



3. Conclusion

As outlined in **Table 2.1** and **Table 2.2** the proposed Specialist Medical Centre and Private Hospital will meet Council flood management planning requirements as outlined in the relevant DCP. The site is flood affected however following the compliance protocols outlined above no significant risk will be posed to occupants of the proposed development. The proposal will not have a significant negative effect on flooding for the surrounding properties or on the region as a whole.



References

Clarence Valley Council, (2011). *Residential Zones Development Control Plan*. December 2011 for Clarence Valley Council.

NSW State Emergency Service, (2012). *Clarence Valley Local Flood Plan*. June 2012 for NSW State Emergency Service and Clarence Valley Council.

Bewsher Consulting Pty Ltd, (2007). *Grafton and Lower Clarence Floodplain Risk Management Plan*. June 2007 for Clarence Valley Council



Copyright and Usage

©GeoLINK, 2017

This document, including associated illustrations and drawings, was prepared for the exclusive use of Health Project Services to accompany a development application. It is not to be used for any other purpose or by any other person, corporation or organisation without the prior consent of GeoLINK. GeoLINK accepts no responsibility for any loss or damage suffered howsoever arising to any person or corporation who may use or rely on this document for a purpose other than that described above.

This document, including associated illustrations and drawings, may not be reproduced, stored, or transmitted in any form without the prior consent of GeoLINK. This includes extracts of texts or parts of illustrations and drawings.

The information provided on illustrations is for illustrative and communication purposes only. Illustrations are typically a compilation of data supplied by others and created by GeoLINK. Illustrations have been prepared in good faith, but their accuracy and completeness are not guaranteed. There may be errors or omissions in the information presented. In particular, illustrations cannot be relied upon to determine the locations of infrastructure, property boundaries, zone boundaries, etc. To locate these items accurately, advice needs to be obtained from a surveyor or other suitably-qualified professional.

The dimensions, number, size and shape of lots shown on drawings are subject to detailed engineering design, final survey and Council conditions of consent.

Topographic information presented on the drawings is suitable only for the purpose of the document as stated above. No reliance should be placed upon topographic information contained in this report for any purpose other than that stated above.

8.0 APPENDIX A SCHEDULE OF CONSERVATION WORKS

8.1 EXTERNAL WORKS GROUND FLOOR

Area	Proposed Works
Cladding	Remove the asbestos fire cement cladding Reinstate timber weatherboard cladding
Verandah Joinery	Retain and restore original timber posts and valence
Stormwater Plumbing	Repairs and upgrading to stormwater plumbing and drainage as required
Windows	Remove existing aluminium windows Reinstate timber windows
Doors	Remove existing aluminium doors Reinstate timber doors
Entry	Repair and restore concrete entry step
Electrical services	Upgrade electrical services and reinstate appropriate external fixtures and fittings

8.2 EXTERNAL WORKS FIRST FLOOR

Area	Proposed Works
Roof	Restoration of roof including timber joinery to gables and cast iron sheeting
Verandah ceiling	Replace fibro sheeting with timber lining boards
Stormwater Plumbing	Repairs and upgrading to stormwater plumbing and drainage as required
Cladding	Remove the asbestos fire cement cladding Reinstate timber weatherboard cladding
Verandah Joinery	Retain and restore original timber posts and fretwork
Windows	Remove existing aluminium windows Reinstate timber windows
Doors	Remove existing aluminium doors Reinstate timber doors
Decking	Repair and restore timber deck
Electrical services	Upgrade electrical services and reinstate appropriate external fixtures and fittings

8.3 INTERNAL WORKS GROUND FLOOR

Area	Proposed Works
Floors	Repair and restore the timber floor
Walls	Restore internal brickwork and render Remove later addition timber lining boards and replace with lining boards to match the profile of original boards
Ceiling	Repair and restore plaster ceiling
Doors	Remove non original doors Repair and restore timber doors
Timber Stair Joinery	Repair and restore the timber stair treads and risers
Windows	Remove existing aluminium windows

	Reinstate timber windows
Electrical services	Upgrade electrical services and reinstate appropriate fixtures and fittings

8.4 INTERNAL WORKS FIRST FLOOR

Area	Proposed Works
Floors	Repair and restore the timber floor
Walls	Repair and restore timber lining boards
Ceiling	Repair and restore timber lining boards
Doors	Remove non original doors Repair and restore timber doors
Stair Joinery	Repair and restore timber balustrade, risers and treads
Windows	Remove existing aluminium windows Reinstate timber windows
Electrical Services	Upgrade electrical services and reinstate appropriate fixtures and fittings

Application to vary a standard under Clause 4.6

1 – INTRODUCTION

This application is made in respect to a proposed Health Services Facility (Medical Centre and Private Hospital) at No. 201 Queen Street, Grafton NSW 2460; and No.174 Arthur Street, Grafton NSW 2460 and is to be read in-conjunction with the accompanying Development Application.

The proposed height for the Health Services Facility exceeds the maximum requirements under Clause 4.3 under of the Clarence Valley Local Environmental Plan 2011 (Clarence Valley LEP 2011). Clause 4.3 requires that the maximum building height is not to extend more than 9m above the existing ground level. The maximum proposed height of the development measures 15.89m (top of roof) and 17.92m (lift overrun) in height.

The overall height of the building has been determined by the floor to floor and ceiling heights needed for a Health Service facility, the natural fall of the land and the need to achieved appropriate flood immunity for such a facility. The overall development has a varying roof plane which reduces the perceived height of the building. This varying roof height is purposely lower towards existing heritage element of the site, where the building structures are more visible to the residential areas of Queen Street and then higher at the interface to the adjoining Grafton Base Hospital.

This application seeks to justify a variation to this provision in this instance to demonstrate to the Northern JRPP, as the consent authority, that it could allow the proposed development on the site.

2 – JUSTIFICATION UNDER CLAUSE 4.6

Clause 4.6 of the CVLEP2011 provides a mechanism to vary development standards under the local planning instrument.

- 2) ***Development consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this clause does not apply to a development standard that is expressly excluded from the operation of this clause.***

Comment: The proposal seeks a variation to Clause 4.3 under the Clarence Valley LEP 2011. This clause is not expressly excluded from the operation of Clause 4.6.

- 3) ***Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:***

- a) ***that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and***

Comment:

In the instance of this development it is considered both unreasonable and unnecessary to comply with the maximum height requirements under Clause 4.3 of the Clarence Valley LEP 2011.

The site is subject to a maximum height of 9m and the proposed Health Services Facility provides a maximum roof height of 15.89m and a maximum lift overrun of 17.92m above the natural ground level. Without this increased height, the use of a Health Service Facility would be drastically restricted and limit or prevent the delivery of the specialist services to the wider Grafton and Clarence Valley Shire community.

Due to floor to floor and ceiling heights needed, the natural fall of the land and the need to achieve appropriate flood immunity the variation is confined to the Hospital component of the development. As illustrated on Figure 1 & 2, the encroachment relates to building B & C which ultimately form the Hospital Component of the development.

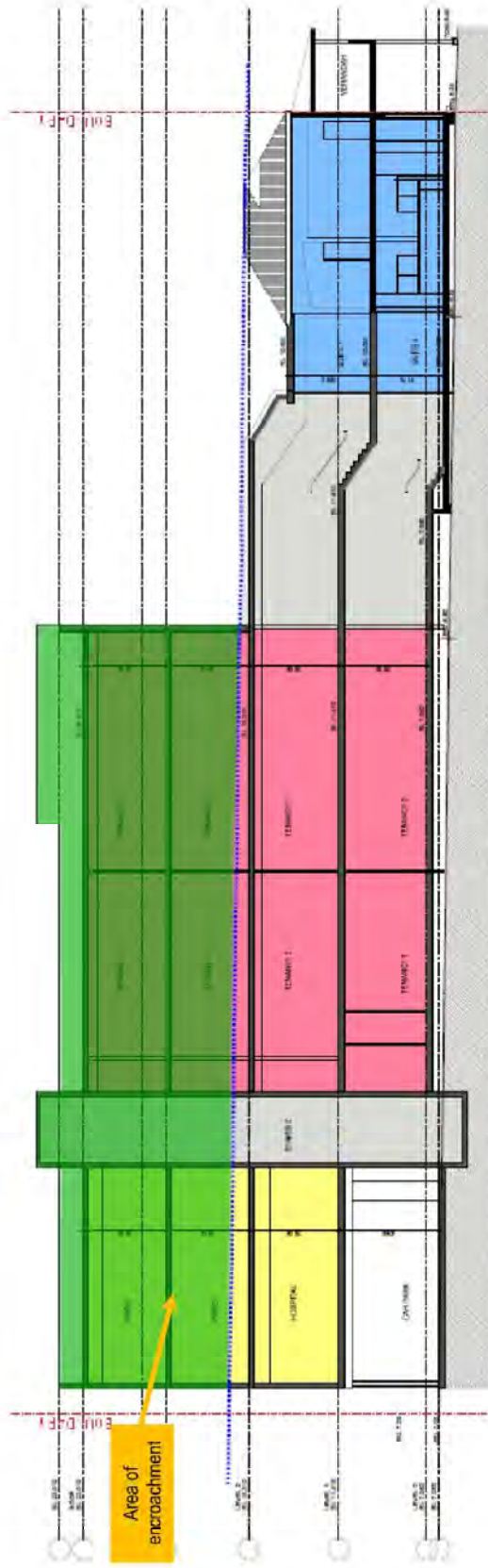


Figure 1: Highlighted area of encroachment.

