Environmental Impact Assessment

All Welcome Building



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Prepared for: Coffs Harbour City Council

UPR	*Description*	*Date Issued*	*Issued By*
3277-1033	First issue	26/06/2019	Simon Waterworth
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Table of Contents

Illustrations

Tables

Plates

Figures

Appendices

Glossary of terms and acronyms

Term	*Description/Definition*
Annual average daily traffic (AADT)	The total traffic in both directions at a specified location calculated from mechanically obtained axle counts.
Australian height datum (AHD)	The standard reference level used to express the relative height of various features. A height given in metres AHD is essentially the height above sea level.
Aboriginal Heritage Information Management System (AHIMS)	This holds information about Aboriginal objects, Aboriginal Places with special significance with respect to Aboriginal culture, and archaeological reports.
Amenity	The degree of pleasantness of an area or place.
Archaeological site	A site with any material evidence of past Aboriginal activity that remains within a context or place that can be reliably related to that activity.
Acid Sulfate soils (ASS)	Naturally acid clays, mud and other sediments usually found in swamps and estuaries. They may become extremely acidic when drained and exposed to oxygen, and may produce acidic leachate and runoff that can pollute receiving waters and liberate toxins. ASS are classified as materials which are above the groundwater, are undergoing oxidation and have a pH of less than 4.0.
BCD	Biodiversity and Conservation Division of the Department of Planning, Industry and Environment
Borehole	A hole produced in the ground by drilling for the investigation and assessment of soil and rock profiles.
BC Act	NSW *Biodiversity Conservation Act 2016*
Catchment	The area drained by a stream or body of water, or the area of land from which water is collected.
Concept design	Initial functional layout of a concept, such as a building, to provide a level of understanding to later establish detailed design parameters.
CIV	Capital Investment Value
CPTED	Crime Prevention Through Environmental Design Principles
dBA	Decibels using the A-weighted scale. Decibels are used to measure sound levels. dBA measures loudness according to the human perception of sound.
DPIE	Department of Planning, Industry and Environment
Earthworks	The process of extracting, moving and depositing earth during construction.
Ecologically sustainable development (ESD)	Using, conserving and enhancing the community's resources so that ecological processes, on which life depends, are maintained and the total quality of life, now and in the future, can be increased. ESD incorporates four key principles: ■ The precautionary principle ■ Inter-generational equity ■ Conservation of biological diversity and ecological integrity ■ Improved valuation and pricing of environmental resources.
Endangered ecological community (EEC)	An ecological community identified by relevant legislation as having endangered status.
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979* (NSW)

Term	Description/Definition
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth)
Flood immunity	Relates to the level at which a particular structure would be clear of a certain flood event. A project objective is to provide flood immunity on at least one carriageway between one per cent AEP (target) and 20 per cent AEP (absolute minimum).
Geological unit	A volume of rock of identifiable origin and age range that is readily mapped, such as a series of inter-bedded sandstone and claystone beds or a body of granite.
Geotechnical	Application of the methods of engineering and science to construction that involves natural soil and rock materials.
Grade/gradient	Slope or steepness
Habitat	The place where an organism lives. Habitats are measurable and can be described by their flora and physical components.
Intersection	A junction between roads where the connection is made at the same level (grade). Traffic on the connecting road has to wait for a gap in the through road to join or cross that road.
LALC	Local Aboriginal Land Council
LEP	Local Environmental Plan
LGA	Local Government Area
Longitudinal section or 'long section'	The section drawn along the length of the route showing vertical elevation.
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSD	State Significant Development
The Proposal	Construction of the new Coffs Harbour Cultural and Civic Space (referred to as All Welcome building).
Threatened species	Animals or plants listed as endangered or vulnerable under the NSW *Biodiversity Conservation Act 2016* or the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999.*

Statement of Validity

Submission of Environmental Assessment (Environmental Impact Statement)

Prepared under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act)

Environmental Impact Statement prepared by

Name	Simon Waterworth	Jacob Sickinger
Qualifications	BURP, MBA, Registered Planner Director/Principal Town Planner	BUrbEnvPlan (Hons), MPIA Environmental Planner
Address	GeoLINK PO Box 1446 COFFS HARBOUR NSW 2450	

In respect of

Applicant and Land Details

Proponent	Coffs Harbour City Council
Subject Site	23-31 Gordon Street and part Gordon Street (permanent street modifications and temporary compound/materials handling/site office), Coffs Harbour 2450 NSW.

Land to be developed

Lot and DP	Lot 20 DP758258, Lot B DP346105 and Lot 123 DP 749233.
Project Summary	Construction of the Coffs Harbour Cultural and Civic Space (All Welcome)

Environmental Assessment

Environmental Impact Statement (EIS) pursuant to Part 4 of the EP&A Act

Declaration

I certify that I have prepared the contents of the EIS in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* and Regulation and that, to the best of my knowledge, the information contained in this report is not false or misleading.

Signature	.....	.....
Name	SIMON WATERWORTH	JACOB SICKINGER
Date	12 August 2019	

Executive Summary

The Proposal

The Proposal involves development of a new Cultural and Civic Space for Coffs Harbour referred to as "*All Welcome*" within this Environmental Impact Statement (EIS). The Proposal is summarised as follows:

- Construction of a temporary site compound and site office in Gordon Street and on the site.
- Earthworks and associated excavation for footings and basement area.
- Construction of a new building to accommodate the proposed Cultural and Civic Space including a regional gallery, central library, regional museum, multi-purpose meeting rooms, co-working space, shop, café, function space (including use as Council Chambers), customer service area, Council staff office accommodation and underground car parking.
- Modifications to Gordon Street along the site frontage, including creation of access to and from the site via Gordon Street.
- Landscaping works.

Purpose of Report

This EIS has been prepared for Coffs Harbour City Council (CHCC) to be lodged as part of a State Significant Development (SSD) Application. The EIS describes the Proposal in detail, assesses all potential impacts of the Proposal and how the works relate to the local, State and Commonwealth statutory environmental assessment framework. The report also sets out the commitments made by CHCC to manage and minimise potential impacts arising from the development.

The Site

The proposed All Welcome building is located on land described as Lot 20 DP758258, Lot B DP346105 and Lot 123 DP749233. The address of the site is 23-31 Gordon Street, Coffs Harbour. The site has frontages to the Gordon Street and Riding Lane. The Proposal also includes the use of existing underground car parking located on Lot 1 DP122065.

Planning Approval Pathway

The Proposal is declared State significant under Clause 8 of the *State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)*.

Clause 8 of SRD SEPP states that development is declared to be SSD for the purposes of the EP&A Act if:

- *the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and*
- *the development is specified in Schedule 1 or 2.*

The Proposal does not meet any requirements for it to be classified as Development Without Consent. Schedule 1 of SRD SEPP declares cultural, recreation and tourist facilities (which include information and education facilities, including museums and art galleries) with a capital investment value of over $30 million as SSD. The Proposal has an estimated capital investment value (CIV) of $76,519,404 excluding GST and is therefore declared as SSD requiring the preparation of a SSD Application and associated EIS.

Conclusion

The Proposal will result in a much-needed improvement to Council's cultural and civic facilities for Coffs Harbour and surrounding region. The project will therefore have significant benefit to the wider community. The potential impacts of the development are assessed as minor and can be managed by implementation of mitigation measures and consent conditions. Given the community benefit and planning merits of the Proposal, the Proposal warrants approval by the Minister of Planning and Public Spaces or delegate.

1. Introduction

1.1 General Description of the Proposal

GeoLINK has been engaged by Coffs Harbour City Council (CHCC) to prepare an Environmental Impact Statement (EIS) to be lodged with a State Significant Development (SSD) Application under Part 4 Division 4.7 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) for the Coffs Harbour Cultural and Civic Space referred to as "*All Welcome*". The site is located at 23-31 Gordon Street, Coffs Harbour and is described as Lot 20 DP758258, Lot B DP346105 and Lot 123 DP749233. The Proposal also includes the use of existing underground car parking located on Lot 1 DP122065. Part of Gordon Street will be utilised temporarily for compound and materials handling areas and site office.

The SSD Application seeks development consent for:

- Construction of a temporary site compound and site office.
- Earthworks and associated excavation for footings and basement area.
- Construction of a new building to accommodate the proposed Cultural and Civic Space including a regional gallery, central library, regional museum, multi-purpose meeting rooms, co-working space, shop, café, function space (including use as Council Chambers), customer service area, Council staff offices and underground car parking.
- Modifications to Gordon Street along the site frontage, including creation of access to and from the site via Gordon Street.
- Landscaping works.

1.2 Background and Project Need

The Coffs Harbour City Council has recently endorsed the Cultural and Civic Space project's Concept Business Case to progress the project into Schematic Design phase and preparation of Approval Documentation. The drivers for this exciting regional project include:

- The need for enhanced cultural and social infrastructure etc. for economic, cultural and social benefits including cultural and tourism economy.
- Developing a cultural and civic precinct and a cultural heart of the city.
- Enhancing amenities, services and programs by providing larger and improved spaces to enable higher level programs, activities and services to be accessed regionally.
- To enable Council to meet service obligations and community demand for things such as meeting space, workshop space, digital workshop space, etc.
- To invest in a central facility as a catalyst for change and to address some of the socio-economic disadvantages identified in the region such as educational disadvantage, youth disengagement, unemployment and low community participation.
- To address the limitations in Council's current office spaces and Council Chambers.
- To increase the number of meeting spaces for the community.
- To improve organisational collaborations and staff cultures by locating a number of services in the one central space.

The All Welcome building is being designed to combine arts, community and culture to create a lively community, civic and learning hub for a vibrant and active City Centre. The space will create an exciting cultural and civic precinct to house the central library, regional gallery and museum and centralised Council facilities to improve services for the community of Coffs Harbour. The Cultural and Civic Space project potentially includes a youth area and digital media studio, exhibition space, parking, workshops and makers studios, public art, a café, small events space and technology resources, which would encourage people of all ages and backgrounds to visit.

From 2016-18 Coffs Harbour City Council sought extensive feedback from key stakeholders, groups and interested community members about the co-location of the central library, regional art gallery, museum and Council facilities to create a dynamic cultural and civic destination. The key findings from this consultation in 2018 indicated that the community and stakeholders of Coffs Harbour were seeking an environmentally sustainable and efficient 'statement' building that reflects the place we all call home.

The consultation revealed that people wanted the library, gallery and museum on the ground floor and the design should involve the local Aboriginal community in discussions over appropriate cultural elements. The building should also incorporate covered outdoor public and event spaces, be accessible for all and weather protected, have adequate parking options, and be practical and safe for people movement. Important considerations for the design include being light and spacious, open, airy and welcoming, affordable and easy to maintain, and should provide improved urban design and streetscapes in and around the site.

The Cultural and Civic Space is an innovative project that will provide many benefits to the local community. Along with a new contemporary building, some of the broader benefits will include:

- Access to cultural opportunities and facilities that are not currently available
- Cultural precinct and cultural tourism activation opportunity
- Lifelong learning, educational opportunities and improved literacy
- Social wellbeing and access to information and connection
- Economic benefit to artists, creative industries, retail and service sector
- Vibrant and active City Centre.

The proposed facility is about the city and surrounding region, its economic and cultural future, as well as Coffs Harbour's growth as a major regional hub. The All Welcome building has been designed to assist in the transformation of the Central Business District (CBD) into a vibrant, busy destination that draws in locals and visitors.

1.3 Project Principles and Design Objectives

BVN Architecture worked with CHCC and community groups to develop a set of principles to guide the project. These focus on a 'why', not 'what' approach and inform the design process and its outcomes. The Proposal has been designed around the following project principles:

- WE ARE MORE

    - All Welcome will send a message of innovation, optimism and belief that communicates Coffs Harbour is very much present in the world. The project clearly and unequivocally is proud of where it is, how it is used and who it represents.

- STORY OF COFFS HARBOUR

  - The building must be a canvas to create an identifiable place with character that underpins cultural and civic identity. It will facilitate sharing stories and play an integral role in communicating the breadth of services on offer in the region, its history and the stories of those who live, will live and have lived there. As a threshold for visibility, the building will provide easy access to Council's decision making processes, build awareness and understanding, change mindsets, inspire and connect people. It recognises the unique landscape of Coffs, where the mountains meet the sea.

- INCLUSIVE

  - All Welcome must live up to its name. The building will be a place where the entire community has permission to use the building and participate in all of the activities on offer. The building will serve as a symbolic melting pot with limited physical barriers and restrictions. Architectural forms must embrace, invite and inspire and when possible incorporate community art and involvement.

- DIFFERENT STROKES

  - All Welcome will espouse the notion of being a banquet rather than a single dish by offering a rich blend of different spaces. Users will choose which spaces appeal to them and gravitate to the ones they like. It is imperative that every space serves multiple functions to cover the needs of a diverse community and that spaces have the ability to morph as evolution occurs. Spaces must be identifiable and possess local character to support people now that information is global.

- BLURRED BOUNDARIES

  - The building must be porous, enabling interchanges that inspire new thinking and challenge user to think differently about how space satisfies needs. Boundaries that must exist between functions within the building, as well as distinctions between indoor and outdoor, public and private and the digital and physical environment must be blurred. The building must go beyond the idea of a single grand entry and lobby to include the public realm, Coffs Creek and surrounding precinct.

- SUSTAINABILITY ALL SORTS

  - The building must respond to the unique environmental conditions of Coffs Harbour and implement low embodied energy construction systems and materials, appropriate for the building type. It must effectively use (and potentially generate) energy and harness the climate to improve the quality of spaces through natural ventilation and considered solar design. Sustainability of the people is equally important - the physical space must support the health and wellbeing of the people who experience it, encourage them to thrive and be a catalyst for reaching purpose and potential.

1.4 Analysis of Alternative Sites

1.4.1 Site Selection Process

In April 2016 Council established a Library and Gallery Planning Advisory Group and a Council project team with the aim of facilitating research and concept planning for the colocation of new library and gallery facilities within the Coffs Harbour CBD. In order to ensure full coverage of potential sites in the CBD, 11 vacant public or commercially owned sites were assessed by a project team of Council officers. Inclusion in the assessment process did not imply that the site or existing asset is available. Some sites are in private ownership, already leased, in the process of development or had substantial pre-existing structures which would require demolition. Several sites that had been considered in previous concept development for cultural facilities and those that are identified in the City Centre Master Plan for this purpose were included.

The project team agreed the following criteria for site assessment and weighted into the categories outlined in **Table 1.1** below.

Table 1.1 Criteria for Site Assessment

Criteria	*Percentage weight (%)*
Proximity to City Square	3.00
Highly visible location	11.50
Good ground floor and street frontage	7.50
Safe and secure location	7.50
Few planning constraints	3.00
Proximity to public parking facilities	11.50
Size of site	11.50
Activation of CBD	8.50
Proximity to public transport	7.50
Ability for on-site parking	3.00
Absence of impediments to natural light	3.00
Secondary road or lane access	7.50
Availability of solar access	2.00
Flood Free	2.50
Net value or cost of site	10.50

The following sites were assessed by this method:

- City Square Multi Deck Carpark
- 23-31 Gordon Street
- 36-38 Gordon Street
- 33-35 Park Avenue
- 92-96 Harbour Drive, the former Commonwealth Bank Building
- 31 Gordon Street and 63 Harbour Drive, on the Coffs Central site
- 8-14 Earl Street
- 22 Duke Street
- 11 Gordon Street
- Brelsford Park, Harbour Drive
- Council Administration Building, Corner Castle and Coff Streets.

1.4.2 Top 3 Recommended Sites

The Council project team recommended the following three sites, in order of ranking, to be considered by the Library and Gallery Planning Advisory Group with a view to a recommendation to Council of the preferred site.

- 23-31 Gordon Street
- Brelsford Park, Harbour Drive
- 11 Gordon Street.

All three sites are owned by Council. A summary of the analysis of each site is provided below.

1.4.2.1 23-31 Gordon Street (Lot 20 Sec 6 DP 758258, Lot B DP 346105, Lot 123 DP 749233)

The site is 3247.9 m^2, zoned B3 Commercial Core under Coffs Harbour Local Environment Plan (LEP) 2013 with a current valuation of $3,250,000. It has only a minor flooding issue that is able to be mitigated through engineering design and has a requirement for demolition of small structures which is estimated at $140,000. It is adjacent to the Castle Street carpark.

