

# Statement of Environmental Effects

## Proposed Integrated Community Health Services Facility 'Ulladulla HealthOne Community Health Centre'

Lots 5 and 6 DP 22193  
82 South Street and 130 Princes Highway, Ulladulla



Image: Perspective (Gran Associates Dwg A900 Rev C)



Prepared for NSW Health  
'Illawarra Shoalhaven Local Health District'

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## 1 Executive Summary

TCG Planning has been engaged by NSW Health 'Illawarra Shoalhaven Local Health District' to prepare a Statement of Environmental Effects to accompany a development application for 'Ulladulla HealthOne Community Health Centre', an integrated primary and community health services facility at 130 Princes Highway, Ulladulla.

The site is currently occupied by the Ulladulla Community Health Centre which provides a range of health services within the existing building. The proposed new HealthOne Centre will continue to provide these existing services, in addition to other services currently being provided elsewhere in Ulladulla. The existing centres are aging and have been identified by NSW Health as not fit for purpose. The proposed facility will co-locate a number of services into a single central location, improving access for patients and providing a more integrated approach to patient management.

The subject land is a corner lot formally identified as Lot 6 DP 22193 (82 South Street) and Lot 5 DP 22193 (130 Princes Highway). This site has a combined area of 1392.7m<sup>2</sup> and currently contains the Ulladulla Community Health Centre, which is proposed to be demolished. The Ulladulla Community Health Centre is operated and managed by the Illawarra Shoalhaven Local Health District (ISLHD).

This Statement of Environmental Effects addresses the appropriate heads of consideration under the *Environmental Planning and Assessment Act 1979*. The statement also details the manner in which the proposed development complies with relevant state, regional and local planning requirements including the *Shoalhaven Local Environmental Plan (SLEP) 2014* and *Shoalhaven Development Control Plan (SDCP) 2014*.

The proposed development is defined under the group definition of 'health services facility' and is characterised as a 'medical centre' and 'community facility', which are permissible with consent in the B4 Mixed Use zone of *SLEP 2014*. The proposed development is consistent with the relevant objective of the zone and development standards (including floor space ratio and building height) and the other local provisions within the *SLEP 2014* as detailed in Section 6 of this Statement. The proposal is also consistent with the relevant State Environmental Planning Policies addressed in Section 5 of this Statement.

The proposed development principally accords with the majority of standards and objectives of the relevant chapters of the *SDCP 2014*, as indicated in Section 7. While there is a shortfall of car parking spaces provided on the site (as required by the rates within Council's Car Parking DCP), this Statement and the accompanying Parking Management Strategy for the proposed facility demonstrates that the number of spaces provided on site is satisfactory, having regard to the operation of the facility in the town centre context.

In conclusion, this Statement of Environmental Effects confirms that the proposed development represents a positive outcome for the site, and accordingly Council approval is sought.

## 2 Site Context

### 2.1 Subject Site and Surrounding Development

The subject land is identified as 130 Princes Highway, Ulladulla, and comprises two lots, being Lot 6 DP 22193 (82 South Street) and Lot 5 DP 22193 (130 Princes Highway), owned by Health Administration Corporation (HAC). Council's information (prelodgement notes) indicate Lot 6 has an area of 809.37m<sup>2</sup> and Lot 5 an area of 575.41m<sup>2</sup>, therefore having a combined area of 1384.78m<sup>2</sup> (NB. the site survey indicates the land to be 1392.7m<sup>2</sup>). The site currently contains the Ulladulla Community Health Centre, operated by Illawarra Shoalhaven Local Health District (ISLHD). The site comprises a 1-2 storey brick cottage structure and associated car parking is located over both Lot 5 and Lot 6 as shown in **Figure 1** below. The site is located on the corner of South Street and the Princes Highway. The separate access and egress driveway points are both located via the Princes Highway which wraps in a semicircular fashion around the building. Informal (undefined) carparking for approximately 20 cars is located on the grass adjacent to the driveway and on the driveway. The building includes two garage spaces on the lower level.

A number of trees are located around the perimeter of the site, principally along the north, eastern and southern boundaries. There is a drainage easement which runs parallel to the eastern boundary of both allotments for a width of 3m. The site has a fall to the north towards South Street.

The subject allotments are located within the central retail and services precinct of Ulladulla. Directly to the south is a two and three storey building containing a number of retail services. The access driveway for this building directly adjoins the southern boundary of Lot 5. Further south along the Princes Highway are more retail and business services. To the west on the opposite side of the Princes Highway are other retail shops and a motel. On street car parking is located on this section of the Princes Highway, on both the eastern and western sides. To the north of South Street, the retail precinct of Ulladulla continues, notably the Woolworths complex to the north west. Directly to the east of Lot 6 is a single and two storey dwelling. The remaining surrounding area is characterised by low density residencies fronting South Street. An access /egress driveway for a large open carpark is located to the north east which services the retail precinct of Ulladulla.

### 2.2 Site Constraints

A review of Council's online mapping and the Section 149 (2) and (5) Certificate (now referred to as a Section 10.7 certificate) for Lot 5 (Certificate No. 2017/04175, dated 19 October 2017) indicates that Class 5 Acid Sulphate Soils have been mapped on this site – refer to further discussion in Section 6 of this Statement. The planning certificates indicate that Council has no record that the land is affected by: road widening or road realignment, mine subsidence, contamination, coastal protection, critical habitat, biodiversity, flooding, riparian land, bushfire, or environmental heritage.



**Figure 1:** Location of subject site No. 130 Princes Highway, Ulladulla (Lot 5 and Lot 6 DP 22193) (Source: <https://www.google.com.au/maps/>)





**Figure 2:** The subject site (centre) taken from north-western side of Princes Hwy/South Street intersection. Existing dwellings facing South Street east of the site to the left of photo and three storey commercial building at right of photo



**Figure 3:** Existing health and community centre on site proposed to be demolished.



**Figure 4:** Existing informal parking on the southern side of the subject site.



**Figure 5:** Existing informal parking on the northern side of the subject site (South Street side)



**Figure 6:** Retaining wall located on the boundary of the subject site and the commercial property to the immediate south.



**Figure 7:** The existing building to be demolished taken from South Street and adjoining residence to the east (No. 84). Three storey commercial building beyond at rear.



**Figure 8:** Eastern boundary fence/interface between subject site (at left) and rear yard of No. 84 South Street to the immediate east.



**Figure 9:** Dwellings to east of subject site fronting South Street



**Figure 10:** Commercial premises on northern side of South Street. Entrance to public car park at right of photo, and views to Ulladulla Harbour and coast beyond





**Figure 11:** Three storey commercial premises to immediate south of subject site.



**Figure 12:** Woolworths Shopping Centre located diagonally across (north-west) of Princes Highway and South Street



**Figure 13:** Single storey commercial premises on western side of Princes Highway.

### 3 Development History

#### 3.1 Development History

Council's online development application register does not list any approval for the land. It is understood that the existing building has been used for the health centre for many years, and prior to that was used as a dwelling (original use).

#### 3.2 Pre-lodgement Meeting

The application was the subject of a prelodgement meeting with Council, which was held on 5 July 2018 (Ref: 57989e/2). The key matters raised are summarised as follows:

<b>Table 1: Notes from Prelodgement Meeting (Council File Reference: 57989e/2)</b>	
<b>Points for Discussion</b>	<b>Resolution</b>
<b>Parking</b>	
A performance-based parking assessment report should be provided with the SEE for a DA. The report should look at staffing levels, simultaneous demand, existing parking credits, examples of similar facilities and their demand for parking & loss of on-street parking associated with new entry arrangements.	Refer to Section 8.2.5 of this Statement and Basement Plan prepared by Gran Associates.
The submitted concept parking design would be more efficient with the entry ramp aligning with the internal north-south aisle. This would simplify turning movements and provide for more parking in lieu of the bicycle parking area. Bicycle parking could easily be provided for elsewhere. Minimum 6m setback of driveway to the corner applies.	
Stack parking for staff will require a management plan.	
All parking plans need to be fully dimensioned in accord with AS/NZs 2890.1:2004 & AS/NZs 2890.6:2009.	
Parking layout plans need to provide swept path turning movement design information for all parking spaces/vehicle types demonstrating that vehicles can safely enter manoeuvre and leave in a forward direction.	
A signs and lines plan will ultimately be required to modify on street parking arrangements in South Street. This plan will need to be approved by Council Traffic Committee prior to installation	To be addressed at CC
Mechanical ventilation for the basement parking area will need to be addressed in accord with AS1668.2:2012 at Construction Certificate stage.	To be addressed at CC
<b>Easement for Drainage</b>	
Council does not have any detail of infrastructure within the easement for stormwater impacting the site. You may need to establish who is the beneficiary of the easement to determine if it can be expunged.	Noted.
<b>OSD</b>	
Will be required in accord with Chapter G2 of The Shoalhaven DCP 2014.	Refer to Section 8.2.8 of this Statement and Stormwater Concept Plan
<b>Contributions</b>	
Council's contributions plan does not extend to the subject site for car parking. Therefore, you will need to demonstrate that you have adequate parking on site in accord with Chapter G 21 of The Shoalhaven DCP 2014.	Noted. Refer to Refer to Section 8.2.5 of this Statement
<b>General</b>	
Need shadow diagrams	Refer to Plan prepared by Gran Associates.

<b>Table 1: Notes from Prelodgement Meeting (Council File Reference: 57989e/2)</b>	
<b>Points for Discussion</b>	<b>Resolution</b>
Consolidation plan	Requested to be imposed as a condition of development consent to be provided prior to Construction Certificate and registered prior to issue of Occupation Certificate
Demolition plan and waste management statement to address demolition waste and removal of fill from site. Council will require proposed haulage route for excavated material, details of anticipated volume and number of truck movements required to complete excavation. All excavated material will need to be transported to a landfill accredited to receive the classification of waste or may be transported to approved fill sites provided the material can be verified as being VENM.	Refer to Section 8.2.7 of this Statement and Waste Management Plan prepared by Gran Associates.
Operational Waste Management Plan to be provided in accord with Chapter G7 of The Shoalhaven DCP 2014.	
SEPP 55 - A contamination assessment report will be required prior to demolition to identify asbestos and any other potential contaminants likely to be on site. Validation that the site is fit for purpose will be required to be provided prior to the issue of a CC.	Refer to Section 5.4 of this Statement
Clause 14 SEPP Coastal management 2018 applies	Refer to Section 5.5 of this Statement
SEPP Infrastructure – refer div 10	Refer to Section 5.3 of this Statement
Safer by Design Assessment	Refer to Section 8.2.6 of this Statement
Compliance statement required against chapter S8: Ulladulla Town Centre required in SEE. You will need to pay particular attention to clause 5.2.5 Building Appearance, materials and finishes (maritime theme).	Refer to Section 7 of this Statement
Concept Landscape Plan in accord with Chapter G3 of The Shoalhaven DCP 2014.	Refer to Section 8.2.3 of this Statement and Landscape Plan

## 4 Development Proposal

### 4.1 Development Description

The development application seeks approval for the removal of the existing trees on site, demolition of all current structures, and construction of the 'Ulladulla HealthOne Primary Integrated Care Centre' (hereon referred to as the 'HealthOne Centre') building to be managed by the Illawarra Shoalhaven Local Health District (ISLHD). The two allotments will be consolidated. The various components of the proposed facility is provided below.

