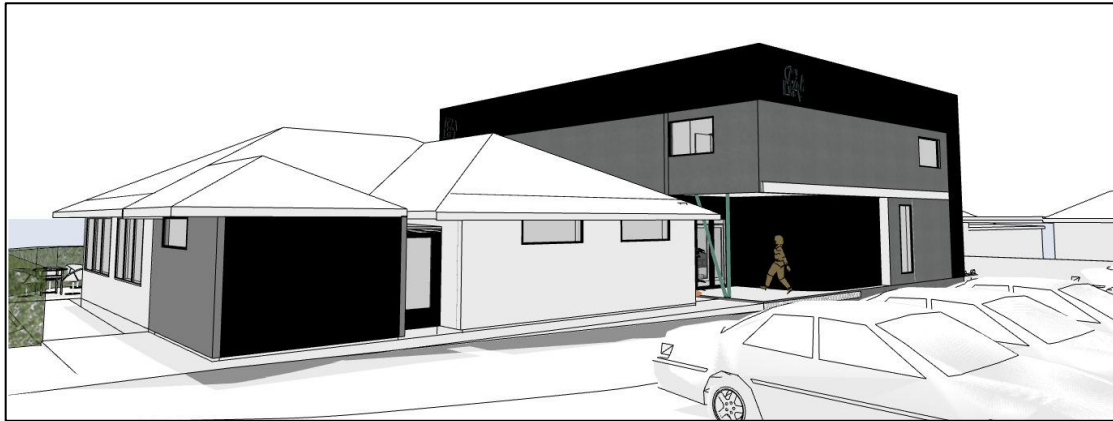


Figure 5: 3D perspective showing the rear (southern) elevation (Source: Skelcon).

3.2. STORMWATER MANAGEMENT

As shown in the civil documentation prepared by DRB (**Appendix 3**), stormwater management will be via pipes surrounding the new addition portion connecting to five (5) pits and piping connecting to two (2) pits along the frontage of the existing centre portion before connecting to the kerb near the street corner. A large on site detention tank is proposed within the front setback which will then overflow into existing infrastructure.

3.3. LANDSCAPING

The proposed landscaping has been designed by a suitably qualified consultant (**Appendix 4**) to ensure the landscaping is appropriate for the site's use as well as climatic conditions. This will limit maintenance requirements while providing visual amenity both from the streetscape and within the site. Boundary planting is proposed to the north and east using a mix of hedges, feature planting at entrances, and mass planting including six (6) trees for visual and acoustic screening. The screening hedges will have a mature height of between 2.5m and 5m, while the proposed trees will have a mature height of 7m. Managed lawns are proposed within the frontage of the single storey portion of the building. A street tree is also proposed along the Arthur Street road reserve, the species of which will be nominated by Council. The final location of the street tree should consider the species and any implications this may have on sightlines in and out of the Arthur Street access point as well as services located overhead and underground.

3.4. OPERATIONAL MANAGEMENT DETAILS

3.4.1. Hours of Operation

The proposed development seeks to operate to the public between 6.00am and 8.00pm every day, including weekends. The training room is intended to be used for evening sessions to provide educational training internal staff. These would be limited to organised sessions and will not be open to the general public.

3.4.2. Staff Arrangements

There will be seven (7) staff as part of consultation / pathology, one (1) in the café, and three (3) admin employments working at the site.

3.4.3. Signage Details

The Lower Hunter Medical logo will be wall mounted to the new built form as shown on the elevations. The proposed signage is minimal in nature and not obtrusive to pedestrians or vehicles. The logo to be displayed is approximately 2.4m² in size and not located greater than 8m above the existing ground level. The signage is proposed to be illuminated during business hours and compliant with luminosity requirements.



3.5. HEALTH, SAFETY AND SECURITY

3.5.1. Surveillance

As shown in Appendix 2, new 1.5m high open-style fencing is proposed to extend around the north and east boundaries of the site to match with the existing fencing. The southern and western boundaries are proposed to have a 1.5m high solid fencing to provide appropriate controls to the carparking area. Both vehicle access points will be provided with gates. CCTV and appropriate lighting will also be integrated into the development in accordance with relevant Australian Standards.

