

MAITLAND REGIONAL SPORTSGROUND COMPLEX, STAGE 2



**PROPOSED NEW ATHLETICS CENTRE
AND ASSOCIATED CAR PARKING
LOCATED AT
SMYTHE FIELD AND MAITLAND NO.2 SPORTSGROUND
HIGH & JAMES STREET, MAITLAND**

Statement of Environmental Effects

Development Application Issue
Revision 01
23/01/18

STATEMENT OF ENVIRONMENTAL EFFECTS

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1. INTRODUCTION

This Statement of Environmental Effects (SOEE) has been prepared for Maitland City Council and is to accompany a Development Application (DA) to the Joint Regional Planning Panel (JRPP) for a new athletics centre located at Smythe Field and Maitland no.2 Sportsground known as Maitland Regional Athletics Centre (MRAC) and associated car parking. It has been prepared to address the matters referred to in Section 79C of the Environmental Planning and Assessment Act 1979 (EP&A Act), and the matters required to be considered by the consent authority.

The purpose of this SOEE is to:

- 1.1. Describe the existing environment to which the DA relates and the character of the surrounding area
- 1.2. Describe the proposed development
- 1.3. Outline the statutory planning framework within which the DA is assessed and determined
- 1.4. Assess the proposed development in considering the relevant heads of consideration (Section 79(C) of the EP&A Act).

1.1. Owner and Site Details

The Owner(s) and Applicant

Maitland City Council
PO Box 220
MAITLAND NSW 2320

Site Address

The subject site is located to the North-East of High Street and East of James Street / Odd Streets in Maitland and can be identified as:

- | | |
|-----------------------|--|
| • Lot 1, DP722550 | Smythe Field & MSG #2 |
| • Lot 7006, DP1126284 | Smythe Field & MSG #1/2 |
| • Lot 1, DP1119935 | James Street |
| • Lot 1, DP329996 | Maitland Sportsground #1 (MSG#1) main oval |
| • Lot 7007, DP1126284 | MSG #1 (part) |
| • Lot 1, DP1195764 | MSG #1 forecourt |
| • Lot 2, DP1195764 | MSG #1 forecourt |
| • Lot 181, DP755237 | High Street entry |
| • Lot 125, DP1165535 | High Street entry |
| • Lot 1, DP435608 | Eastern side of MSG#2 |
| • Lot 5395, DP1106866 | Raglan Street |
| • Lot 2124, DP1106876 | Raglan Street |

The subject site is owned by Maitland City Council.



Figure 1: Subject Land (Source: Six Maps, 2017)



Figure 2: Site Aerial (Source: Six Maps, 2017)

2. SITE DETAILS

The Maitland Regional Athletics Centre is to be located on the existing Paul Critchley Athletics Centre at Smyth Field, incorporating the adjoining soccer field (sportsground No.2).

The site is generally bound by Raglan and James Streets in the north and west, agricultural land to the east and High Street in the south. The site is approximately 750m to the east of the Maitland CBD.

Existing Development

The site is comprised of two turf fields, which sit within a low basin surrounded by higher areas. The site sits on a former bend in the Hunter River, which following several floods in the 1800s was cut off. During the 20th Century the land was reclaimed and filled in resulting in several decades of uncontrolled fill.

Grassed embankments separate the site at the north and east from No. 1 Sportsground and neighbouring farm respectively. Grassed slopes and retaining walls separate the site from adjacent commercial properties (mainly car parks) on the western boundary. The site slopes upwards at the south and south-east towards Harold Gregson Reserve and the neighbouring commercial properties.

The existing playing fields are separated by an access road to Maitland Sports Ground #1 (MSG#1) with power lines running over in the same alignment.

The fields are currently illuminated by seven (7) light towers, all to be removed and replaced with four (4) new towers similar in nature to the adjacent lights at MSG#1.

The current site accommodates a number of buildings providing storage and amenities to the fields. Concrete skateboard ramps are located in the south-west corner of the site adjacent High Street. All of the structures are to be demolished.

Informal car parking is currently located at the southern end of the site.

Topography

The site is split into three main areas, Smyth Field, Sports Ground #2 and Harold Gregson Reserve. The site slopes generally from the higher forecourt of MSG#1 (approx. 8.2 AHD) and High Street entry (approx. 7.6 AHD) down to the south-west corner of the site (approx. 3.2 AHD).