#### Building Information

The proposed HealthOne Centre is a two storey building with a basement, which is to be accessed via an ingress/egress driveway from South Street. Access from the basement to the facility is via stairs and a lift. Pedestrian access is from the Princes Highway frontage via a ramp and stairs. The reception and waiting areas are located in the north-western corner of the ground floor (where the entry points of the building are), with various corridors leading to the consultation and interview rooms, treatment rooms, dental surgeries etc. There are also offices, staff and visitor amenities (including toilets), meeting and multipurpose rooms and a children's play area. A small courtyard is located at the south-eastern side of the building. On the first floor are open work areas, hot desking space, break out rooms, staff room, toilets, shower and storage. The building is oriented north-west, to address both South Street and Princes Highway street frontages, with a stepped roof formation. The gross floor area of the building will be 964m<sup>2</sup>.

#### Land Use/Services Provided

The site is currently occupied by the Ulladulla Community Health Centre which provides a range of health services within the existing building. The proposed HealthOne Centre will continue to provide these existing services, in addition to other services currently being provided elsewhere in the Ulladulla central business district (principally 100 Vincent Street) that will be relocated to the proposed new centre. The services that will be provided are listed follows. Some services are provided five days per week, others are provided only part of the week.

- Community Nursing
- Child & Family
- Early Childhood
- Violence Abuse & Neglect
- Women's Health
- Mental Health
- Drug & Alcohol
- Oral Health

The existing centres are aging and have been identified as not fit for purpose. The proposed facility will co-locate a number of services into a single central location, improving access for patients and providing a more integrated approach to patient management. Refer to Section 8.4 of this Statement which details the 'HealthOne Model' provided by Illawarra Shoalhaven Local Health District. The centre will also be a 'headquarters' for the staff that provide outreach health services off site/in client's homes during the day. The pool cars for these services will be parked after hours within the basement (approximately 15-20 vehicles).



### Employment and hours of operation

The new HealthOne Centre will be open Monday to Friday 8am – 5pm.

The current facilities (ie to be relocated to the new HealthOne Centre) are provided by approximately 29 full time equivalent staff. The number of staff on site at any one time is fluid and will change on any given day, which may include some staff who:

- will be located at the centre and provide services onsite
- use the centre as a base, and will provide outreach services off site / in people's homes
- visit the centre on a regular or adhoc basis to provide in reach services
- provide services a few days a week or five days per week.

On any given day, there is likely to be an average of 15 staff located on site, with the rest offsite providing outreach services.

### Access and Car Park

The existing two driveways to/from the site at the Princes Highway frontage will be removed (with three (3) additional on-street angled parking spaces to be provided at these points). No vehicular access to the Princes Highway is proposed. A basement car park is proposed with vehicle access provided from South Street on the northern side of the property (which will require removal of one on-street parallel kerbside parking space). The car park will accommodate 23 cars (including 2 car spaces for disabled persons) and a vehicle turning area. A pick up and drop off area for ambulance use will be sited within this basement carparking area, adjacent to the central lift corridor.

### Landscaping

The Landscape Plan accompanying the development application indicates the proposed perimeter/boundary landscaping, in particular to the eastern boundary to screen adjoining residences to the east. Landscaping (predominantly native species) is concentrated at the front of the building and courtyard areas to soften the building. All trees currently on the site are proposed to be removed.

## **4.2 Accompanying Documents**

This Statement is accompanied by the following plans and documents:

- Detail Survey prepared by Leslie and Thompson Surveyors (dated 15 November 2017, Ref. 13629.1);
- Architectural Plans prepared by Gran Associates Architects Australia (Ref. A1810 Issue C, dated 17/10/2018, Dwgs. DA000; DA001; DA010 (RevB); DA100-103; DA200-203; A300; A600 (RevB); DA700-705; DA800; DA900-901); Refer Excerpts at **Appendix 1**
- Landscape Plan prepared by Iscape Landscape Architecture)
- Parking and Vehicle Strategy prepared by NSW Health ISLHD – **Refer Appendix 2**
- Waste Management Plan prepared by Gran and Associates
- Civil/Stormwater Concept Plan prepared by Woolacotts Consulting Engineers
- BCA Capability Statement prepared by Accredited Building Certifiers
- Acoustic Report prepared by PKA Acoustic
- Phase 1 Contamination Assessment prepared by SMEC.

## 5 State and Regional Planning Framework

### 5.1 'Integrated Development' (Section 4.46 of the *Environmental Planning and Assessment Act 1979*)

Integrated development is development (not being State significant development or complying development) that, in order for it to be carried out, requires development consent and one or more of the approvals from certain state authorities. The proposed development does not require any of these approvals and is therefore not integrated development.

### 5.2 'Crown Development' (Division 4.6 of the *Environmental Planning and Assessment Act 1979*)

Crown development means development that is made by or on behalf of the Crown. The 'Crown' refers both to the Queen of Australia and to the government of the Commonwealth, or of a state or territory. In this context, the applicant, NSW Health, being a state government entity, is the Crown. Clause 4.33 'Determination of Crown development applications' confirms that:

- (1) A consent authority (other than the Minister) must not:
- (a) refuse its consent to a Crown development application, except with the approval of the Minister, or
  - (b) impose a condition on its consent to a Crown development application, except with the approval of the applicant or the Minister.

Therefore, Council in assessing the development application cannot refuse a Crown development application without prior approval of the Minister, or attach conditions of consent without prior approval of the applicant or the Minister.

### 5.3 State Environmental Planning Policy - (State and Regional Development) 2011

State Environmental Planning Policy (State and Regional Development) 2011 applies to certain development that is considered to be of significance to the state. Schedules 1 and 2 of SEPP lists the types of development that are regarded as state significant development. Medical centres with a capital investment value of more than \$30 million are regarded as state significant development. As the capital investment value is \$6.18 million the proposed development is not declared to be state significant development and referral of the consent authority to the Independent Planning Commission is not required.

However, as the capital investment value is more than \$5 million, the proposed development is declared to be 'Regionally Significant Development' pursuant to Part 4 of the SEPP, as listed within clause 4:

*4 Crown Development over \$5 million*

*Development carried out or on behalf of the Crown (within the meaning of Division 4.6 of the Act) that has a capital investment value of more than \$5 million.*

Hence the application will be required to be referred to the Joint Regional Planning Panel for determination, in accordance with Clause 4.5(b) of the EP & A Act 1979:

*4.5 Designation of consent authority*

- (a) For the purposes of this Act, the consent authority is as follows:  
in the case of development of a kind that is declared by an environmental planning instrument as regionally significant development—the Sydney district or regional planning panel for the area in which the development is to be carried out,

#### 5.4 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP) contains specific planning provisions and development controls for 25 types of infrastructure works or facilities. The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the state.

The proposed facility can be categorised under Division 10 'Health Services Facilities' under this SEPP. The proposal is permitted by and is not inconsistent with the provisions of this Division (notwithstanding the facility is also permitted under the local planning instrument, Shoalhaven Local Environmental Plan 2014, refer Section 6 of this Statement).

Division 17 relates to Roads and Traffic and Clause 101 'Development with Frontage to a Classified Road' applies (Princes Highway is a Classified Road). The subject site currently does have direct vehicular access to a classified road, being two separate driveways to the Princes Highway. However, the development proposal seeks to close these two driveway access/egress points and construct a single/combined ingress/egress driveway to the new facility at South Street. Hence Clause 101 is satisfied. Clause 104 'Traffic Generating Development' refers to certain development of a certain size or capacity that requires referral to the Roads and Maritime Services (RMS), as specified in Column 1 of the Table to Schedule 3. The proposed facility is not of a type and scale (in terms of floor area and/or parking spaces) listed in Schedule 3. Therefore, referral of the application to the RMS is not required under this clause.

#### 5.5 State Environmental Planning Policy No. 55—Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Land aims to identify contaminated land to ensure plan-making and development assessment is appropriate for the contamination conditions present on the subject land. Clause 7 of the SEPP specifies 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:

*(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state or it is satisfied that the land will be remediated before the land is used for that purpose.*

The 149(5) Certificates obtained for the subject allotments confirms that the land is not significantly contaminated within the meaning of the Contaminated Land Management Act 1997. Visual inspection of site in the context of surrounding development, and a review of Council's online development register suggests that the subject site has a recent history of residential use and as a community medical centre.

As noted in the Council's prelodgement notes, a contamination assessment report will be required prior to demolition to identify asbestos and any other potential contaminants likely to be on site. If contamination is identified, validation that the site is fit for purpose will be required prior to issue of a construction certificate, to meet the provisions of SEPP 55. A phase 1 contamination assessment report has been prepared by SMEC (dated 20 December 2017, ref 30012196) and is attached to this statement under a separate cover. Refer to Section 8.2.9 of this statement for further discussion.

#### 5.6 State Environmental Planning Policy (Coastal Management) 2018

State Environmental Planning Policy (Coastal Management) 2018 came into effect on 23 March 2018 and replaces the Coastal Protection Act 1979. The Coastal Management SEPP aims to protect, manage and preserve natural, cultural, recreational and economic attributes of the NSW Coast and marine area. Clause 5 indicates that the Policy applies to land the whole or any part of which is within the 'coastal

zone'. A review of the NSW Department of Planning and Environment online mapping associated with the SEPP indicates that the subject land is identified as being in the 'coastal use area'. The Coastal Management SEPP states that development consent must not be granted to development on land that is within the coastal use area unless the consent authority has considered whether the proposed development is likely to impact on the existing and continued safe access to the coastal foreshore, including beach, headland or rock platform access. The subject site is an established mixed use commercial and residential precinct 450m to the west of the coastal foreshore. The subject site does not directly adjoin the coastline, being situated on a hill approximately 30m above sea level and is separated by multiple roads and residential development. Hence there are no anticipated impacts on the amenity or overshadowing of the coastal foreshore, or significant loss of views from a public place to the coastal foreshore, with the scenic qualities of the NSW coast, as a result of the proposed development. This Policy is therefore considered to be satisfied.

### **5.7 Biodiversity Conservation Act 2016**

The Biodiversity Conservation Act 2016 aims to facilitate development which is consistent with the principles of ecologically sustainable development; in particular, to establish a framework to minimise and offset the impacts of proposed development and land use change on biodiversity. The subject site is located within an established commercial precinct and contains a 1-2 storey brick cottage structure and associated hard-surface car parking. The existing trees on site, which are proposed to be removed as shown on the accompanying landscape plan, are not significant. A review of Council's online mapping and the Section 149 (2) and (5) Certificate (referenced in Section 2.2 of this statement) indicate that Council has no record that the land comprises critical habitat, biodiversity certified land, riparian land, or environmental heritage. The provisions of this Act are therefore considered to be satisfied.