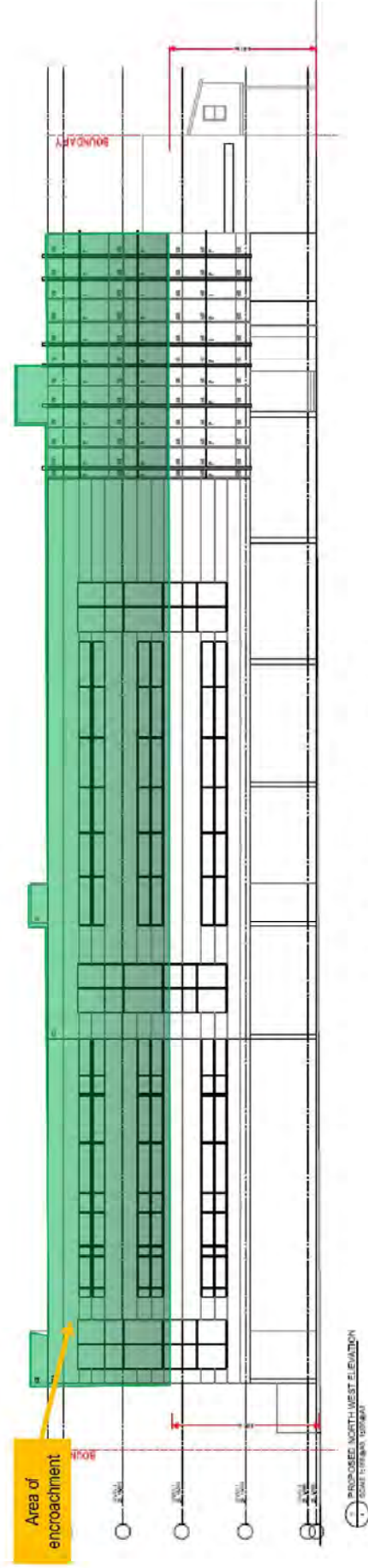


Figure 2: Highlighted area of encroachment.

The appearance of the building elevations to both Arthur Street and Queen Street is broken up through the use of building articulation, clear entrances and windows. The variation in materials and colour also assists in breaking up the overall vertical and horizontal bulk and scale of the building.

Upholding the maximum building height requirement in this regard would seem unnecessary and unreasonable in the case, considering:

Upholding the maximum height standard is considered unnecessary and unreasonable in the circumstances, given that:

- The height of the proposed development is comparable to that of existing building heights on the adjacent lot (Grafton Base Hospital and associated buildings);
- The highest elements of the buildings (lift overruns) are set back from the street so as to reduce impact on pedestrian amenity;
- The proposal provides for significant visual amenity at street level, including the retention and renovation of the heritage-listed Albion Hotel, such that any perceived impact of bulk and scale is reduced when viewed from the streetscape.
- The adjacent development (Grafton Base Hospital) is of a similar medical use and nature to that proposed on the site and thus no land use conflicts will occur.
- Physical development on the site and the adjoining property to the North West (Grafton Base Hospital) is separated by an internal vehicle access driveway and car parking area. Therefore, the additional building height does not result in any overlooking issues.
- Physical development on the site and the adjoining properties to the South East are separated by landscape setback and windows on this elevation re fixed highlight windows to allow natural light into the hospital only. Therefore, the additional building height does not result in any overlooking issues.
- The additional height does not result in any overshadowing issues allowing solar access to the adjoining properties to the north for the morning period mid winter.
- All required car parking can be appropriately accommodated onsite.
- It is consistent with the State Environmental Planning Policy (Infrastructure) 2007 objectives (discussed in more detail below).
- It will contribute to health services and private medical facilities available to service the local area and broader Clarence Valley Shire.
- The adjoining Grafton Base Hospital site has no mapped height limit under the CVLEP 2011.

b) that there are sufficient environmental planning grounds to justify contravening the development standard.

Comment: As noted above the site is zoned R1 – General Residential under the Clarence Valley Local Environmental plan 2011. A Health Services Facility (Medical Centre and Private Hospital) is permitted with consent in the R1 zone through the State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure). The objectives of the R1 General Residential Zone are:

- *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 proposal seeks to establish a Health Services Facility (Medical Centre and Private Hospital) on the site. The location of these proposed uses is consistent with the emerging medical precinct, which includes the existing Grafton Base Hospital and ancillary services immediately adjacent to the site.

The proposed development is considered to comply with the objectives of the R1 – General Residential zone, providing additional facilities and medical services to meet the day-to-day needs of the residents. The proposed private hospital and medical centre achieves good urban design and heritage retention outcomes which is in keeping with the established locality. The proposed development is in keeping with the character of the increasing medical precinct of Grafton and will add to the private hospital capabilities of the Clarence Valley Shire.

With regard to the above, it is considered that there are sufficient planning grounds to justify the contravention of the standards and that compliance with these standards would seem unnecessary in the case.

4) Development consent must not be granted for development that contravenes a development standard unless:

(a) the consent authority is satisfied that:

- (i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and**

Comment: The matters required to be addressed under subclause (3) have been demonstrated above.

- (ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and**

Comment: The objectives of the Clause 4.3 Height of Buildings are:

- (a) to achieve building design that does not exceed a specified maximum height from its existing ground level to finished roof or parapet,**
- (b) to ensure the height of buildings complements the streetscape and character of the area in which the buildings are located,**
- (c) to minimise visual impact, disruption of views, loss of privacy and loss of solar access to existing development.**

It is contended that the proposal is consistent with the abovementioned objectives of the standard and that the integrity of Clause 4.3 would not be impacted upon via the approval of the proposed development. The following matters are considered relevant to assessing the merits of the proposed departure from the development standard and its consistency with the objectives of the standard:

- The encroachment above the maximum building height relates to the overall floor to ceiling height for the safe and efficient operation of a Health Services Facility on site and the need to achieve an appropriate level of flood immunity for the Hospital;
- The development is located immediately adjacent to an established medical precinct and the encroachment above the maximum building height will not generate any significant impact on the amenity of the locality. It is noted that the adjoining Grafton Base Hospital has not mapped height limit.

The proposal is considered to not be inconsistent with the objectives of Clause 4.3.

It is considered that the proposal would be in the public interest because it is consistent with the objectives of the particular standards and the objectives for development within the zone in which the development is proposed to be carried out. It will also add to the capacity of the Clarence Valley Shire in regards to the availability of private hospital beds and other specialist medical services not currently available.

(b) the concurrence of the Secretary has been obtained.

Comment: In accordance with *Varying Development Standards: A Guide August 2011*, Council has the assumed concurrence of the Secretary of NSW Department of Planning and Environment to approve proposed variations to Clause 4.3.

5) In deciding whether to grant concurrence, the Secretary must consider:

(a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and

Comment: The proposal relates to a proposed Health Services Facility (Medical Centre and Private Hospital) immediately adjacent to an existing Hospital (Grafton Base Hospital). A variation is required to achieve the required building standards for floor to ceiling height for the safe and efficient operation of the 30-bed private hospital and to achieve an appropriate level of flood immunity for the Hospital component. The proposal does not raise any matters of State or Regional planning significance.

(b) the public benefit of maintaining the development standard, and

Comment: As the proposed development demonstrates consistency with the intent and objective of the development standard, the granting of a variance in this instance would not prejudice the future integrity of that standard nor impact upon the amenity of the locality.

The development of a Health Services Facility will provide additional medical and private hospital services which are increasing in demand within the Grafton area. The building bulk and scale is consistent to the adjacent existing medical precinct.

It is considered in this regard that there is no public benefit in maintaining the development standards in this instance.

(c) any other matters required to be taken into consideration by the Secretary before granting concurrence.

Comment: There are no other matters required to be taken into consideration by the Secretary's delegate.

With regard to the above, it is considered that there are sufficient planning grounds to justify the contravention of the standards and therefore compliance with the standards would seem unreasonable and unnecessary in the case.

3 – FIVE (5) PART TEST

In accordance with the Department of Planning and Environment's '*Varying development standards: A Guide, 2011*' written applications to vary development standards will not only address the above matters but may also address matters set out in the 'five part test' established by the NSW Land and Environment Court.

The 5 different ways in which an objection may be well founded and that approval of the objection may be consistent with the aims of the policy are discussed below.

1) the objectives of the standard are achieved notwithstanding noncompliance with the standard;

Comment: The objectives of the standard are achieved as outlined above. The proposed Health Services Facility (Hospital and Medical Centre) will not result in excessive overshadowing or loss of privacy for adjoining land and there is adequate provision of car parking, access and communal open space provided onsite. The Clause 4.6 variation is well founded on this test.

2) the underlying objective or purpose of the standard is not relevant to the development and therefore compliance is unnecessary;

Comment: This development standard outlines the desire of Clarence Valley Shire Council to ensure that appropriately scaled development is provided on the land. The encroachment of the building height is not considered to impact on the adjoining development, which is of a similar nature. The development also includes good design outcomes which integrate existing heritage elements, materials and colours evident in the surrounding streetscape. It is considered the proposed Health Services Facility will achieve a good level of amenity and support a developing medical precinct. It is unnecessary in the case to uphold this standard.

3) the underlying object or purpose would be defeated or thwarted if compliance was required and therefore compliance is unreasonable;

Comment: Compliance with the standard would result in the development not meeting the operational capacity of the Health Services Facility, therefore compliance to the maximum height would result in the development being defeated or thwarted. The development will provide additional medical and private hospital services and add to the existing medical area servicing the greater Grafton community. It is not contended that the underlying object or purpose of Clause 4.3 would be thwarted if compliance was required.

4) the development standard has been virtually abandoned or destroyed by the council's own actions in granting consents departing from the standard and hence compliance with the standard is unnecessary and unreasonable;

Comment: The requested variation is not founded on the argument that Council has abandoned or destroyed the function of the standard. Rather, the variation is justified given that the objectives of the zone and standards are achieved and that the particulars of the development proposal are sufficiently unique to justify a variation to the standard.

5) *the compliance with development standard is unreasonable or inappropriate due to existing use of land and current environmental character of the particular parcel of land. That is, the particular parcel of land should not have been included in the zone*

Comment: Upholding the development standard is considered both unnecessary and unreasonable. The proposed Health Services Facility is consistent with the nearby medical nature of the area. The increase in height is due to the building standards for floor to ceiling height for the safe and efficient delivery of medical services and the need to achieved appropriate flood immunity.

The requested variation is not founded on the argument that the land should not have been included in the height limit area. Rather, the variation is justified given that the objectives of the zone and standards are achieved and that the particulars of the development proposal are sufficiently unique to justify a variation to the standard.

In consideration of the Land and Environment Court five part test, it is considered that the proposal would be consistent with a number of the tests and accordingly a departure from the standard can be supported.