1.4.2.2 Brelsford Park, Harbour Drive (Lot 100 DP 865320)

The entire park in total is 51,500 m^2, zoned RE1 Public Recreation under Coffs Harbour LEP 2013. The valuation of the estimated required land is $1,500,000. The most likely location of future cultural facilities would require demolition of the existing grandstand. The site has minor constraints in relation to stormwater, sewer and water pipelines.

1.4.2.3 11 Gordon Street (Lot 1 DP 244730, Lot 2 DP 523609, Lot 12 and 13 DP 21341)

The site is 2248 m^2, zoned B3 Commercial Core under Coffs Harbour LEP 2013, with a valuation of $1,680,000. The existing use is a car park with 89 spaces that would need to be replaced. The site has minor site constraints in relation to stormwater and sewers.

In June 2016, the advisory group and project team recommended 23-31 Gordon Street, Coffs Harbour as being the most suitable site for further concept planning and detailed research. The Council subsequently resolved to endorse the site for a new library/gallery and requested staff to undertake a precinct analysis that included activation opportunities and pedestrian access to and surrounding the subject site; and to investigate feasibility of other uses of the site including Council office accommodation.

The precinct analysis was prepared in response to the June 2016 Council resolution and provides a future vision for the site and surrounding areas to facilitate a central cultural hub precinct comprising civic cultural facilities for the region.

1.5 Planning and Environmental Approvals

1.5.1 Permissibility

The All Welcome building is located within the Coffs Harbour City Local Government Area (LGA). Planning controls within this LGA are set out in the Coffs Harbour LEP 2013. Under the provisions of LEP 2013 the site is zoned B3 Commercial Core. The Proposal involves three uses that have separate definitions under Coffs Harbour LEP 2013. These definitions are:

Community facility which 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.

Public Administration Building which means *a building used as offices or for administrative or other like purposes by the Crown, a statutory body, a council or an organisation established for public purposes, and includes a courthouse or a police station.*

Information and education facility which means *a building or place used for providing information or education to visitors, and the exhibition or display of items, and includes an art gallery, museum, library, visitor information centre and the like.*

All three land uses are permissible with development consent within the B3 Commercial Core zone.

1.5.2 State Significant Development

Clause 8 of State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) states that development is declared to be SSD for the purposes of the EP&A Act if:

- *the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and*
- *the development is specified in Schedule 1 or 2.*

The Proposal does not meet any requirements for it to be classified as Development Without Consent. Schedule 1 of SRD SEPP declares cultural, recreation and tourist facilities (which include information and education facilities, including museums and art galleries) with a capital investment value (CIV) of over $30 million as SSD. The Proposal has an estimated CIV of $76,519,404 excluding GST and is therefore declared as SSD requiring the preparation of a SSD Application and associated EIS.

1.6 Purpose of this EIS

This EIS assesses the potential environmental impacts of the proposal and has been prepared pursuant to the EP&A Act and EP&A Regulations (EPAR) including the Secretary's Environmental Assessment Requirements (SEARs).

1.7 Structure and Scope of EIS

Section 1 of the EIS provides the introduction. **Section 2** of this report identifies the subject site and its regional context, describes the physical characteristics and provides an analysis of the land and context. **Section 3** provides a detailed description of the Proposal. **Section 4** discusses community and stakeholder consultation that has and will be undertaken for the project. **Sections 5 and 6** outline the planning approval pathway for the Proposal and provide an assessment of the Proposal as it relates to the statutory and non-statutory planning frameworks. The environmental assessment of the Proposal is contained in **Section 7.** An Environmental Risk Assessment is included in **Section 8**. Recommended environmental management and mitigation measures are contained in **Section 9**. **Section 10** contains a conclusion to the EIS and provides justification for the Proposal.

1.8 Secretary's Environmental Assessment Requirements

In accordance with Section 4.12(8) of the EP&A Act, the Secretary of the Department of Planning and Environment (DoPE) issued the requirements for the preparation of the EIS on 10 May 2019. A copy of the SEARs is attached as **Appendix A**.

The SEARs require that the EIS must be prepared in accordance with and meet the minimum requirements of Clauses 6 and 7 of Schedule 2 of the EPAR 2000 (the Regulation). The SEARs also include specific requirements that must be included in the EIS. **Table 1.2** provides a summary of the individual matters listed in the SEARs and identifies where these requirements are addressed in this EIS and the accompanying specialist studies.

Table 1.2 Summary of and Location of SEARs in the EIS

SEARs	***Location***	
General Requirements		
An environmental risk assessment to identify the potential environmental impacts associated with the development.	**Section 8**	
The EIS must meet the minimum requirements of Clauses 6 and 7 of Schedule 2 of the EPAR 2000 (the Regulation).	**Throughout and Section 1.8**	**-**
Where relevant, the assessment of key issues below, and any other significant issues identified in the risk assessment, must include: ■ Adequate baseline data ■ Consideration of the potential cumulative impacts due to other developments in the vicinity (completed, underway or proposed) ■ Measures to avoid, minimise and if necessary, offset predicted impacts, including detailed contingency plans for managing any significant risks to the environment.	**Section 8**	
A report from a qualified Quantity Surveyor providing: ■ A detailed calculation of the CIV (as defined in Clause 3 of the Regulation) of the Proposal, including details of all assumptions and components from which the CIV calculation is derived. The report shall be prepared on company letterhead and indicate the applicable GST component of the CIV ■ An estimate of jobs that will be created during the construction and operational phases of the proposed development ■ Certification that the information provided is accurate at the date of preparation.	**Section 3.10**	**Appendix E**

SEARs	*Location*	
SEAR 1 - Environmental Planning Instruments, Policies and Guidelines	**Section 5 & 6**	**-**
SEAR 2 Design Excellence	**Section 7.1**	**Appendix F**
SEAR 3 Built Form and Urban Design	**Section 7.2**	**Appendix F**
SEAR 4 Building Use	**Section 7.3**	**-**
SEAR 5 Environmental Amenity	**Section 7.4**	**Appendix F**
SEAR 6 Public Domain and Public Access	**Section 7.5**	**Appendix F**
SEAR 7 Transport, Traffic Parking and Access	**Section 7.6**	**Appendix I**
SEAR 8 Biodiversity	**Section 7.7**	**Appendix J**
SEAR 9 Noise and Vibration	**Section 7.8**	**Appendix K**
SEAR 10 Sediment, Erosion and Dust Controls	**Section 7.9**	**Appendix S**
SEAR 11 Acid Sulfate Soils	**Section 7.10**	**Appendix L & V**
SEAR 12 Signage	**Section 7.11**	**-**
SEAR 13 Ecologically Sustainable Development (ESD)	**Section 7.12**	**Appendix M**
SEAR 14 Contamination	**Section 7.13**	**Appendix X**
SEAR 15 Aboriginal Cultural Heritage	**Section 7.14**	**Appendix O**
SEAR 16 Historic Heritage	**Section 7.15**	**Appendix P**
SEAR 17 Flooding	**Section 7.16**	**Appendix Q**
SEAR 18 Developer Contributions	**Section 7.17**	**-**
SEAR 19 Water Sources	**Section 7.18**	**Appendix V**
SEAR 20 Drainage	**Section 7.19**	**Appendix S**
SEAR 21 Building Code of Australia, Disability Discrimination Act and Fire Service Strategy	**Section 7.20**	**Appendix T**
SEAR 22 Infrastructure, Utilities and Services	**Section 7.21**	**Appendix R, S & U**
SEAR 23 Construction, Environment Management Plan	**Section 7.22**	**Appendix U**
Consultation		
During the preparation of the EIS, the applicant must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular, consultation is required for the following agencies: ▪ Coffs Harbour City Council ▪ NSW Roads and Maritime Services ▪ Transport for NSW ▪ The Office of Environment and Heritage ▪ Government Architect NSW ▪ Local Aboriginal and community groups ▪ Essential Energy ▪ NSW Environment Protection Authority. The EIS must describe the consultation process and the issues raised and identify.	**Section 4**	**Appendix BB**

SEARs	*Location*	
Plans and Documents		
The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Regulation. These shall be provided as part of the EIS rather than as separate documents.	**Throughout**	
Architectural drawings, including but not limited to the following requirements: ▪ dimensioned and including RLs ▪ MGA co-ordinates ▪ site and context plans that demonstrate active transport linkages with existing, proposed and potential footpaths and bicycle paths and public transport links.	**-**	**Appendix B**
Site Survey Plan, showing existing levels, location and height of existing and adjacent structures/buildings and boundaries.	**-**	**Appendix D**
Site Plan	**Illustration 2.1**	**Appendix B**
Site Analysis Plan	**Illustrations 2.1-2.3**	**Appendix B**
Stormwater Concept Plan	**-**	**Appendix S**
Sediment and Erosion Control Plan	**-**	**Appendix S**
Shadow Diagrams	**-**	**Appendix F**
View Analysis/Photomontages, including from public vantage points.	**-**	**Appendix B & F**
An integrated Landscape Plan/Strategy (including identification any trees to be removed and trees to be retained or transplanted).	**-**	**Appendix C**
Preliminary Construction Management Plan, inclusive of a Preliminary Construction Traffic Management Plan detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.	**Section 7.22**	**Appendix U**
Traffic Impact Assessment Report	**Section 7.6**	**Appendix I**
Acoustic Assessment Report	**Section 7.8**	**Appendix K**
Arborist Report	**Section 7.7.2**	**Appendix Z**
Geotechnical and Structural Report	**Section 7.23 & 7.24**	**Appendix R & X**
Contamination Land Assessment Report (Phase 1, Phase 2 and Remediation Action Plan)	**Section 7.13**	**Appendix X**
Acid Sulfate Soil Management Plan	**Section 7.10**	**Appendix L**
Flood Assessment Report, including flood modelling	**Section 7.16**	**Appendix Q**
BCA and Accessibility Report	**Section 7.20**	**Appendix T**
Aboriginal Cultural Heritage Assessment Report	**Section 7.14**	**Appendix O**
Waste Management Report for demolition, construction and operational	**Section 7.25**	**Appendix U**
Capital Investment Value Report	**-**	**Appendix E**
Schedule of materials and finishes	**Sections 3.2, 7.2**	**Appendix B & F**

1.9 The Proponent and Project Team

This EIS has been prepared for CHCC with the assistance of a comprehensive project team. The project team and their responsibilities are outlined in **Table 1.3** below.

Table 1.3 Project Team and Responsibilities

Name	*Responsibility*
Coffs Harbour City Council	Proponent, Community Consultation and Project Director
Turner & Townsend Thinc	Project Manager
BVN	Architects
GeoLINK	Town Planner and Ecologist
TTW	Site/Civil and Structural Engineers
GHD	Flooding
Ason Group	Traffic and Access
Regional Geotechnical Solutions	Site contamination Consultants and Geotechnical Engineers
LCI	Mechanical, Electrical, Hydraulic and Fire and Noise Engineers
Pulse Acoustics	Noise Consultants
Niche Environment and Heritage	Aboriginal and Non-Aboriginal Heritage Consultants
Blair & Lanskey Surveyors	Surveyors
Phillip Chun	BCA and Access Consultants
Slattery	Cost Planning Consultants
Windtech	Wind Impact Consultants
Elephants Foot	Waste Consultants
The Arborist Network	Arborist

2. The Site and Locality

2.1 Cadastral Description

The proposed Cultural and Civic Space for Coffs Harbour is to be located on lands described as:

- Lot 20 DP758258
- Lot B DP346105
- Lot 123 DP749233
- Part Gordon Street and Riding Lane (hoarding/vehicle barrier/temporary compound/materials handling/site office only).

An aerial image of the proposed lot is shown on **Illustration 2.1**.

The Proposal also includes the use of existing underground car parking located on Lot 1 DP122065.

2.2 Site Context

The site is in the main part of the Coffs Harbour CBD which is on the Mid North Coast of NSW. The site has access from Gordon Street and Riding Lane. Other land uses in proximity to the site include the Coffs Harbour Uniting Church, the main public four to five storey car park for Coffs Harbour and other commercial development which ranges from one storey dwellings used as office space to three storey office blocks. A locality plan is shown as **Illustration 2.2** and photos of the site's existing conditions are presented in **Plates 2.1** to **2.7**.

Plate 2.1 Existing Site Conditions – 25-31 Gordon Street from Gordon Street

Plate 2.2 Existing Site Conditions – 31 Gordon Street from Gordon Street

Plate 2.3 Existing Site Conditions – 23-31 Gordon Street from frontage

Plate 2.4 Existing Site Conditions – Front of 23 Gordon Street

Plate 2.5 Existing Site Conditions – South-west Side of 23 Gordon Street

Plate 2.6 Existing Site Conditions – Rear of 23 Gordon Street

Plate 2.7 Existing Site Conditions – Riding Lane and Rear of 25-31 Gordon Street

2.3 Site Analysis

A site analysis plan has been prepared as part of the architectural package at **Appendix B** and mapping of key constraints on the site is shown at **Illustration 2.3.**

2.3.1 Road Network, Access and Parking

The site has two existing entrances from Gordon Street which are standard commercial access cross overs. There is a secondary access from Riding Lane that is not currently utilised. The site contains two car parking areas one of which is often used by the general public and the other is a private carpark associated with Lot 20 which is a commercial building.

2.3.2 Existing Buildings

Lot 20 contains an older style dwelling which is an office building with carparking and landscaping. Lots B and 123 contains brick buildings that are used for storage and for Council's general operations. Both buildings will be demolished as part of a separate approval process.

2.3.3 Existing Infrastructure

The site is serviced by:

- Electricity
- Water
- Sewer
- Stormwater
- Telecommunications (NBN).

2.3.4 Topography

The site is generally flat with surface grades less than one degree and has an elevation between 4.2 and five metres AHD (Australian Height Datum).

2.3.5 Soil Landscape

The 1:100,000 Coffs Harbour Quaternary Geological Map indicates the site is underlain by a Pleistocene terrace comprising silt, clay, fluvial sand, and gravel. The 1:250,000 Dorrigo – Coffs Harbour Geology Map indicates that the alluvial materials are underlain by the Brooklana Formation which comprises siliceous argillite, slate and rare siliceous greywacke.

2.3.6 Vegetation

Ornamentally planted shrubs and small trees exist within the site in several small landscaped areas. A large fig tree exists adjacent to Lot 123 which overhangs the site which is proposed for retention and protection.

2.3.7 General Land and Development Constraints

The site contains environmental and development constraints which include:

- Acid Sulfate Soils (Class 4)
- Flooding (below the flood planning level)
- Coastal zone implications
- Possible Aboriginal Heritage
- Possible Non-Aboriginal Heritage
- Access and car parking
- Visual impacts
- Urban design and context.

These constraints have been considered in the design and assessment of the new building.