### **5.8 Section 7.11 Environmental Planning and Assessment Act 1979**

Formerly known as Section 94 Contributions Plans, Shoalhaven Council has a number of Section 7.11 Contribution Plans applicable within the Milton/Ulladulla area. The Shoalhaven Contributions Plan 2010 is the current applicable plan for the Local Government Area.

Part 2.7 'Exemptions' of this Plan states that: *This Plan shall not apply to development provided by or on behalf of State Government or the Council;*

- *for the purposes of community infrastructure included in this Plan or another contributions plan prepared under the EP&A Act;*
- *for Council projects that provide non profit community facilities, such as sportsgrounds, parks, community centres, emergency services; or*
- *that in the opinion of Council does not increase the demand for the categories of community infrastructure addressed by this Plan."*

An exemption is sought under this section as the HealthOne Centre is made on behalf of the NSW Government for public infrastructure (that replaces services that have already been in existence historically on the site and elsewhere within the Ulladulla township).

Council has confirmed that Council's Contribution Plan does not extend to the subject site for car parking within the Ulladulla Township.



### **5.9 State Environmental Planning Policy No. 64 – Advertising and Signage**

This SEPP aims to ensure that outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high quality design and finish. A consent authority must not grant development consent to an application to display signage unless they are satisfied that the signage is consistent with the objectives of this policy as set out in clause 3 (1) (a), described above, and that the signage satisfies the assessment criteria specified in Schedule 1.

Schedule 2 'Exempt Development' of Shoalhaven Local Environmental Plan 2014 only contains additional exempt development not specified in Statement of Environmental Planning Policy (Exempt and Complying Development Codes) 2008. Part 2 Division 2 of the Exempt and Complying Development Codes SEPP provides development standards that building identification signs must meet in order to be considered exempt development.

The elevation plans prepared by Gran Associates indicate a discreet business identification (wall sign) for each façade. While the final dimensions have not been confirmed by ISLHD, the sign is complementary to the building design and is not expected to exceed 3.5m<sup>2</sup>. If required, signage will be the subject of a separate application.

## 6.1 Site Zoning



**Figure 14:** Excerpt from Shoalhaven City Council's Zoning map, which shows the site in the B4 Mixed Use zone. (Source: <https://www.shoalhaven.nsw.gov.au/Planning-and-Building/Maps-online/SLEP> )

The objectives of the B4 Mixed Used Zone are:

- *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.*

Clause 2.3(2) of the SLEP 2014 requires the consent authority to have regard to the objectives of the zone. The second objective is relevant to the proposed facility as it will "*provide facilities or services to meet the day to day needs of residents*" of the Ulladulla and wider Shoalhaven community within an accessible town centre location.

The proposed development is defined under the group definition of **'health services facility'** and is characterised as a **'medical centre'** and **'community facility'**, which are permissible with consent in the B4 Mixed Use zone of *SLEP 2014*:

**health services facility** means a building or place used to provide medical or other services relating to the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to persons, and includes any of the following:

- (a) a medical centre.
- (b) community health service facilities.
- (c) health consulting rooms.
- (d) patient transport facilities, including helipads and ambulance facilities.
- (e) hospital.

**community facility** means a building or place:

- (a) owned or controlled by a public authority or non-profit community organisation, and
- (b) used for the physical, social, cultural or intellectual development or welfare of the community, but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation.

**medical centre** means 'premises that are used for the purpose of providing health services (including preventative care, diagnosis, medical or surgical treatment, counselling or alternative therapies) to out-patients only, where such services are principally provided by health care professionals. It may include the ancillary provision of other health services.

#### 6.4 Part 2 Permitted or Prohibited Development

##### Clause 2.7 Demolition requires development consent

Clause 2.7 permits demolition but only with development consent. This application seeks approval for the demolition of the current health facility and ancillary structures within 130 Princes Highway, Ulladulla. Refer to the Demolition Plan prepared by Gran Associates Australia which accompanies this statement.

#### 6.5 Part 4 Principal Development Standards

##### Clause 4.3 Height of Buildings

A maximum height of buildings of **11 metres** applies to the site in accordance with the SLEP 2014 'Height of Buildings Map'. The proposed building has a maximum building ridge height of RL 10.23m above the existing ground level at that point. **Complies.**

##### Clause 4.4 Floor Space Ratio

A maximum permissible floor space ratio (FSR) of 1.5:1 applies to the site in accordance with the SLEP 2014 Floor Space Ratio Map. The gross floor area\* of the building is 964m<sup>2</sup>. The subject site is 1392.7m<sup>2</sup> in area and hence the proposal has a FSR of 0.69:1. **Complies**

A schedule of gross floor area (GFA, defined below) and FSR calculations for the development based on the areas provided by Gran Associates and is provided in **Table 2** below.

Table 2: Gross Floor Area and Floor Space Ratio Calculations	
Floor Area	Gross Floor Area (m <sup>2</sup> )
Site Area	1392.7
Permissible FSR	1.5:1
Permissible GFA	2089
Basement (excluded from GFA calculation)	731
Ground Floor	709
First Floor	255
<b>Proposed GFA</b>	<b>964</b>
<b>Proposed FSR</b>	<b>0.69:1</b>

**\*gross floor area** means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- (a) the area of a mezzanine, and
  - (b) habitable rooms in a basement or an attic, and
  - (c) any shop, auditorium, cinema, and the like, in a basement or attic,
- but excludes:
- (d) any area for common vertical circulation, such as lifts and stairs, and
  - (e) any basement:
    - (i) storage, and
    - (ii) vehicular access, loading areas, garbage and services, and
  - (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
  - (g) car parking to meet any requirements of the consent authority (including access to that car parking), and
  - (h) any space used for the loading or unloading of goods (including access to it), and
  - (i) terraces and balconies with outer walls less than 1.4 metres high, and
  - (j) voids above a floor at the level of a storey or storey above.

## 6.6 Part 5 Miscellaneous Provisions

### Clause 5.10 Heritage Conservation

The subject site is not a heritage listed site nor is it identified within a heritage conservation area. Furthermore, Council's online mapping does not show that there are any items of local environmental heritage significance in the immediate vicinity of the subject site. The closest item of environmental heritage is item #489 "The Marlin"—early Post-war American Colonial Hotel" on the corner of Wason Street and the Princes Highway, approximately 200m to the north of the subject site. While the subject land is within the general proximity of this item, it is considered that subclause (5)(c) does not apply (ie. requirement for a heritage management document) as the proposed development is located at such a distance away and separated by a road and several buildings that it will not impact on the integrity of this item by overshadowing or view-sharing. **Not applicable.**

### Clause 5.12 Infrastructure development and use of existing buildings of the Crown

As previously discussed in section 5 of this statement, the subject development comprises development made by or on behalf of the Crown. Under clause 5.12 of the SLEP, nothing in the SLEP can restrict or prohibit the proposed development as the works are permitted with consent under the State Environmental Planning Policy (Infrastructure) 2007. **Complies.**

## 6.7 Part 7 Local Provisions – General

### Clause 7.1 Acid Sulphate Soils

The objective of this clause is to ensure that development does not disturb, expose or drain acid sulphate soils and cause environmental damage and applies to land which is shown on the 'Acid Sulphate Soils Map'. Shoalhaven Council's maps show that the subject site is located on land that contains Class 5 Acid Sulphate Soils. An Acid Sulphate Soils Management Plan (ASSMP) will be required where the land is within 500m of Class 1, 2, 3 or 4 acid sulphate soils and there is excavation below 5m AHD and works are likely to lower the watertable below 1m AHD. The nearest Class 1-4 acid sulphate soils are located to the north west of the subject site, in the vicinity of the Washburton Road, approximately 2.5 kilometres away and there is no evidence to suggest the water table will be lowered below 1 metre Australian Height Datum as a result of the proposed development. Hence it is not considered reasonable to require the submission of an ASSMP.



### Clause 7.2 Earthworks

The objective of this clause is to ensure that any earthworks will not have a detrimental impact on environmental functions and processes, neighbouring uses or heritage items and features surrounding land. Soil material (approximate volume being 1320m<sup>3</sup>) will be excavated from the site to accommodate the basement car park. Excavated material will be transported to a landfill accredited to receive the classification of waste. VENM material may be transported to approved fill sites. Material classification and haulage routes will be confirmed with the head contractor prior to the issue of the construction certificate.

### Clause 7.3 Flood Planning

The land is not located within the Flood Planning Area within the meaning of Shoalhaven Local Environmental Plan 2014, hence this clause **does not apply**. Council's s149 certificate No. 2017/04175 states *"if the land is within 40m of a creek; or is within 10m of a major drainage system, local overland flow path or drainage easement ; or has a history of flooding then a flood assessment report will need to be submitted with any development application under the requirements of the DCP"*

There is a drainage easement located along the eastern boundary of both Lot 5 and Lot 6, however, this is not considered a 'major drainage easement'. In addition, the site is not located within 40m of a creek and does not have a history of flooding. Therefore a flood assessment report is not required.

### Clause 7.11 Essential Services

Clause 7.11 requires that infrastructure is available to the site (water, sewer, electricity). The existing public utilities infrastructure available to the site is anticipated to be adequate to service the proposed development, subject to confirmation from service authorities at Construction Certificate stage. **Complies.**

## 7 Shoalhaven Development Control Plan 2014

Shoalhaven Development Control Plan 2014 came into effect on the 22 October 2014 following the commencement of Shoalhaven Local Environmental Plan 2014 on 22 April 2014. The manner in which the proposed development complies with the primary controls and relevant standards contained in this DCP are outlined in this Section. The development is located within the Ulladulla Town Centre and hence the provisions of **Chapter S8 Ulladulla Town Centre** apply in particular. The manner in which the development will address the primary requirements of this Chapter is outlined in Table 3 within this Section.

The following chapters of SDCP 2014 are also applicable to the development and are addressed in Section 8 of this Statement (as referenced below):

- Chapter 2 General and Environmental Considerations (CPTED) - refer Section 8.2.6
- Chapter G2 Sustainable Stormwater Management and Erosion/Sediment Control 8.2.8
- Chapter G3 Landscaping Design Guidelines - refer Section 8.2.3
- Chapter G4 Tree and Vegetation Management – refer Section 8.2.3
- Chapter G7 Waste Minimisation and Management Controls - refer Section 8.2.7
- Chapter G21: Car Parking and Traffic – refer Section 8.2.5

### 7.1 Chapter S8 'Ulladulla Town Centre'

#### Section 3 – Context

This chapter identifies seven land use precincts. The subject site is identified within Precinct 2 'Mixed Use (Commercial Residential)' precinct. Clause 3.3 sets out the character and aims of the mixed use precinct:

*"Mixed use development encourages opportunities for residential living within or in close proximity to the commercial core and good mixed use involves the provisions of compatible land uses in a balanced way. Physically the precinct should include vertical and horizontal mix of uses. It may include higher density tourist and residential accommodation as well as commercial uses in any storey. Located on the southern side of the town centre, this area historically includes fringe commercial development associated with the commercial core (mixed use density residential/commercial precincts are shown as Precinct 2 on Map 1).*

*Development within the precinct should:*

- *Allow for a combination of tourist apartments, residential units and commercial businesses in any storey. Tourist accommodation may include temporary and short term accommodation such as hotel and motel accommodation, serviced apartments, backpackers' accommodation and the like, subject to compliance with the Residential Flat Design Code (also see Chapter G14 – Other Residential Accommodation).*
- *Compatible retail/commercial uses including restaurants and cafes, gift shops, galleries, personal services, leisure and indoor recreational facilities and the like.*
- *Ensure that residential uses do not compromise the role of the retail area by limiting opportunities for larger type retail modules or by placing undue controls on trading hours or practice.*
- *Ensure that no single use dominates other uses.*
- *Demonstrate the compatibility of the proposed uses within a mixed use development context with specific reference to adjoining and adjacent development such as leisure and entertainment uses."*

The proposed development maintains the existing use on the site (community health centre) which has demonstrated to be a complementary use to the existing and envisaged future uses within the precinct. The land has direct frontage to the Princes Highway, has good visibility, and accessibility and is also considered to be a complementary use to the existing adjacent properties (having both residential and commercial uses). The built form is modest in scale and is considered to provide a good transition between

the three storey commercial development to the south and lower scale residences fronting South Street. The proposed development is suitable in the context of this precinct.