4 – CONCLUSION

Considering the matters raised under Clause 4.6 of the Clarence Valley LEP 2011 and the 'Five Part' test, it has been demonstrated that there are sufficient planning grounds to justify the contravention of the standards and therefore compliance with the standards would seem unnecessary in the case.

Support for the proposed variation is respectfully requested.



File No: NTH17/00047/02
Your Ref: GD17/0173 CVC 1964094

The General Manager
Clarence Valley Council
Locked Bag 23
GRAFTON NSW 2460

Attention: Carmen Landers – Development Planner

Dear Sir / Madam,

**DA2017/0173 – Proposed Health Services Facility (Private Hospital and Medical Centre)
Lot 2 DP 125156 & Lot A DP 904084, 201 Queen Street, Grafton**

I refer to your letter of 11 August 2017 requesting comment from Roads and Maritime Services in relation to the abovementioned development application.

Roles and Responsibilities

The key interests for Roads and Maritime are the safety and efficiency of the road network, its users, traffic management, the integrity of infrastructure and the integration of land use and transport.

Queen Street is a classified (Regional) road. Clarence Valley Council is the Roads Authority for all public roads (other than freeways or crown roads) in the local government area pursuant to Section 7 of the *Roads Act 1993* (Roads Act). Council is responsible for setting standards, determining priorities and carrying out works on local and regional roads. Roads and Maritime's concurrence is required prior to Council's approval of works on a classified (regional) roads in accordance with Section 138 of the *Roads Act 1993*.

In accordance with Clause 101 of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) the Consent Authority is to have consideration for the safety, efficiency and ongoing operation of the classified road as the development has frontage to a classified road.

Roads and Maritime Response

Roads and Maritime has reviewed the referred information and provides the following comments to assist the Consent Authority in making a determination;

- The supporting Traffic Impact Assessment (TIA) has not considered the impact of the proposed development on the safety and efficiency of the Queen Street and Arthur Street intersection. The TIA should typically be informed by survey traffic counts to identify existing peak hour conditions and then consideration given to likely future traffic conditions over a 10 year horizon.
- The TIA provides limited justification for the omission of proposed floor area from the calculation of traffic generation and parking demand. The TIA is considered to potentially underestimate the likely peak hour traffic generation of the proposed development.

- It is understood the subject site is currently used for off-street parking. The development application should identify the likely impact of the proposed development on on-street parking demand. The Consent Authority should be satisfied that the proposed development has sufficient on-site parking capacity to accommodate the parking demand generated by the proposed development.

Further consideration should be given to the impact of peak parking demands generated by existing and proposed developments within the health precinct, particular during employee shift changes. Council may wish to further investigate the formalisation of appropriate on-street parking arrangements and pedestrian facilities in consultation with the Local Traffic Committee.

- All driveways, internal manoeuvring, servicing and car parking areas should be designed and constructed in accordance with AS2890. All vehicles should enter and leave the development in a forward direction.
- The TIA provides limited details of servicing demand generated by the proposed development. The proposed loading bay will result in service vehicles reversing within the car parking area. Further consideration should be given to measures to minimise conflict between vehicles and pedestrians.
- The TIA provides limited detail of active and public transport demand generated by the proposed development. The Consent Authority should be satisfied that the development provides connectivity for pedestrians, cyclists and to public transport services.

All works on the classified road network should be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and Roads and Maritime Supplements.

Upon determination of the application it would be appreciated if Council could forward a copy of the approval for our records. If you have any further enquiries regarding the above comments please do not hesitate to contact Bill Butler, Acting Manager Land Use Assessment on (02) 6640 1362 or via email at: development.northern@rms.nsw.gov.au

Yours faithfully



11 September 2017

For Liz Smith

Acting / Network & Safety Manager, Northern Region



TRAFFIC IMPACT ASSESSMENT

**PROPOSED MEDICAL CONSULTANT ROOMS AND
PRIVATE HOSPITAL**

"GRAFTON SPECIALIST CENTRE"

**174 ARTHUR STREET AND 201 QUEEN STREET,
GRAFTON**

LOT A ON DP904084 & LOT 1 ON DP125156

Prepared for

GRAFTON PROPERTY TRUST

4 AUGUST 2017

DOCUMENT REGISTER

Job number: 16093
Version number: 2
Document status: DA Submission
Date issued: 4 August 2017
Author(s): Luke Rytenskild / Dare Janzekovic
Certified:



Luke Rytenskild
BEng (Civil) RPEQ # 6293

COPYRIGHT NOTICE

© Copyright CRG Traffic Pty Ltd All Rights Reserved. Copyright in the whole and every part of this document belongs to CRG Traffic Pty Ltd and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of CRG Traffic Pty Ltd.

COMPANY INFORMATION

CRG Traffic Pty Ltd as trustee for the Rytenskild CRG Trust trading as Rytenskild Traffic Group
ABN 24 401 134 418
ACN 151 846 847
Director: Luke Rytenskild RPEQ 6293

Suite 8, Level 1
66 Appel Street
(PO Box 17)
Surfers Paradise QLD 4217

Level 19
10 Eagle Street
Brisbane QLD 4000

Level 26
44 Market Street
Sydney NSW 2000

Phone: 1300 220020
Facsimile: 1300 087177
Email: info@rytenskildtraffic.com
Web: www.rytenskildtraffic.com

TABLE OF CONTENTS

1.0	INTRODUCTION.....	4
2.0	SUBJECT SITE.....	4
2.1	Location of Subject Site.....	4
2.2	Surrounding Local Road Network	4
3.0	DEVELOPMENT PROPOSAL	7
4.0	DEVELOPMENT TRAFFIC IMPACT	12
4.1	Traffic Generation	12
4.2	Trip Distribution	13
5.0	CAR PARKING.....	14
5.1	Car Parking Supply.....	14
5.2	Car Parking Design	15
6.0	ACCESS ARRANGEMENTS.....	19
7.0	SERVICING PROVISIONS.....	20
8.0	SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS.....	21
	APPENDIX A – EXISTING FLOOR AREA ALLOCATIONS	22

1.0 INTRODUCTION

Rytenskild Traffic Group (RTG) has been engaged by Grafton Property Trust to prepare a Traffic Impact Assessment of its proposed medical consultant rooms and private hospital in Grafton.

This report forms part of a Development Application to be lodged with the Clarence Valley Council. The following issues have been assessed during the study:

- Car parking supply and design;
- Access arrangements;
- Servicing provisions;
- Road network impact assessment.

2.0 SUBJECT SITE

2.1 Location of Subject Site

As shown in Figure 2.1, the subject site is located on the northwest corner of the Arthur Street / Queen Street intersection, and just opposite of the Grafton Base Hospital. The site is identified as Lot A on DP904084 & Lot 1 on DP125156 and has a total site area of approximately 2,068m².

2.2 Surrounding Local Road Network

The subject site has frontage to both Arthur Street and Queen Street. Arthur Street is a two lane road with angle parking provided on each side of the road.

Queen Street is a two lane road and intersects with Arthur Street via a four way single lane roundabout. In the vicinity of the site Queen Street provides a pavement width of approximately 9 metres.

An aerial image of the Arthur Street / Queen Street intersection is shown in Figure 2.2.

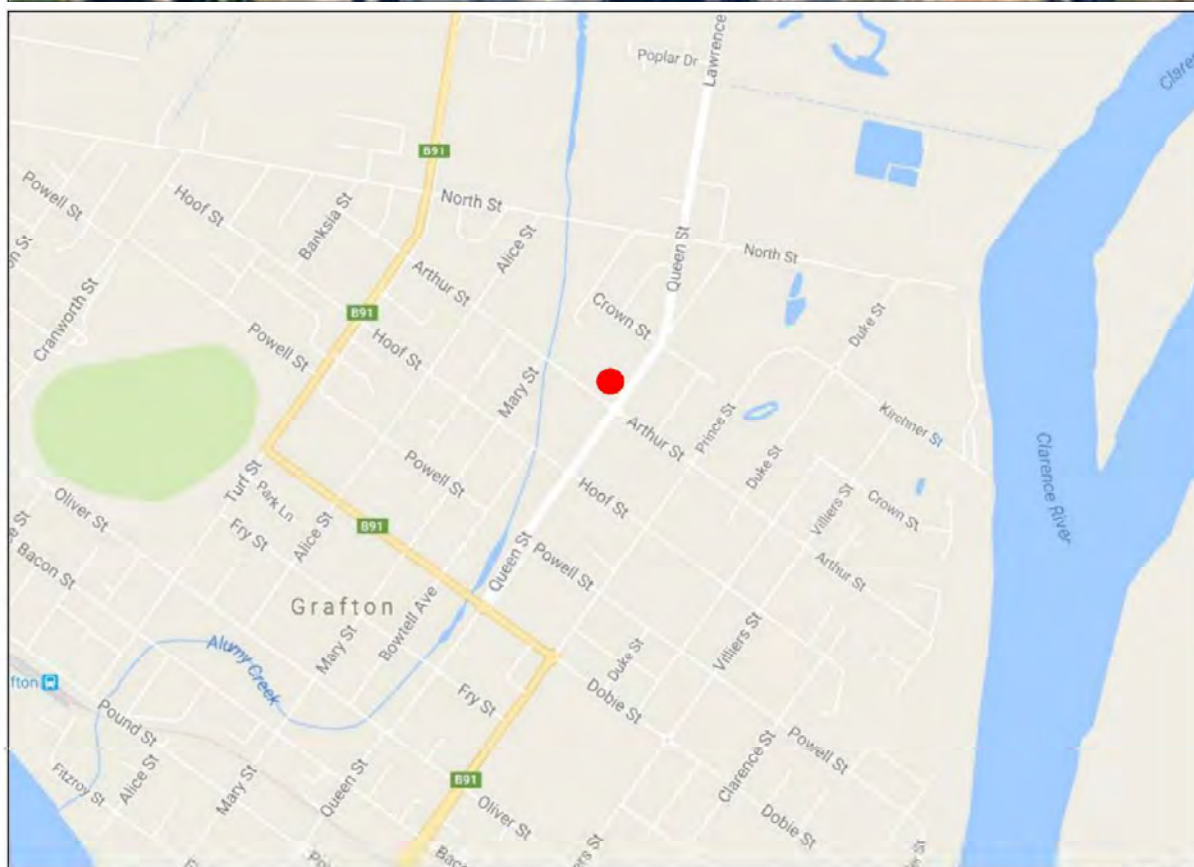


FIGURE 2.1 – LOCATION OF SUBJECT SITE



FIGURE 2.2 – AERIAL IMAGE OF ARTHUR STREET / QUEEN STREET INTERSECTION

3.0 DEVELOPMENT PROPOSAL

The proposal is for a mixed use development, primarily used for medical purposes. It is proposed that a new building be constructed over the existing car park which will consist of new private hospital. The existing hotel will be refurbished to accommodate consulting rooms and commercial tenancies.