Information shown is for illustrative purposes only

Drawn by: AB Checked by: RE Reviewed by: SJW Date: 18/06/2019
Source of base data: DFS&I

LEGEND

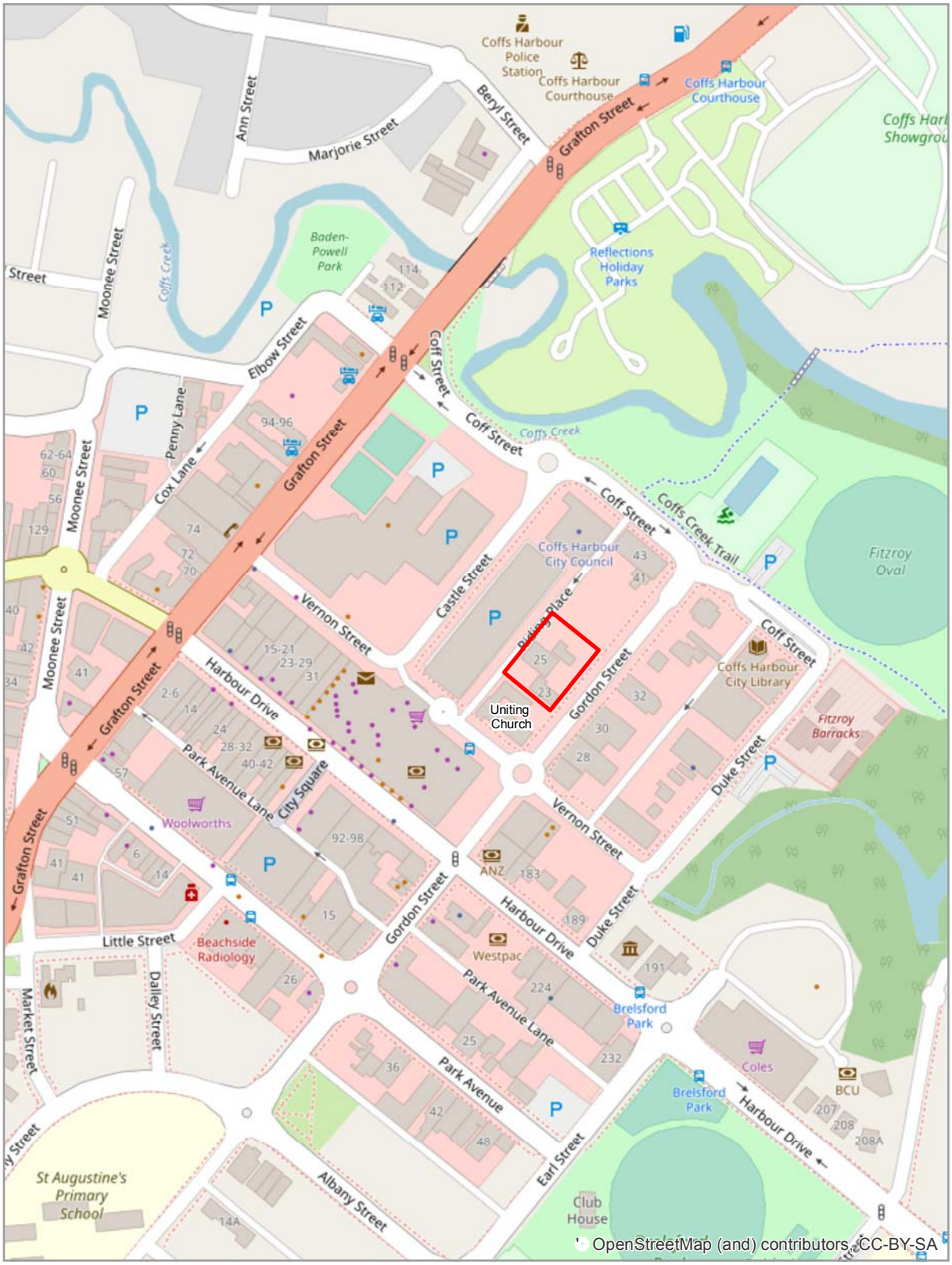
- Proposed Cultural and Civic Space boundary
- Cadastre

0 20

Aerial Plan

Information shown is for illustrative purposes only

Drawn by: AB Checked by: RE Reviewed by: SJW Date: 18/06/2019
Source of base data: OpenStreetMap



LEGEND

Proposed Cultural and Civic Space boundary

0 100

Site Context

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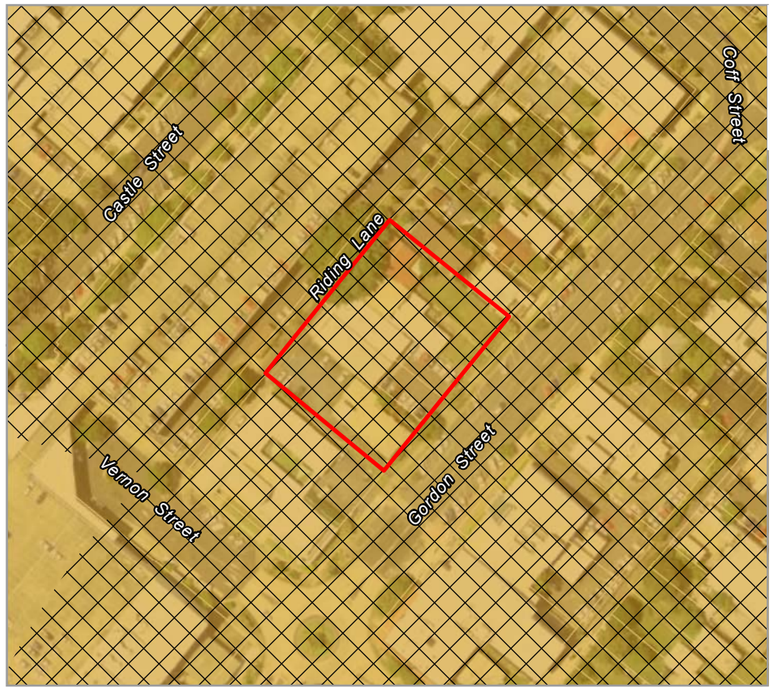
Information shown is for illustrative purposes only

Drawn by: AB Checked by: RE Reviewed by: JTS Date: 11/04/2019
Source of base data: DFS&I and CHCC

Acid Sulfate Soil Mapping
- Proposed Cultural and Civic Space
- Cadastre
- Acid Sulphate Soils class 4

LEP Zoning
- Proposed Cultural and Civic Space
- Cadastre
- B3 Commercial Core
- RE1 Public Recreation



Coastal Management SEPP
- Proposed Cultural and Civic Space
- Cadastre
- Coastal Use Area Map
- Coastal Environment Area Map

Flooding
- Proposed Cultural and Civic Space
- Cadastre
- 100 Year - ARI Flood
- Flood Planning Level - area

0 40

Site Analysis

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3. Description of the Proposal

3.1 Overview

This EIS has been prepared to accompany a SSD Application for a new Cultural and Civic Space (All Welcome) which will be assessed under Part 4 Division 4.7 of the EP&A Act. The project has been established based on a previously prepared supporting documentation including:

- Numerous Council reports recommendations and resolutions
- Cultural and Civic Space – Community Consultation Report
- CCS Project Concept Business Case
- Economic, cultural and social benefits of the Coffs Harbour Cultural and Civic Space (All Welcome).

Appendix B contains the architectural plans produced as part of the Schematic Design. The project involves construction of a new building and associated infrastructure to accommodate the new Coffs Harbour Cultural and Civic Space - All Welcome.

The Proposal is summarised as follows:

- Construction of a temporary site compound and site office (including part temporary use of Gordon Street).
- Earthworks and associated excavation for footings and basement area including the removal of any slabs, footings and foundations remnant from any previous buildings on the site.
- Construction of a new building to accommodate the proposed Cultural and Civic Space including a regional gallery, central library, regional museum, multi-purpose meeting rooms, co-working space, shop, café, function space (including use as Council Chambers), customer service area, Council staff office accommodation and underground car parking.
- Modifications to Gordon Street along the site frontage, including creation of access to and from the site via Gordon Street.
- Landscaping works.

The proposed project's working title is All Welcome, based on the aspirations of the local community for the useability and accessibility of the facility.

All Welcome will be a six-storey building, with a basement area for carparking and services, a lift overrun and rooftop plant, that will:

- Have a relatively compact footprint
- Be of minimal impact to neighbouring land uses
- Have a narrow footprint, good access to natural light is achieved on all sides
- Maximise solar access and views
- Provide a highly articulated, functional, and aesthetic built form.

The project also includes earthworks, service/infrastructure relocation and upgrades, new internal access arrangements, landscaping, minor vegetation removal, and associated works.

A set of architectural plans are attached as **Appendix B** and include:

- Site Analysis
- Site Plan
- Floor Plans
- Roof Plan

- Elevations
- Sections
- Perspectives and Photomontages
- Landscape Plan
- Materials and Finishes.

The existing buildings on the site will be demolished under a separate approval process, which will involve assessment and determination of a Development Application to be submitted to Council.

Signage does not form part of this application.

3.2 Description of All Welcome

3.2.1 Description of Levels

The All Welcome building accommodates a mix of uses and functions. It is a single building containing new cultural (museum, gallery, library) and civic (Council offices) facilities spread over six floors, one basement and a roof top plant room. The building contains a multi-level, external three-dimensional public space which rises through the centre of the facility to Level 03, providing public accessibility to its various functions. This space makes use of the local climate conditions to provide enclosed, semi-enclosed and open public spaces throughout the building. The buildings use are split as:

- Basement: car parking, operational parking and loading, storage and plant services
- Level 00 (ground level): Along the southern portion of the site is the gallery and museum, loading dock, cafe and associated back-of-house spaces. To the north is start of the public library (which is spread over three floors) and the car park entry. Between these is a public through-site link that contains vertical circulation, including lifts and a stair
- Level 01: Council customer service area and associated office accommodation, the continuation of the public library and other associated spaces. Customer service can be accessed from ground floor via a stair with direct line of site or the lifts
- Level 02: The bulk of the library, filling the entire floor
- Level 03: A large public opens space, part covered and part open to the sky. Opening from this space are a large multi-use space (which will function as the Council Chamber), meeting rooms, the entry to the Council workplace, Council Executive offices and associated amenities
- Level 04: Council workplace
- Level 05: Council workplace
- Level 06: Building services.

3.2.2 Building Character and Materials

The building form, materials and colour are based on the nature of Coffs Harbour as a specific place overlaid with the communities' desire for open, accessible and desirable community and cultural facilities. Specifically, the building represents the idea of 'harbour' as a place of welcome and protection and this is represented through the wrapping façade, undulating geometry and bright, vibrant and visible colours. The form of the building is an abstraction of the surrounding topography of the Coffs Harbour region – where the Great Dividing Range meets the coast. Additionally, the building form wraps around the existing mature fig tree (located adjacent to the site), helping to make the tree a key part of the landscape design.

The façade elements are designed to catch the light throughout the day and seasons to enable the building to always appear bright and vibrant in the streetscape – hence highlighting its important and welcoming nature to the local community. These elements are positioned to give a sense of scale and reduce the reading of the building's individual floors, in keeping with the idea of the building being about 'culture first'.

3.2.3 Public Space, Landscaping, Courtyards and Security

The fig tree provides a recognisable anchoring and wayfinding point in the building. It provides the opportunity to create a unique and meaningful place, with the tree as a landmark that the building wraps around. The central public space rising up through the middle of the building has been arranged to create views toward it to stimulate psychological navigation of the building by reminding a visitor of where they are and where the heart of the project is.

Public space complete with planting and furniture is drawn from the through-site link at ground level into the upper levels of the building, allowing interaction and blurred boundaries between the cultural, civic and administrative programmes. This culminates in the outdoor landscaped space at Level 03, which functions as an ante-room to the Council Chamber/hireable multi-purpose space and caters for community events and from where views across the city are available.

The central space is equipped with architecturally-designed gates at ground floor at either end which will limit access to this area after hours whilst maintaining safe movement around the building for staff or visitors inside.

3.2.4 Materials and Colours

The building constitutes a large mass in the urban context, and the upper portion of it is seen from many angles near and those further away. To create shimmer and variety a glazed terracotta façade cladding in shades of green has been selected, which works with the curvaceous form to offer myriad conditions of light and shade. This creates visual interest but also reflects the natural colours of the surrounding context.

The façade of the lower portion and up through the central space is experienced at the human scale and is more tactile in the selection of materials and finishes. Light-coloured brick will be used in combination with timber elements in these areas, bringing richness and authenticity to the architectural experience.

These materials have been chosen for their longevity and integral finish, which meets the expectation that All Welcome become and remain a significant building in Coffs Harbour for many years.

3.2.5 Building Height, Setbacks and Gross Floor Area

The building height ranges from four to six storeys, with the bulk of the building reaching a maximum height of 26.8 m from ground level (Gordon Street elevation) to the parapet, however on top of this roof there are services set back from the edge up to a height of approximately 29.24 m. The lower levels are built to the side boundaries and are set back varying distances from the street frontages, where the building form is articulated creating spatial variety and resolving the level transition from Gordon Street.

The site area is 3248 m^2. The Gross Floor Area (GFA) of the Proposal is approximately 8377 m^2 (based on definition of GFA in the LEP 2013; which excludes basements, parking services, circulation etc). The site coverage of the Proposal is 2735 m^2. The Floor Space Ratio of the Proposal is 2.58:1.

A variation to the provisions of Clause 4.3 (Height of Buildings), pursuant to Clause 4.6 (Exceptions to Development Standards) of the LEP 2013 is sought in regard to the proposed building height. Such a variation would have no unreasonable or adverse impact and the objectives of Clause 4.3 of the LEP 2013 would still be achieved. **Appendix AA** outlines this variation request and provides further justification as to why it is acceptable and should be supported.

3.3 Earthworks

The Proposal involves earthworks and associated excavation for footings and creation of the basement area/car park. The basement excavation will cover most of the site – approximately 65 m by 50 m and will be up to about four metres in depth. Therefore approximately 13,000 m^3 of material will require removal from site.

3.4 Access and Parking

3.4.1 Access

The Proposal includes works to Gordon Street necessary to complete the building – specifically changes to street parking and the addition of a bus drop-off zone, and the removal of a street tree which obstructs the proposed path of vehicles accessing the loading dock. Access to and from the site (basement carpark) will be provided via a new cross-over to Gordon Street.

3.4.2 Car parking

The Proposal includes construction of a new basement carpark with 74 parking spaces. It also includes the use of existing underground car parking located on Lot 1 DP 122065.

3.4.3 Bicycle Provision Staff and Public

The Proposal includes 60 bicycle parking spaces for the public/visitors (at the ground floor accessed from Gordon Street and Riding Lane) (identified in Appendix C Landscape Strategy) and 40 bicycle racks for staff/employees located in the basement (identified in Appendix B Architectural Plans). End-of-trip facilities, including showers and change rooms are also provided adjacent to the bicycle parking area in the basement level.

3.5 Signage

No signage is proposed as part of this application. Any signage to be located on the All Welcome building will be subject of a future DA.

3.6 Site Services and Public Utility Adjustments

The following infrastructure will be provided to the development:

- Electricity supply and reticulation (LV customer connection, substation on-site)
- Telecommunications supply (voice, Internet, private WAN) and reticulation (Fibre, Category cabling and DAS services)
- Water services
- Sewer services.

Further detail is provided in **Section 7.21**.

3.7 Partial Demolition (Separate to SSD Application)

Council will be lodging a separate development application to demolish/dismantle parts of the existing buildings and structures on the site. It should be noted however that all slabs, footings, bitumen/ asphalt/concrete pavements and paving will be left in place and to be removed as part of the SSD Application.

3.8 Precinct Plan and Associated Works (Separate to SSD Application)

The streetscape surrounding the Proposal is subject to the Coffs Harbour City Centre Master Plan 2031. The City Centre Master Plan outlines a range of objectives and works for improvements to the city centre, including the streets surrounding the subject site. The Schematic Design Report at **Appendix F** shows how the All Welcome building relates to the phased upgrades to the precinct surrounding the site over time.

Upgrades to the surrounding area in accordance with the City Centre Master Plan are proposed to occur in two phases, focusing firstly on Riding Lane and then Gordon Street. These are separate projects to the All Welcome proposal (SSD Application) and would be determined under a separate planning approval pathway. However, they are projected to run concurrent with and following the construction of All Welcome respectively.

- All Welcome - Coffs Harbour Cultural and Civic Space (this SSD Application):
    - This SSD Application is concerned with the Coffs Harbour Cultural and Civic Space (All Welcome) only. This includes works to Gordon Street necessary to complete the building – specifically changes to street parking and the addition of a bus drop-off zone, and the removal of a street tree which obstructs the proposed path of vehicles accessing the loading dock.
- Council's Riding Lane upgrade plans:
    - This phase considers upgrades to Riding Lane which enhance the urban environment for pedestrian occupation and enable walk-able linkages from Harbour Drive and Coffs Central, through the All Welcome site and beyond into the proposed Office/Living zone identified in the City Centre Master Plan. This project proposes the redirection of Riding Lane, modifications to the Castle Street Carpark and upgrades to the intersection of Riding Lane and Coff Street. It is being undertaken by Council with input from the All Welcome design team where necessary.

- Council's future precinct project:
    - Broader precinct works contemplated by the City Centre Master Plan are proposed to upgrade Gordon Street to include dedicated cycle lanes, parallel parking and increased street vegetation. Pending future development on the other side of Gordon Street a pedestrian crossing would ideally be located at the internal street of All Welcome on Gordon Street. These works being managed by a separate body within Council and are predicted to begin within a 10 year 'horizon'.

3.9 Project Milestones and Timeframe

The following table presents indicative key milestones and construction timeframes for the proposed All Welcome project.