#### Section 4 – Objectives

The proposed development is considered to meet all of the key objective headings as demonstrated below:

- *4.1 Economic:* the new building will encourage the efficient use of land currently operated by the Illawarra Shoalhaven Local Health District and will maintain the suitable site within the town centre of Ulladulla for a district health centre.
- *4.2 Environment:* the proposed building will utilise sustainable building measures and responds to the topography of the site and pattern of development within the township.
- *4.3 Built Form and Character:* the scale of the development is appropriate and provides a good transition between the three storey commercial development to the south and lower scale residences fronting South Street. The building appropriately addresses the corner site and provides improved streetscape treatment. The building demonstrates a maritime theme through the streamlined and modern lines and restrained colour scheme. The angled north-eastern corner - meeting room and adjacent courtyard and balustrade – facing toward the harbour, is reminiscent of a ship's bow and balcony. The largely horizontal composition with considered vertical accents reflect the harbourside typology. Large areas of glazing to the waiting areas and multipurpose rooms embrace the harbour and sea views.
- *4.4 Accessibility:* the town centre location is appropriate for a district health centre with public transport linkages and existing commercial amenities. The site improves vehicular access to the site (deleting access points to Princes Highway) and provides formalised on site parking (not currently provided at the existing facility).
- *4.5 Urban Design/Lifestyle:* the proposed building provides an improved public facility that captures and preserves views to the harbour to the north, in addition to providing legible, accessible and safe access design from the Princes Highway frontage.
- *4.6 Employment:* the facility will maintain employment for Ulladulla Health Services and provide an improved integrated facility that co-locates several existing dislocated and aging facilities in the area.

Table 3: Chapter S8 Ulladulla City Centre			
SCDCP Requirements		Proposed	Compliance
<b>Part 5 Controls</b>			
<b>5.1.1 Important views and vistas (refer Map 2)</b>	<p>The objective of this clause is to maintain important views and vistas within the Ulladulla Town Centre.</p> <p>Consider opportunities to reinforce views to the harbour and mountains to the west as part of the development proposal.</p> <p>Integrate large buildings with the scale of the overall built environment.</p> <p>Step buildings down the slope in line with the relevant contours.</p>	The building will be two storeys in height and sit below the ridge line of the adjoining commercial/retail building to the south. The building steps down to generally reflect to sloping topography. Therefore, it is anticipated that there will be no detrimental impact upon the vista to the north from the Princes Highway. The site is not located within the secondary view corridor (Harbour entrance) area as shown on Map 2.	Complies
<b>5.1.2 Building Setbacks (refer Map 3)</b>	<p>Map 3 shows a 5m average setback as applying to both street frontages at the subject site.</p> <p>'Table 1: Setbacks' does not specify further setback controls as applying to the subject site.</p>	Setback to Princes Highway is a 5m setback (with some very minor encroachments) however is generally compliant. The setback to South Street also has a majority setback of 5m, however there are some minor building elements that encroach/protrude northward closer to the street (ground floor only) and comprise the corners of the waiting room and meeting room at either ends of the northern elevation and central unenclosed balcony/courtyard. These building features are considered to add interest and articulation to this elevation, being an important corner site within the township and main street. There will be no adverse visual impacts resulting from these minor encroachments to the building setback.	Minor Variation sought  Satisfactory
<b>5.1.3 Building height and floor space ratio</b>	<p>Building heights and FSRs are in accordance with the SLEP 2014 Height of Building and Floor Space Ratio maps, and Table 2 and Maps 4 &amp; 5 of this SDCCP chapter.</p> <p>'Map 4: Building Height Limits' specifies a max building height of three storeys and 11 metres as applying to the subject site.</p> <p>'Map 5: Floor Space Ratio' specifies a max. FSR of 1.5: 1 for the subject site.</p> <p>No minimum lot size specified.</p>	The development is two storeys plus basement, with a maximum building height of 10.23m and FSR of 0.69:1.	Complies
<b>5.1.4 Landscape</b>	<p>Include a landscape plan that addresses:</p> <p>Criteria Provide landscaping that is appropriately scaled and located relative to both the building bulk and incorporating existing vegetation where desirable or practical.</p> <p>If planting adjacent to intersections and driveways, select vegetation to maintain safe sightlines.</p>	The Landscape Plan shows new trees and soft landscaping that will contribute positively to the built form and streetscape.	Complies
<b>5.1.5 The Public Domain</b>	Encourage street beautification measures in conjunction with development and improve the visual appearance of the Town Centre.	The proposed development will provide an improved interface between the footpath and the street frontages.	Complies

Table 3: Chapter S8 Ulladulla City Centre			
SCDCP Requirements		Proposed	Compliance
		Existing grass nature strips will remain unchanged with the exception of the removal of existing crossovers on Princes Hwy and installation of a new crossover on South Street. The Landscape Plan shows new trees and soft landscaping that will contribute positively to Princes Hwy and South St.	
<b>5.1.7 Signage</b>	<i>All signage must conform with Chapter G22: Advertising Signs and Structures and State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64).</i>	The elevation plans prepared by Gran Associates indicate a discreet business identification (wall sign) for each façade (no dimension details provided at this stage). Signage will be the subject of a separate application, if required.	Refer architectural plans
<b>5.2 RFB's Residential Tourist Mixed Use and Shop Top Housing</b>	<i>Controls not applicable as a community health centre</i>	While technically not applicable due to the proposed use (a community health centre and not an RFB, mixed use etc), the proposed development still meets the intent of the relevant planning controls, as detailed below	
<b>5.2.1 Ecologically sustainable development</b>	<p><i>All buildings must:</i></p> <ul style="list-style-type: none"> <li>• Adopt waste recycling and water reuse strategies and actions.</li> <li>• Adopt energy and water efficient fittings.</li> <li>• Incorporate stormwater detention and treatment.</li> <li>• Set aside a waste recycling area.</li> <li>• Incorporate appropriate industrial and commercial waste treatment where necessary.</li> </ul> <p><i>Compliance with Part J of the Building Code of Australia (BCA) for all relevant BCA class 3 &amp; 5 to 9 buildings.</i></p>	<p>Where possible, energy efficient measures will be used in the building (water and energy). The building will comply with the BCA, Section J. Solar panels are proposed to contribute to the building's electricity needs.</p> <p>OSD is proposed (refer Stormwater Management Plan)</p> <p>Refer to the accompanying Site Waste management Plan prepared by Gran Associates which sets out waste and recycling for the construction and operational phases of the development.</p>	Complies
<b>5.2.2 Building form/ orientation</b>	<p><i>Design must demonstrate continuity with neighbouring buildings through the use of similar floor and ceiling heights.</i></p> <p><i>Design must respond to the streetscape and surrounding buildings through the use of a palette of similar elements and/or architectural styles.</i></p>	The two storey building will sit/transition appropriately between the three storey building to the south and the single storey dwelling to the east. The building height and form will respond appropriately to the slope of the land	
<b>5.2.3 Accessibility</b>	<i>Building must be connected to the public footpath network.</i>	The building provides an accessible path from Princes Highway frontage that is appropriate to the topography and crossfall of the site.	Complies
<b>5.2.4 Building roofscapes</b>	<p><i>Break up massing of roofs. Minimise flat roofs and screen any flat roofs with parapets</i></p> <p><i>Articulated parapets and cornice lines should emphasise the top of the building, combining to create a cohesive design and appropriate scale for the overall façade.</i></p>	The roof will be stepped and the upper level has a smaller floorplate than the ground level, providing transitional building height that is appropriate to the site.	Complies
<b>5.2.5 Building appearance, materials and finishes.</b>	<p><i>Building materials, colours, textures and styles reflect a distinctive, contemporary maritime theme.</i></p> <p><i>A well-considered mix of materials is encouraged. Provide sample boards that provide details on materials and colours.</i></p>	Refer to Gran Associates Plan DA-800 for proposed materials and design schedule	Complies

Table 3: Chapter S8 Ulladulla City Centre			
SCDCP Requirements		Proposed	Compliance
<b>5.3 Infrastructure</b>			
	<p>All car parking areas and spaces shall be designed in accordance with the following provisions and in accordance with the Chapter G21: Car Parking and Traffic.</p> <p>A33.1 Car Parking entries and driveways are to be avoided on the Princes Highway</p> <p>A34.1 On street car parking is to be maintained on the Princes Highway</p> <p>A36.1 Hide car parking area from view – ideally located in the basement</p>	<p>The carparking access is located from South Street.</p> <p>The development will maintain (and increase) on street parking on the Princes Highway as existing driveways are to be removed.</p> <p>Basement parking accessed from South Street is provided.</p>	<p>Refer Section 8.2.5 of this Statement</p> <p>Complies</p>
<b>5.4 Utility Service, Waste Management and Soil and Stormwater Management</b>			
<b>5.4.1 Waste</b>	<p>Provide rubbish and recycling bin enclosures which, together with other site facilities, must be adequate in size, durable, visually integrated and located having regard to the protection of amenity, vehicle service access, visual impact and access</p> <p>Do not locate rubbish storage areas between the front alignment of any building and any road or public space.</p> <p>Rubbish storage areas must include a bin wash down facility.</p> <p>All service vehicles are to enter and leave any development in a forward direction unless rear service lanes have allowed service embayments.</p>	<p>Refer to the accompanying Site Waste management Plan prepared by Gran Associates which sets out waste and recycling for the construction and operational phases of the development.</p> <p>Garbage room provided in basement, screened from view, with kerbside for general waste and recycling (by Council or a private waste contractor). Medical waste will be collected onsite by a smaller vehicle (private contractor).</p>	Complies
<b>5.4.2 Water supply</b>	Town water supply is available for domestic, production and firefighting support purposes.	The existing public utilities infrastructure available to the site is anticipated to adequate to service the proposed development, subject to confirmation from service authorities at Construction certificate stage	Complies
<b>5.4.3 Sewerage</b>	Town sewerage reticulation is available for connection.		
<b>5.4.4 Soil and Stormwater Management</b>	Prepare appropriate management strategies based on the principles of Ecologically Sustainable Development and Water Sensitive Urban Design.	Refer to accompanying Stormwater Concept Plan	Complies
<b>5.4.5 Lighting</b>	All external lighting must be of high energy efficiency.	To be provided	Can comply



## 8 Section 4.15(1) – Matters for Consideration

### 8.1 The provisions of:

#### (a) Any environmental planning instrument

The proposed development is defined under the group definition of 'health services facility' and is characterised as a 'medical centre' and 'community facility', which are permissible with consent in the B4 Mixed Use zone of SLEP 2014 and is consistent with the objectives of SLEP 2014 and meets the floor space ratio and other prescriptive controls of this LEP.