Drainage

An existing 900mm diameter drainage line currently crosses Smyth field and along the southern end of MSG#2 connecting into the existing stormwater system located in Lynes Canal.

Vegetation

The sporting fields contain large turfed areas. A number of trees are located around the sporting fields.

The site is isolated from any substantial vegetated areas. It is therefore considered that the

site does not contain any vegetation corridors or flora communities.

Aboriginal Archaeology and European Heritage

An AHIMS search was undertaken on 1 June 2015. The search indicated that no items of Aboriginal heritage are located on the site.

A Heritage Impact Statement (HIS) has been prepared Matt Devine & Co, Architecture, Heritage, Design and Culture consultant and forms part of this submission.

The assessment found that the subject site does not contain any listed heritage items. The Hunter Street and James Street entries to the site are, however, included in the Central Maitland Heritage Conservation Area.

Soils

The Geotechnical Investigation, undertaken by Douglas Partners form part of the DA submission. Based on the results of the preliminary assessment, remediation / management of soils will be required. Active remediation of groundwater is not considered to be necessary.

The site has been identified as prone to acid sulphate soils.

Bushfire

The subject site is not identified as bushfire prone by the local bushfire mapping.

Flooding

The site has been inundated by numerous flood events in the past. One of the largest events, in 1955, caused significant damage.

As a result of this a detailed flood assessment has been completed by WMA Water which forms part of this application.

The mitigation options outlined in the report have been adopted in the design of all aspects of the facility.

Key items that have been addressed through the design process is that Smyth Field is currently inundated by overland flow flood waters in events equal to or larger than the 50% AEP. In order to reduce the chance of this inundation damaging a synthetic athletics track the proposed track has been raised above the 1% AEP flood level with adequate grading of the proposed carpark to allow displaced floodwaters to drain to Lynes Canal.

Road, Pedestrian and Public Transport Network

Vehicle access to the existing Paul Critchley Athletics Centre and No. 1 Sportsground is via an access road from High Street located to the south of the site. The intersection of High Street with the access road is located between Smith Street and Ward Street, directly opposite the Coles Express Service Station. From the intersection with High Street, the access road leads approximately 300 metres north to the newly constructed car park for No. 1 Sportsground.

Pedestrian access to the site is facilitated by multiple links via the No. 1 Sportsground Forecourt area, through Harold Gregson Reserve and next to the access road to the south of the site. The forecourt area is accessible from Odd Street and James Street with footpaths on both sides of the road. Pedestrian linkage with the Sportsground Precinct from the western side of High Street is provided by pedestrian crossings at the intersections of High Street and James Street and High Street and Hunter Street.

Parking conditions within the vicinity of the Athletics Centre can be grouped into on-site parking and on-street parking. On-street parking is located along Hunter Street, Odd Street (westbound side only) and James Street. On-street parking along Hunter Street is permitted on both sides of the road with time restrictions occurring in the vicinity of the school.

Three off-street car parks are located near the Athletic Centre, including the PCYC car park, Centrelink and Art Gallery car park and No. 1 Sportsground car park.

On-site parking for the site occurs immediately to the west of the No. 1 Sportsground with space for approximately 12 vehicles.

Various local bus routes service High Street, a short distance to the south of the site.

Utility Services

The subject site contains connections to existing services in the area including reticulated water, electricity and telecommunications infrastructure.

3. PROPOSED DEVELOPMENT

The proposed development involves the redevelopment of the existing Paul Critchley Athletics Centre at Smyth Field, incorporating the adjoining soccer field (sportsground No.2). Stage one of the upgrade of the Sportsground precinct included the redevelopment of the Maitland No.1 Sportsground and was completed in 2017. The current proposal is the second stage of the upgrade of the facilities in the area.

The proposed development involves:

- 1.5. The demolition / removal of the existing amenities, storage buildings and skate ramps,
- 1.6. Upgrade of the existing stormwater drainage system,
- 1.7. A new all-weather IAAF Class 2 accredited synthetic running track and completion area,
- 1.8. New multipurpose building and amenities,
- 1.9. New floodlighting,
- 1.10. Construction of a new grandstand,
- 1.11. New paved forecourt and associated landscaping,
- 1.12. Extension and redesign of the existing parking area.

3.1. Demolition and Earthworks

The existing amenities buildings and access road will be demolished to enable construction of the new facility.