Table 3.1 Indicative Key Milestones and Timeframes

Indicative Key Milestones and Timeframes	*Date*
Partial demolition existing buildings (subject to separate approval)	
Construction commencement and completion	Q1 2020
All Welcome Building	
Construction commence	Q2 2020 (May)
Construction complete	Q3 2022 (July)

3.10 Construction Hours

Proposed construction hours are expected to be standard construction hours of:

- Monday to Friday – 7:00 am to 6:00 pm
- Saturday – 8:00 am to 1:00 pm.

3.11 Project Value and Job Creation

The estimated Capital Investment Value (CIV) for the project is $76,519,404 excluding goods and services tax. A CIV assessment has been prepared by Slattery and is attached as **Appendix E**.

An economic analysis shows that a total of 555 construction jobs will be created from the development over building period, and there will be 31 additional on-going jobs generated.

4. Stakeholder Consultation

4.1 Local Aboriginal and Community Groups

A comprehensive community consultation and engagement process has been implemented for the Proposal. This process started back in 2016 when the need for enhanced cultural precincts and infrastructure was identified through the community consultation for the development of the MyCoffs Community Strategic Plan. It has continued throughout the project right up to the All Welcome Schematic Design and State Significant Development Application Phases of the Proposal. A summary of the consultation is provided below.

4.1.1 Community Planning and Engagement

The need for enhanced cultural precincts and infrastructure was identified through the community consultation from 2016 for the development of the MyCoffs Community Strategic Plan. Up to 3000 people, including local residents, businesses and staff participated in the various phases of the engagement strategy. MyCoffs represents the community hopes and aspirations, along with public input into prioritising our community objectives.

A community objective under the theme of '*Community Wellbeing – A vibrant inclusive place*' is that:

We enrich cultural life through art, learning and cultural endeavour' (A1.4).

Relating to this objective, the community has identified that they value the contribution of arts, heritage and culture to our wellbeing, economy and in creating liveable and vibrant communities. They also have told us that they recognise the need for enhanced cultural precincts, venues and public art within our region.

4.1.2 Cultural Planning and Consultation

To explore the objectives in MyCoffs Community Strategic Plan, a further process of community engagement was undertaken in 2016. This enabled the community to input detailed information to form the Creative Coffs - Cultural Strategic Plan 2017-2022.

The preparation of Creative Coffs involved the gathering and analysis of extensive community and stakeholder views, evidence and information including a series of individual interviews, focus group discussions, a public meeting and an online survey panel for members and the public.

Along with the broader community, specific stakeholder groups were targeted including:

- Arts groups
- Business and tourism operators
- Visual artists
- Aboriginal community
- Health and community services providers
- Culturally and linguistically diverse (CALD) community
- Arts and cultural organisations
- Young people.

The preparation of the Cultural Strategic Plan also included development of a Cultural Reference Group, formed of eight community members from diverse and creative backgrounds and chaired by the Mayor. This group served as an advisory group throughout the development of the plan and supported the Council to develop the strategy along with an action plan based on the community views and input.

4.1.3 Cultural Infrastructure

In relation to facilities and cultural infrastructure the consultee's feedback identified a number of strengths in the current facilities in the region including the Jetty Theatre, festivals and markets. However, most consultees felt that there is a need for further investment in facilities and infrastructure, including improved coordination and communication between existing facilities.

Consultees were generally supportive of the development of a new arts and cultural facility, but stressed the importance of this facility being a central hub for creativity that is both functional and accessible. Therefore, the proposed new Cultural and Civic Space has functionality and accessibility built into the design principles of inclusiveness, being welcome and accessible to all, and different strokes, being a rich blend of spaces that can serve multiple functions.

The lack of arts venues/facilities generally, was the most frequently mentioned weakness noted by a large portion of respondents. In 75 additional comments on this question, respondents indicated a broad desire for improving performing arts facilities, and for multi-purpose cultural facilities.

4.1.4 Precinct Planning

The creation of a cultural hub/precinct received strong endorsement from respondents, along with better arts and cultural amenities and the need for an upgraded or new art gallery. Our community has told us that quality community and cultural facilities, precincts and spaces make essential contributions to our region and lifestyle. These areas have been included for areas of action in relation to the Creative Coffs – Cultural Strategic Plan 2017- 2022.

To support further investigation of the need for community infrastructure in relation to place making and precinct planning, a Precinct Analysis Gordon Street Library and Gallery was undertaken in 2017. This precinct analysis considers the community feedback in relation to pedestrian amenity, accessibility, transport and other key features important to the community. It also determines how they relate to the proposed site and its functionality along with the impact on the broader precinct.

4.1.5 Supporting Consultations and Planning

During the 2018 consultation period two other separate, but relevant, community consultations were also undertaken by Council being the City Centre Master Plan: Achieving the Objectives and the Library and Gallery Strategic Planning Online Surveys.

The City Centre Master Plan outlines a vision to inspire to create a place where economic, social and cultural pursuits fuse to enrich and enliven all who live, work and visit the City. The Plan identifies a number of projects and key strategic sites targeted to deliver new cultural, entertainment and civic buildings in the CBD.

Community consultation commenced around the needs and requirements for a new central library and gallery alongside the development of a new Cultural Strategic Plan. A Library and Gallery Planning Advisory Group and Council project team formed as a community advisory group to Council with community members and Councillors meeting regularly to guide the project.

4.1.6 Community Engagement with Three Concept Designs

Further community engagement was undertaken as part of the Cultural and Civic Space Concept Designs Process. This consultation took place from January - April 2018. Multiple opportunities were provided for the community and stakeholders to provide feedback on elements of each of the three concept designs they most liked. This information was used to indicate what features of a building would matter most to the community and how they relate to the new facility in terms of usage and requirements. Significant feedback gathered at this point was incorporated within the specifications and building desires provided to the architects in the current phase of schematic design.

A broad range of individuals across many sectors had the opportunity to input to the process. Representation included:

- Broad community and community groups
- Library, Museum and Gallery users, supporters, staff and volunteers
- Aboriginal Elders and organisations
- Advisory Committees including Access
- Cultural Reference and Multicultural
- Business, Tourism and Chambers of Commerce
- Year 11/12 school students
- Teachers and education providers
- Creative industries sector – multiple artforms and disciplines
- Council volunteers and staff.

The project and the opportunity to give feedback was promoted and captured via:

- Project information brochures
- Council newsletter articles
- Mayoral column
- Social media channels
- Magazine and newspaper editorials
- Display posters and digital screens
- Radio broadcasts
- Display stands
- Project videos
- Have Your Say project webpage
- Focus groups
- Information sessions and briefings
- Surveys – both hardcopy and online.

The following is a summary of the community involvement in the consultation for the Concept Design Process:

- 223 attended 23 separate focus groups and stakeholder meetings
- 236 completed the concept design survey
- 2900 instances of online engagements via the Have Your Say project portal
- 475 completed the library and gallery strategic planning surveys
- 831 survey comments/feedback received
- 1421 key phrases of feedback from focus groups and written feedback analysed.

4.1.7 Concept and Schematic Design Stages

Community engagement was undertaken throughout 2018 and into 2019. This round of community engagement for the schematic design undertaken with community groups including the migrant population, indigenous, youth, people experiencing homelessness, early education, family history and the access committee have been consulted with for input into the design specifications for the building. A detailed list of the consultation and engagement and the results is attached as **Appendix BB**.

The following is a summary of the community involvement in the consultation for the Concept Design Process:

1. **Briefing sessions** – staff and volunteer information sessions were held to keep them informed as the project progressed. **400 staff and volunteers** attended the November/December 2018 sessions and **196** attended the May 2019 sessions.
2. **Targeted Stakeholders** – attended **34** forums, focus groups, briefings and meetings held from September 2018 – May 2019, **201** attended.
3. **Community and Business Events and Presentations** – **318** people attended **four** events, including Chamber of Commerce.
4. **Community Displays** – **54** people engaged with the project team at **three** shopping centre displays, with another display planned for NAIDOC Week.
5. **Hardcopy written comments** – **56** were submitted through five static display stands (Toormina, Woolgoolga and Coffs Harbour libraries, Museum and Council's Administrative Customer Service Area), three shopping centre displays (Coffs Central, Toormina and Moonee) and Stakeholder feedback forums held on 8 May 2019.
6. **Online feedback** – **22** submissions were received through the Have Your Say page or email to project team.
7. **Project Information** – provided through the **Have Your Say** page. In the period 1 November 2018 to 31 May 2019, there were **2800** visitors to the site.
8. **Project Video** – provide through Have Your Say, newsletters and social media, viewed **1625** times.
9. **Rates Notices** – providing project information and Have Your Say, received by **29,300** rate payers.
10. **Project Newsletter** – May to June 2019, 4800 unique opens.
11. Coffs Harbour City Council official Facebook page - nine posts over the period 9 May to 18 June 2019. These produced 397 comments, 116 shares and 355 interactions (e.g. likes, wow, etc).

BVN Architecture worked with the Council project team to inform the broader community on the project, with the release of the schematic design with another round of engagement which occurred in May/June 2019.

Static display boards are available in the Council's Customer Service, Libraries and the Museum for people to see the schematic design displays and provide feedback. The project team have undertaken interactive sessions in local shopping centres to show the community the designs and enable them to interact, ask questions and provide feedback. The Cultural and Civic Space project page is the key online point of project information for the community, showing the draft schematic design, videos, key documents, project history and pathways to send feedback about the project. An extensive online information campaign was circulated by electronic newsletter to over 7000-registered email addresses during May 2019 to ensure that the community has a chance to view the draft design of the new building. There will be a follow up newsletter in early July.

Schematic design briefing sessions have been provided to the key community groups previously liaised with and new sessions were conducted for the previous round of arts and cultural sector consultees who provided information in the concept design period. Briefing sessions were also held with the Friends of the Gallery members group and the local Business Chamber. The project team will also have an information stand with static display boards at the Naidoc Week celebrations in early July 2019.

Significant efforts are being made to enable the community to walk the journey into development of the new building, along with an extensive series targeting the staff and volunteers of Council.

The Council consulted the following during the Schematic design phase:

- Council's advisory committees, including: Library and Gallery Planning Advisory Group, Disability Inclusion and Access Advisory Committee, Cultural Reference Group and Multicultural Reference Group
- Coffs Harbour Chamber of Commerce
- Café operators, caterers, building management and cleaners
- Indigenous Elders, organisations and community forums
- Refugee and migrants and their support groups
- Homeless Support agencies
- Early childhood professionals
- Educators
- Youth – Year 11 and 12 students
- Youth Support agencies
- Identified key staff members (user groups) within Council.

The Council informed the following during the Schematic Design phase:

- General public in the Coffs Harbour LGA and surrounding communities
- Council employees
- Library, Museum and Gallery supporters and volunteers
- Creative industries sector
- Members and prospective Members of Parliament.

The Council connected with community and stakeholders via:

- Gallery events
- Project information brochures and flyers
- Council newsletter articles
- Mayoral column
- Social media channels
- Newspaper and radio articles
- Newspaper and radio advertisements
- Display posters and digital screens
- Display stands
- Project signage and videos
- Staff and volunteer briefings
- e-newsletters
- Chamber of Commerce meeting
- Presentations to Arts governing bodies
- Have Your Say project page
- Shopping centre displays
- Rates notice information
- Targeted workshops and meetings.

4.2 Coffs Harbour City Council

Members of the project team met with various planning and engineering technical staff from Coffs Harbour City Council for discussions on the Proposal and likely planning, traffic and servicing requirements.

Coffs Harbour City Council has also provided extensive comments on the Proposal as part of the response to the SEARS. These comments have been addressed in the body of the EIS.

4.3 NSW Roads and Maritime Services

Consultation was undertaken with Roads and Maritime Services (RMS) by Ason Group regarding likely impacts of the Proposal on the Pacific Highway and any other assets under the control of RMS. This is documented in the Transport Assessment Report (refer **Appendix I**)

4.4 Transport for NSW

Consultation was undertaken with Transport for NSW (TfNSW) by Ason Group regarding likely impacts of the Proposal on public transport and any other matters under the control of TfNSW. This is documented in the Transport Assessment Report (refer **Appendix I**)

4.5 Department of Planning, Industry and Environment Biodiversity Conservation Division (formally the Office of Environment and Heritage)

GeoLINK contacted Dimitri Young from the then Office of Environment and Heritage early in the project to determine the likely requirements regarding biodiversity assessment requirements. As a result of these discussions an application to the Department of Planning and Environment was prepared to waive the requirement to prepare a BDAR. This was lodged and subsequently approved (**Appendix J**).

4.6 Government Architect of NSW

In developing the design response of the Proposal, the applicant and BVN Architecture have engaged with the Government Architect NSW (GANSW). Specifically, this has involved engagement with the State Design Review (SDR) section. Two meetings with the SDR have occurred, with generally positive feedback and support for the Proposal received.

Below is a summary of the main points from the most recent (second) SDR meeting (received 11 June 2019).

Generally, the design of the building and approach to the project is supported, in particular:

- *Design approach and guiding principles*
- *Accommodation of the program*
- *Public space strategy within the building, in particular vertical connection between upper levels and ground plane*
- *Public gathering space and 'open to sky' courtyard at rooftop level*

- *Reconsideration of traffic and pedestrian movement in and through Riding Lane, new vehicle set down zone and improved curtilage to car park*
- *Preservation and protection of significant tree as focal point*
- *Modifications to the ground level incorporating transparent, operable and adaptable facades promoting a more active and integrated relationship between gallery, library and the street*
- *Council's commitment to creating a high quality cultural facility with potential to influence formation of a future cultural precinct.*

The following commentary provides advice and recommendations for the project:

- *Connection between the Council carpark and the building should further prioritise pedestrian movement at the ground plane. Elevated walkways/bridges are not supported*
- *Any future covered walkway between the carpark and the building is to be incorporated into the 'All Welcome' design and must be included in the scope of the project as an integral part of the building*
- *The upgrades to Riding Lane should be realised concurrently with the building as a public domain strategy to help catalyse further civic upgrades and street level improvements*
- *Continuity of materials both horizontally and vertically from the street into the lobby and throughout the atrium is encouraged; this will provide clarity to the visitor experience and coherently integrate the building with the public domain*
- *Provide more detailed sections and drawings as required to illustrate visual and physical permeability of Council offices at roof/courtyard level*
- *In order to retain the design integrity and quality of the building as the project progresses through documentation and construction, provide material explaining key junction and façade details, materiality and construction systems/methods*
- *The preliminary study presented of the potential future envelopes on the surrounding sites is useful to understand how the precinct may develop in the future. We understand that these are not based on the existing LEP and DCP controls. We suggest that this study be explored further to understand the existing LEP envelopes of surrounding buildings, and how heights, setbacks, ground plane might be best realised to work with the proposed facility and support its civic role as a key building in the city. This would take into account street views, streetscape, overshadowing, and other amenity aspects.*

There is a very strong opportunity for the design team to work closely with the Council to ensure that future master planning of the precinct enhances not only the design intent for the building, which could be considered a jewel for the city, but also the surrounding public domain of the precinct. This may play out through the development of precinct-specific controls, which will ensure the best outcome for Council, the building and subsequent development in the precinct.

The comments from the SDR have been considered in developing the design response. The Proposal is well resolved and generally supported by the GANSW. The advice and recommendations have been taken in account and the Proposal, along with separate concurrent and future precinct works (to Riding Lane and Gordon Street), will achieve positive site-specific and broader and precinct outcomes.

Further discussion on design excellence and how the above comments from the State Design Review have been addressed is provided in **Section 7.1**.

4.7 Essential Energy

Both the proponent (CHCC) and LCI have been in consultation with Essential Energy. Council has received confirmation that Essential Energy do not anticipate that providing power supply to the new building will be an issue. In addition to this, LCI has commenced the negotiation process with Essential Energy by first lodging a Preliminary Enquiry form then lodging an Application for Connection to confirm supply availability in the substation zone and any network augmentation requirements.

4.8 NSW Environment Protection Authority

The Site Contamination Assessment (prepared by Regional Geotechnical Solutions) was undertaken in accordance with the relevant sections of the NSW EPA, *Guidelines for Consultants Reporting on Contaminated Sites*, the SEARs input from the EPA and involved searches of Environmental Protection Authority (EPA) website for any contamination notices for the site.