3.5.2. Emergency Situation

In the event of an emergency, evacuation of the premises will occur in accordance with the prescribed building requirements, directional signage and identified evacuation meeting point. All staff will be aware of evacuation procedures to enable them to advise visitors.

Exit lighting will be maintained internally to allow the safe egress from the building in the event of an emergency.

A first aid kit will be held on-site and will be maintained regularly.

3.5.3. Noise Management

The medical centre will be a controlled environment with noise expected to be minimal and contained within the building and various nominated rooms. It is not considered that there would be significant noise impacts associated with the medical centre during daily operation.

3.6. CLEANING AND WASTE MANAGEMENT

3.6.1. Cleaning and Maintenance

The site will be regularly cleaned and maintained to ensure no safety or security risks are introduced. Cleaning will take place before opening and as required through operation by staff. A regular cleaning and maintenance regime is to be implemented. All rubbish is to be removed on a regular basis as to not disrupt or create hazards for patients or staff. Staff will ensure that the car park and landscaped areas will be kept in a clean and orderly manner. Maintenance of outdoor areas and landscaped areas will occur regularly and through a private contractor, to be determined following approval.

3.6.2. Waste Management

A separate Site Waste Minimisation and Management Plan has been prepared for the proposed development (**Appendix 7**).

Waste collected from within the building will be transported to the main bin store as required by staff. The dedicated bin storage area is provided within the car park which is enclosed. The bins will be transported by staff to Arthur Street for kerb side collection using Council standard waste collection service. Medical waste (including sharps) and sanitary bins will be stored separately and collected by a private contractor for appropriate disposal.

3.7. ACCESSIBILITY

The proposed use requires that a disability access assessment is submitted with the DA. The development has been assessed as demonstrating (or having the ability to demonstrate) compliance with additional requirements to be addressed through the detailed design and construction stage of the development.

However, the development demonstrates that the fundamental aims of accessibility legislation and current statutory requirements affecting accessibility are achievable within the building and site. Refer to the Access Report at **Appendix 5** for the full assessment.

4. STATUTORY PLANNING CONTROLS

4.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 AND REGULATIONS 2021

The proposed development will require consent under the provisions of Part 4 of the EP&A Act. The proposal is not integrated development pursuant to Section 4.46 of the EP&A Act.

4.2. RELEVANT STATE ENVIRONMENTAL PLANNING POLICIES

Table 4.2.1 address the relevant SEPPs, in accordance with Section 4.15 (1) of the EP&A Act.

Table 4.2.1: Relevant SEPPs

SEPP	Compliance
State Environmental Planning Policy (Resilience and Hazards) 2021	
Chapter 4 - Remediation of Land	<p>Chapter 4 of the SEPP (Resilience and Hazards) 2021 sets out that a consent authority must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated and it is satisfied that the land is suitable in its contaminated state (or will be suitable after remediation) for the purpose for which the development is proposed to be carried out.</p> <p>No past contaminating activities are known to have occurred on the site. The site contains existing residential style buildings and is located within an established urban area. The existing medical centre on No. 271 is understood to have been a change of use from residential to commercial. The site is not listed as potentially contaminated within the EPA's contaminated land register. No further consideration of contamination should be required.</p>
State Environmental Planning Policy (Transport and Infrastructure) 2021	
Chapter 2 - Infrastructure	<p>As previously stated, Section 2.60 states that development for the purpose of health services facilities may be carried out by any person with consent in a prescribed zone. R1 General Residential is a land use zone prescribed under Section 2.59. Therefore, development for the purposes of a health services facility is permissible on the subject site.</p>
State Environmental Planning Policy (Biodiversity and Conservation) 2021	
Chapter 2 - Vegetation in non-rural areas	<p>Chapter 2 aims to protect the biodiversity values of trees and other vegetation in non-rural areas of the State, and to preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation.</p> <p>The existing limited vegetation on the site is not mapped as containing biodiversity values, and the amount of clearing does not meet the clearing threshold under the <i>Biodiversity Conservation Act 2016</i> to trigger a Biodiversity Development Assessment Report (BDAR).</p>
State Environmental Planning Policy (Industry and Employment) 2021	
Chapter 3 - Advertising and signage	<p>This Chapter aims to ensure that signage (including advertising) is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations, is of high quality design and finish, to regulate signage (but not content) under Part 4 of the Act, to provide time-limited consents for the display of certain advertisements, to regulate the display of advertisements in transport corridors, and to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.</p> <p>As stated, the proposal seeks consent for one sign per elevation of the new-build portion of the proposal. The signage will display the business logo of Lower Hunter Medical and be mounted to the wall. While the signage will be within 250m of a classified road it is significantly less than 20m² in size (actual size approximately 2.4m²). The proposed signage will not result in any undue impacts as described in Schedule 5. The proposed signage is appropriate for the proposed development and of a style and nature entirely compatible with the provisions of Schedule 5.</p>