Where possible, materials will be salvaged for recycling and reuse. The remaining waste will be transported to a recognised waste facility.

It is proposed that the existing playing field be raised generally to a level of 4.2 AHD which is above the 1% AEP flood level.

All cutting and filling will be undertaken in accordance with the relevant Council standards. Specific details will be provided at the Construction Certificate stage of the development.

3.2. New Grandstand and Associated Amenities

The new grandstand will comprise of concrete seating plates accommodating approx. 600 people that cascade down towards the athletics / playing field in the east with storage located under the seating to the west.

The amenities building is located behind the spectator seating with a 3m wide covered breezeway / circulation zone separating the two. The proposed floor level is 4.5m AHD.

The amenities building will house a canteen, public toilets, change rooms, first aid and stores.

Spectator access will be provided via the forecourt entry gates to the south of the canteen.

The proposed upper plat level is 7.23m AHD and the lower plat at 4.58m AHD.

The grandstand will have a maximum overall height of 6.4m, with 3.8m for the amenities buildings.

3.3. New Multipurpose Building

The new multipurpose building will be located to the South of the grandstand, separated by a large covered entry forecourt.

The building will house a club room, office, amenities, kitchen and two general purpose areas that can be separated with a stacking door system to allow for maximum flexibility.

The proposed floor level is 4.96m AHD which is 780mm higher than the track to provide maximum visibility of the competition area for officials. The building will have allowance for photo finish camera mounting at the finish line.

The main entry is via a covered AS1428 compliant ramp which also provides under cover access to the forecourt, amenities and grandstand to the North.

The multipurpose building will have a maximum overall height of 5.1m.

The design of both the multipurpose and amenities buildings have adopted an inclusive approach to ensure disabled facilities and access is seamlessly integrated into the general areas wherever possible.

3.4. New Store and Plant Building

A new store and plant building will be located at the Northern end of the track to provide an equipment store with direct access to the track as well as plant for the irrigation system for both MSG#1 and the new athletics track.

The proposed floor level is 4.3m AHD with an overall height of 3.5m.

3.5. Athletics Facilities

The proposed Athletic Centre will feature an international standard all weather synthetic track. The targeted IAAF Class 2 level facility is consistent with the numerous recently completed regional athletics facilities in the state.

The track will include a 10 lane front straight and an 8 lane back straight together with associated long, triple and high jumps, pole vault, steeple chase, shot put, hammer, discus and javelin areas, together with a grassed infield to enable informal events such as soccer, and hockey to be played.

The competition areas shall be suitable for the conduct of Athletics New South Wales Championships and Events, Little Athletics, schools' championships and other athletic meetings of various sizes.

The proposed earthworks will raise the level of the existing fields by approximately 0.7m. This will raise both the track and associated amenities buildings above the 1% AEP flood level.

The proposed carpark grading has been designed to allow displaced floodwaters to drain away from the track and into Lynes Canal.

The in ground drainage of the field will be upgraded as part of the project. A Drainage Design has been prepared by Lindsay Dynan and forms part of this application.

3.6. Road and Pedestrian Lighting

The road and pedestrian lighting will comply with requirements of Australian Standards AS158.3.1-2005 for a P11B & P12 category car park and a P2 pathway. Category P11B is based on a criteria of medium night time vehicle or pedestrian movements, 25%-75% night time occupancy rate and medium risk of crime. The design has been carried out to meet the average horizontal illuminance of 7 lux.

Preliminary design calculations have been carried out by Marline Consulting engineers with indicative lighting locations incorporated as part of the landscape design, refer to drawing S17-0046 DR 018. A detailed lighting design will form part of the Construction Certificate application.

3.7. Sports Field Lighting

The sports field lighting has been designed to allow for an average 75 lux for training and 200 lux for competitions and has been calculated with reference to AS4282 – control of the obtrusive effects of outdoor lighting. The lighting levels will be achieved using 4 no. 32m poles with LED floodlights on each pole.

Preliminary design calculations have been carried out by Marline Consulting engineers with indicative lighting locations incorporated as part of the landscape design, refer to drawing S17-0046 DR 018. A detailed lighting design will form part of the Construction Certificate application.

3.8. Landscaping

The landscape design is a key component of the submission and addresses not only the functional requirements of the facility but provides a parkland setting for the precinct that delivers on the community's needs for sporting and athletics events in addition to contributing to the general open space and recreational space on offer in the Maitland City area.