5. Statutory Planning Framework (SEAR 1)

5.1 Permissibility

5.1.1 Zone

The site is zoned B3 Commercial Core. The objectives of this zone are:

- *To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.*
- *To encourage appropriate employment opportunities in accessible locations.*
- *To maximise public transport patronage and encourage walking and cycling.*
- *To ensure that the scale and nature of future development reinforces the role of the Coffs Harbour central business district as the primary commercial, employment and retail centre in the region.*
- *To ensure that the design of new commercial buildings makes a positive contribution to the streetscape through opportunities for improved pedestrian links, retention and creation of view corridors and the provision of a safe public domain.*

5.1.2 Definition of use

The Proposal potentially involves three defined uses that have separate definitions under Coffs Harbour Local Environmental Plan 2013 (LEP 2013). These definitions are:

Community facility which 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.

Public Administration Building which means *a building used as offices or for administrative or other like purposes by the Crown, a statutory body, a council or an organisation established for public purposes, and includes a courthouse or a police station.*

Information and education facility which means *a building or place used for providing information or education to visitors, and the exhibition or display of items, and includes an art gallery, museum, library, visitor information centre and the like.*

All three land uses are permissible with development consent within the B3 Commercial Core zone.

5.1.3 State Significant Development

Clause 8 of State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) states that development is declared to be SSD for the purposes of the EP&A Act if:

- *the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and*
- *the development is specified in Schedule 1 or 2.*

The Proposal does not meet any requirements for it to be classified as Development Without Consent. Schedule 1 of SRD SEPP identifies cultural, recreation and tourist facilities (which include information and education facilities, including museums and art galleries) with a capital investment value of over $30 million as SSD. The Proposal has therefore been declared SSD.

5.2 Environmental Planning and Assessment Act 1979

The EP&A Act is the primary legislation for environmental planning in NSW. It establishes the legislative framework that governs land use, development assessment and decision making. The EPAR 2000 create the required administration and allocate roles and responsibilities for land use and assessments. This section summarises the relevant policies and plans that are called up and required to be addressed under Section 4.15 of the EP&A Act.

5.3 State Environmental Planning Policies

5.3.1 State Environmental Planning Policy No. 44 – Koala Habitat

SEPP 44 aims to encourage the conservation and management of natural vegetation areas that provide habitat for Koalas, to ensure permanent free-living populations would be maintained over their present range. The *Coffs Harbour City Koala Plan of Management* addresses the requirements of SEPP 44 within the Coffs Harbour LGA. Primary Koala habitat occurs at the site. The Proposal would not result in the removal of any Koala habitat and hence no further assessment is deemed necessary.

5.3.2 State Environmental Planning Policy No. 64 – Advertising and Signage

Signage does not form part of this application and will be considered separately. Nevertheless, for completeness, the aim of this Policy is to improve the amenity of urban and natural settings by managing the impact of outdoor advertising and signage. The Proposal would require installation of a number of signs, including building identification and wayfinding signs. The location of these signs has not yet been resolved and consequently will be subject of a separate application and subsequent approval.

Future signage would provide identification of the Cultural and Civic Space and directional/wayfinding signage. Clause 8 of SEPP 64 states that a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that the signage:

- Is consistent with the objectives of this Policy as set out in the SEPP.
- Satisfies the assessment criteria specified in Schedule 1 of the SEPP.

Signage would be installed to ensure that visitors know where to go when they arrive at the facility. The future/separate approval process would need to demonstrate that the signage would be consistent with the objectives of SEPP 64 and also the criteria outlined in Schedule 1 of the SEPP.

5.3.3 State Environmental Planning Policy (Coastal Management) 2018 (Coastal Management SEPP)

The Coastal Management SEPP aims to promote an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with the objects of the *Coastal Management Act 2016*, including the management objectives for each coastal management area, by:

- Managing development in the coastal zone and protecting the environmental assets of the coast.
- Establishing a framework for land use planning to guide decision-making in the coastal zone.
- Mapping the four coastal management areas that comprise the NSW coastal zone for the purpose of the definitions in the *Coastal Management Act 2016*.

The Coastal SEPP applies to the subject site. An assessment of the relevant development controls contained within the SEPP and how they relate to the Proposal is provided below.

Division 1 Coastal wetlands and littoral rainforests area

The subject site does not contain any mapped coastal wetlands or littoral rainforest areas identified on the "Coastal Wetlands and Littoral Rainforests Area Map" of the Coastal Management SEPP. The site is also not within an area mapped as proximity area for coastal wetlands on the "Coastal Wetlands

Division 2 Coastal vulnerability area

The site is not mapped as a "coastal vulnerability area".

Division 3 Coastal environment area

The site is mapped as a coastal environment area (refer **Illustration 2.3**). Clause 13 (1) and (2) of the Coastal Management SEPP states that development consent must not be granted to development on land that is within the coastal environment area unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on certain matters. These matters and an assessment of the Proposal against them area outlined in **Table 5.1**.

Division 4 Coastal Use Area

The site is mapped as a coastal use area (refer **Illustration 2.3**). Clause 14 (1) of 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 cause an adverse impact on certain matters. These matters and an assessment of the Proposal against them area outlined in **Table 5.1**.

Table 5.1 Coastal SEPP Matters for Consideration for Development

Sub Clause	*Matters for Consideration*	*Comment*
Division 3 Coastal environment area		
1(a)	The integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,	An assessment of the impacts of the Proposal on the environment has been carried out throughout **Section 7**. The Proposal will not have a significant impact on the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment.

Sub Clause	Matters for Consideration	Comment
1(b)	The coastal environmental values and natural coastal processes,	The Proposal is within an existing developed urban area and will be located on a highly disturbed site. It is not considered that the Proposal will have an impact on the coastal environmental values and natural coastal processes.
1(c)	The water quality of the marine estate (within the meaning of the *Marine Estate Management Act 2014*), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes,	The development will not impact on the Marine Estate or any Sensitive Coastal Lakes.
1(d)	Marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,	The Proposal will not impact on any marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands or rock platforms.
1(e)	Existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,	The Proposal will not impact on any public open space.
1(f)	Aboriginal cultural heritage, practices and places,	The Proposal is unlikely to impact on any Aboriginal cultural heritage, practices and places (refer **Section 7.14**).
1(g)	The use of the surf zone.	The Proposal will not impact on the use of the surf zone.
Division 4 Coastal Use Area		
	Existing, safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,	The Proposal will not impact on any public access.
	Overshadowing, wind funnelling and the loss of views from public places to foreshores,	The Proposal will have not increase overshadowing or wind funnelling or reduce views from public places to foreshores (**Section 7.2**)
	The visual amenity and scenic qualities of the coast, including coastal headlands,	The Proposal is not in proximity and therefore will not impact on the visual amenity of scenic qualities of the coast.
	Aboriginal cultural heritage, practices and places,	The Proposal is unlikely to impact on any Aboriginal cultural heritage, practices and places (refer **Section 7.14**).
	Cultural and built environment heritage.	The Proposal is unlikely to impact on any cultural and built environment heritage, practices and places (refer **Sections 7.15**).

5.3.4 State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)

The object of this policy is to provide for a State-wide planning approach to the remediation of contaminated land. It aims 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 by:

- Specifying when consent is required, and when it is not required, for a remediation work.
- Specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out remediation work in particular.
- Requiring that remediation work meets certain standards and notification requirements.

Regional Geotechnical Solutions were engaged by Council to undertake a Phase 1 Preliminary Contamination Assessment as part of the project. This report is attached as **Appendix N** and is discussed in detail in **Section 7.13** and addresses the requirements of SEPP 55.

5.3.5 State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) aims to facilitate the effective delivery of infrastructure across the State. Division 10 of the ISEPP outlines the approval requirements for health facilities. Clause 58 of the ISEPP stipulates the thresholds for Health Facilities that can be assessed as Development without Consent. The Proposal does not meet any of these requirements and therefore requires development consent.

A matter for consideration under the ISEPP is the referral requirements for Traffic Generating Development. Clause 104 and Schedule 3 of ISEPP defines traffic generating development which requires referral to Roads and Maritime for comment. In its response to the Request for SEAR's (dated 24 April 2019), Roads and Maritime advised that proposal is likely to require referral in accordance with Clause 104 of ISEPP as it would meet the requirements under Schedule 3. Consequently, Roads and Maritime provided a list of requirements to be addressed within the traffic and transport assessment. These requirements are addressed in Transport Assessment Report (refer **Appendix I**) and in Section 7.6.

5.3.6 State Environmental Planning Policy (State and Regional Development) 2011

The relevant provisions of this SEPP are discussed in detail in **Section 5.1.3**.

5.4 Draft State Environmental Planning Policies

5.4.1 Draft Remediation of Land State Environmental Planning Policy

SEPP 55, and *Contaminated Land Planning Guidelines*, have provided the planning framework for the management of contaminated land in NSW.

The draft Remediation of Land SEPP is part of a review program by the NSW Government. The new SEPP will retain the following objectives from SEPP 55 as they remain relevant:

- Establish a State-wide planning approach for the remediation of contaminated land

- Promote the remediation of contaminated land to reduce the potential risk of harm to human health and/or the environment by:

    - making remediation work permissible, despite anything to the contrary in another environmental planning instrument
    - specifying when development consent is, and is not required, for remediation work
    - specifying considerations that are relevant in determining development application
    - requiring remediation work meet certain standards and notification requirements.

As outlined previously under SEPP 55 above Regional Geotechnical Solutions were engaged by Council to undertake a Phase 1 Preliminary Contamination Assessment. This report is attached as **Appendix N** and is discussed in detail in **Section 7.13** and addresses contamination requirements.

5.4.2 Draft Environment State Environmental Planning Policy

The DPE is undertaking a review of the State's planning policies to modernise and simplify the planning system. It is proposed that the following seven existing SEPPs will be merged into one SEPP (the draft Environment SEPP):

- State Environmental Planning Policy No. 19 – Bushland in Urban Areas
- State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011
- State Environmental Planning Policy No. 50 – Canal Estate Development
- Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment
- Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (No.2-1997)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- Willandra Lakes Regional Environmental Plan No. 1 – World Heritage Property.

None of these SEPPs have current application in the locality of the Proposal and therefore the draft Environment SEPP is not applicable.

5.5 Coffs Harbour Local Environmental Plan 2013 (LEP 2013)

5.5.1 LEP Provisions

The relevant clauses of LEP 2013 are discussed in **Table 5.2**.

Table 5.2 Coffs Harbour Local Environmental Plan 2013

Local Planning Instruments and Controls		
LEP 2013	Clause 4.3 Height of Buildings	The subject site has a maximum height control of 28 m. The Proposal has an overall maximum building height of approximately 29.24 m and does not comply with the requirements of this clause and a variation is sought.
	Clause 4.4 Floor Space Ratio	The site has a maximum floor space ratio control of 3.5:1. The Proposal does not exceed this and has a floor space ratio of 2.58:1.
	4.6 Exceptions to development standards	The Proposal does not comply with the maximum height (28 m) development standard of the LEP 2013. The development application includes a request for exception/ variation to this development standard based on sound planning grounds and justification. Refer to **Section 7.2.5** and **Appendix AA**.

Local Planning Instruments and Controls		
	Clause 5.6 Architectural Roof Features	This clause contains provisions relating to architectural roof features and seeks to promote their use to provide high quality urban form and design outcomes for prominent buildings. The design of the All Welcome building presents a well resolved and high-quality urban form. The Proposal is consistent with the policy objectives and is acceptable.
	Clause 5.9 Preservation of Trees or Vegetation	The objective of this clause is to preserve the amenity of the area, including biodiversity values, through the preservation of trees and other vegetation. Any removal of native vegetation on the site would require development consent unless exempt. Biodiversity is addressed in **Section 7.7**. A waiver from the requirement for a BDAR has been granted as the Proposal would have negligible biodiversity impact.
	Clause 7.1 Acid Sulfate Soils (ASS)	The site is located within land mapped as Class 4 ASS. An assessment of the impact on ASS has been prepared by Regional Geotechnical Solutions (refer **Appendix V**) which recommended the preparation of an ASS Management Plan which was also undertaken by Regional Geotechnical Solutions and is attached as (**Appendix L**). The findings of both reports are discussed in detail in **Sections 7.10 and 7.23.**
	Clause 7.2 Earthworks	The Consent Authority is required to take into consideration potential impacts from earthworks relating to a development. These impacts and how they are to be mitigated have been addressed in **Section 7**.
	Clause 7.3 Flood Planning	The Flood Planning Map identifies the site as being flood prone land. A flood assessment has been prepared by GHD (refer **Appendix Q**) addressing the requirements of **Clause 7.3**. Flood impacts are also addressed in **Section 7.16**.
	Clause 7.9 Air space operations	The site is located within the Airport Height Limitations map. The maximum height of the building is below the required 48.06 m AHD restriction.
	Clause 7.10 Development in areas subject to aircraft noise	The site is not affected by the Australian Noise Exposure mapping.
	Clause 7.11 Essential Services	All essential services are available to the site. The need for augmentation of any of these facilities is discussed in **Section 7.21**.
	7.12 Design excellence	The objective of this clause is to ensure that the development exhibits design excellence that contributes to the natural, cultural, visual and built character values of Coffs Harbour. An assessment of design excellence is provided in **Section 7.1**.
	7.13 Central business district	This clause requires that development consent must not be granted to development on any land unless the consent authority has considered whether the development maintains the primacy of the CBD as the principal business, office and retail hub of the Coffs Harbour City. The subject site is located within the CBD and the proposed use will not only maintain the primacy of the CBD as the principal business, office and retail hub of the Coffs Harbour City, but will seek to strengthen it.

5.6 Development Control Plans

The Coffs Harbour Development Control Plan (DCP) 2015 supports the provisions of LEP 2013 and provides a set of development objectives and provisions for development within the Coffs Harbour Local Government Area (LGA). As stated in Clause 11 of the SRD SEPP, development control plans do not apply to SSD. This is further explained in the Department of Planning and Environment's Fact Sheet on SSD (February 2012) which states that:

> *"DCPs do not apply to SSD. This is because development control plans are generally concerned with local or specific issues and do not provide appropriate planning controls for large, complex developments of importance to the State or region and are not a relevant matter for consideration in the assessment of SSD".*

The Proposal is therefore not subject to the requirements of DCP 2015. However, the following relevant chapters of the DCP have been used as a guide in the design of the development:

- Part D Built Form Controls
  - D1 Commercial Development
- Part E Environmental Controls
  - E3 Contaminated Land
  - E4 Flooding
- Part F General Development Controls
  - F1 Access and Parking
  - F2 Heritage Conservation
  - F3 Landscaping
  - F6 Waste Management
- Part G Special Area Controls
  - G3.1 City Centre Master Plan
  - G3.2 Setback Requirements
  - G3.3 Design Requirements – General.

5.7 Developer Contributions Plan

Developer Contributions will be required for the Proposal in accordance with Council's relevant developer contributions plans. The specific amount for each contribution will be determined by Council during the submissions period.

5.8 Other NSW Legislation

5.8.1 Protection of the Environment Operations Act 1997

The *Protection of the Environment Operations Act 1997* (POEO Act) includes provisions relating to the protection of the environment. One of the objectives of the Act is to protect, restore and enhance the quality of the environment in NSW, having regard to the need to maintain ecologically sustainable development. There are serious offences under this Act for causing pollution of air, noise, water or land. CHCC and the appointed contractor are required to meet the waste licensing obligations of Clauses 39 to 42 of Schedule 1 of the POEO Act in relation to the proposed works.

The Contractor and CHCC are obliged to notify OEH when a "pollution incident" occurs that causes or threatens "material harm" to the environment.

5.8.2 National Parks and Wildlife Act 1974

The *National Parks and Wildlife Act 1974* (NPW Act) provides the basis for the legal protection and management of Aboriginal sites within NSW. Sections 84 and 90 of the NPW Act provide statutory protection for any physical/material evidence of Aboriginal occupation of NSW and places of cultural significance to the Aboriginal community. The key principles of the Act in relation to Aboriginal heritage are the prevention of unnecessary or unwarranted destruction of Aboriginal objects, and the active protection and conservation of objects which are of high cultural significance. It is an offence to knowingly disturb an Aboriginal object, irrespective of its nature or significance, without the prior consent of the relevant Director-General. The impact of the Proposal on Aboriginal Cultural Heritage is assessed in **Section 7.14**.

5.8.3 Fisheries Management Act 1994

Concurrence is required from the Minister for Department of Trade and Investment, Regional Infrastructure and Services (TIRIS) (formerly Industry and Investment) for dredge and reclamation works on land that is periodically inundated by water in accordance with Section 199 of the *Fisheries Management Act 1994*.