4.3. MAITLAND LOCAL ENVIRONMENTAL PLAN 2011

The Maitland LEP 2011 provides a planning framework to facilitate development in an appropriate manner with due consideration to ecologically sustainable development. Relevant Clauses of the LEP are discussed in Table 4.3.1.

Table 4.3.1: Consistency with LEP 2011

Clause	Consistency
2.1 Land use zones	The site is zoned R1 General Residential pursuant to the provisions of LEP 2011. Health service facilities are not listed as development with consent in this zone under LEP 2011. The proposed health services facility is permissible development with consent within the R1 General Residential zone pursuant to SEPP (Transport and Infrastructure) 2021. The SEPP prevails over the LEP 2011 in the case of an inconsistency (Section 2.7 of the SEPP). It is also relevant to note that the site is entirely appropriate for the proposed use. While the site itself is zoned residential, it is in proximity to land zoned B6 Enterprise Corridor and B2 Local Centre which displays a long history of commercial uses. Additionally, the medical centre is minor in regard to environmental impact as demonstrated throughout this SEE.
2.3 Zone objectives	Objectives of the R1 zone are as follows: <ul style="list-style-type: none"> To provide for the housing needs of the community. To provide for a variety of housing types and densities. To enable other land uses that provide facilities or services to meet the day to day needs of residents. The proposed health services facility is consistent with the objectives of the zone. The use seeks to provide for health services that meet the day to day needs of residents, both in the immediate locality and the greater Maitland area. The use is entirely compatible with the surrounding land uses, both the residential and commercial uses as it is a low impact land use.
4.3 Height of buildings	No maximum height limit is prescribed for the site. The proposed development features a maximum height of 8.153m.
4.4 Floor space ratio	No maximum floor space ratio (FSR) has been applied to this site. The existing site has a gross floor area (GFA) of 242.46m ² and the proposed GFA will total 527.76m ² . The proposed development displays a FSR of 0.45:1.
5.10 Heritage conservation	The site is not within a sensitive Aboriginal Cultural Landscape and a search of the AHIMS database returned no records of Aboriginal sites recorded or places declared within 50m of the site. The site is not mapped as containing heritage items of local or State significance. The site is not located in proximity of any heritage items.
5.21 Flood planning	The site is not listed as being within flood prone land.
7.1 Acid Sulfate Soils	The site is mapped as Class 5 land for Acid Sulfate Soils. The site is not mapped as being within an area of ASS risk or probability of ASS occurrence (NSW Government, eSpade Soil and Land Information).

4.4. MAITLAND DEVELOPMENT CONTROL PLAN 2011

Maitland DCP 2011 provides guidance to development of land under LEP 2011 and is intended to act as an integrated planning document. The purpose of the Maitland DCP is to supplement the LEP and provide additional information to take into account when preparing a DA.