The development comprises of three buildings and will consist of the following uses and associated floor areas:

Building A (Medical Consulting – 7 × Suites):

Medical GFA: 656m²

Building B:

Commercial: 48m²

Building C :

Hospital 2,220m² (32 staff, 30 beds, including 1× accessible bedroom)

TOTAL:	Medical –	656m²
	Commercial –	48m²
	Hospital –	30 beds

It is noted that the proposed floor area on the third level of Building B is proposed to be used for rehabilitation and will not generate additional traffic and parking demands.

The proposal provides a total of 15 car parking spaces and a loading dock suitable for a Medium Rigid Vehicle (MRV). The proposed car parking arrangement also includes one space reserved for persons with disabilities (PWD).

Vehicular access is proposed to be gained from Arthur Street at the location of the existing crossover. The proposed access will provide separate entry and exit crossovers, which will be designed in accordance with the relevant crossover requirements. Separate pedestrian access points will be provided along Queen Street and Arthur Street.

The proposed site plan and floor plans are shown in Figures 3.1 to 3.4.



FIGURE 3.1 – PROPOSED GROUND LEVEL PLAN

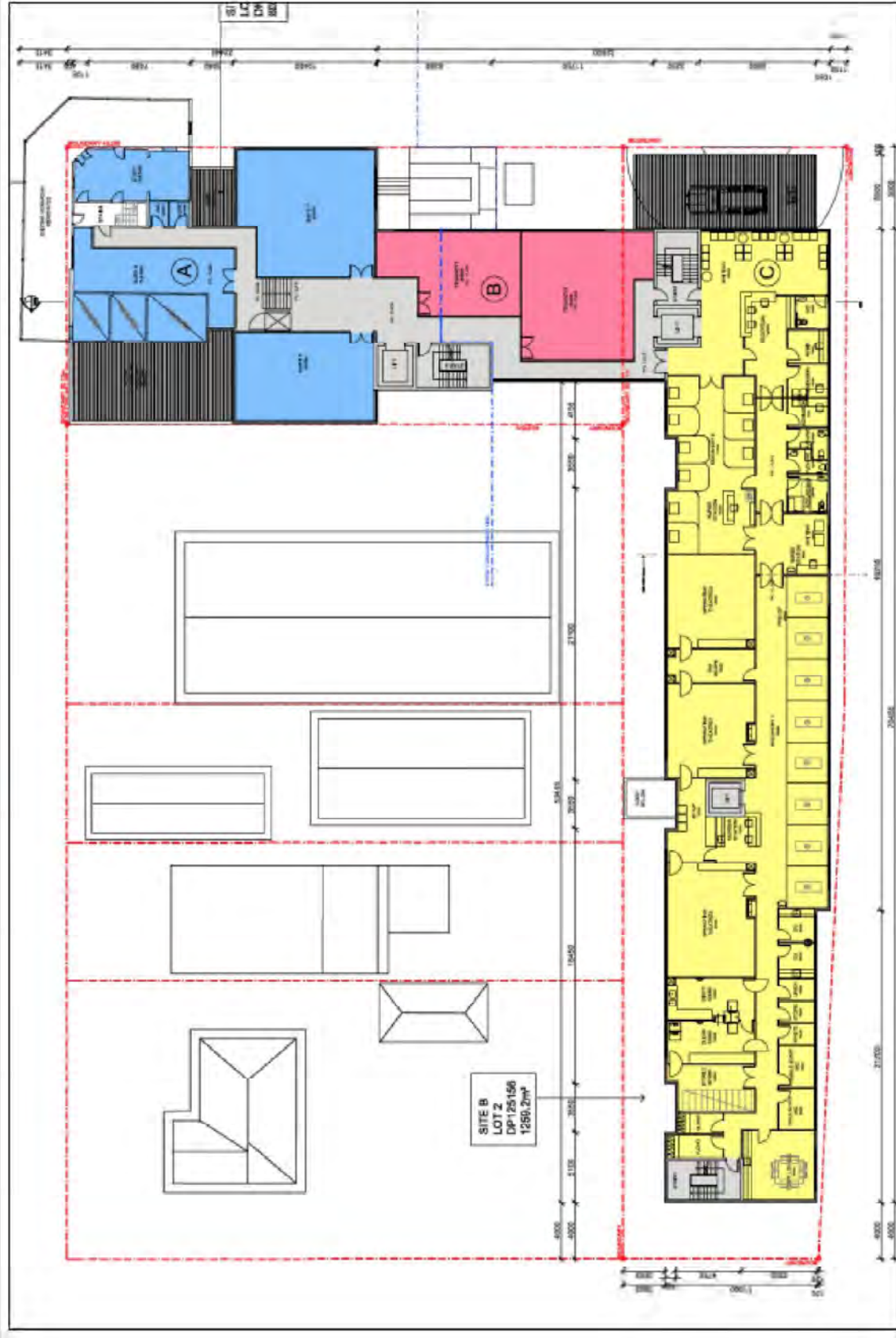


FIGURE 3.2 – PROPOSED FIRST LEVEL PLAN

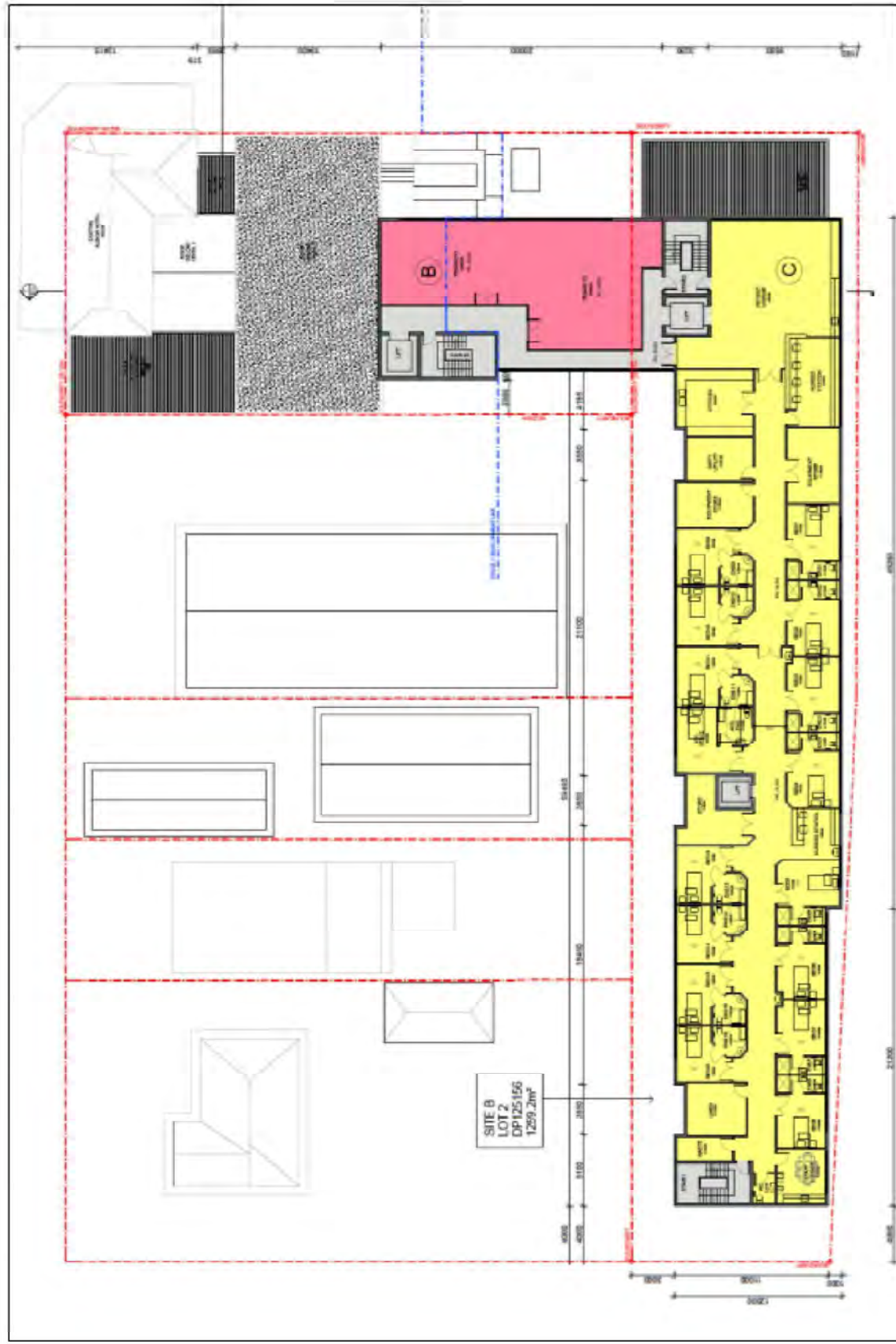


FIGURE 3.3 – PROPOSED SECOND LEVEL PLAN

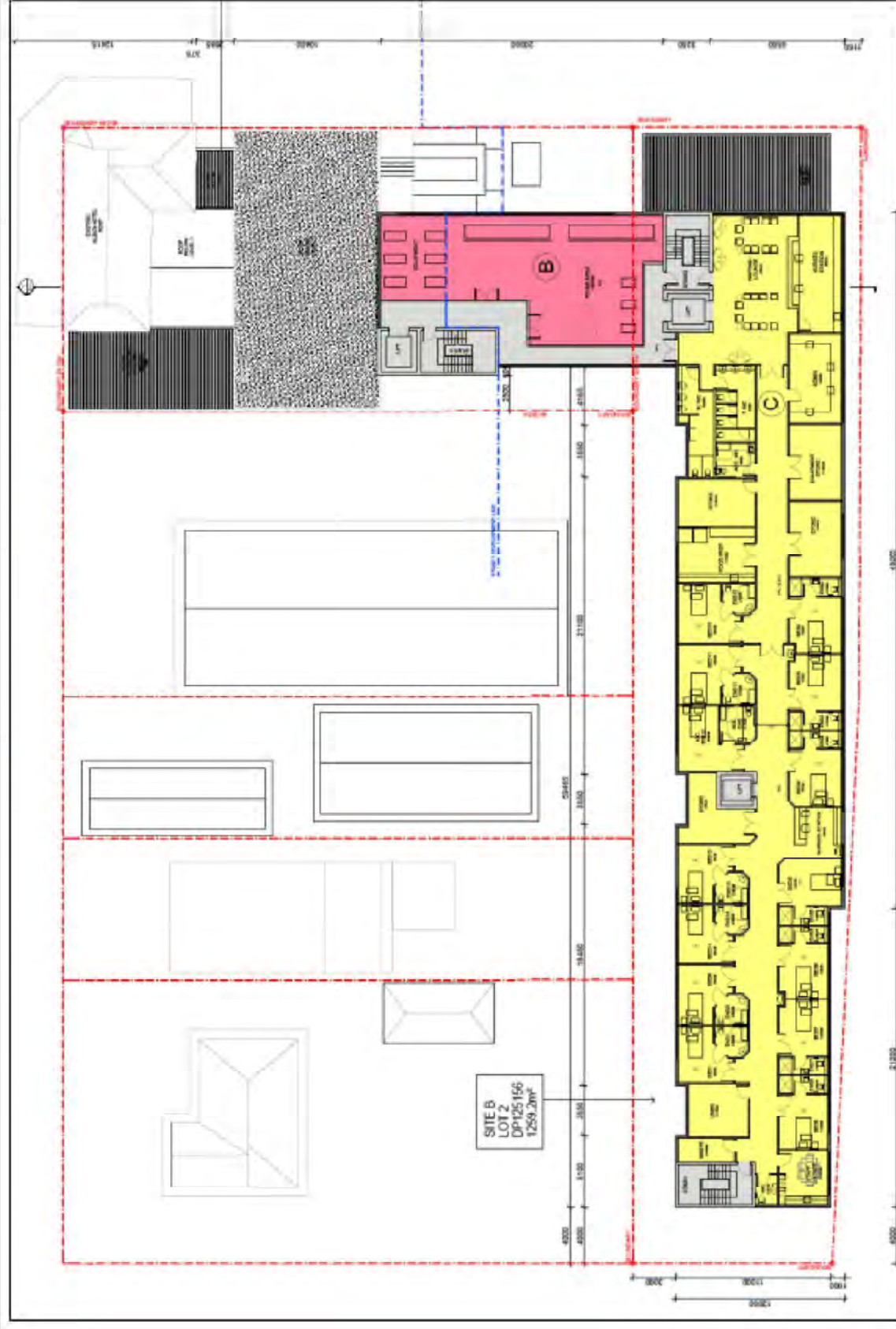


FIGURE 3.4 – PROPOSED THIRD LEVEL PLAN

4.0 DEVELOPMENT TRAFFIC IMPACT

4.1 Traffic Generation

Traffic generation rates have been sourced from the RMS Guide to Traffic Generating Developments and the Institute of Traffic Engineers Guide. The following trip generation rates are applicable for the proposed uses.

Medical Centres

Morning Peak: 4.4 trips per 100m² GFA (Range: 4.4 – 10.0 trips)
 Afternoon Peak: 3.1 trips per 100m² GFA (Range: 3.1 – 19.4 trips)

Commercial Premises

Peak Hour: 1 trip per 100m²

Private Hospital

(Health and Knowledge – Institute of Traffic Engineers Guide - Table 3-1)

Morning Peak: 1.3 trips per 100m² GFA
 Afternoon Peak: 1.2 trips per 100m² GFA

The following traffic generation rates are applicable to the existing use of the subject site:

Restaurant

Afternoon Peak: 5 trips per 100m² GFA

Licensed Club (Pub)

Afternoon Peak: 10 trips per 100m² GFA

The traffic generation potential for each respective use are shown below in Table 4.1.

Table 4.1 - Estimated Development Traffic Generation

Component	Morning Peak			Afternoon Peak		
	In	Out	Total	In	Out	Total
Medical Centre (656m ²)	14	14	28	10	10	20
Commercial (48m ²) *	1	1	2	1	1	2
Private Hospital (2,220m ²)	14	14	28	13	13	26
- EXISTING Restaurant (88m ²)	- 1	- 0	- 1	- 2	- 2	- 4
- EXISTING Hotel (334m ²)	- 3	- 4	- 7	- 17	- 17	- 34
TOTAL	28	27	50	8	7	10