The Proposal is not within a marine environment and no marine vegetation would be affected.

The works do not occur in areas that are likely to be supporting threatened aquatic habitat for flora or fauna. As such, the Proposal is considered unlikely to impact on any threatened aquatic species and communities.

5.8.4 Biodiversity Conservation Act 2016

The *Biodiversity Conservation Act 2016* (BC Act) and its supporting regulations commenced on 25 August 2017. The BC Act repeals the *Threatened Species Conservation Act 1995* along with other natural resource management legislation. The BC Act sets out the assessment framework for threatened species.

The BC Act aims to maintain a healthy, productive and resilient environment for the greatest wellbeing of the community, now and into the future, consistent with the principles of ecologically sustainable development. The BC Act place obligations on proponents in relation to the consideration of threatened species and ecological communities.

The BC Act inserts provisions to the planning approvals process via Section 1.7 of the EP&A Act if it is determined under Section 7 of the BC Act that there is likely to be a significant effect on threatened species or ecological communities, or their habitats. In the case of SSD Applications the BC Act requires the preparation of a biodiversity development assessment report (BDAR) unless a waiver is issued.

On this basis, and in accordance with Section 7.9 (2) of the BC Act, the Planning Agency Head and the Environment Agency Head have made a determination that the proposed development is unlikely to have any significant impact on biodiversity values and that a Biodiversity Development Assessment Report (BDAR) is therefore not required for this Proposal. The relevant letters confirming this are at **Appendix J**.

5.8.5 Heritage Act 1977

The *Heritage Act 1977* provides for the conservation of items of environmental heritage in NSW. The Act defines heritage as items or places that are of State and/or local heritage significance and include: places, buildings, works, relics, moveable objects and precincts. As part of NSW heritage protection and management the Act establishes a register including an inventory and list to protect the listed items.

No part of the subject site is listed as an item of State significance on the NSW State Heritage Register. Accordingly, development proposals for this site do not require heritage approval under the *NSW Heritage Act 1977*.

The archaeological provisions of the *NSW Heritage Act 1977* are applicable, however, as all "relics" are protected under the NSW Heritage Act, regardless of whether or not the place is listed as a heritage item at a local, State or national level. Should any unexpected relics be disturbed during excavation of the site they must be managed under the archaeological provisions of the NSW Heritage Act.

The impact of the Proposal on local heritage is assessed in **Section 7.15**.

5.8.6 Environmental Protection and Biodiversity Conservation Act 1999

Under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), any action that has, or is likely to have, a significant impact on matters of national environmental significance (MNES) or other aspects of the environment, such as on Commonwealth land, may progress only with approval of the Commonwealth Minister for the Environment under Part 9 of the EPBC Act. A search was undertaken on the Australian Heritage Database which indicates that a site adjoined the subject site. The matters of national environmental significance and Commonwealth land are considered below in relation to the Proposal.

Table 5.3 Commonwealth Environmental Impact Assessment

	Factor	***Impact***
a	**Any Environmental Impact on a World Heritage Property?**	
	The proposed works are not in proximity to any lands listed as World Heritage Property, and therefore would have no impact on such lands. Extensive mitigation measures stated within **Section 9** of this EIS would negate any potential environmental impacts off-site.	Nil

	Factor	*Impact*
b	**Any Environmental Impact on National Heritage Places?**	
	The proposed works are unlikely to have a significant impact on any heritage items. Mitigation measures stated within **Section 9** of this EIS would negate any potential environmental impacts off-site.	Nil
c	**Any Environmental Impact on Wetlands of International Importance?**	
	The proposed works are not in proximity to any lands listed as Wetlands of International Significance (Ramsar Sites), and therefore would have no impact on such lands. Extensive mitigation measures stated within **Section 9** of this EIS would negate any potential environmental impacts off-site.	Nil
d	**Any Environmental Impact on Commonwealth Listed Threatened Species or Ecological Communities?**	
	It is not expected that any Commonwealth listed species would be impacted by the proposed works.	Nil
e	**Any Environmental Impact on Commonwealth Listed Migratory Species?**	
	It is not expected that any Commonwealth listed migratory species would be impacted by the proposed works.	Nil
f	**Does Any Part of the Proposal Involve a Nuclear Action?**	
	The Proposal does not involve a nuclear action.	Nil
g	**Any Environmental Impact on a Commonwealth Marine Area?**	
	The Proposal does not impact on a Commonwealth Marine Area.	Nil

The assessment of the impact of the Proposal on MNES and the environment of Commonwealth land found that there is unlikely to be a significant impact on MNES. Accordingly, the Proposal has not been referred to the relevant department of the Australian Government.

6. Non-statutory Planning Framework (SEAR 1)

6.1 NSW State and Premier Priorities NSW

NSW State and Premiers Priorities are the strategic vision by the NSW State Government, including 12 personal priorities of the Premier and 18 State priorities being action by the NSW Government. An assessment of the Proposal against relevant priorities is provided in **Table 6.1** below.

Table 6.1 Consistency with NSW State and Premier Priorities NSW

Relevant Priority	*Comment*
Premier's Priorities	
Creating Jobs	The Proposal will result in an increase in operational jobs as a result of the proposed Cultural and Civic Facility and will add approximately 555 to the number of construction jobs in NSW.
Delivering Infrastructure	The Proposal represents a substantial regional infrastructure project for Coffs Harbour City Council. The project represents a capital investment value of just over $76 million.
Improving Government Services	The current cultural and civic facilities in Coffs Harbour require expansion and improvements to keep up with demand. deliverables and Council objectives. The Proposal will greatly improve cultural and civic services within the Coffs Coast Region.
NSW State Priorities	
Strong Budget and Economy	
Encouraging business investment	The proposed capital investment value of the project will generate significant economic spins offs to the regional economy of the Coffs Coast.
Building Infrastructure	
	The Proposal represents a substantial regional infrastructure project for Coffs Harbour City Council. The project represents a capital investment value of approximately $76 million.
Better Services	
Increasing cultural participation	The project sees Coffs Harbour City Council taking a lead role in participation in the arts which promotes personal and collective wellbeing, as well as contributing strongly to an innovative and robust local economy. The Proposal will see an increase in attendance at cultural venues and events and will have flow-on benefits for job creation, the visitor economy and education.

The project is therefore considered to be consistent with relevant Premier and NSW Government Priorities as it will build infrastructure, add to the creation of construction jobs and will improve civic and cultural facilities for the residents of the Coffs Coast Region.

6.2 Future Transport Strategy 2056 and Supporting Plans

Future Transport 2056 is an update of NSW's Long-Term Transport Master Plan. It is a suite of strategies and plans for transport developed in conjunction with the Greater Sydney Commission's Sydney Region Plan, Infrastructure NSW's State Infrastructure Strategy, and the Department of Planning and Environment's Regional Plans, to provide an integrated vision for the State. The Future Transport Strategy sets the 40-year vision, directions and outcomes framework for customer mobility in NSW, which will guide transport investment over the longer term. It will be delivered through a series of supporting plans. The Services and Infrastructure Plans set the customer outcomes for Greater Sydney and Regional NSW for the movement of people and freight to meet customer needs and deliver responsive, innovative services. The plans will define the network required to achieve the service outcomes. The supporting Plans are more detailed issues-based or place-based planning documents that help to implement the Strategy across NSW.

Coffs Harbour is located approximately half way between Sydney and Brisbane which are linked by the Pacific Highway. The Pacific Highway upgrade, is due to be completed by 2020, will better connect Sydney and Brisbane making traveling between the two cities significantly shorter and safer. Coffs Harbour will gain significant benefit from the upgrade and its population is set to increase because of its location, lifestyle and scenic beauty. The proposed All Welcome building is essential in meeting the demands of this predicted population growth.

6.3 Better Placed – An integrated design policy for the built environment of NSW 2017

Better Placed is an integrated design policy for the built environment of NSW. It seeks to capture our collective aspiration and expectations for the places where we work, love and play. It creates a clear approach to ensure we get the good design that will deliver the architecture, public places and environments we want to inhabit now and those we make for the future.

The design response and urban design considerations are discussed in **Sections 7.1, 7.2** and the Schematic Design Report at **Appendix F**. Overall, the Proposal has taken into consideration the Better Placed design objectives for the built environment and design principles. These include:

- Better Fit – Contextual, local and of its place
- Better Performance – Sustainable, adaptable and durable
- Better for community – Inclusive connected and diverse
- Better for people – Safe, comfortable and liveable
- Better working – Functional, efficient and fit for purpose
- Better Value – Creating and adding value
- Better look and feel – Engaging, inviting and attractive.

The built form and urban design response achieves effective integration of the development into the existing and emerging commercial and civic character of Coffs Harbour. It fulfils the accessibility, inclusive, functional, safe, dynamic, operational and engaging needs of a public mixed-use facility. The design will be a welcoming environment, supported by a visually pleasing and purposeful built form that supports diverse visitation and use by the community and staff alike. For further information refer to the Schematic Design Report at **Appendix F**.

6.4 Guide to Traffic Generating Developments

The Roads and Maritime publication Guide to Traffic Generating Developments outlines all aspects of traffic generation considerations relating to developments. The Guide provides information regarding traffic issues for those submitting development applications, and for those involved in the assessment of these applications. The overall objective is that both parties have access to common information relevant to the development approval process. The information provided gives background into the likely impacts of traffic from various types of developments, thereby illustrating the importance of accurate development assessment. The Transport Assessment prepared by Ason Group (refer **Appendix I**) has utilised the relevant guidelines.

6.5 North Coast Regional Plan

North Coast Regional Plan 2036 (NCRP 2036) is the NSW Governments blueprint for land use planning priorities and decisions to 2036. It provides an overarching framework to guide subsequent and more detailed land use plans, development proposals and infrastructure funding decisions. While a series of priority actions are included, medium and longer-term actions will be identified to coincide with population growth and economic change. The Proposal is consistent with the following goals and Direction of NCRP 2036:

Goal 2: A thriving, interconnected economy

Direction 5: Strengthen communities of interest and cross-regional relationships.
Direction 6: Develop successful centres of employment.

Goal 3: Vibrant and engaged communities

Direction 14: Provide great places to live and work.
Direction 15: Develop healthy, safe, socially engaged and well-connected communities.
Direction 16: Collaborate and partner with Aboriginal communities.
Direction 17: Increase the economic self-determination of Aboriginal communities.
Direction 21: Coordinate local infrastructure delivery.

6.6 Coffs Harbour Local Growth Management Strategy

Coffs Harbour City Council currently has a Local Growth Management Strategy (LGMS) which provides for a planned release of land within the Coffs Harbour LGA to 2031 and contains the following components:

- LGMS Urban Lands Component 2008
- LGMS Business Lands Component 2008
- LGMS Rural Res Lands Component 2009
- LGMS Industrial Lands Component 2009
- LGMS Business Lands Hierarchy 2011.

This Strategy is currently being revised and updated to achieve the community's aspirations for Coffs Harbour as it grows into a regional city by supporting effective and integrated planning across the LGA to 2036.

The Proposal seeks to provide improved cultural and civic services to the existing and future population of the Coffs Harbour LGA and is considered to be consistent with the various components of the LGMS.

6.7 Draft Coffs Harbour Local Growth Management Strategy

Council is currently reviewing and updating its Local Growth Management Strategy. The revised Strategy will replace Council's existing LGMS and will guide how and where growth will occur in Coffs Harbour over the next 20 years, in ways that continue to protect Coffs Harbour's unique environment, and balance different land uses and development interests. The LGMS strategically outlines the future growth of the Coffs Harbour Local Government Area (LGA) and builds on the strategic priorities of the DPE's North Coast Regional Plan 2036.

The LGMS identifies where and how urban development will occur, including housing, rural, industrial, commercial, and infrastructure land uses. The growth strategy will comprise a number of separate, but related Chapters (previously known as Strategies) beginning with a vision and Strategic Approach Chapter 1-4, and Chapters 5-8 relating to specific land uses such as rural, large-lot residential, residential, and employment. Of relevance to the Proposal is the Employments Lands review.

The Business Lands Strategy has been produced to provide a strategic planning framework to guide the future development of and hierarchy of business lands within the local government area. The project investigates the structural drivers for business development by analysing population projections and market profiles associated with the supply and demand of business land stock.

The Strategy provides informed advice on the location, size, zoning and amount of business land required for sustainable employment generation and business functioning and will be used to guide Council's future zoning of land for business purposes.

The review of the Coffs Harbour Business Centres Hierarchy undertaken for Coffs Harbour City Council aims to:

- Identify whether the existing hierarchy, which protects the Coffs Harbour City Centre CBD as the primary retail and commercial centre of the LGA, is appropriate for future growth of Coffs Harbour as a regional city.
- Recommend modifications to the existing Business Centres Hierarchy as appropriate.
- Analyse how the new Standard Instrument business zones should best be applied to the recommended Business Centres Hierarchy for various business zone locations throughout the LGA.
- Provide recommendations as to resultant zoning and built form controls for all B6 Enterprise Corridor zones within both the City Centre Plan area and the wider LGA.

The Review found that considerable research has been undertaken by Coffs Harbour City Council into commercial centres and employment land. This research has identified a clear hierarchy of centres, which has been confirmed by this Review. The structure of this Strategy will be updated as part of the Local Growth Management Strategy review process to sit as a chapter within this broader strategy.

The Proposal will result in a significant cultural and civic facility located in Coffs Harbour's main commercial precinct. It is considered that the establishment of the facility will ensure the protection of the Coffs Harbour City Centre CBD as the primary retail and commercial centre of the LGA.

6.8 Coffs Harbour City Centre Master Plan 2031

The Master Plan builds on the work of three related documents:

- Our Living City Settlement Strategy
- City Centre Vision
- Working Group Vision and draft LEP/DCP 2012.

While the previous documents focus on a range of issues, the City Centre Master Plan 2031 focuses solely on the City Centre study area and the priority strategies and projects to improve it. These works will largely be funded by a proposed Special Rate for the City Centre as well as other funding mechanisms.

The report supports the Vision and provides an overview of the City Centre Principles and Objectives before focusing on the specific strategies and projects to realise the Vision and to create a prosperous City Centre by 2031.

The principles to guide the future development of the City Centre contained within the Master Plan are:

- The City Centre stands united as one retail, business, cultural and entertainment precinct with preferred development to occur as close to the City Square as possible.
- Having a strong core in the City Centre is a prerequisite to that strength flowing to its outer boundaries.
- The primary qualities of safety, cleanliness and convenience must be achieved before placemaking endeavours can be fully realised.
- Development will be encouraged which is best practice and of a high quality modern standard that will lay the foundation for decades to come.
- For all stakeholders to work cohesively and passionately together to deliver greater results.
- Ensure the economic benefits of the Special Rate Levy, are, in the long-term, passed onto landowners through higher property values, to businesses through higher incomes and the community through better facilities and employment.
- To increase the capacity of the City Centre to foster economic growth and to meet the demographic needs of Coffs Harbour which is characterised by a high population growth rate and an aging population.
- To provide short-term stimulus measures to revitalise the City Centre, reduce the number of vacant shopfronts and increase retail sales.
- To work with private landowners and prospective investors to create economic opportunities through compelling development incentives.
- The Coffs Harbour City Centre Master Plan 2031 will be a living document that delivers short-term activation strategies and lays the groundwork for longer term dreams.

The Coffs Harbour City Centre Master Plan identifies the subject site (among others) as a potential site for an Entertainment Centre. It also contains a number of strategies that relate to the Proposal such as pedestrian linkages, road network upgrades and modifications etc. These strategies have been considered in detail in the design of the Proposal. The new Civic and Cultural Space will assist greatly in bringing Council's City Centre Master Plan to fruition.

6.9 Precinct Analysis – Gordon Street Library and Gallery

This precinct analysis has been prepared by Coffs Harbour City Council as part of detailed research and concept planning requested by the Council in December 2015, for the colocation of a new library/ gallery and other complementary facilities within the Coffs Harbour CBD. The need for expanded facilities for both the Harry Bailey Memorial Library and Coffs Harbour Regional Gallery within the CBD has been identified in a number of Council's Strategic Plans and through various community engagement events.

In April 2016 Council established a Library and Gallery Planning Advisory Group and a Council project team with the aim of facilitating research and concept planning for the colocation of new library and gallery facilities within the Coffs Harbour CBD. In June 2016, the Advisory Group and project team recommended the subject site as being the most suitable for further concept planning and detailed research. The Council subsequently resolved to endorse the site for a new library/gallery and requested staff to undertake a precinct analysis that includes activation opportunities and pedestrian access to and surrounding the subject site; and to investigate feasibility of other uses of the site including Council office accommodation.