Some of the key design principles that underpin the design include:

- An Athletics Centre that meets the needs for local, regional and state events.
- Integrate and incorporate passive recreation spaces to ensure that the facility sits within an integrated network of public spaces, including walking and cycling trails, picnic facilities and children's play areas within the wider Maitland Sportsground Precinct.
- Incorporation of multiple sporting opportunities to encourage varied use, including Soccer within the infield and ensuring spaces within the Sportsground Precinct offer flexible opportunities for programmed events such as local festivals and other temporary functions.
- Evoke key themes and stories associated with Maitland's heritage through the design and providing users a way of interpreting the towns history.

3.9. Parking and Access

The proposed carpark and access design for the Maitland Regional Athletics Centre includes a total of 128 parking spaces directly adjacent the facility with an additional 64 spaces located directly North of the stage 1 MSG#1.

Additionally, eight disability parking spaces have been reserved out of the proposed 128 parking spaces.

The kiss-and-ride contains space for two vehicles and are located east of the main parking area resulting in direct access to the facility without crossing any roads.

Numerous coach drop-off areas have been provided and are located east of the main parking area and west of the Sportsground grandstand resulting in direct access to the facility without crossing any roads. Road dimensions allow for loop access for coaches.

Two vehicle access points are proposed for the site, one on James Street and the other on High Street.

Pedestrian access has been upgraded to create a clear sense of address and arrival/departure into the Sporting Precinct, providing entry hubs at Grandstand No.1 and High Street south.

Links to High Street along James Street and High Street south provide pedestrian friendly environments, prioritising pedestrian safety.

The design has adopted universal and barrier free access which underpins all access and circulation in the Sportsground Precinct

3.10. Servicing

Services including water, electrical and telecommunications will be connected to the facility. These works will be carried out in consultation with the relevant service authorities.

4. STATUTORY CONSIDERATIONS

This section deals with the proposal's consistency with the various statutory and non-statutory provisions. It also addresses the relevant matters for consideration under Section 79C(1) of the *Environmental Planning and Assessment Act 1979* (as amended).

4.1. State Legislation

Environmental Planning and Assessment Act 1979

The following demonstrates the proposal's compliance with the relevant heads of consideration in Section 79 C (1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as amended, in particular:

- Environmental planning instruments that are in force, proposed or exhibited
- Development control plans
- Likely impacts to natural and built environments, society and economy
- Suitability of the site for the proposed development
- Submissions
- Public interest

Section 91 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) includes the provisions for development considered Integrated Development. Table 1 contains the specific provisions.

Table 1: Integrated Development Triggers

Act	Provision	Applicable?
Fisheries Management Act 1994	s. 205	<input type="checkbox"/>
Heritage Act 1977	s. 58	<input type="checkbox"/>
Mine Subsidence Compensation Act 1961	s. 15	<input type="checkbox"/>
Mining Act 1991	ss. 63 & 64	<input type="checkbox"/>
National Parks and Wildlife 1974	s. 90	<input type="checkbox"/>
Petroleum Act 1991	s. 9	<input type="checkbox"/>
Protection of the Environment Operations Act 1997	s. 43	<input type="checkbox"/>
Roads Act 1993	s. 138	<input type="checkbox"/>
Rural Fires Act 1997	s. 100B	<input type="checkbox"/>
Water Management Act 2000	ss. 89.90 & 91	<input type="checkbox"/>

A development application lodged on this site is therefore not considered Integrated Development.

4.2. State Environmental Planning Policies

State Environmental Planning Policy No. 55 – Remediation of Land

The objectives of this SEPP are to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment:

- a) *By specifying when consent is required, and when it is not required, for a remediation work.*
- b) *By specifying certain considerations that are relevant in rezoning land and in determining Development Applications in general and Development Applications for consent to carry out a remediation work in particular.*
- c) *By requiring that a remediation work meet certain standards and notification requirements.*

Under Clause 7(1) of the SEPP a consent authority must not consent to the carrying out of any development on land unless:

- a) *It has considered whether the land is contaminated.*
- b) *If the land is contaminated, 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.*
- c) *If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

No notices have been issued for the site under the Contaminated Land Management Act, nor have any licences been issued under the Protection of the Environment Operations Act for the site.