Maitland DCP does not provide specific provisions for health services facilities, or even businesses, under Part C of the DCP (Design Guidelines). As such, and in the absence of any specific development controls, the proposed development has been assessed for compliance against limited Chapters only.

An assessment of the proposed development against DCP requirements applicable to the proposed development and the site itself is provided in Table 4.4.1 below.

Table 4.4.1: Maitland Development Control Plan 2011

Clause and Controls	Compliance
Part B – Environmental Guidelines	
B.2 – Domestic Stormwater	
As demonstrated within the civil engineering plans (Appendix 3), all roof water from the proposed development will be directed to a series of new pits and pipes directed into a new onsite detention (OSD) tank located within the frontage of No. 269. The OSD tank is calculated to require volume of 10.60m ³ , any overflow from the OSD tank is to be directed to the existing kerb inlet pit located at the corner of Arthur Street. Full details of the stormwater management system including are provided in Appendix 3 .	
B.3 – Hunter River Floodplain	
N/A – The site is not identified as flood prone land.	
B.4 – On-site Sewerage Management Systems	
N/A – The site is serviced with reticulated wastewater and no on-site sewerage system is proposed.	
B.5 – Tree Management	
N/A – No tree clearing is proposed.	
B.6 – Waste Not – Site Waste Minimisation & Management	
A Site Waste Minimisation and Management Plan (SWMMP) has been prepared that outlines the proposed measures for the demolition, construction and operational phases of the project (Appendix 7). Details of waste management is provided in Section 3.6 of this SEE.	
B.7 – Riparian Land and Waterways	
N/A – The site is not located in or near a riparian corridor or waterway.	
Part C – Design Guidelines	
C.1 Accessible Living	
The proposal has been assessed for compliance with disability access legislation and Council’s requirements to ensure that visitors and staff alike are provided equal opportunities for access to and from the building as well as within the building. The Access Report is provided in Appendix 5 and demonstrates that the fundamental aims of accessibility legislation are achievable within the proposed development, spatial planning and general arrangements of facilities will offer inclusion for all building users, and the proposed architectural plans demonstrate that compliance with current statutory requirements affecting accessibility is achievable subject to detailed design at the Construction Certificate stage. Specific requirements for the detailed design includes matters relating to accessible carparking, accessible entrances, circulation areas generally, doorways, hearing augmentation (including at service counters), floor finishes, carpet, controls, visual indication to glazing, tactile indicators, signage, slip resistance, unisex accessible sanitary compartment, passenger lifts, and internal stairs.	
C.6 Outdoor Advertising	
The proposal includes wall mounted signage to the new-build component as described in Section 3.4.3. of this SEE and depicted in Appendix 2 . The signage does not exceed 25% of the wall area on any elevation and is complementary in design to the proposed building and surrounding area. The proposed signage is simple in nature and will not interfere with pedestrians, vehicles or mimic traffic/road signs. The proposed signage is considered eminently suitable for the proposed development and site.	