This precinct analysis has been prepared in response to the June 2016 Council resolution and provides a future vision for the site and surrounding areas to facilitate a central cultural hub precinct comprising civic cultural facilities for the region. The precinct analysis also comprises a recommendation for further feasibility analysis for potential complementary uses to the library/gallery development.

The conclusions and key findings of the precinct analysis include:

- The proposed library/gallery site is central to key sites and localities in the Coffs Harbour LGA.
- The site has strong vehicular connections to the wider city via the Pacific Highway, Harbour Drive and Hogbin Drive, however its connectivity with the CBD suffers from poor pedestrian and cycle amenity.
- There is significant opportunity to enhance complementary civic and cultural land uses on the site and within the precinct.
- Desired building heights of about eight storeys (28 m) for the site and adjoining land provide an opportunity for taller development and would support the colocation of complementary uses such as entertainment facilities, performing art space, public administration buildings and mixed use development.
- Desired building heights of about 12 storeys (40 m) adjoining public green space provides an opportunity for inner city mixed use development (office/living) in walking distance to the proposed library/gallery site.
- The site has been identified within a desired 'cultural hub' precinct due to its close proximity to the City Heart; existing complementary civic services in the locality; proximity to large expanses of public green space; strong pedestrian and vehicular connectivity; and proximity to desired city living growth, all of which provide an ideal setting for cultural and civic facilities.
- Most of the built form surrounding the library/gallery site is somewhat dated comprising one to three storey civic buildings constructed in the early 80's to early 90's.
- Some urban renewal has begun in the locality of the proposed library/gallery site.
- Two buildings within the immediate vicinity of the proposed library/gallery site are of heritage significance (one within the subject site).
- The site is within a five-minute walk of most of the City Heart precinct and key car parks. The laneway connection (Riding Lane) from the site to the City Heart is car dominated with limited pedestrian amenity. At night, closed arcades in Coffs Central limit pedestrian connection between the site and the City Heart.

- Roundabouts inhibit pedestrian and bike movement through the street network. The highway and Gordon Street also act as barriers to pedestrian movement across the CBD due to their wide carriageways and awkward pedestrian crossings.
- The Castle Street car park next to the site provides more than half the off-street short-term spaces in the CBD and a large portion of the long-term parking. Providing midblock access through the site and adjoining blocks will greatly improve pedestrian connection to future long-term parking sites.
- Gordon and Coff Streets are used as a local traffic bypass of the City Heart.
- Awkward street crossings at the northern end of Gordon and Castle Streets inhibit connectivity between the City Heart and the Coffs Creek walkways/cycle paths.
- The site is bound primarily by dead frontages and restrictive passive frontages.
- Existing street trees are unbalanced and unevenly distributed along the streets surrounding the proposed library/gallery site.
- A strong unifying element is provided by the repetitive punctuated use of Eucalypts within close proximity to the site.
- The significant fig tree located within the centre of Riding Lane provides visual amenity throughout the entire lane and creates a focal point of interest and intrigue when looking from both north and south down the lane.
- The site benefits from elevated views of forest vegetation along Coffs Creek to the north and east.

The design of the All Welcome building has considered and incorporated the relevant information and design aspects contained in the Precinct Analysis.

6.10 Coffs Harbour Integrated Transport Study

Council commenced the preparation of its Integrated Transport Strategy in July 2018; preparation is ongoing with a timeline of two years to complete the Strategy. The Strategy will provide a broad strategic position on a variety of transport and land use issues for Coffs Harbour as a growing regional city, which will build on the MyCoffs vision of 'connected sustainable thriving'. Major themes earmarked for consideration are:

- Population and employment growth
- Alignment of transport corridors
- Trends in transport options and moving towards increased walking and cycling possibilities
- Future capacity of the existing transport network
- How we adopt new technologies and trends in transport
- Streets that are made for people and not just cars
- A future cycling network
- A parking policy.

The Proposal aligns with the key themes of the Integrated Transport Strategy and would support the development and realisation of the Strategy by delivering a major cultural and civic development in the commercial core of Coffs Harbour with proximity to a range of transport modes and accessibility options. The development of the Cultural and Civic Space, along with broader precinct works in accordance with the Coffs Harbour City Centre Master Plan 2031, will support and improve public transport accessibility, cycling and walking options. The development will enhance pedestrian movement which will be strongly integrated into the urban design response. An appropriate balance of parking will also be provided.

6.11 Crime Prevention Through Environmental Design (CPTED) Principles

Crime Prevention Through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. CPTED aims to create the reality (or perception) that the costs of committing crime are greater than the likely benefits. This is achieved by creating environmental and social conditions that:

- Maximise risk to offenders (increasing the likelihood of detection, challenge and apprehension).
- Maximise the effort required to commit crime (increasing the time, energy and resources required to commit crime).
- Minimise the actual and perceived benefits of crime (removing, minimising or concealing crime attractors and rewards).
- Minimise excuse making opportunities (removing conditions that encourage/facilitate rationalisation of inappropriate behaviour).

CPTED employs four key strategies. These are territorial re-enforcement, surveillance, access control and space/activity management. A Safer by Design assessment of the Proposal has been prepared in **Section 7.2.6**.

6.12 Planning Guidelines for Walking and Cycling.

The Planning Guidelines for Walking and Cycling aim to assist land use planners and related professionals to improve consideration of walking and cycling in their work. The All Welcome building will be well serviced by dedicated walking and cycling paths including links to the CBD, the Coffs Coast Sport and Leisure Park, Southern Cross University Coffs Harbour Campus, Jetty Village and the beach. The Proposal will benefit significantly from this existing infrastructure.

6.13 Healthy Urban Development Checklist, NSW Health

The purpose of the Healthy Urban Development Checklist is to assist health professionals to provide advice on urban development policies, plans and proposals. It is intended to ensure that the advice provided is both comprehensive and consistent. The checklist is principally about helping to answer the questions:

- What are the health effects of the urban development policy, plan or proposal?
- How can it be improved to provide better health outcomes?

As discussed in **Section 7.2**, the subject site has good proximity to public transport facilities and services. Provision is to be made for cycling and pedestrian access (refer **Sections 7.6**). The site has good access to existing housing. The Proposal has also adequately addressed community safety and security). It is therefore considered that the Proposal is consistent with the NSW Healthy Urban Development Checklist.

7. Environmental Assessment

7.1 Design Excellence (SEAR 2)

BVN Architecture (project architects) formulated a design excellence strategy for the Proposal and engaged with the GANSW as part of this process. Two State Design Review meetings were convened between the GANSW and BVN, from which a strategy was formulated to ensure that the All Welcome building would achieve design excellence.

The following provides an overview of the design process, as detailed in the Schematic Design Report at **Appendix F**.

7.1.1 Summary of Design Process and Excellence

Following BVN Architecture and the design team's appointment in early 2019, the team undertook an extensive series of consultation sessions with the client stakeholder group and the greater community of the LGA. Following this consultation and a review of the brief material, BVN Architecture prepared a Return Design Brief that included the approach to the design process. The design process hinged around four key themes and six principles as outlined below.

7.1.1.1 Four Themes

Four key themes were identified as part of the project. These consolidate the aspirations of the project into simple, resonant statements and include:

- All Welcome
  - The underlying driving theme of the project. This place will be open and welcoming to all
- Culture First
  - The complex brief for different uses in the project will be designed through the lense of culture first
- Why Not What
  - Decision making for the project is based on the six project principles that are informed by the core themes
- Of This Place
  - The project is fundamental about Coffs Harbour and the LGA – landscape, climate, topography, demographics, budget, history and culture.

7.1.1.2 Six Principles

From the four themes, six principles were generated as the decision-making framework of the project. The design approach has used these principles as the guiding framework to the project and has communicated these to the various stakeholder groups:

- We Are More
- Story of Coffs Harbour
- Inclusive
- Different Strokes
- Blurred Boundaries
- Sustainability All Sorts.

7.1.1.3 Tools and Process

BVN Architecture and the design team have worked in an integrated three-dimensional modelling environment, using contemporary computational design tools to investigate, communicate and analyse the design ideas and options. This also includes the preparation of physical models including traditional model-making techniques and 3D printing. These tools have enabled the design team to align the design process with the brief and stakeholder commentary and feedback.

7.1.1.4 The Place

The Coffs Coast is place of great natural beauty. BVN Architecture studied the natural context, finding inspiration in the particular nature of the geography, topography and breadth of diversity in the local natural environment. This includes the physical form of the surrounding mountains, the Solitary Islands and the local rainforest. These places are characterised by dramatic forms and deep layered environments with a multitude of plant species, sunlight penetration and protection. The design team have drawn on these elements to inform the building's mass, form and materials, and worked with the natural constraints of the site – the significant existing Hills Weeping Fig tree to produce memorable and diverse spaces. From this, the core idea of a three-dimensional public space rising through the centre of the building developed.

7.1.1.5 The City

Coffs Harbour City Centre is in a state of flux, with a number of ambitious projects in the pipeline - including the Pacific Highway bypass and the City Centre Master Plan 2031. There is a clear focus on improving the public realm and raising expectations around urbanity, pedestrian connectivity and activation in the City Centre. Analysis revealed that the site selected presented a key location to make the most of these ambitions. The future of the site's surrounds is legislated and captured in planning policy to be significantly taller, more densely utilised and have a more vibrant street-life than is currently the case. The challenge of All Welcome is to respond to the future city, the city as it is today, and as it evolves.

7.1.1.6 The Community

The histories of the people of the Coffs Coast present a matrix rich with stories and understanding of the place and what it can become. Throughout the schematic design period, BVN Architecture have consulted with groups from the community and representing the various users of the building, both inside and outside the Council. The preliminary Schematic Design was released to the public for comment and feedback and numerous presentations were held to describe the scheme. Feedback was noted and where relevant, incorporated into the design.

7.1.1.7 Government Architect NSW Consultation and Feedback

Comments from the GANSW following State Design Review meetings was received. These are quoted in **Section 4.6** of the EIS. The following provides reference to where their queries and recommendations are addressed in the schematic design (further detail regarding the design strategy and resolution is provided in the Schematic Design Report at **Appendix F**). The following commentary is advice and recommendations received during the State Design Review for the project (as outlined in **Section 4.6**):

1. *Connection between the Council carpark and the building should further prioritise pedestrian movement at the ground plane. Elevated walkways/bridges are not supported*
2. *Any future covered walkway between the carpark and the building is to be incorporated into the 'All Welcome' design and must be included in the scope of the project as an integral part of the building*
3. *The upgrades to Riding Lane should be realised concurrently with the building as a public domain strategy to help catalyse further civic upgrades and street level improvements*
4. *Continuity of materials both horizontally and vertically from the street into the lobby and throughout the atrium is encouraged; this will provide clarity to the visitor experience and coherently integrate the building with the public domain*
5. *Provide more detailed sections and drawings as required to illustrate visual and physical permeability of Council offices at roof/courtyard level*
6. *In order to retain the design integrity and quality of the building as the project progresses through documentation and construction, provide material explaining key junction and façade details, materiality and construction systems/methods*
7. *The preliminary study presented of the potential future envelopes on the surrounding sites is useful to understand how the precinct may develop in the future. We understand that these are not based on the existing LEP and DCP controls. We suggest that this study be explored further to understand the existing LEP envelopes of surrounding buildings, and how heights, setbacks, ground plane might be best realised to work with the proposed facility and support its civic role as a key building in the city. This would take into account street views, streetscape, overshadowing, and other amenity aspects.*

Design team responses to the GANSW comments (above) are as follows:

1. As designed, this connection will be made at ground level. Upgrades to the pedestrian environment in Riding Lane are included in Phase 2 (a separate project involving upgrade of Riding Lane related to part of the City Centre Master Plan) and are projected to run concurrent with construction of All Welcome. Additionally, no elevated walkway is proposed. Refer to the 'Precinct Plan and Phasing' subheading in 'The Precinct' section of the Schematic Design Report for more information.
2. The All Welcome design team have begun work on the Phase 2 project and it is intended to extend the architectural language of All Welcome into Riding Lane. At present there is no covered walkway contemplated between the carpark and the new building.

3. The design team, in collaboration with Coffs Harbour City Council, is considering the programme for works to Riding Lane. It is the intention these works run concurrent with construction of All Welcome.
4. Materials proposed for use in the internal street and throughout the central space are consistent with the exterior finishes and include granite paving, pale brick, timber and glass. Refer to the Landscape Architect's documents, and to 'Internal Views' in the Schematic Design Report (**Appendix F**) for more information.
5. As point (4) above, these areas are shown in the 'Internal Views' subheading of the Schematic Design Report. Additional sections and details will be undertaken at the next stage, including detailed design.
6. In the Schematic Design Report BVN Architecture have provided information consistent with fulfilment of Schematic Design stage regarding key junctions, materiality and construction methods. Refer to the 'Architectural Language,' 'Materials Board' and 'Facade Design' subheadings of the Schematic Design Report (**Appendix F**) and **Section 7.2** for more information.
7. BVN Architecture have included a subheading in the Schematic Design Report which includes perspective views showing All Welcome in the context of maximum development of the surrounding area, both in accordance with the current legislation and with the proposed changes. Refer to 'The Future Precinct' in the Schematic Design Report for more information.

As demonstrated by the above and the detail provided in the Schematic Design Report, the design process and pursuit for design excellence has been thorough and well considered. Positive feedback from the GANSW also attests to the high quality and calibre of the design which has been informed by extensive analysis, the local biophysical context, community consultation, and the evolving character of the city and region of Coffs Harbour.

7.2 Built Form and Urban Design (SEAR 3)

BVN Architecture prepared a Schematic Design Report to address the SEARs and detail the design process and rationale behind the Proposal. This is attached as **Appendix F**. An outline of how the design has responded to the site, built form considerations, urban design and the local context is provided below.

7.2.1 Site Suitability, Selection and Design Process

Section 1.4 of this EIS provided an overview of the site selection process and an analysis of alternatives. Eleven (11) sites were considered by the project team and assessed against criteria and weighted into the categories. Three sites were then shortlisted and reviewed.

The site at 23-31 Gordon Street was ranked as the most favourable. The site is 3247.9m^2, zoned B3 Commercial Core under LEP 2013 and is strategically located in the city centre. It has limited constraints and is adjacent to the Castle Street carpark. The site is suitable for the proposed development and justified on sound planning grounds. Such development should be sited and encouraged to occur within the commercial core of the CBD. The development site has proximal access to parking, alterative transport opportunities (existing and proposed), other nearby commercial activity, goods and services. The development of the selected site can effectively integrate with future development and leverage positive urban design outcomes.

The design process has been detailed in the Schematic Design Report at **Appendix F** and summarised in **Section 7.1** as it overlaps with the design excellence strategy. The design process has been comprehensive, consultative, and analytical to achieve a positive development outcome and align the development with the six guiding principles detailed previously.

A key component of the design process is the narrative of place and response to local context and place making. The proposed built form is influenced by a reading of the local landscape, from the macro to the site specific. The surrounding Great Dividing Range and the harbour wall represent the ideas of protection and safety. Ideas which are directly relevant to the aspirations to the project.

The Schematic Design Report speaks to the following narrative themes of place and how this has influenced the design.

The Sea and Harbour

Coffs Harbour is defined by the surrounding mountain range and the harbour. They strongly identify the place and its character. The range defines the skyline and a sense of enclosure, diversity and surprise throughout the LGA. The harbour is a clear idea of welcome, shelter, protection and safety. Together, they speak to the idea of All Welcome. They form the basis the conceptual design approach.

The Tree, The Public Realm and The Importance of a Meaningful Place

The existing mature fig tree along Riding Lane provides the opportunity to create a unique and meaningful place. Combined with the cultural importance of fire and the ability to experience a special place over multiple levels. A meaningful place is proposed on the roof of the building, open to the sky and welcome to all.

Understanding Through Place

The fig tree provides a recognisable anchoring point in the building. It is visible from Gordon Street, Riding Lane and the various spaces of the building. The tree and views to it stimulate an understanding of how to navigate the building, constantly reminding a visitor of where they are and where the heart of the project is. The building is carved through to open up views to the tree, referencing the offshore Solitary Islands forms.