* It is noted that the proposed floor area on the third level of Building B has been excluded from the calculations as it is proposed to be used for rehabilitation and will not generate additional traffic and parking demands.

** Peak Hour Distribution: AM 50 / 50, PM 50 / 50

As indicated above, it is estimated that the proposal will increase the trip generation of the development by approximately 55 trips during the morning peak hour and 15 trips during the afternoon. It is noted that the morning peak period traffic generation has been reduced for the existing restaurant and hotel uses.

4.2 Trip Distribution

The traffic distribution for the proposed development has been passed on the configuration of the local road network and land uses surrounding the subject site. The following traffic distribution is expected to and from the proposed development:

To / from the north via Arthur Street:	75%
To / from the south via Arthur Street:	25%

The peak hour development traffic estimates are shown in Figure 4.1.

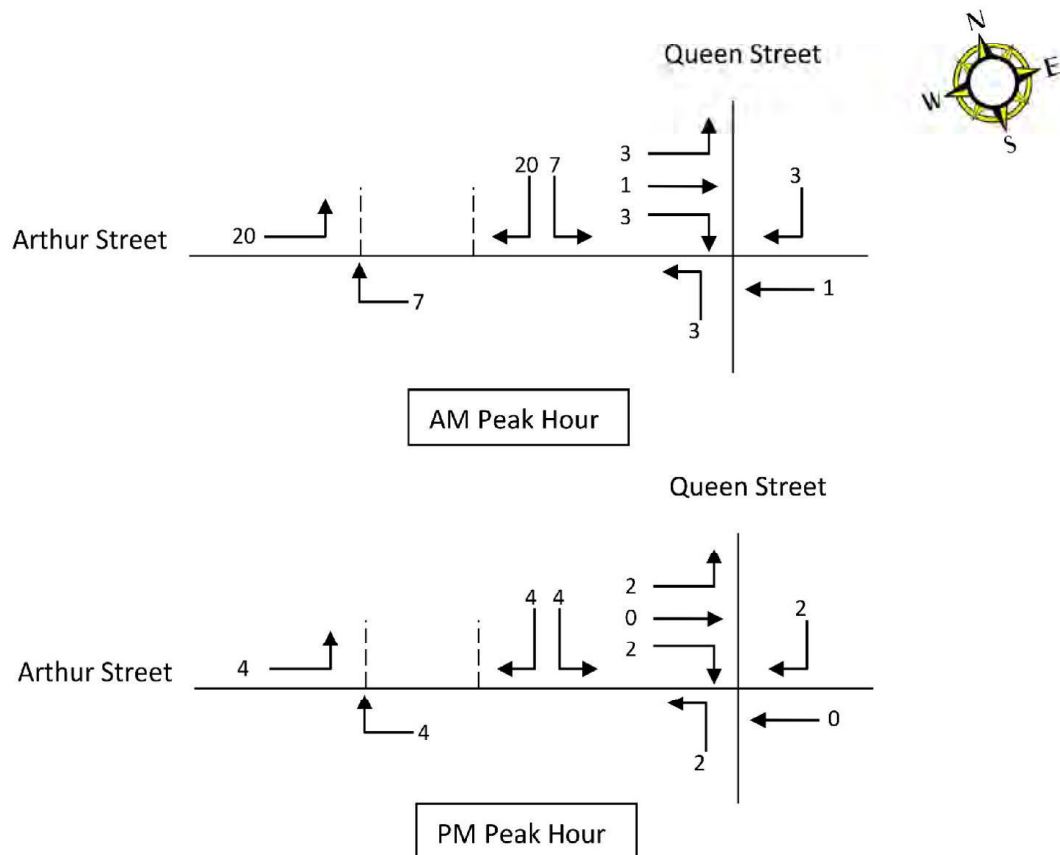


FIGURE 4.1 – ESTIMATED DEVELOPMENT TRAFFIC VOLUMES

The proposal is estimated to only generate 55 and 15 additional trips with respect to that currently generated by site during the morning and afternoon peak hour periods respectively. The additional traffic generated by the proposal will generally arrive from the north. As shown in Figure 4.1, considering the traffic generation of the Albion hotel the net traffic generation of the proposal will be minor and not have a significant impact on the surrounding road network.

5.0 CAR PARKING

5.1 Car Parking Supply

The car parking demand the proposed development has been determined with reference to the RMS Guide to Traffic Generating Development and the Clarence Valley Council DCP Part F. The following car parking rates are considered to be applicable to the proposed development:

Medical Consulting

4 spaces per 100m²

Commercial

1 space per 40 m²

The private hospital car parking requirement provided within the RMS Guide is based on a hospital with a minimum bed capacity of 30 beds and 10 staff members. Such would yield a car parking requirement of 9 spaces. On this basis it is considered that a minimum of 9 spaces should be provided for the proposed 30 bed facility. In accordance with Section F2.3 of the Clarence Valley Council DCP (Business Zones), the subject site currently operates with a car parking credit of 53 spaces as follows:

<u>Existing Use</u>	<u>Applicable Car Parking Rate</u>	<u>Car Parking Required</u>
Restaurant (88m ²)	1 space per 5m ² GFA	18 spaces
Pub (334m ²)	1 space per 4m ² Licensed Floor Area	84 spaces
Dwelling	1 space	1 spaces
TOTAL CAR PARKING REQUIRED:		103 spaces
TOTAL CAR PARKING PROVIDED:		50 spaces
TOTAL CAR PARKING CREDIT:		53 spaces.