Clause and Controls	Compliance
C.10 - Subdivision	
EC.1 Flora and Fauna	There is limited vegetation on site being an already disturbed site. More broadly, the site exists within an urban setting that has previously undergone broadscale clearing, resulting in fragmented vegetation and areas dominated by domestic-scale gardens and plantings. No flora or fauna will be detrimentally impacted as a result of this development.
EC.2 Heritage and Archaeology	The site does not contain or is proximate to a heritage or archaeological item of either Aboriginal or non-Aboriginal value. No detrimental impacts to such items will occur as a result of this development.
EC.3 Hazards	The site is not identified as either flood or bushfire prone land. The site is not identified as being subject to landslip. The site is not known to be contaminated.
DC.1 Lot Size and Dimensions	The proposed development involves the strata subdivision of the site, which will require the consolidation of Lots 1 and 2 Section 2 DP21143 as part of this process. Drawing number DD102 of Appendix 2 demonstrates the allocated areas of proposed private and common property as well as the right of carriageway within the carpark area. The common property is summarised as the carpark, bin store, and reception area through to the main building entrance within the new extension. Land fronting the building is separated as private land. As part of the strata subdivision, an owner's corporation will be established along with a Strata Management Plan outlining all responsibilities for relevant parties including maintenance of common property.
DC.2 Solar Access and Energy Efficiency	N/A – The proposal does not involve residential subdivision.
DC.3 Drainage, Water Quality & Soil Erosion	Details of the stormwater management system are described above and provided in the Civil Engineering Plans in Appendix 3 .
DC.4 Landscape, Streetscape & Visual Impact	As previously stated, the proposed landscaping has been designed by a suitably qualified consultant (Appendix 4) to ensure the landscaping is appropriate for its use as well as climatic conditions to limit maintenance requirements while providing visual amenity both from the streetscape and within the site. Boundary planting is proposed to the north and east using a mix of hedges, feature planting at entrances, and mass planting including six (6) trees for visual and acoustic screening. The screening hedges will have a mature height of between 2.5m and 5m, while the proposed trees will have a mature height of 7m. A street tree is also proposed along the Arthur Street road reserve, the species of which will be nominated by Council. The final location of the street tree should consider the species and any implications this may have on sightlines in and out of the Arthur Street access point as well as services located overhead and underground.
DC.5 Effluent Disposal	The site is already connected to Hunter Water's reticulated sewerage system. The proposed development will conform to any requirements specified by Hunter Water and obtain a compliance certificate where required. Full details will be included within the Construction Certificate documentation.
DC.6 Roads & Access, Pedestrian & Cycleways	No new roads are proposed. The proposal will retain the use of existing access, with the Arthur Street access being reconfigured as previously described and depicted in Appendix 2 . As shown, the existing pedestrian footpath along Arthur Street will be made good as part of the driveway works. All visitor traffic will be directed to the Arthur Street access. The existing crossover at the New England Highway frontage will be retained but restricted to the use of staff only, which respects the hierarchy of this road and limits the potential for adverse impacts to traffic on this road.
DC.7 Crime Prevention – Safer By Design	Clear sightlines are provided throughout the site to allow for natural surveillance opportunities and easily distinguish between public and private spaces. The proposed landscaping has been appropriately designed to limit concealment opportunities or unauthorised access. Windows are located throughout the building facing all directions ensuring passive surveillance. Lighting of the car park spaces will meet the relevant Australian Standards. Clear boundaries between public and private spaces are provided that assists in limiting the opportunity for excuse making behaviour and discourages potential offenders.