The proposed development is to involve predominately raising the site with excavations generally limited to the northern batter slope, stripping of topsoil, services trenches and foundations, therefore limiting the possible disturbance of site soils during construction.

Based on the results of the preliminary assessment, remediation / management of soils will be required. Site remediation via on-site management / capping could be considered subject to regulatory approvals.

State Environmental Planning Policy (State and Regional Development) 2011

The aims of the Policy are:

- a) *to identify development that is State significant development,*
- b) *to identify development that is State significant infrastructure and critical State significant infrastructure,*
- c) *to confer functions on joint regional planning panels to determine development applications.*

Clause 21 of the Policy states that the JRPP assume the functions of a consent authority under Divisions 2 and 2A of Part 4 of the EP&A Act 1979.

The NSW State Government established the Joint Regional Planning Panel (JRPP) in 2011 to act as the consent authority on certain types of development. The EP&A Act identified the

following applicable development:

- Development with a capital investment in excess of \$20 million,
- Council related development with a capital investment in excess of \$5 million,
- Crown development with a capital investment in excess of \$5 million,
- Private infrastructure and community facilities with a capital investment in excess of \$5 million, and
- Eco-tourist facilities with a capital investment in excess of \$5 million.

As the development is Council related and has a capital investment of more than \$5 million, the development will be determined by the JRPP.

State Environmental Planning Policy – Infrastructure

The aims of this SEPP are to facilitate the effective delivery of infrastructure across the State by:

- a) improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services, and*
- b) providing greater flexibility in the location of infrastructure and service facilities, and*
- c) allowing for the efficient development, redevelopment or disposal of surplus government owned land, and*
- d) identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development), and*
- e) identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and*
- f) providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.*

Clause 101 of the policy applies to development with frontage to classified roads. As the proposal does not front a classified road, the clause does not apply to the development.

Clause 104 requires development that exceeds the traffic generation figures contained in Schedule 3 to be notified to the RMS. The trigger for development of sportsgrounds is set at 200 or more vehicles. As the capacity of the facility will not be increased significantly and it is considered that the referral to the RMS will not be required.

4.3. Local Environmental Plans (LEP)

Maitland Local Environmental Plan 2011

The Maitland Local Environmental Plan (MLEP) 2011 is the current environmental planning instrument that governs this development. The site is currently zoned RE1 Public Recreation and B4 Mixed Use, as shown in **Figure 3** below.

The objectives of the RE1 Public Recreation are to:

- *Enable land to be used for public open space or recreational purposes*
- *Provide a range of recreational settings and activities and compatible land uses*
- *Protect and enhance the natural environment for recreation purposes*

The objectives of the B4 Mixed Use are to:

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

It is considered that the proposal complies with the zoning provisions by providing a modern public recreational facility in close proximity to the Maitland CBD.

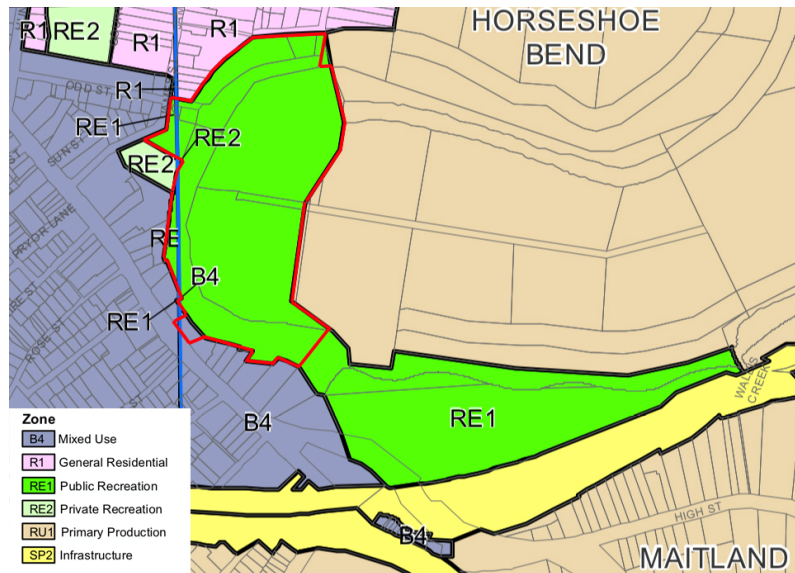


Figure 3 – Land Use Zoning Map

The MLEP 2011 defines Recreation Area as ‘a place used for outdoor recreation that is normally open to the public, and includes:

- a) A children’s playground, or
- b) An area used for community sporting activities, or
- c) A public park, reserve or the like, and

Any ancillary buildings, but does not include a recreation facility (indoor), recreation facility (major) or a recreation facility (outdoor).