For the adopted floor areas applied for the existing use refer to Appendix A. Application of the above rates the proposed development yields a minimum car parking requirement of 69 spaces, however this is less than the above historical credit. A summary of the parking requirements and credits is provided below.

Table 5.1: Car Parking Requirement

Component	Minimum Car Parking Spaces Required
Medical Consulting (656m ²)	27 (26.24) spaces
Commercial (48m ²) *	2 (1.6)spaces
Private Hospital (30 beds)	6 spaces 16 spaces
TOTAL CAR PARKING	49.84 spaces
Total provided:	15 spaces
Sub – total:	34.86 spaces
Existing car parking credit:	103 spaces
RESULTANT CAR PARKING CREDIT	69 (68.16) spaces

* It is noted that the proposed floor area on the third level of Building B has been excluded from the calculations as it is proposed to be used for rehabilitation and will not generate additional traffic and parking demands.

The proposed layout provides a total of 15 car parking spaces, which is considered to be satisfactory given the historical use of the site and applicable parking credits.

5.2 Car Parking Design

The geometric layout of the proposed parking facilities has generally been designed to comply with the relevant requirements specified in Council requirements and Australian Standard publication *AS2890.1:2004*.

The proposed car park has been provided with the following minimum characteristics:

Staff Parking:	2.6 metres × 5.4 metres
Visitor Parking:	2.6 metres × 5.4 metres
PWD Parking:	2.4 metres × 5.4 metres, plus 2.4 metres × 5.4 metres (shared zone)
Aisle width:	6.0 metres (minimum)

RTG has undertaken a swept path analysis of the proposed car parking facilities using an 85th percentile vehicle, to demonstrate that such can satisfactorily negotiate the parking arrangements. Swept paths for a representative number of bays are shown in Figures 5.1 and 5.2.

A swept path analysis for a 99th percentile vehicle manoeuvring and turning at the end of the carpark is shown in Figure 5.3.