Clause and Controls	Compliance
DC.8 Site Filling	The proposal will only require minor regrading works. Appropriate erosion and sediment controls will be implemented during demolition and construction phases to avoid any adverse impacts to adjoining land.
DC.9 Reticulated Services (Water/Sewer/Electricity/Tel ecommunications)	The site is connected to the necessary services. The proposed development will augment these as required, the detail of which will be provided within Construction Certificate documentation.
IC.1 Entry Features	No entry features of the sort relevant under this section are proposed.
IC.2 Street Names	N/A – No new roads are proposed.
IC.3 House / Lot Numbering	Revised numbering will be arranged with Council upon receipt of the development consent.
C.11 – Vehicular Access & Car Parking	
2.2 Calculation of Parking Requirements	<p>Appendix A of DCP 2011 does not provide parking rates for medical centres / health consulting rooms. As such the default parking provision requirement in the RTA's Guide to Traffic Generating Developments of 1 space per 25m² GFA is applied.</p> <p>The existing medical centre provides for 5 car spaces currently including a double garage. As provided in the Traffic and Parking Assessment (Appendix 6) an additional area of ~350m² is proposed, however approximately 100m² of this is a training room for staff which is ancillary to the medical centre and will not generate additional car parking. Therefore the additional on-site parking requirement is calculated as follows:</p> <p style="padding-left: 40px;">Additional on-site car parking = 250 / 25 = 10 spaces.</p> <p>The total car parking requirement for the site therefore is as follows;</p> <p style="padding-left: 40px;">Required on-site car parking = existing parking + additional parking</p> <p style="padding-left: 40px;">= 5 space + 10 spaces</p> <p style="padding-left: 40px;">= 15 spaces.</p> <p>The proposed development includes 12 visitor spaces (one of which is a designated accessible space) and three (3) staff car spaces. The proposed parking rates are compliant with the RTA guide.</p>
3.1 Access To The Site	<p>The carpark has been designed so that cars can enter and exit the site in a forward direction.</p> <p>The location of the main access off Arthur Street ensures the least interference to traffic. As previously stated, limiting staff only access via the New England Highway ensures no adverse impacts to existing traffic movements along this road.</p>
3.2 Sight Distances	Sight lines are compliant with AS2890.1-2004.
3.3 Entrance / Exit to the Site	Separate entrances and exit driveways are not required for a development of this size. Each site frontage will be provided with one point of ingress/egress. The proposed Arthur Street access is considered to be an improvement to what is existing by consolidating the access to a single point of ingress/egress. This will be clearly signposted. Additionally, the existing access to be retained along the New England Highway will be clearly signposted for staff only.
3.4 Location of Parking Areas	The parking area is clearly visible from Arthur Street and appropriately sited with respect to the main building entrance. The existing carpark is located adjacent to the dwelling west of the site. The new carparking area will be located along the fence line of adjoining residential properties. Notwithstanding, the main operation of the site for public access will be during regular business hours and mitigate adverse impacts to these dwellings.



Clause and Controls	Compliance
3.5 Parking Space and Aisle Dimensions	The proposal is compliant with AS2890.1-2004 providing a 6m wide ingress/egress at Arthur Street, aisle width of 6m, and parking space dimensions of 5.5m by 2.5m.
3.6 Construction Requirements	The carpark will be constructed to an adequate depth and shall be sealed with concrete, or equivalent.
3.7 Landscaping	A garden bed is provided at the end of the car park alongside car space 12.
3.8 Directional Signs and Marking	Parking areas will be clearly signposted and line marked.
3.9 Principles for Crime Prevention	Lighting within the carpark will be provided in accordance with the requirements of AS 2890.1 and AS/NZS 1158 and depicted within the Construction Certificate documentation. The proposed landscaping will be maintained and of a height to limit opportunities for concealment or obstruction of sightlines. A gate to the main carpark is proposed to further distinguish between public and private places and provide physical barriers for safety and security after business hours. Again, this will also limit the potential for excuse making behaviour. Vandalism and graffiti will be removed / rectified in a timely manner, the responsibility of which should be clearly documented within the future Strata Management Plan.
4. Loading / Unloading Requirements	All loading/unloading should be undertaken within the existing carpark area accessed from Arthur Street. Any loading/unloading will occur outside of standard business hours to limit disruptions to the carparking area. Due to the scale and nature of the proposal, deliveries are expected to be small and only require standard courier vehicles.
5. Car parking for Persons with a Disability	One (1) designated accessible space is provided within the carpark closest to the accessible ramp to the northern side of the building. The required shared zone and the carparking space are provided with a continuous and accessible path of travel to the building entrance. The Access Report (Appendix 5) notes this to be compliant.
6. Bicycle Parking	No bicycle parking or facilities are proposed given the nature and size of the development.
7. Major Traffic Generating Development	The proposed development is not a major traffic generating development.
Part E – Special Precincts	
E.1 Centres	
3.4 Building Design	The proposed two-storey extension is considered to be visually interesting and of a harmonious architectural design to other modern development that exists in proximity of the site. The proposal includes a rooftop terrace which is partly obscured with the parapet. The proposed landscaping, orientation of the building, windows and deck work to provide a positive sense of space, while being considerate of safety and security measures.
3.5 Gateway, Corner and Landmark Sites	The proposal is on a corner site at and on the boundary between residential and business (commercial) zones. As such, the new two-storey extension provides an ideal focal point while being sympathetic to adjoining residential dwelling in its bulk and scale. The corner splay is landscaped to provide enhance the visual amenity of the site as it presents to the streetscape and where it is viewed from within the site.
3.6 Pedestrian Entries and Access	As previously described, the proposal is compliant with equitable access requirements. Refer to Part C and Appendix 5 for further details.