It is considered that the proposed redevelopment of the existing athletics facility is therefore permissible under the zone provisions.

Even though the proposed car park is considered ancillary to the facility, it is noted that car parks are also permissible with consent.

Clause 5.9 - Preservation of Trees or Vegetation

Some tree clearing will be undertaken on the site. Primarily trees located to the North-East of the proposed track where the ground level is to be raised from 3.6 AHD to 4.2 AHD. Existing trees to the South-East are in a location where the proposed and existing ground levels remain similar. These trees will be assessed by an Arborist and retained where possible.

It is considered that the impacts resulting from the loss of these trees will be mitigated by the large amount of planting proposed as part of the landscaping design.

Clause 5.10 - Heritage

The site of the proposed Maitland Regional Athletic Centre (MRAC) has not been identified as a heritage item in Schedule 5 Environmental Heritage in the Maitland Local Environmental Plan 2011 (MLEP). It is not included in any non-statutory heritage registers.

A very small portion of the proposed development is located within the Central Maitland Heritage Conservation Area, being the entry from High Street, adjacent to 212 High Street.

There are a number of heritage items adjacent to the subject site, being historic buildings facing High Street, some of which originally had boundaries on the Hunter River prior to realignment.

A detailed discussion of the heritage issues has been included in the Statement of Heritage Impact by Matt Devine & Co. which forms part of this application.

Clause 7.1 Acid Sulphate Soils

The subject site contains Class 4 Acid Sulphate Soils according to the Maitland LEP 2011.

Acid sulphate soil screening tests have been carried out. The geotechnical assessment found *the tests did not reveal the presence of actual acid sulphate soils (AASS) or potential acid sulphate soils (PASS).*

Further, it is not anticipated that significant volumes of natural soils will be excavated, nor will dewatering be required. As such, an Acid Sulphate Soil Management Plan (ASSMP) is not required for the proposed development.

Details of the results can be found in the Geotechnical Investigation Report prepared by Douglas Partners Consulting Engineers

Clause 7.2 Earthworks

Earthworks will be required to prepare the site for the construction of the new grandstand, car park and athletics track.

The proposed earthworks will raise the level of the existing fields by up to approximately 0.7m, generally to a level of 4.2 AHD.

This will raise both the track and associated amenities buildings above the 1% AEP flood level.

The proposed carpark grading has been designed to allow displaced floodwaters to drain away from the track and into Lynes Canal, which is the existing watercourse.

Ground levels along all neighbouring boundaries remain unaltered, therefore it is not anticipated that these works would impact on the amenity of adjoining properties.

Clause 7.3 Flood Planning

It is noted that the subject site is located within a flood prone zone.

Smyth Field is currently inundated by overland flow flood waters in events equal to or larger than the 50% AEP. In order to minimise the flood risk to life and property associated with the use of land the athletics track and associated amenities have been raised to or above a level of 4.2 AHD which is the 1% AEP flood level.

As suggested in the flood report the proposed grading of the carpark has been designed to allow displaced floodwaters to drain around the facility to the East and South and in to Lynes Canal, which is the existing watercourse.

It is proposed– that a Plan of Management be prepared by Council to guide the operators during flood events.

4.4. Development Control Plans (DCP)

The Maitland DCP provides detailed direction about aspects of development that must be considered prior to submitting a Development Application.

Chapter B3 Hunter River Floodplain Management

The aim of the Chapter is to *'give detailed guidance to people wishing to carry out development within the floodplain area.'*

The Chapter states that Council can consider sporting grounds on flood liable land. *'Storage areas will require special consideration to ensure that the materials being stored are secure or can be readily removed from the site if they are susceptible to flood damage.'*

In order to minimise the flood risk to life and property associated with the use of land the athletics track and associated amenities have been raised to or above a level of 4.2 AHD which is the 1% AEP flood level.

Chapter B5 Tree Management

As noted in section 4.3 some tree clearing will be undertaken on the site due to the raising of the ground level to 4.2 AHD.