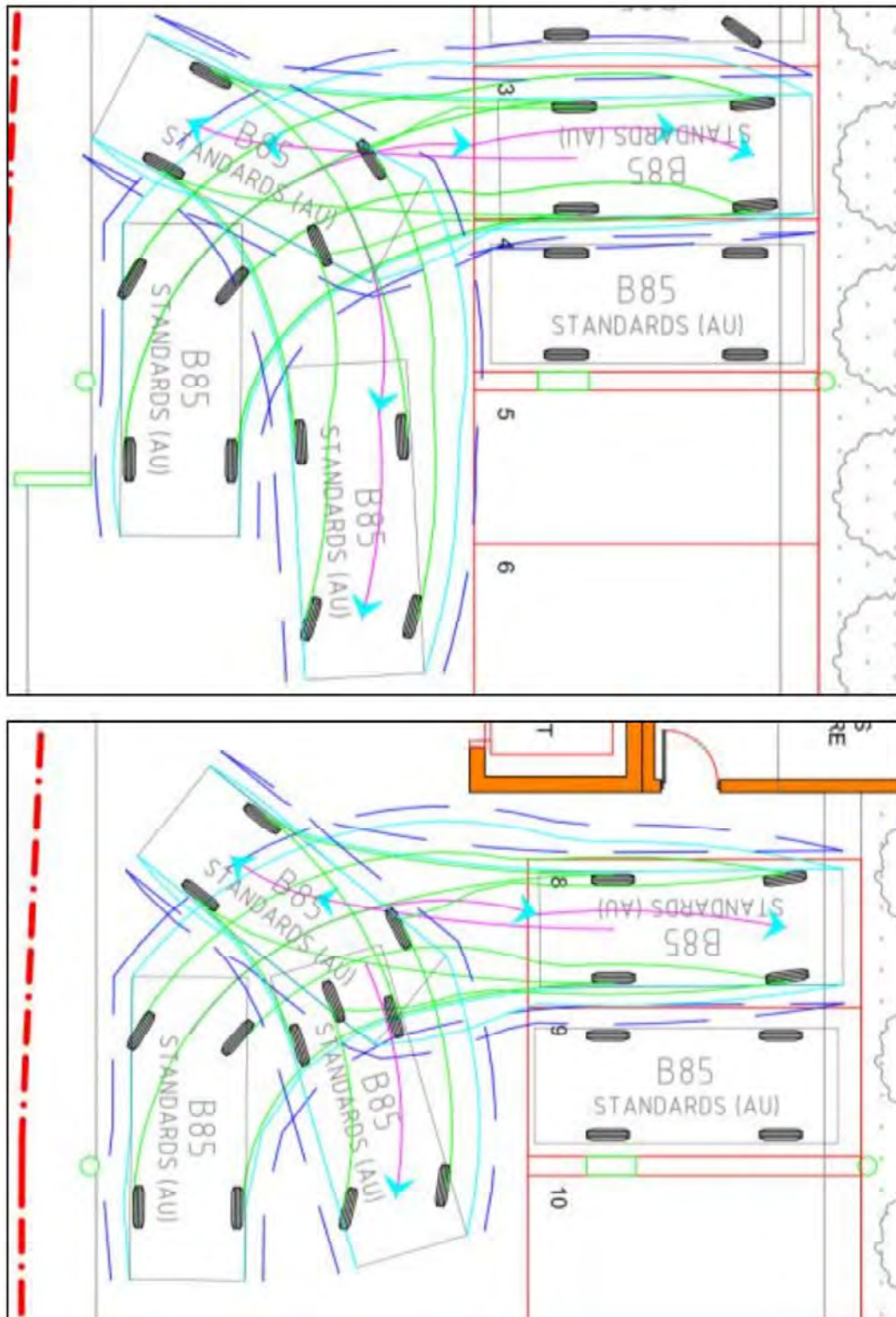


FIGURE 5.1 – SWEEP PATHS OF 85TH PERCENTILE VEHICLE

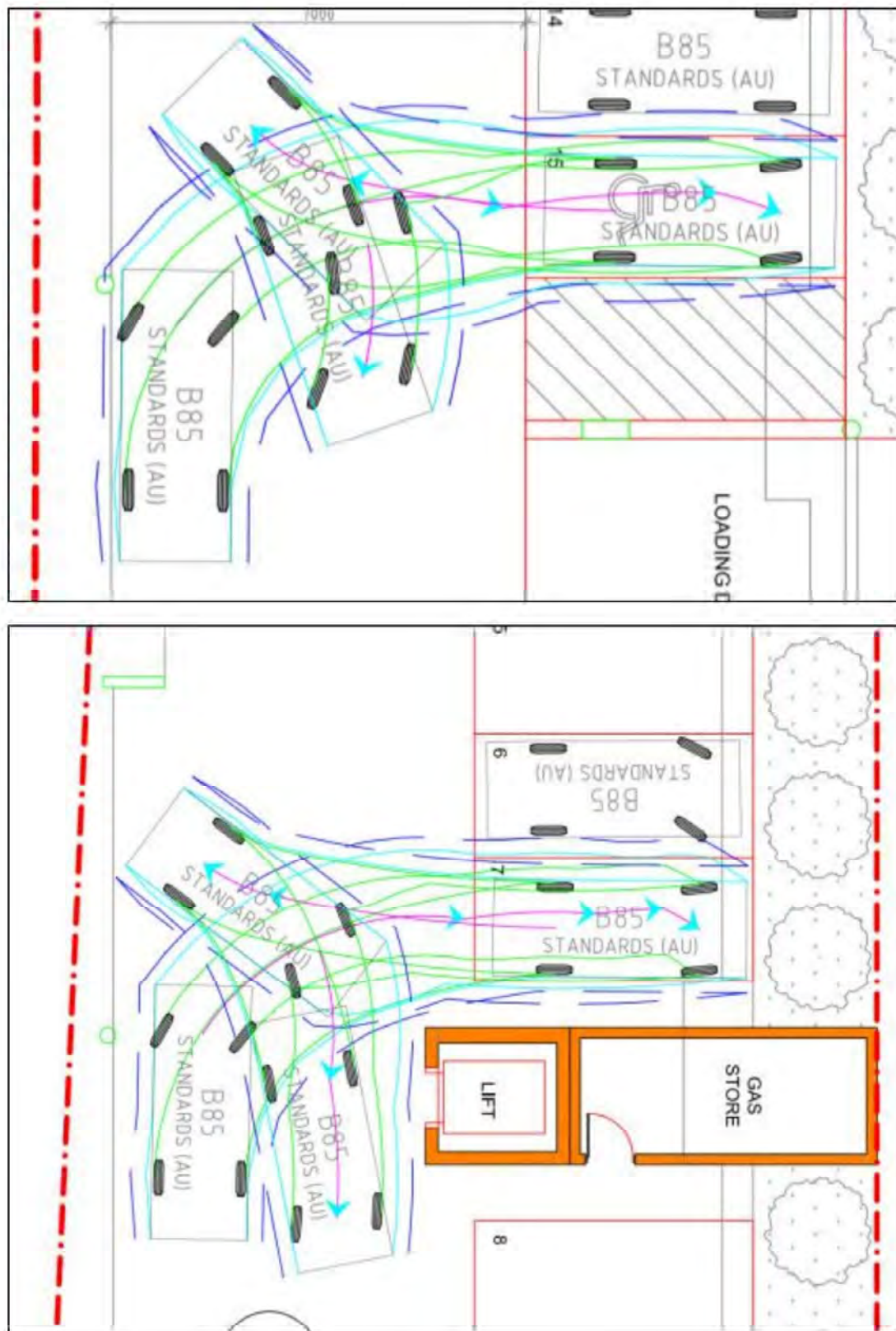


FIGURE 5.2 – SWEEP PATHS OF 85TH PERCENTILE VEHICLE

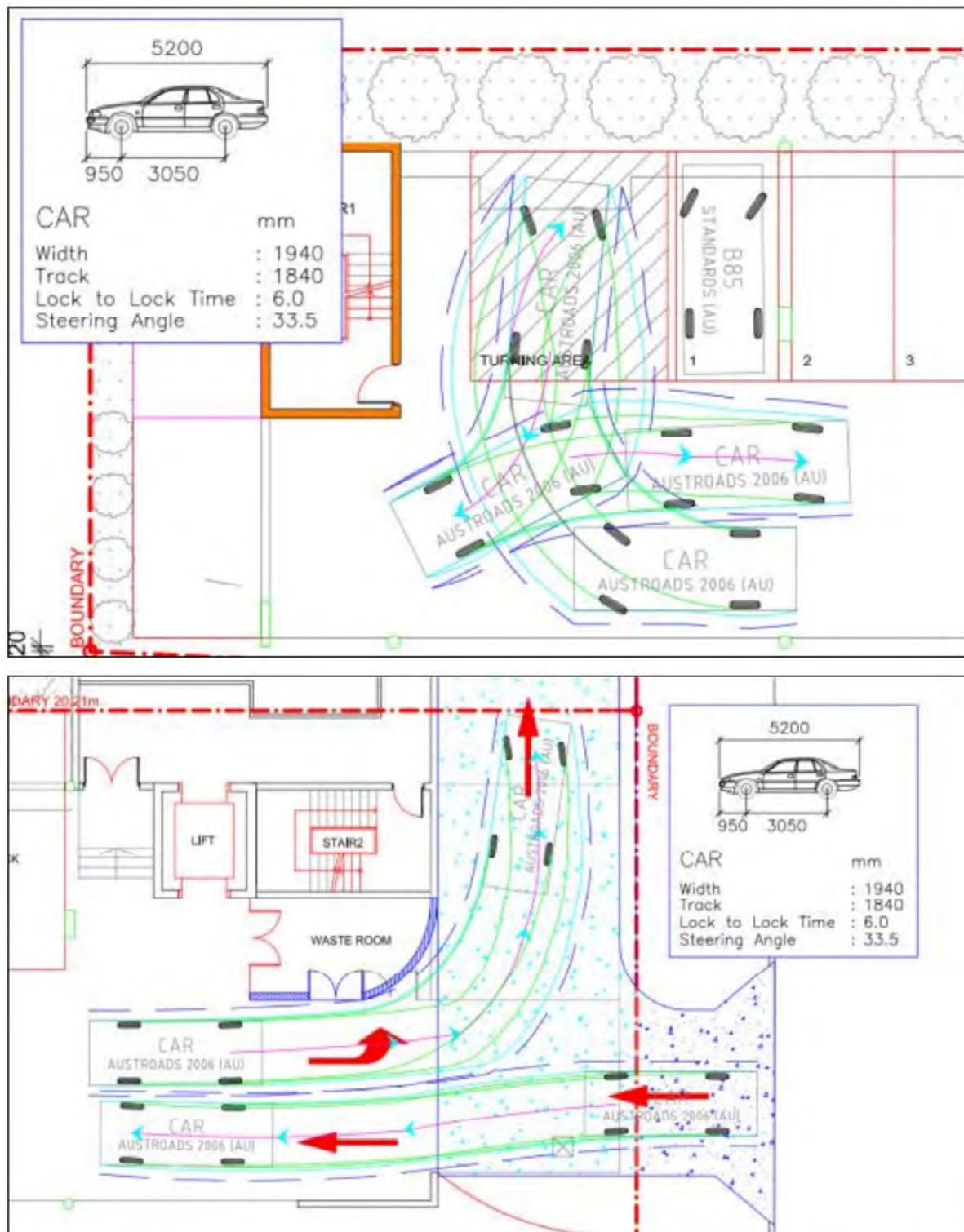


FIGURE 5.3 – B99 PERCENTILE VEHICLE SWEEP PATHS

6.0 ACCESS ARRANGEMENTS

Access onto the development is proposed to be gained from Arthur Street, at the approximate location of the existing crossover. The proposed access has been designed with separate entry and exit driveways and provides a one-way circulation aisle under the porte cochere. The proposed access points have been designed in Accordance with the IPWEA Standard Drawing RS-051, for a commercial property. Appropriate sight lines will be provided on the departure crossover in accordance with Figure 3.3 of AS2890.1:2004.

A minimum height clearance of 4.5 metres has been provided over the porte cochere and areas under which a service vehicle will travel.

The proposed access arrangements are shown in Figure 6.1.

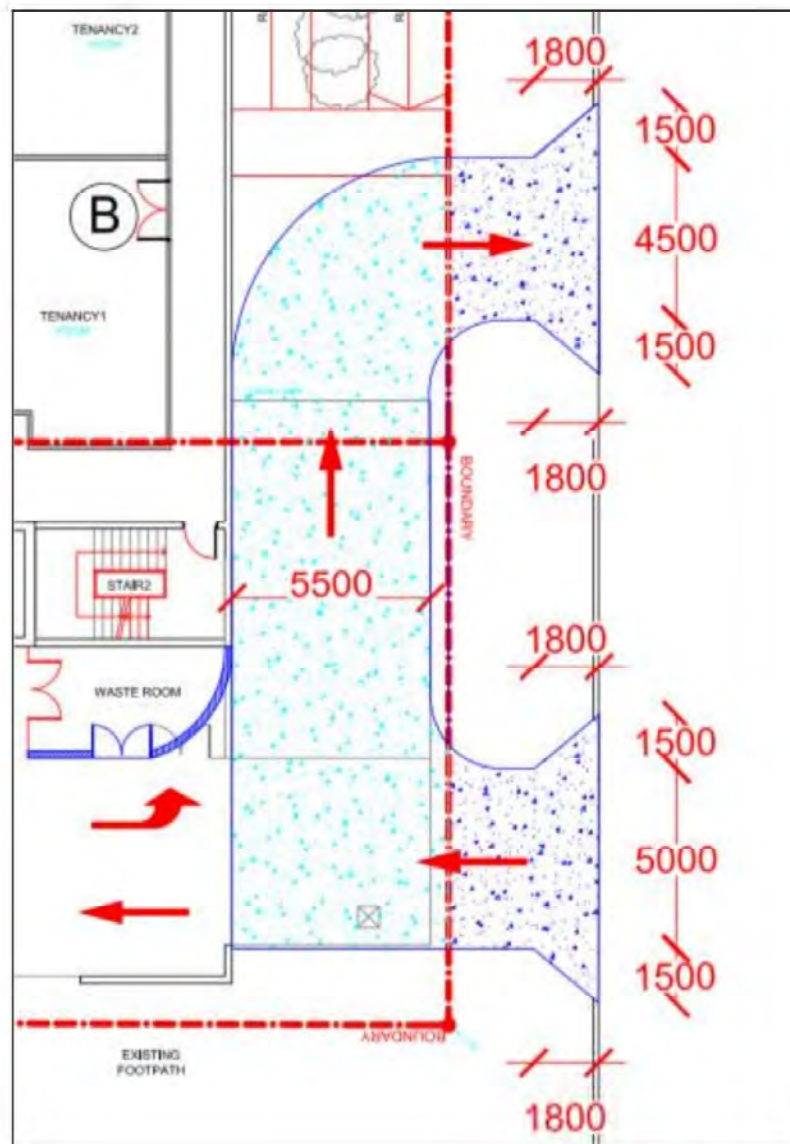


FIGURE 6.1 – PROPOSED ACCESS ARRANGEMENTS

7.0 SERVICING PROVISIONS

In accordance with the Clarence Valley Council DCP, the proposal should allow regular access for vehicle up to an 8.8 metre Medium Rigid Vehicle (MRV). The proposal provides a loading bay suitable for both an MRV and an ambulance. As shown in Figure 7.1, the proposed servicing and access arrangement have been designed appropriately to accommodate the MRV to enter and exit the site in a forward gear whilst maintaining adequate clearance to obstructions at all times.