#### (b) Any development control plan

The provisions of Shoalhaven Development Control Plan 2014 have been addressed as detailed in Sections 6 and 7 (this section) of this Statement:

- Chapter 2 General and Environmental Considerations (CPTED)
- Chapter G1 Site Analysis, Sustainable Design and Building Materials in Rural, Coastal and Environmental Areas: refer Site Analysis by Gran Associates
- Chapter G2 Sustainable Stormwater Management and Erosion/Sediment Control
- Chapter G3 Landscaping Design Guidelines
- Chapter G4 Tree and Vegetation Management
- Chapter G7 Waste Minimisation and Management Controls
- Chapter G21 Car Parking and Traffic
- Chapter G22 Advertising Signs and Structures - refer Section 5.7
- Chapter S8 Ulladulla Town Centre

#### (c) Any Proposed Instrument, Planning Agreement, Coastal Zone Management Plan

Not applicable.

### 8.2 The likely impacts of the development

#### 8.2.1 Streetscape Integration – Urban Form, Setbacks, Visual Impact (SDCP 2014 Chapters G18 & S8)

The proposed HealthOne Centre is a two storey building with a basement, and is oriented north-west, to address both South Street and Princes Highway street frontages. The built form is modest in scale and provides a stepped roof formation that provides a good transition between the three storey commercial development to the south and lower scale residences fronting South Street.

The setbacks to the building from the Princes Highway is five (5) metres (with some very minor encroachments) in general compliance with the DCP controls. The setback to South Street also has a majority setback of 5m, however there are also some building elements that encroach/protrude northward closer to the street (ground floor only) and comprise the angled corners of the waiting room and meeting room at either ends of the northern elevation and central unenclosed balcony/courtyard. These building features are considered to add interest and articulation to this elevation, being an important corner site within the township and main street. There will be no adverse visual impacts including to views resulting from these minor encroachments to the building setback. The proposed development will provide an improved interface between the footpath and the street frontages.

### 8.2.2 Impacts to Adjoining Properties

The proposed building is set back three (3) metres from the southern property boundary and four (4) metres from the eastern boundary, with a minor (triangular shaped) encroachment of approximately one metre toward the front of the building adjacent to the residence to the east. There are no anticipated negative impacts to the adjacent commercial property to the south, being at a lower level and having a separation from the commercial building by the driveway and car park to that development. The upper level of the proposed Health One Centre has a small footprint and hence provides opportunities for view retention for that building (in addition to the proposed building being at a much lower level). The residence to the east has few windows facing the development and landscaping and boundary fencing will provide privacy screening from most of the ground level. The Mixed Use zoning and likelihood of the properties to the east to be redeveloped should be considered in this context. The proposed building will only overshadow part of the existing residence and rear yard to the immediate east around 3pm mid-winter and thereby maintain satisfactory solar access to that residence.

### 8.2.3 Tree Removal and Landscaping (SDCP 2014 Chapters G3 and G4)

As indicated on the Landscape Plan prepared by Iscape Landscape Architects accompanying the application, all trees and vegetation on the site are proposed to be removed to accommodate the building. There are no significant trees on the site and we note that Council has not requested preparation of an arborists report. The proposed landscaping is provided to the perimeter of the building and will soften the building and integrate the development with the streetscape. Species used are appropriate to the town centre location.

### 8.2.4 Access for Persons with a Disability

The building provides accessibility from the basement parking level (via a lift) to both levels of the building. In addition, an accessible path is provided for access at the Princes Highway frontage (main pedestrian entry). A disabled parking space and toilets/amenities are provided within the basement and building levels respectively.

### 8.2.5 Traffic and Parking Impacts (SDCP 2014 Chapter G21)

A basement car park is proposed, to be accessed from a single six metre wide ingress/egress driveway and ramp located on the northern frontage of the property (South Street). The car park will accommodate 23 cars (including 2 car spaces for disabled persons). Eight (8) of the car parking spaces are "stacked" spaces to be allocated to staff vehicles/parking. A pick up/drop off area for an ambulance is also located in the basement adjacent to the lift corridor. The existing two driveways to the Princes Highway will be removed which will provide for approximately three (3) additional on-street angled parking spaces. The Parking Management Strategy prepared by NSW Health (refer Appendix 2) details how the on-site car parking by staff and clients will be managed in the context of the operational aspects of the facility. We note that Council has not requested preparation of a traffic study given the low number of vehicle movements proposed.

The manner in which the proposed car-parking arrangement complies with the key controls contained within Chapter 21 of SDCP 2014 are listed below.

- **5.1 Car Parking Schedule:** the DCP requires "1 space per 24m<sup>2</sup> gross floor area. 4 spaces per doctor / practitioner." The spaces per doctor/practitioner is not practical in the context of the centre operations and therefore, using the 1 space per 24m<sup>2</sup> calculation for the 964m<sup>2</sup> building, the development

generates 40 car parking spaces. This results in a shortfall of 17 spaces, according to the DCP car parking rate. However, it is considered that the proposed on-site spaces will be sufficient for the operation of the centre as justified in the discussion below and as detailed within the accompanying Parking Management Strategy prepared by NSW Health (refer Appendix 2).

- **5.2 Traffic:** A traffic study is not considered to be warranted having regard to the small scale of development, and noting the improvements to access (removal of Princes Highway driveways).
- **5.3 Parking Layout and Dimensions:** The basement car park layout has been designed in accordance with Chapter G21: Car Parking and Traffic and AS2890 as noted on the plans prepared by Gran Associates. Stack parking of eight (8) vehicles is proposed and will be managed in accordance with the NSW Parking Management Strategy.
- **5.4 Access and 5.5 Manoeuvrability:** Vehicles will enter and leave the premises in a forward direction. The number of ingress and egress points to any street frontage has been reduced to one (single ingress/egress driveway at South Street), located well east of the intersection which is an improvement to the existing situation (two driveways to Princes Hwy). The basement design will accommodate turning paths for an ambulance and mini bus, which is the largest vehicles likely to utilise the premises. The driveway will be a minimum of 1m from the eastern side boundary. Adequate space is provided for the manoeuvring of vehicles, particularly rigid and articulated heavy vehicles.
- **5.6 Services Areas:** Service vehicles will be small utility vehicles (that can access the basement). Waste collection vehicles will collect from the South Street kerbside.
- **5.8 Drivers with Disability:** Two (2) spaces for the disabled is provided in the basement. This space is located close to the entry of the building to minimise travel distances and maximise accessibility. Car parking spaces for disabled people must comply with AS2890.6.
- **5.9 Construction Requirements:** The plans prepared by Gran Associates confirm a minimum height at the entry to the basement parking of 2.75m (to allow for ambulance entry). Ramp gradient is approximately 1:14 to meet kerb and nature strip levels.

#### ***Justification for number of car parking spaces***

The existing community health centre on the site generates an average of 13 car parking spaces which are parked informally on the site (confirmed by two separate car parking surveys undertaken by TCG Planning). While a smaller building, the existing facility already operates many of the services to be provided by the new facility and accommodates an average of 8-10 staff at any given time.

- The proposed facility, while larger in floor area and number of treatment and interview rooms, will not be utilised at the same time and will be “staggered” according to the services available that day (refer to Management Plan at Appendix 2). The increased number of staff and patients visiting the centre at any given time will not be proportionate to the increase in gross floor area and associated car parking spaces required. In addition, the HealthOne Centre will be a “headquarters” type facility with meeting rooms and the like for ISLHD staff (principally on Level 2) that will largely not be utilised at the same time as patient treatment. Hence the larger gross floor area of the facility (which also includes these rooms) should not translate to car parking generated on the site as per the DCP formula.
- The site is well-located within the Ulladulla Town Centre and is within close proximity to public transport (buses), in addition to public and private commercial car parks (eg. Woolworths diagonally across the intersection) and ample on-street parking. The site has two street frontages with unrestricted and restricted (timed) parking.

- It is likely that a significant proportion of patients who have appointments at the Health One Centre will coordinate their visit with other shopping opportunities within the town centre, and park elsewhere (ie. "one stop shop"). For example, a patient who also intends to undertake grocery shopping at Woolworths or IGA Supa while in Ulladulla will most likely park at those facilities and do their shopping before or after walking the short distance to the HealthOne Centre for their appointment. The proximity of their car to the load of groceries will take precedence over parking at the HealthOne Centre and then getting back into the car to drive a short distance to the grocery shopping (ie. inconvenient). It is therefore anticipated that a significant proportion of patrons to the new facility will access the site by foot.
- Similarly, some of the services will be relocated are already currently located in the Ulladulla town centre and are therefore not expected to increase the pressure on parking in the town centre.
- The Parking and Vehicle Strategy (Appendix 2) prepared by NSW Health also confirms that the proposed number of parking spaces will be sufficient for the proposed facility and how the on site parking will be managed having regard to the operations.

#### **8.2.6 Safer By Design (SDCP 2014 Chapter 2 CPTED)**

Clause 5.3 of Chapter 2 'General and Environmental Consideration – CPTED' requires development applications to address how the development incorporates principles of Crime Prevention Through Environmental Design. The facility will have excellent surveillance from the ground floor in particular with windows overlooking the street from both interview rooms, waiting rooms, meeting rooms and the elevated courtyard. While a public facility, the centre is by appointment only and typically persons accessing the site will be limited to clients. Access will be controlled via the entry lobby and afterhours access only by staff to the car park and building will be permitted. As indicated on the floor plan, access control is provided by way of doors to surgery rooms/interview rooms and the like which will only be entered by patients/clients accompanied by staff. There will be no access to rear/side setback areas of the building via fencing/gate and landscaping also limiting access.

#### **8.2.7 Waste Management (SDCP 2014 Chapter G7)**

A Waste Management Plan prepared by Gran Associates accompanies the application and outlines the waste and recycling management for the development (demolition, construction and operational phases). A garbage and recycling storage area will be provided in the basement to accommodate 7 x 240L bins. Bins will be collected by waste contractors from the South Street kerbside weekly/fortnightly. Licenced contractors will collect clinical waste by arrangement.

#### **8.2.8 Stormwater and Drainage and Erosion and Sediment Control (SDCP 2014 Chapter G2)**

A Stormwater Concept Plan prepared by Woolacotts Consulting Engineers accompanies the application and details the stormwater disposal method for the site (on site detention and disposal to existing subsurface stormwater system).