Clause and Controls	Compliance
3.7 Parking, Loading and Servicing	As previously provided, the proposal is compliant with parking provisions. Refer to Part C and Appendix 6 for further details.
3.8 Public Art, Landscaping and Public Domain Works	Landscaping has been discussed previously within the SEE, refer to Part C and Appendix 4 for further details. Additionally, the applicant intends to liaise with local Indigenous artists to create artwork for the proposed development that will increase the inclusiveness of all members of the public and compliment the future inclusion of Indigenous health services at the medical centre. Further details can be provided and discussed with Council at the relevant time.
3.9 Setbacks	The existing building setbacks will be largely maintained so as not to take away from the established form in the immediate area. The proposal maintains the existing pedestrian pathways around both frontages and includes an access ramp within the site to the northern side of the building.
3.10 Waste Management	As previously provided, a SWMMP has been prepared to address the demolition, construction and operational phases of the proposal. Refer to Part B of this table and Appendix 7 for further details.
3.11 Vehicular Access	As previously described, the proposal seeks to reduce the overall number of existing vehicular crossovers to the site and direct traffic appropriately to be respectful of the classified State road (New England Highway). Refer to Part C and Appendix 6 for further details.
3.12 Development Adjoining Sensitive Land Uses	The proposed building will be setback 3.4m from the southern boundary and 6m from the western boundary where it adjoins residential development. Each of these setback areas will have carparking, which is largely unavoidable due to the orientation of existing development on the site, access and existing carparking arrangements to be partly retained. As the proposal will operate mostly during standard business hours there are no significant disturbances anticipated.
3.13 Mixed Use Development	N/A – The proposal is not for a mixed use.
3.15 Rutherford	The proposed development is considered to be a complimentary use for the Rutherford Town Centre. The proposal seeks to provide additional medical services to the area, while visually improving this site which acts partly as a transition between the residential and business (commercial) zones. As previously described, the existing pedestrian footpaths along both Arthur Street and the New England Highway frontages will not be compromised.

5. ASSESSMENT OF ENVIRONMENTAL EFFECTS

5.1. SECTION 4.15(1) (A) – STATUTORY PLANNING CONSIDERATIONS

In determining the subject DA, Council is required to consider those relevant matters listed in Section 4.15 (1) of the EP&A Act. Each of the relevant matters is addressed below.

Section 4.15 (1) (a) requires the consent authority to take into consideration the provisions of any environmental planning instrument (EPI), draft EPI, DCP, planning agreement that has been entered into under Section 7.4 or the Regulations.

These matters (and others) are addressed in Section 4 of this report, and below.

The proposal is permissible with consent of Council (under SEPP Transport and Infrastructure), and is generally consistent with the provisions and objectives of Maitland LEP 2011 and DCP 2011.

5.2. SECTION 4.15(1) (B) – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS

The relevant matters are addressed below:

5.2.1. Impacts on the Natural Environment

The proposed development has been designed to minimise impacts on the natural environment where possible. Only minor regrading will be required for the site with no significant cut and fill. Erosion and sediment controls will ensure no adverse impacts result from the short-term exposure of soil during demolition and/or construction with appropriate plans prepared. No vegetation is mapped on the Biodiversity Values Map and Threshold Tool.

The site has been found to be eminently suitable for the proposed development and is not unduly constrained by factors such as bushfire, flooding, biodiversity, geotechnical, heritage or contamination. No impacts on the natural environment are anticipated.