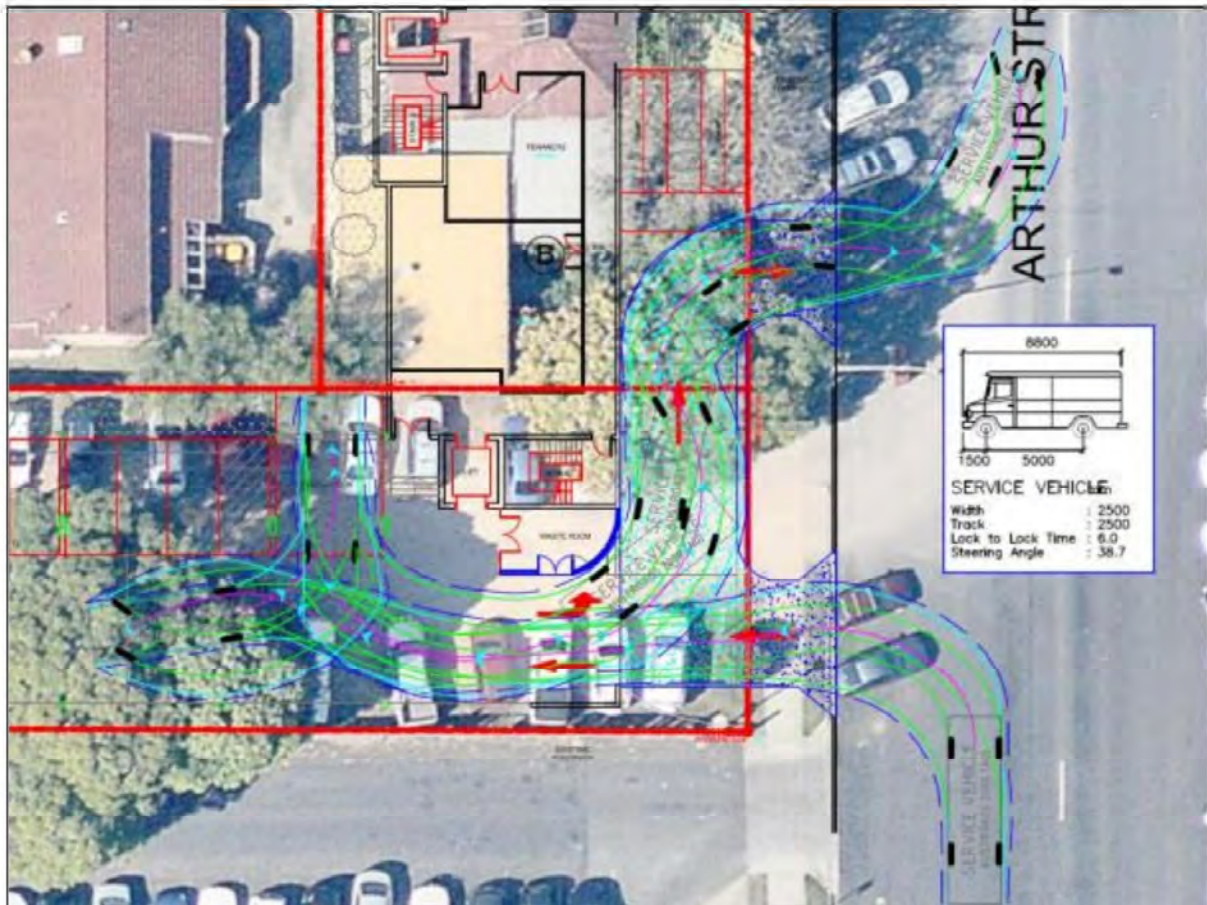
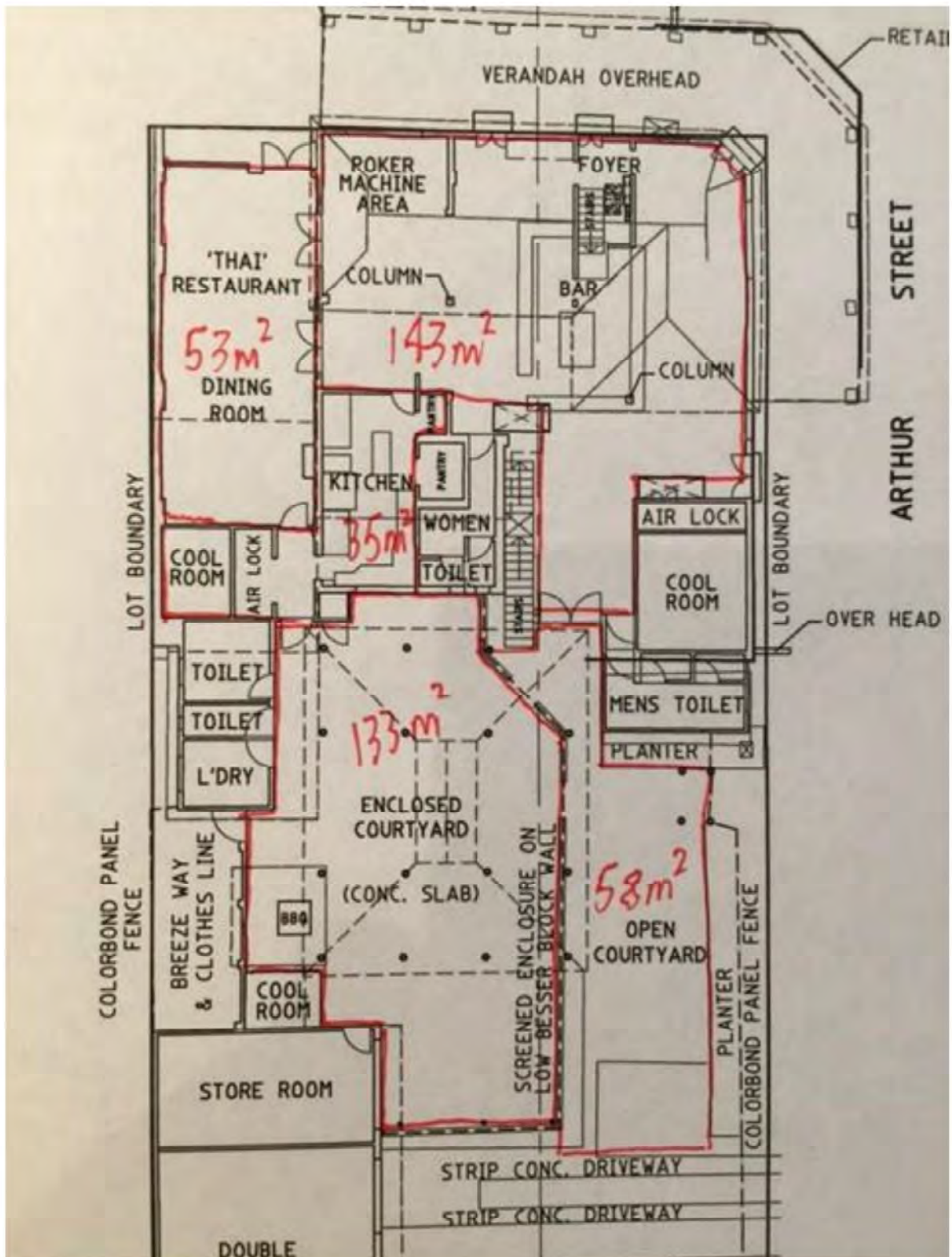


FIGURE 7.1 – SERVICE VEHICLE MANOEUVRING

8.0 SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

- The subject site is located on the northwest corner of the Arthur Street / Queen Street intersection. The site is identified as Lot A on DP904084 & Lot 1 on DP125156 and has a total site area of approximately 2,068m².
- The proposal is for a mixed use commercial development which will primarily be used for medical purposes. The proposal consists of a private hospital, associated consultancies, shop and commercial uses. A total of 15 spaces are proposed to be provided on ground floor including one Disabled Bay. Access is proposed to be provided to be gained directly from Arthur Street.
- As discussed in Section 4, The proposal is estimated to only generate 55 and 15 additional trips with respect to that currently generated by site during the morning and afternoon peak hour periods respectively. The additional traffic generated by the proposal will generally arrive from the north. Considering the traffic generation of the Albion hotel the net traffic generation of the proposal will be minor and not have a significant impact on the surrounding road network.
- Considering historical car parking credits, the proposal to provide 15 car parking spaces is considered to be satisfactory. The proposed provision of 15 spaces results in a credit of 69 car parking spaces over the site (refer to Table 5.1).
- The geometric layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in Council's requirement and the Australian Standards publication AS2890.1:2004.
- Access onto the development is proposed to be gained from Arthur Street, at the approximate location of the existing crossover. The proposed access has been designed with separate entry and exit driveways and provides a one-way circulation aisle under the porte cochere. The proposed access points have been designed in Accordance with the IPWEA Standard Drawing RS-051 and will allow appropriate pedestrian sight lines at the departure crossover.
- In accordance with Council's requirements the proposal provides a loading bay suitable for both an MRV and an ambulance. As discussed in Section 7, the proposed servicing and access arrangement have been designed appropriately to accommodate the MRV to enter and exit the site in a forward gear whilst maintaining adequate clearance to obstructions at all times.

APPENDIX A – EXISTING FLOOR AREA ALLOCATIONS



LocalImpact

Summary of Impacts

Clarence Valley

Total Impact:

Output (\$ million)	
Direct	5.2
Indirect	1.4
Consumption	4.3
Total	10.9

Income (\$ million)	
Direct	2.5
Indirect	0.3
Consumption	1.1
Total	3.9

Employment (fte persons)	
Direct	44.0
Indirect	5.0
Consumption	23.1
Total	72.1

Value added (\$ million)	
Direct	3.8
Indirect	0.7
Consumption	2.2
Total	6.8

Economic Indicators:

Gross regional product, 2014/15 (\$ million)	2,342.6
--	---------

% change in baseline GRP	0.29%
Total regional employment, 2014/15 (fte persons)	21,299
% change in baseline regional employment	0.34%

Disaggregated Impact:

Output (\$ million)	
Direct	5.2
Indirect	1.4
Consumption	4.3
Total	10.9

Income (\$ million)	
Direct	2.5
Indirect	0.3
Consumption	1.1
Total	3.9

Employment (fte persons)	
Direct	44.0
Indirect	5.0
Consumption	23.1
Total	72.1

Value added (\$ million)	
Direct	3.8
Indirect	0.7
Consumption	2.2
Total	6.8

<u>Region</u>		
Mid North Coast	New South	Australia

5.2	5.2	5.2
1.5	1.7	2.1
5.0	8.5	8.5
11.8	15.5	15.8

2.5	2.5	2.5
0.3	0.4	0.5
2.5	3.6	3.7
5.3	6.5	6.7

44.0	44.0	44.0
5.4	6.0	7.1
49.7	58.6	59.2
99.2	108.6	110.3

3.8	3.8	3.8
0.8	0.9	1.0
4.8	6.6	7.5
9.4	11.3	12.3

14,453.7	513,309.0	1,609,992.0
----------	-----------	-------------

0.07%	0.00%	0.00%
-------	-------	-------

129,915	3,623,735	11,558,489
0.08%	0.00%	0.00%

0.0	0.0	0.0
0.2	0.2	0.3
0.8	3.5	0.0
0.9	3.7	0.3

0.0	0.0	0.0
0.0	0.1	0.1
1.4	1.1	0.1
1.4	1.2	0.2

0.0	0.0	0.0
0.4	0.5	1.1
26.6	8.9	0.6
27.1	9.4	1.7

0.0	0.0	0.0
0.1	0.1	0.2
2.6	1.7	0.9
2.7	1.8	1.1

LocalImpact



Disaggregated Industry Output (\$ million)

Sector (ANZSIC Level 1 Summary)

Agriculture, Forestry and Fishing

Mining

Manufacturing

Electricity, Gas, Water and Waste Services

Construction

Wholesale Trade

Retail Trade

Accommodation and Food Services

Transport, Postal and Warehousing

Information Media and Telecommunications

Financial and Insurance Services

Rental, Hiring and Real Estate Services

Professional, Scientific and Technical Services

Administrative and Support Services

Public Administration and Safety

Education and Training

Health Care and Social Assistance

Arts and Recreation Services

Other Services

Total

Sector (Detailed Industry Groups)

Sheep, Grains, Beef and Dairy Cattle

Poultry and Other Livestock

Other Agriculture

Aquaculture