#### **8.2.9 Land Contamination**

As noted in the Council's prelodgement notes, a contamination assessment report will be required prior to demolition to identify asbestos and any other potential contaminants likely to be on site. If contamination is identified, validation that the site is fit for purpose will be required prior to issue of a construction certificate, to meet the provisions of SEPP 55. A Phase 1 Contamination Assessment has been prepared by SMEC (dated 20 December 2017, ref. 30012196) and accompanies this statement under a separate cover.

The report concludes, from a site history, that the site has likely been used for rural/residential purposes prior to conversion to a health facility and that the existing building on site was present prior to 1948.

The report summarises review of a previous hazard materials survey report, which identified that the existing building contains "non-friable asbestos, lead paints and PCBs in light capacitors". The previous hazard materials report identified two areas of environmental concern (AEC) including:

*AEC 1 – Site wide fill of unknown origin and quality*

*AEC 2 – Ineffective removal/weathering of hazardous demolition materials (possibly also including service conduits).*

SMEC carried out soil sampling and geotechnical investigation of the site and concluded the following:

*Preliminary soil sampling was carried out at the site in combination with a geotechnical investigation. Results did not record exceedences of the adopted criteria for the proposed commercial style land use at the locations tested. The results of samples were also compared to waste classification criteria and this suggested that the site fill soils are likely to classify as General Solid Waste if disposed at a licenced waste facility. Undisturbed natural deeper soils if unmixed may classify as Virgin Excavated Natural Material subject to visual confirmation of all surface fill being removed and observation by an experienced environmental consultant. Based on the observations, some further confirmatory testing may be required.*

The report concludes with recommendations for demolition procedures and advises that "a pre-demolition intrusive hazardous materials survey may also be required". A hazardous materials survey is included in the phase 1 contamination assessment.

### **8.3 Suitability of the Site for the Development – Section 4.15(1)(c)**

The subject site is suitable for the proposed use, demonstrated by the historical use of the land for that purpose for many years. The proposed building will consolidate other health services elsewhere in the Ulladulla Town Centre. The proposed community health use (weekdays and normal business hours only) will be complimentary to the mixed use precinct, including the residential uses to the immediate east. The zoning and site conditions are suitable for the use of the land for this purpose, as detailed in this Statement. There are no site constraints that restrict the use of the land for this purpose. On this basis the site is considered suitable for the proposed development.

### **8.4 The Public Interest – Section 4.15(1)(e)**

The proposed HealthOne Centre will significantly improve existing aging community health facilities by providing a building that integrates health services for the Ulladulla (and district) community in a central and accessible location. The following is an excerpt from NSW Health that outlines the benefits of the proposed facility and how it will improve health services to the community. In this regard, the proposed development is considered to be in the public interest.

***Ulladulla Health One Primary Integrated Care Project  
(Project Brief Vince De Santis, Manager Capital Projects & Assets, NSW Health ISLHN, 20/12/17)***

*"The Illawarra Shoalhaven Local Health District (ISLHD), through its own strategic planning processes, has identified the need to enhance primary and community health service across the district.*

*The establishment of HealthOne in Ulladulla will provide a comprehensive range of primary and community health services to meet the needs of the local population while delivering contemporary models of care to ensure that clients and their families consistently receive timely, safe and high quality care. These HealthOne will replace the existing Ulladulla Community Health Centres.*

The aim of the HealthOne Ulladulla is to increase the capacity of the primary and community care sector to provide accessible, equitable and comprehensive care by integrating GP services and engaging non-government care providers to focus on disadvantage local communities, chronic and complex conditions, and children and their families.

The current Ulladulla Community Health site is significantly constrained by its configuration and size which has resulted in many services leasing rooms in other government and non-government buildings located in the vicinity.

The current Ulladulla Community Health Centre is located in a converted 70 year old cottage which is in need of complete rebuild to bring it to contemporary health facility standards. Additionally, there are to other ISLHD community health service facilities (Community Mental Health and Dental Health) that would be integrated into the new centre. The functional space is not adequate for the delivery of the current services, and will not be able to facilitate future growth.

The sites are considered suitable for the development as they are owned by the ISLHD and there is sufficient space to rebuild the facilities into HealthOne Ulladulla which would then provide:

- Improved assessment and treatment areas
- Appropriate external disabled access
- Disabled and wheelchair facilities within the building
- Appropriate disabled bathrooms

The new HealthOne Ulladulla will provide a wide range of services all under one roof, therefore providing the local communities with easily accessible and integrated community health services in areas with significant need.

#### What is The HealthOne Model?

The Project has identified the HealthOne NSW model as suitable for implementation at the Ulladulla site. The key features of the HealthOne NSW services are:

1. Integrated care provided by general practice and community health service
2. Organised multidisciplinary team care
3. Care across a spectrum of needs from prevention to continuing care
4. Client and community involvement

The five key objectives of HealthOne NSW are to:

1. Prevent illness and reduce the risk and impact of disease and disability
2. Improve chronic disease management in the community
3. Reduce avoidable admissions (and unnecessary demand for hospital care)
4. Improve service access and health outcomes for disadvantaged and vulnerable groups
5. Build a sustainable model of health care delivery

There are a wide variety of models implemented at the various HealthOne sites that are currently operational across NSW.

More information about HealthOne NSW is available online at <http://www.health.nsw.gov.au/healthone/pages/default.aspx>

#### HealthOne Ulladulla

This Health Service Plan for "HealthOne Ulladulla" has been developed by Illawarra Shoalhaven Local Health District and key local stakeholders in consultation with Health Infrastructure NSW.

The establishment of the HealthOne in Ulladulla will provide a comprehensive range of primary and community health services to meet the needs of the local population while delivering contemporary models of care to ensure that clients and their families consistently receive timely, safe and high quality care. These HealthOne will replace the existing Ulladulla Community Health Centre.

The new HealthOne will provide the targeted Ulladulla population groups with access to a wide range of services through to provision of:

- Prevention, early detection and intervention for health promotion, health problems and risks,
- Acute care in the community (hospital substitution and hospital diversion),



- Ongoing management of chronic and complex conditions in collaboration with more specialised services, and
- Assessment, referral and episodic/short-term treatment for common health condition.

*The aim of the Ulladulla HealthOne is to increase the capacity of the primary and community care sector to provide accessible, equitable, and comprehensive care by integrating GP services and engaging non-government care providers to focus on disadvantaged local communities, chronic and complex conditions, and children and families.*

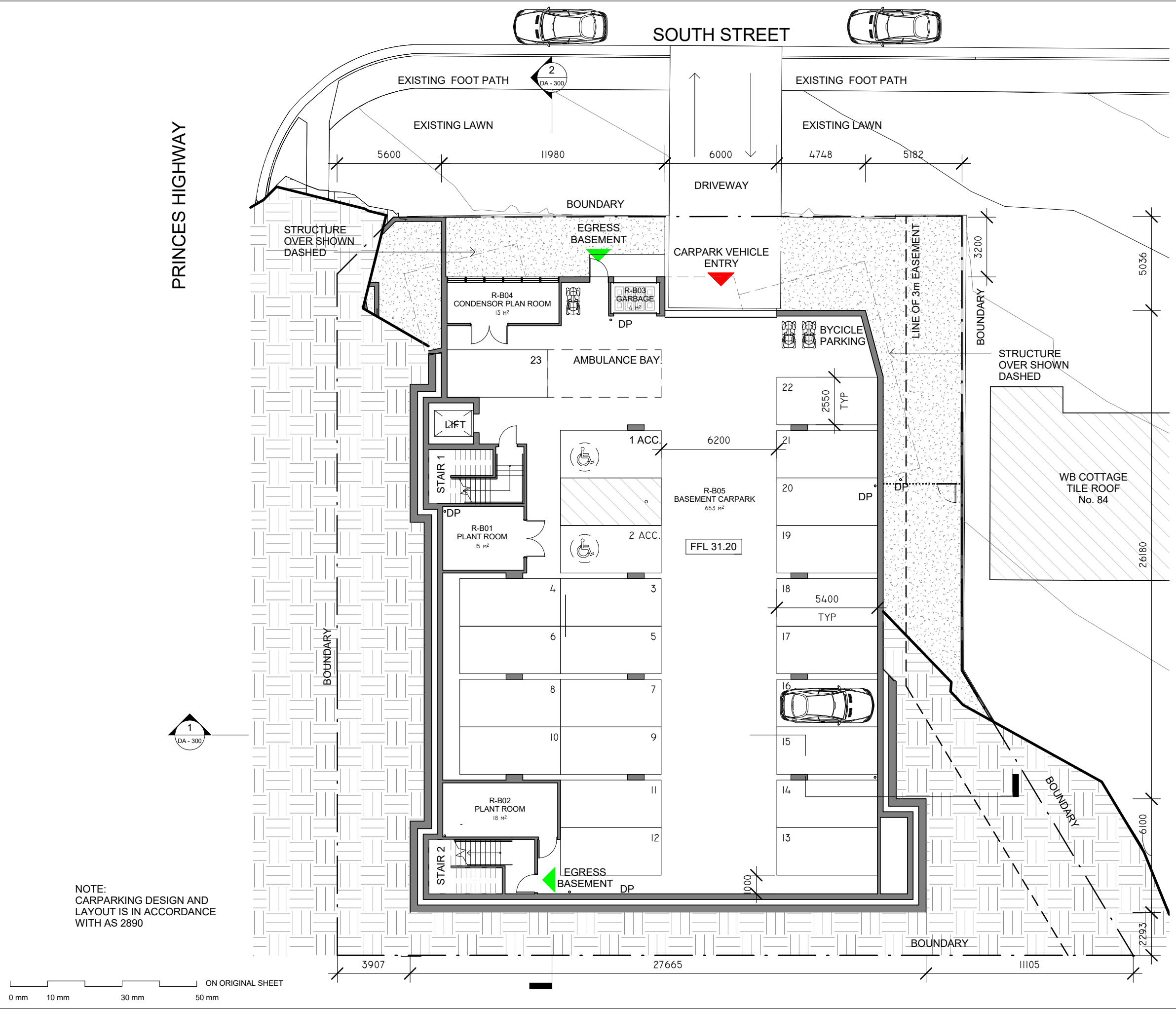
*This project aims to align with strategic planning and priorities at a Commonwealth, State and local level. Some of the key common themes and strategies in Commonwealth, State and local planning include:*

- Integrated, coordinated care within and between service providers an the community
- Patient/consumer focused care provided by multidisciplinary teams
- A shift towards promotion and prevention
- Improved access to health services and equity
- Enhanced enablers such as eHealth"

**Appendix 1**

Key Development Plans (Gran Associates Australia)

PRINCES HIGHWAY



**gran**  
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Nº.	DESCRIPTION	DATE
A	ISSUE FOR REVIEW	05.09.18
B	ISSUE FOR DEVELOPMENT APPLICATION	12.09.18
C	REVISED ISSUE FOR DA	17.10.18

	SCALE	1 : 200 @A3
	DATE	SEPTEMBER 2018
	DRAWN BY	MC
	CHECKED BY	PR
	PROJ. No.	A1810

CLIENT:

**NSW**  
GOVERNMENT

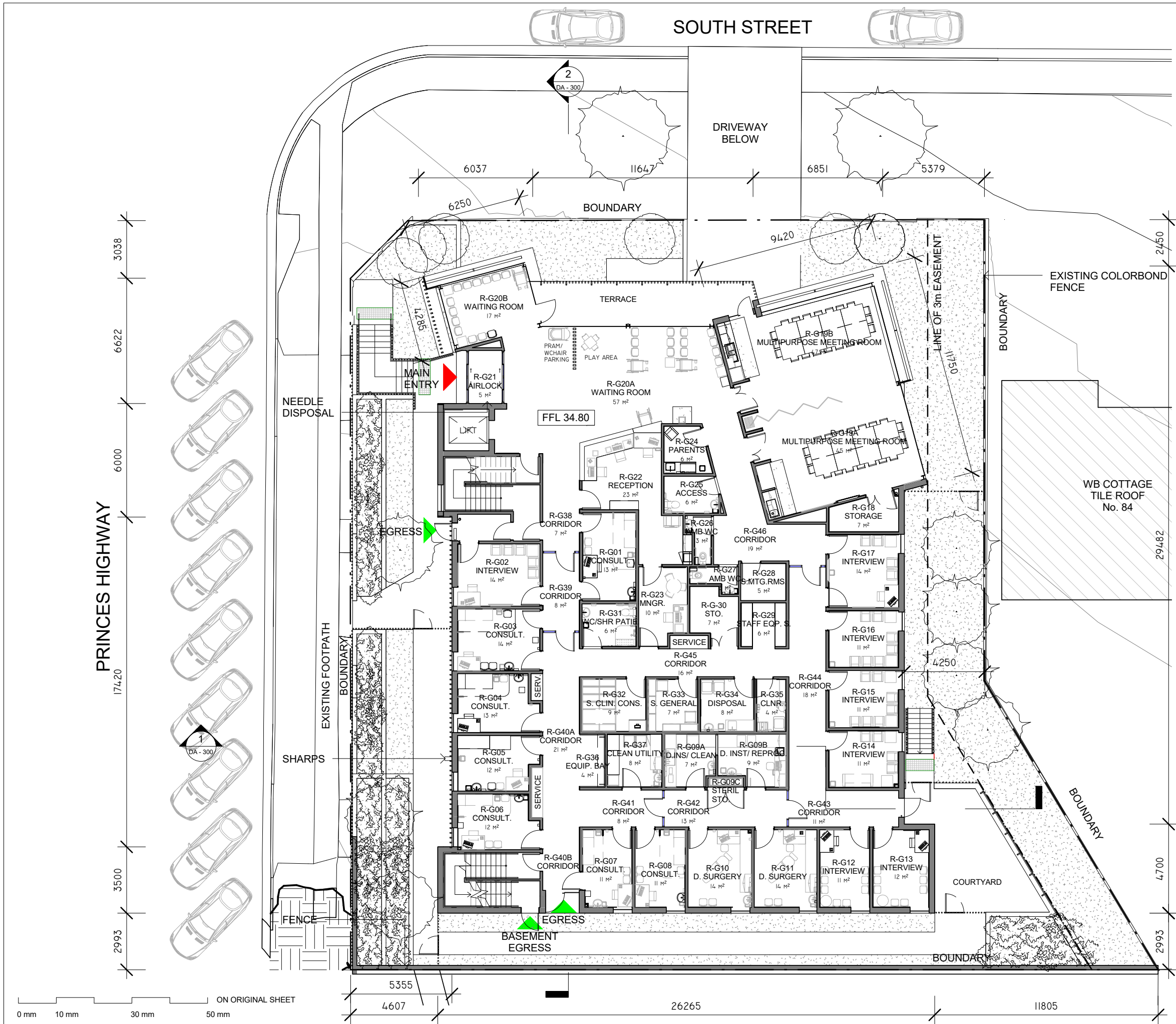
**Health**  
Illawarra Shoalhaven Local Health Network

PROJECT NAME:  
**Ulladulla Health One**

PROJECT ADDRESS:  
**130 Princes Highway  
Ulladulla**

TITLE:  
**BASEMENT FLOOR PLAN**

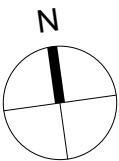
DRAWING No. <b>DA - 100</b>	REV. <b>C</b>
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SCALE 1 : 200 @A3

DATE SEPTEMBER 2018

DRAWN BY KM

CHECKED BY PR

PROJ. No. A1810

CLIENT:



**Health**

**Illawarra Shoalhaven Local  
Health Network**

PROJECT NAME:

**Ulladulla Health One**

PROJECT ADDRESS:

**130 Princes Highway  
Ulladulla**

TITLE:

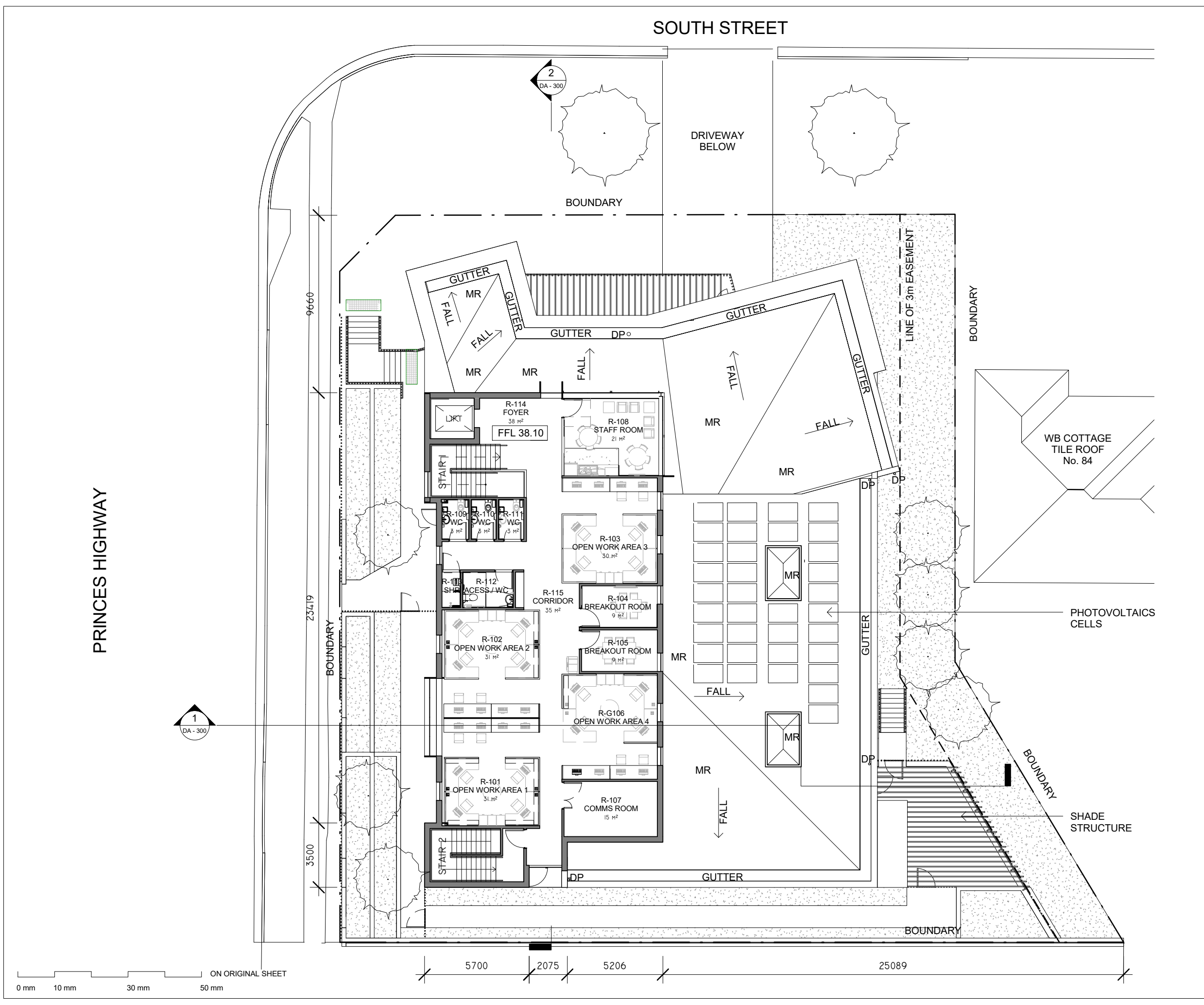
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DRAWING No.

**DA - 101**

REV.

**C**

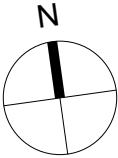




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C	REVISED ISSUE FOR DA	17.10.18



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SCALE	1 : 200 @A3
DATE	SEPTEMBER 2018
DRAWN BY	MC
CHECKED BY	PR
PROJ. No.	A1810

CLIENT:



NSW GOVERNMENT

Health

Illawarra Shoalhaven Local Health Network

PROJECT NAME:

Ulladulla Health One

PROJECT ADDRESS:

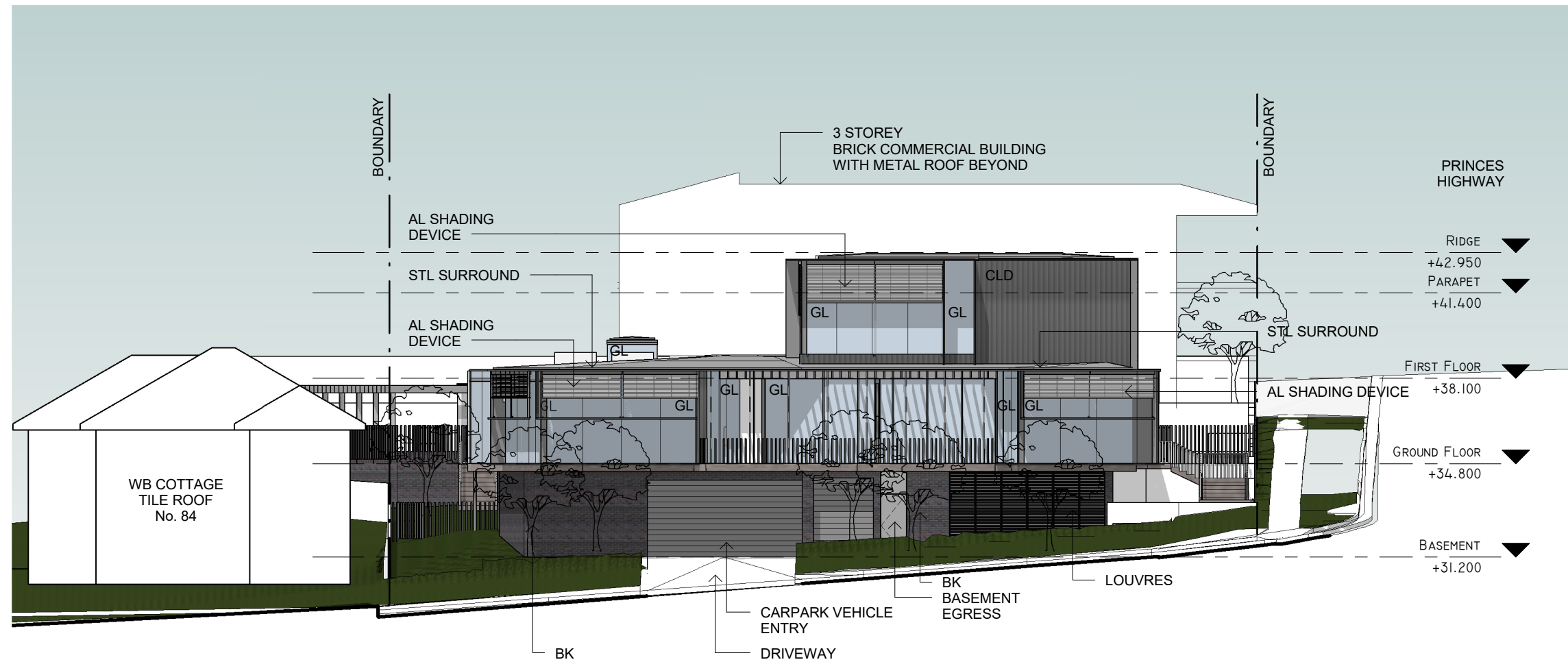
130 Princes Highway  
Ulladulla

TITLE:

FIRST FLOOR PLAN

DRAWING No.	REV.
DA - 102	C





Nº.	DESCRIPTION	DATE
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B	ISSUE FOR DEVELOPMENT APPLICATION	12.09.18
C	REVISED ISSUE FOR DA	17.10.18

SCALE	I : 200 @A3
DATE	SEPTEMBER 2018
DRAWN BY	MC
CHECKED BY	PR
PROJ. No.	A1810

CLIENT:

 **Health**  
Illawarra Shoalhaven Local Health Network

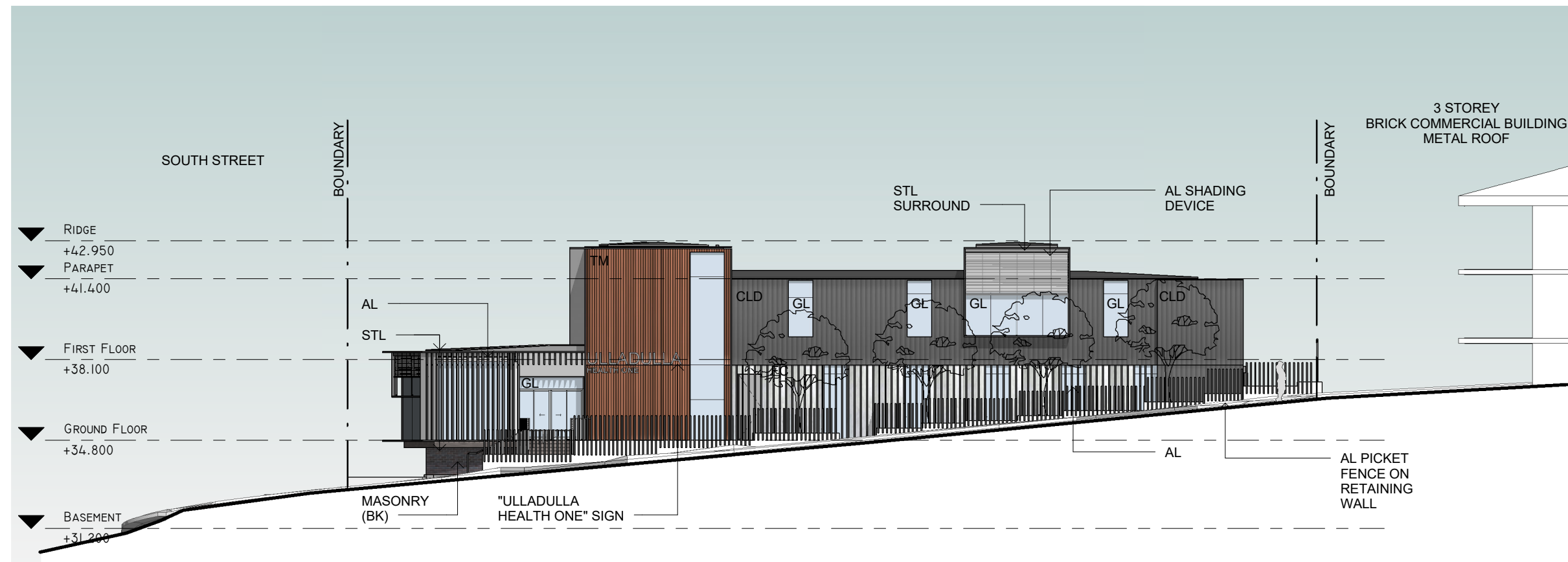
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**Ulladulla Health One**

PROJECT ADDRESS:  
**130 Princes Highway  
Ulladulla**

TITLE:  
**NORTH ELEVATION**

DRAWING No. <b>DA - 200</b>	REV. <b>C</b>
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Nº.	DESCRIPTION	DATE
A	ISSUE FOR REVIEW	05.09.18
B	ISSUE FOR DEVELOPMENT APPLICATION	12.09.18
C	REVISED ISSUE FOR DA	17.10.18

SCALE	I : 200 @A3
DATE	SEPTEMBER 2018
DRAWN BY	MC
CHECKED BY	PR
PROJ. No.	A1810

CLIENT:

 **Health**  
Illawarra Shoalhaven Local Health Network

PROJECT NAME:  
**Ulladulla Health One**

PROJECT ADDRESS:  
**130 Princes Highway  
Ulladulla**

TITLE:  
**WEST ELEVATION**

DRAWING No. <b>DA - 203</b>	REV. <b>C</b>
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**Appendix 2**

Ulladulla Health One Parking Management Strategy

# Ulladulla HealthOne - Parking and Vehicle Strategy

The aim of the Ulladulla HealthOne is to improve the provision of primary and community health care in Ulladulla. This will be achieved by co-locating a number of services into a single location, improving access for patients and providing a more integrated approach to patient management.

Currently, there are a number of primary and community health services that are provided in a number of different locations in Ulladulla. These facilities are ageing infrastructure and are no longer fit for purpose.

The new centre will provide a central community health point, located within the Ulladulla CBD, and within walking distance from the main commercial street, community services and existing parking facilities.

The centre will provide additional parking spaces for clients who drive to access the services as well as overnight storage of health transport vehicles.

## CURRENT SITUATION ON SITE

### Current Services Located on the proposed HealthOne site (130 Princes Highway)

Currently the following services are provided on site at 130 Princes Highway where the new HealthOne will be delivered:

- Community Nursing (full time)
- Child & Family (3 days per week)
- Early Childhood (full time)
- Violence Abuse & Neglect (3 days per week)
- Women's Health (2 days per week)
- New Street (1 day per week)
- Other adhoc services as needed

Currently there are 10 pool / fleet cars housed overnight on site.

The number of staff on site at any one time is fluid and will change on any given day, which may include some:

- Staff who will be located at the centre and provide services onsite
- Staff who use the centre as a base, and will provide outreach services off site / in people's homes
- Staff who visit the centre on a regular or ad hoc basis to provide in reach services

Some services are provided 5 days per week, while others a couple of days per week.

Currently on site, there are approximately 18.00 FTE who are either based permanently, or use the site as a base for in reach / outreach. On any given day, there are usually 8-10 staff located on site, with the rest offsite providing outreach services.

There is currently provision for 21 informal carparking spaces on site of which 13 are occupied at any particular time. It is recognised that users of the centre visit it as a part of their visit to the town which may include shopping at the nearby shopping centre, use of the town facilities (library etc) and use of other community facilities. For this reason a number of the users attend the centre on foot and do not require parking.

## **PROPOSED ULLADULLA HEALTHONE – MANAGEMENT OF SERVICES**

### **Other Services to be relocated**

In addition to the services and staff noted above, other services currently being provided elsewhere in the Ulladulla CBD will be relocated into the new HealthOne Centre. These additional services include:

- Mental Health (full time) – from 100 St Vincent St
- Drug & Alcohol (full time) – from 100 St Vincent St
- Oral Health (2 days per week) - from St Vincent St

Currently these services have 5 pool / fleet vehicles housed overnight onsite.

The number of staff on site at any one time is fluid and will change on any given day, which may include some:

- Staff who will be located at the centre and provide services onsite
- Staff who use the centre as a base, and will provide outreach services off site / in people's homes
- Staff who visit the centre on a regular or ad hoc basis to provide in reach services

Currently on these sites, there are approximately 11.00 FTE who are either based permanently, or use the site as a base for in reach / outreach.

Whilst approximately 29 staff will be located at the new Ulladulla HealthOne centre – the majority of staff will be offsite providing outreach services. The anticipated number average number of staff at any given time will be 15. Whilst the proposed plans show 16 consult/interview/dental rooms, these are not planned to be used concurrently as some are used for specific purposes.

### **Hours of operation**

The new HealthOne Centre will be open Monday to Friday 8am – 5pm.

### **Management of Patients**

The building has been designed to have a smaller waiting room, with the expectation that patients will not be waiting long for appointments. The ISLHD has an efficient patient booking system, and books each patient into a specific appointment time. The aim is to ensure that patients are not required to wait for long periods for their appointment.

Therefore, the turnover of patients using the car park on site will maximise the parking available as patients will only be on site for the duration of their appointment.

## **PROPOSED ULLADULLA HEALTHONE – MANAGEMENT OF VEHICLES & PARKING**

### **Management of Pool Cars on site**

It is expected that no more than 15 pool / fleet cars will need to be accommodated onsite overnight. These cars will mainly be offsite during the day with staff who are out providing outreach / home based services to clients or visiting other ISLHD services.

To maximise the parking on site, “stacking” of some car parks is proposed. These car park spaces will house staff “stacked spaces” and the pool / fleet vehicles as required. These “stacked” cars will be managed by the administration staff – as part of the vehicle booking system. Staff will be directed to use / access the car that is the most convenient (or at the front of the stack) first. The ISLHD does not allocate cars to staff, which increases the flexibility of how the pool cars are managed and utilised.

The ISLHD is currently in the process of rationalising the allocation and use of pool / fleet cars, and it is expected that with the co-location of services, the number of pool / fleet cars required to be housed onsite overnight will be reduced to less than 15.

### **Management of patient parking**

The design of the building has allowed for 23 parking spaces on site, 15 of which will be dedicated to patient parking during opening hours, as the majority of pool / fleet cars will be off site during the day. The remaining 8 stacked spaces will be allocated to staff and/or pool cars as required.

The ISLHD believes the parking provided is adequate to manage the needs of patients visiting the centre. As noted above, it is expected that patients will not be waiting long which will increase the turnover and flexibility of parking. It should also be noted that the current facility utilises approximately 13 car parking spaces. The proposed development will result in a 60% increase in FTE staff and a corresponding increase in the size/service provision of the facility. An increase in parking requirement of approximately 60% is therefore to be expected. This will result in a requirement for 21 car parking spaces.

In consideration of existing off street parking, parking provided by the project and the operational nature of the centre, the proposed number of parking spaces are adequate for the centres operations.

Any request for additional parking requirements onsite would severely compromise the ability to deliver the clinical spaces required to support the community's requirements.