Refer to Section 07 of the Landscape Report for details of the tree planting strategy, selections and retention / removal strategy. The landscape design by Clouston Associates introduce a large number of local native species to the entrance and open space component of the proposal.

Chapter B6 Waste Not – Site Waste Minimisation & Management

The civil contractor will prepare specific Construction Management Plans for each stage of the development that will include a Waste Management Plan.

It is considered that the majority of building materials salvaged from the existing structures can be reused. These materials will be taken to an appropriate waste facility for reuse or recycling.

The earthworks component will not create excess material and any excavated materials through the course of construction will be re-used in raising the ground level of the athletics track.

Chapter C11 Vehicular Access and Car parking

A detailed Traffic Impact Assessment has been prepared by GTA Consultants to assess the traffic impacts of the proposed stage 2 of the Precinct.

The proposal involves the re-design of the site access and car parking areas. The designs have been undertaken in accordance with the various DCP requirements.

Chapter E3 Central Maitland Heritage Conservation Area

The two entries to the site are located within the Central Maitland Heritage Conservation Area.

A detailed Statement of Heritage Impact has been prepared by Matt Devine & Co,

The SHI found that the scope of works within the CMHCA are relatively minor and will not impact upon the heritage significance of the conservation area. Similarly, the proposed will have no impact upon the heritage significance of the adjacent heritage items.

5. ENVIRONMENTAL IMPACT ASSESSMENT

The likely impacts of the proposed development are considered and discussed below.

5.1. Access, Pedestrians and Public Transport

Traffic management is considered for two types of events. These include events of up to 1,000 spectators, and events larger than 1,000 spectators.

Events of up to 1,000 spectators may be facilitated by proximal car parking near the entrance and within overflow car parking on Harold Gregson Reserve. Events of larger than 1,000 spectators require additional traffic management for overflow car parking into Maitland and public transport. During events the additional volumes of light vehicles requires compulsory traffic management and is likely to cause short-term congestion on High Street.

The proposed vehicle access and coach drop off zones (3x) is designed to accommodate events that require additional buses / coaches for spectators. The entry of these buses shall be restricted to High Street with pedestrian access from James and High Streets. High Street is serviced with numerous bus services, including links with Maitland and High Street train stations.

Parking for taxis should form part of traffic control plans for individual events. Permanent appointments to taxi ranks are not considered required at the ground entrance.

There is sufficient room for accessible car parking spaces to be appointed per AS2890.6 - 2009 "Off-street parking for people with disabilities". Emergency vehicle access and storage shall be appointed in case of an emergency involving a spectator. There shall be sufficient turning available at the entrance for 85th percentile cars to enter and exit via James and High Streets.

Existing street lighting is adequate on James and High Streets. Additional lighting is proposed to the new parking and landscaped areas linking the two streets.

5.2. Accessibility

An Access Report was prepared by Lindsay Perry Access to assess the proposal against Building Code of Australia 2016 (BCA), Disability (Access to Premises – Buildings) Standards 2010 (Premises Standards), Australian Standards (AS) and Disability Discrimination Act (DDA).

The assessment found that the proposal shows that general compliance with requirements for access for people with a disability is achievable. The specific issues raised in the assessment will be incorporated into the Construction Certificate design.

5.3. Air Quality

It is not anticipated that the local air quality will be impacted by the ongoing use of the site for recreational purposes.

The potential air quality impacts from the proposed development on the existing residential development will therefore be limited to the construction stage of the development. Any impacts on the surrounding development during the construction stage will be managed under the Construction Environmental Management Plan that will be prepared by the civil contractor.

5.4. Heritage

Indigenous Heritage

An AHIMS search concluded that no items of Aboriginal heritage are located on the subject site.

Non-Indigenous Heritage

The SHI found that;

The scope of works within the CMHCA are relatively minor and will not impact upon the heritage significance of the conservation area. Similarly, the proposed will have no impact upon the heritage significance of the adjacent heritage items.

As there is a slight possibility of encountering archaeology during the development, an Unexpected Finds Procedure has been developed to address any potential discoveries during construction

5.5. Flora and Fauna

Some tree clearing will be undertaken on the site. Primarily trees located to the North-East of the proposed track where the ground level is to be raised from 3.6 AHD to 4.2 AHD. Existing trees to the South-East are in a location where the proposed and existing ground levels remain similar. These trees will be assessed by an Arborist and retained where possible.