5.2.2. Impacts on the Built Environment

The proposal is generally consistent with the objectives and development controls contained within the various environmental planning instruments and development control plans that apply to the site (see Section 4 of this SEE). The development will not significantly impact on the character of the locality and is consistent with both the adjoining residential and commercial / business development, being of a scale and design sympathetic to both land uses. The proposal therefore is a good choice of transitional development between the different land uses. The proposal will add value to the built environment in the locality, replacing the older buildings with a modern structure and formal landscaping.

Impacts to amenity have been minimised where possible, and appropriate justifications are provided within this SEE where there are non-compliances with Council's controls and guidelines. For these reasons it is considered that the development will not adversely impact on the built environment.

5.2.3. Social and Economic Impacts

The proposal represents economic investment into the locality and the provision of additional medical services, resulting in positive direct and indirect social and economic impacts. The proposal will also result in additional jobs in the locality, with additional full-time staff required to operate this new practice. The proposal will also create jobs during the construction phase, including a range of trades, as well as supplementary jobs through the operational phase such as landscaping and maintenance. Also, the development will require the payment of development contributions, which will go towards providing additional services and improved infrastructure in the locality. Overall, the proposal will generate positive social and economic impacts.

5.3. SECTION 4.15(1) (C) – THE SUITABILITY OF THE SITE

Suitability of the site for the proposed development is dealt with in Section 2 and 4 of this SEE. The site has access to all services and facilities, and the development is permitted with consent in this zone pursuant to SEPP Transport and Infrastructure. The proposal provides for an appropriate transitional land use between zone boundaries and does not impact on the amenity of the area by way of privacy, solar



access or views. It is therefore considered that the site is eminently suitable for the development proposed.

5.4. SECTION 4.15(1) (D) – SUBMISSIONS

Any relevant representations will need to be considered by the Council in the determination of the development application.

5.5. SECTION 4.15(1) € – PUBLIC INTEREST

The public interest is best served by the orderly and economic use of land for purposes permissible under the relevant planning regime and predominantly in accordance with the prevailing planning controls. The development is a permissible form of development as detailed above and predominantly in accordance with the prevailing planning policies and controls. As detailed in the SEE, the proposal will not result in any significant adverse environmental impacts. It is therefore considered to be in the public interest.



6. CONCLUSION

The proposed development seeks consent for the extension of the existing medical centre on land known as 269-271 New England Highway, Rutherford NSW 2320 (Lots 1 and 2 Section 2 DP21443). The proposal also includes a new car park, stormwater management infrastructure and site landscaping. The existing dwelling and associated structures will be demolished as part of this application. Similarly, the existing medical centre will require partial demolition of the existing garage and be reconfigured internally.

The proposed development is on land zoned R1 General Residential and is permissible with consent pursuant to the provisions of SEPP Transport and Infrastructure. The development is consistent with the objectives of the zone as well as the relevant controls set out in DCP 2011. The development comprises the orderly economic development of the site for purposes for which it is zoned and is not considered to have any long term negative social or economic impacts. The proposal will result in positive social and economic impacts, particularly through the investment of additional medical services in the region.

Careful consideration has been given to the siting and layout of the building on site in order to minimise impacts on the surrounding residential development and the public domain, while providing a high amenity development which is functional and meets the needs of the future users and the wider public.

The proposal is reasonable and appropriate when considered under the relevant heads of consideration in Section 4.15(1) of the EP&A Act, and is considered to be worthy of favourable determination by Council.

APPENDICES

APPENDIX 1

Site Survey prepared by Delfs Lascelles Consulting Surveyors

APPENDIX 2

Architectural Plans prepared by Skelcon

APPENDIX 3

Civil Documentation prepared by DRB Consulting Engineers

APPENDIX 4

Landscape Plans prepared by Green Space Planning

APPENDIX 5

Access Report prepared by Lindsay Perry Access

APPENDIX 6

Traffic, Access and Parking Assessment prepared by Intersect Traffic

APPENDIX 7

Site Minimisation and Waste Management Plan prepared by Skelcon

APPENDIX 8

AHIMS Search Result