It is considered that the impacts resulting from the loss of these trees will be mitigated by the large amount of planting proposed as part of the landscaping design.

5.6. Contamination

The proposed development is to involve predominately raising the site with excavations generally limited to the northern batter slope, stripping of topsoil, services trenches and foundations

The geotechnical assessment found that;

Due to the widespread presence of filling and the general low propensity of soils to leach, site remediation via on-site management / capping could be considered subject to regulatory approvals. Off-site disposal of impacted soils is unlikely to be feasible due to the depth and extent of possible contamination within the site.

Active remediation of groundwater is not considered to be necessary based on the results of preliminary testing of groundwater

Remediation / management of impacted soils should be conducted in accordance with a site specific Remediation Action Plan (RAP) which outlines the procedures and responsibilities for remediation and validation of the site

5.7. Noise and Vibration

A Noise Impact Assessment (NIA) was prepared to assess the impacts on the surrounding residential development for stage 1 of the development. The assessment of stage 1 found it to be acoustically acceptable.

As stage 2 is located further away from the residential area, Global Acoustics, the author of the original NIA has provided a letter of opinion. In that letter the consultant states that *'Stage 2 is a proposal for a lesser scale of activity, and, it is further from the nearest receptors and more shielded than stage 1 (the same receptors are relevant for both). It is logical to conclude that stage 2 would also be acceptable'*.

The impacts on the surrounding development during the construction phase of the development will be managed under the Construction Environmental Management Plan that will be prepared by the civil contractor.

5.8. Natural Hazards

Flood

The site is affected by flooding.

As the flooding in the area is related to the Hunter River, flood waters rise slowly as water arrives from the large upstream catchment. The site is therefore not prone to flash flooding. This will provide the operators of the site to cancel events and evacuate the site well in advance of inundation.

In accordance with the Flood Assessment, the proposed track and associated facilities has been raised above the 1% AEP flood level with adequate grading of the proposed carpark to allow displaced floodwaters to drain to Lynes Canal.

As with stage 1 of the development it is proposed that a Plan of Management be prepared to provide the operators of the ground with guidance during major flood events.

It is therefore considered that, although the site is flood affected, the risks are manageable.

Bushfire

As previously stated, the site is located within an area affected by bushfires.

5.9. Stormwater Management

The Stormwater drainage is to be upgraded with a new trunk drainage line to accommodate a 5% AEP event.

The athletics track and associated amenities have also been raised to or above a level of 4.2 AHD which is the 1% AEP flood level with the proposed grading of the carpark to allow displaced floodwaters to drain around the facility to the East and South and in to Lynes Canal, which is the existing watercourse.

5.10. Amenity

The proposed lighting that will be installed as part of the redevelopment has been designed to limit the impact on the residential development in the area.

Road and pedestrian lighting has been design to comply with requirements of Australian Standards AS158.3.1-2005 for a P11B & P12 category car park and a P2 pathway

5.11. Socio Economic Impact in the Locality

The proposed redevelopment of the site will contribute to the quality of the local recreational facilities. The proposal will therefore have a positive social impact on the area.

It is anticipated that a number of construction jobs will be created during the redevelopment of the site, thereby providing an economic boost to the businesses in and around the Maitland CBD.

6. SITE SUITABILITY

This Statement of Environmental Effects has determined that the site is suitable for the proposed use.

As outlined during the assessment of the Maitland LEP and DCP, it is considered that proposed development complies with the legislative requirements outlined in the LEP and the provisions of the DCP.

7. SUBMISSIONS

The proposal will be notified in accordance with the requirements of Council's DCP, providing opportunity for the public to comment on the development. Following public notification of the development application, all reasonable concerns raised in any submission will be considered.

8. PUBLIC INTEREST

The development will not significantly impact on the character of the area. The development complies with the relevant standards and development controls of Council's LEP and DCP that apply to the subject site.

9. CONCLUSION

This statement is to accompany a Development Application to Maitland City Council for a new athletics centre located at Smythe Field and Maitland no.2 Sportsground known as Maitland Regional Athletics Centre (MRAC) with associated car parking.

The proposed development is permissible under the Maitland LEP 2011, and is compliant with the relevant LEP and DCP provisions.

It is therefore considered that the proposal can and should be supported by Council.