Three Dimensional Public Space

Public space will exist across multiple levels of the building, allowing the interaction between the cultural, civic and administrative functions to be blurred.

7.2.2 Contextual Analysis

The Schematic Design Report at **Appendix F** provides a detailed local and regional contextual analysis in relation to the proposed development, supported by imagery and diagrams as well as plans at **Appendix B**. The following provides an overview.

Coffs Harbour is the economic and civic centre of a large region and is designated as a major regional city. It is the largest population centre on the mid-north coast and includes a wide variety of communities, including those outside the LGA administered by CHCC.

The urban area is framed to the west by mountains which are part of the Great Dividing Range, and is one of the locations where the range comes closest to the coast on the eastern seaboard.

The LGA and adjacent shires overlap with Gumbaynggirr country, the dominant indigenous group to inhabit the area.

The urban core of Coffs Harbour is split into three distinct precincts (Coffs Central, the Jetty and Park Beach Plaza), with little connecting them.

The Pacific Highway currently traverses the centre of town. However, a bypass is proposed and expected to commence in the near future.

Most of Coffs Harbour is within a 15 minute cycling distance from the site, and there is potential for the future of Coffs to be more cycle friendly.

Running through the heart of the urban area is Coffs Creek which has a large riparian zone with plenty of space for human recreation. The proximity of the creek does however raise the prospect of flooding along its length into the low-lying city.

The site is located along Gordon Street in the Coffs Harbour CBD, within the civic and commercial core. It is located north-east of the city centre defined by the 'City Heart' and city square precinct along Harbour Drive (Coffs Central). The area consists predominantly of commercial activity and associated built form. This includes uses and development such as businesses, shops, offices, food and drink premises, health services, public administration, registered clubs, places of worship, community facilities, and multi-deck car parking infrastructure.

The site is bounded by sites identified in the Coffs Harbour City Centre Master Plan as being of "strategic value" for future development. It is in a perfect position to contribute to ongoing improvements in the urban environment, including Council's laneway activation programme, mid-block routes, connections through from city square to the pool and showgrounds beyond, as well as future cycling friendly upgrades to Gordon Street.

The proposed site is in close proximity to the largest buildings in the area - Coffs Central shopping mall and the four to five storey multi-deck Castle Street carpark.

Currently, Gordon Street serves as a primary route into the CBD from the highway in the southbound direction and vice-versa as an exit route to the north. Riding Lane is used as an exit route from the Castle Street carpark - with highest traffic levels at evening peak hour.

Existing building heights in the CBD and along the subject section of Gordon Street vary. Building heights across the CBD range between one and eight storeys. With buildings along this section of Gordon Street being typically one to three storeys. However, the future desired character and building heights intended and supported for this area clearly anticipate and provide for higher density and multi-storey development. The desired building height for the site based on the current LEP is 28 m (approximately eight storeys). Increased heights of up to 40 m (approximately 12 storeys) are permitted for land surrounding the site where it adjoins public green space. Some of these height controls are also proposed to increase under a proposed amendment to the LEP and building height control maps. This emphasises the commercial and civic core, and important role of the CBD as well as the opportunity for taller developments and co-location of complementary uses. An example of this is a recent approval (2017) of a 11 storey (approximately 39 m tall) mixed used development at Coffs Central (located 70 m south-west from the subject site), of which five storeys has been constructed and completed with minimal setback from Gordon Street.

The subject Site at 23-31 Gordon Street is currently occupied by single and double storey buildings and at grade on-site car parking.

Existing land uses surrounding the site are dominated by commercial activity, supported by a large area of B3 Commercial Core zoning across the CBD. The nearest residentially zoned land is more than 300 m away from the site.

3D perspectives of the scale and density of the surrounding urban area are provided in the Schematic Design Report.

7.2.3 Vehicular Access and Manoeuvring

Primary vehicular access is via Gordon Street. A new vehicle cross-over and ramp provides access down to the car park and end-of-trip facilities in the basement. Council policy requires access (where feasible) to be from rear or secondary roads. Justification for the location of the new access, given it is to a primacy street, is outlined in **Section 7.6.6.**

Gordon Street also contains the gallery loading dock, access to which will be managed under traffic control, occurring under twenty times per annum (refer Transport Assessment Report **Appendix I**).

Day-to-day deliveries and waste management will be from Riding Lane, with the expectation that the upgrade of Riding Lane (separate project) will see a drop off adjacent the Castle Street car park.

The basement will provide for 74 car parking spaces. Bicycle parking (60 bicycle parks) will be provided from Gordon Street and Riding Lane at the ground floor for the public and staff bicycle parking (40 bicycle parks) will be provided in the basement, along with end-of-trip facilities.

7.2.4 Streetscape, Public Realm and Pedestrian Movement

As outlined in **Sections 7.1** and **7.5** the Proposal strongly supports, enhances and integrates with the streetscape, public realm and pedestrian movement.

A key planning and design principle is to provide a pedestrian link (internal street) cutting through the site/building to allow access between Riding Lane and Gordon Street. creating new and enhanced public realm on Gordon Street, Riding Lane, and within the central atrium space of the built form itself. Further commentary is provided in **Section 7.5**.

The Schematic Design Report at **Appendix F** also outlines and depicts how the proposed development will positively integrate with upgrades to the surrounding area in accordance with the Coffs Harbour City Centre Master Plan 2031, including improvements to Riding Lane and Gordon Street. While these would be separate projects, these are expected to run concurrent with and following the construction of the Cultural and Civic Space respectively.

Overall, the proposed development achieves high quality streetscape activation, public realm appeal and integration, and enhanced pedestrian movement on dual frontages and throughout the development itself.

7.2.5 Building Height, Massing and Setbacks

The proposed building height ranges from four to six storeys, with the bulk of the building reaching a maximum height of 26.8 m from ground level (Gordon Street) to the parapet, however on top of this roof there are services and a lift overrun, including plant room, set back from the building edge up to a height of approximately 29.24 m above natural ground level. The lower levels are built to the side boundaries and are set back varying distances from the street frontages, due to the wave in the façade. This form is highly articulated creating spatial variety and resolving the level transition from Gordon Street.

The height is appropriate in the context of the commercial core zone and primacy of the CBD, as supported by local policy.

The site has a current height control of 28 m under the LEP 2013. The Proposal moderately exceeds this 28 m height control, with a maximum overall height of approximately 29.24 m above natural ground level. Nearby land to the south-east and north-east have 40 m height controls.

A variation to the LEP height control, pursuant to SEPP 1) is sought and justified on the following grounds:

- The exceedance is modest and primarily relates to a rooftop plant room, lift overrun and services.
- The majority of the building complies with the 28 m height control, with an effective and sympathetic scale transition between upper and lower levels of the form.
- The proposed building is highly articulated and visually interesting.
- The development is a significant investment in cultural and civic infrastructure for Coffs Harbour, delivering long-term socio-economic benefits for the community.
- Nearby land is permitted to support development up to 40 m in height. Furthermore, a Planning Proposal to amend the LEP 2013 (building heights) has also been prepared and previously exhibited by CHCC. It proposes height increases in the core of the CBD up to 44 m, only a short distance from the subject site. A submission to Council has sought that the civic precinct including and surrounding the subject site also be included in the amendment to permit heights up to 44 m.

As stated in the Planning Proposal to amend CBD building heights, *"These LEP inclusions are intended to provide for an uplift in building height and stimulate economic investment and opportunity within the CBD area, while embracing the vision and driving principles outlined in the Coffs Harbour City Centre Master Plan. The provisions particularly look to maintain the integrity, amenity and future desired use of key public areas within the CBD area, particularly City Square."* The proposed development and maximum height is consistent with this approach, would support economic and social activation, and would not adversely impact the amenity of key public spaces.

The form, massing and setbacks work together to create an appealing visual experience and break up the scale of what is otherwise a large building. The design presents flowing and high levels of articulation, with material, colour and texture variation. This provides for good visual interest and avoids excessive bulk. The zero side setbacks and varied front and rear setbacks are acceptable in a commercial context and also adequately respond to the human scale and provide for a sense of entry and place.

A request to vary the LEP development standards pursuant to Clause 4.6 (Exceptions to Development Standards) of the LEP 2013, with further justification, is attached at **Appendix AA**. Overall, the variation is minor and justified on acceptable planning grounds.

7.2.6 Materials and Colours

The building form, materials and colour are based on the nature of Coffs Harbour as a specific place overlaid with the community's desire for open, accessible and desirable community and cultural facilities. Materials and finishes associated with the development would be complimentary to surrounding natural colour palettes.

The building constitutes a large mass in the urban context, and the upper portion of it is seen from many angles, and varying distances. The façade of the lower portion and up through the central space is experienced at the human scale and is more tactile in the selection of materials and finishes.

For the upper portion, a glazed terracotta façade cladding in shades of green has been selected, which works with the curvaceous form to offer myriad conditions of light and shade. This creates visual interest but also reflects the natural colours of the surrounding context.

For the lower portion and up through the central space, light-coloured brick will be used in combination with timber elements, bringing richness and authenticity to the architectural experience.

These materials have been chosen for their longevity and integral finish, compatible with a significant public building.

The following materials are proposed (with sample images/materials board provided in the Schematic Design Report at **Appendix F**):

- Green glazed terracotta panels, in a variety of shades
- Grey fibre-cement panels
- Light buff and tan bricks
- Grey concrete with exposed aggregate
- Native hardwood, spotted gum, blackbutt et al
- Pink and grey granite.

7.2.7 Heritage

The subject site at 23-31 Gordon Street will be completely redeveloped by the new Cultural and Civic Space (with existing structures to be demolished under a separate approval process). Historic (non-Aboriginal) heritage has been addressed in **Section 7.15** and **Appendix P**. No significant impact to heritage would result and the Proposal provides for an appropriate design response and is adequately sympathetic to adjacent buildings given the context of the site.

7.2.8 Crime Prevention through Environmental Design Principles and Security

Crime Prevention Through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. CPTED aims to create the reality (or perception) that the costs of committing crime are greater than the likely benefits. This is achieved by creating environmental and social conditions that:

- Maximise risk to offenders (increasing the likelihood of detection, challenge and apprehension).
- Maximise the effort required to commit crime (increasing the time, energy and resources required to commit crime).
- Minimise the actual and perceived benefits of crime (removing, minimising or concealing crime attractors and rewards).
- Minimise excuse making opportunities (removing conditions that encourage/facilitate rationalisation of inappropriate behaviour).

In terms of assessing the Proposal security and crime prevention measures, the most appropriate document is the Department of Planning's guideline titled *Crime Prevention and the Assessment of Development Applications (2001)*. The design of the new building has taken into consideration the principles of CPTED, which are outlined in the aforementioned guideline. CPTED principles that need to be considered when designing to minimise crime are:

- Surveillance
- Access control
- Territorial reinforcement
- Space management.

As part of the services schematic design report prepared by LCI (part of **Appendix F**), Section 3.6 of this report provides detail on the security services to be integrated and provisioned as part of the development.

Table 7.1 below provides an assessment against the four principles of CPTED with regard to the proposed development.

Table 7.1 CPTED Assessment

CPTED Principles	*Comment*
Surveillance - The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical. Good surveillance means that people can see what others are doing. People feel safe in public areas when they can easily see and interact with others. Would-be offenders are often deterred from committing crime in areas with high levels of surveillance. From a design perspective, 'deterrence' can be achieved by: ■ Clear sightlines between public and private places ■ Effective lighting of public places ■ Landscaping that makes places attractive, but does not provide offenders with a place to hide or entrap victims.	The following security and surveillance measures have been adopted in the design for the Proposal: ■ All access areas and pedestrian paths will be well lit and have security camera surveillance. ■ The main entry is clear and legible. It effectively links to Gordon Street and Riding Lane provide for passive surveillance. ■ The smooth integration between public and private spaces supports clear sightlines between various uses in the building. ■ The basement carpark has a clear and legible access, visible from the street frontage. The single access point will have controlled access and surveillance will be provided. ■ Landscaping is well considered to promote the appearance of the development and maintain passive surveillance.
Access Control - Physical and symbolic barriers can be used to attract, channel or restrict the movement of people. They minimise opportunities for crime and increase the effort required to commit crime. By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property. Illegible boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. However, care needs to be taken to ensure that the barriers are not tall or hostile, creating the effect of a compound. Effective access control can be achieved by creating: ■ Landscapes and physical locations that channel and group pedestrians into target areas ■ Public spaces which attract, rather than discourage people from gathering ■ Restricted access to internal areas or high-risk areas (like carparks or other rarely visited areas). This is often achieved through the use of physical barriers.	Access control will be achieved through the following measures: ■ Public spaces within the development will attract gathering and promote interaction and passive surveillance ■ The Electronic Access Control System (EACS) together with the video surveillance and intercom system will facilitate controlled movement of staff, authorised persons and visitors throughout the building in normal operating conditions and in event situations ■ The key components of an EACS are: - head end system and network - access cards, card readers and keypads - electric locking - lockdown zones - fire door control ■ Public access will be through the main entrance during business hours ■ Restricted access to internal areas or high-risk areas ■ Access to staff areas, basement parking and any after-hours access will be via access control system and access cards/keypads.
Territorial Enforcement – Community ownership of public space sends positive signals. People often feel comfortable in, and are more likely to visit, places which feel owned and cared for. Well used places also reduce opportunities for crime and increase risk to criminals. If people feel that they have some ownership of public space, they are more likely to gather and to enjoy that space. Community ownership also increases the likelihood that people who witness crime will respond by quickly reporting it or by attempting to prevent it.	The following design principles and measures have been adopted to provide for territorial enforcement: ■ Provision of an attractive safe outdoor gathering space for staff and visitors in various parts of the building ■ Provision of an all-weather space ■ Contemporary and attractive finishes ■ Generous covered entries to allow ease of access for all visitors.

CPTED Principles	Comment
Territorial reinforcement can be achieved through: ■ Design that encourages people to gather in public space and to feel some responsibility for its use and condition ■ Design with clear transitions and boundaries between public and private space ■ Clear design cues on who is to use space and what it is to be used for. Care is needed to ensure that territorial reinforcement is not achieved by making public spaces private spaces, through gates and enclosures.	
Space Management - Popular public space is often attractive, well maintained and well used space. Linked to the principle of territorial reinforcement, space management ensures that space is appropriately utilised and well cared for. Space management strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti, and the replacement of burned out pedestrian and car park lighting and the removal or refurbishment of decayed physical elements.	The following measures and principles have been adopted to ensure appropriate space management: ■ Locally sourced and hardy planting schedule ■ Implementation of an ongoing maintenance program ■ Contemporary and attractive design of entries points and public gathering spaces ■ External surfaces will be selected with consideration of future cleaning, maintenance and durability.

It is considered that the proposed design measures will significantly reduce the risk of criminal activities. The Proposal provides adequate public surveillance and does not provide opportunities for concealed criminal behaviour; therefore, suitably addressing principles of crime prevention through environmental design. Furthermore, the detailed security measures outlined in the services schematic design report (**Appendix F**) provide for a comprehensive approach and set of measures that would be incorporated into the development to ensure safety and ongoing security.

7.2.9 Services and Plant Integration

Service zones are integrated into the design of the building and are consolidated within dedicated areas provided within the basement, ground floor and roof of the site (behind a parapet and setback from the building edge). This not only allows efficiency of building operations but ensures privacy and separation from publicly accessible and visible areas.

The basement level is designated for services such as plant areas, hydraulics and fire prevention measures. This area is housed in a discrete basement floor level and is seamlessly incorporated into the built form. The ground floor has designated areas located back of house to allow for minimal visibility of plants and services to the public realm, these designated areas include; waste management, communications, electricity and general deliveries to the building. The roof of the building will contain a large area designated to plant use as well as cooling towers, these areas are offset from the edge of the building, behind a parapet that will conceal the plants and services from the public's line of sight at street level.

In order to minimise the visual presence of back of house elements and maintain a level of discretion, plant and equipment have been effectively integrated into the overall building with no obvious extrusion from the public realm and the above areas have been located away from the main public entry and are screened or concealed from general view and surrounding developments.

7.2.10 Land Uses and GFA

The Schematic Design Report at **Appendix F** provides a breakdown of usable floor area for the entire development. The total development usable floor area equates to 13,889 m^2. The Schematic Design Report also provides a floor area breakdown across floors levels (reproduced below in **Table 7.3** to **7.4**).

Based on the total development usable floor area of 13,889 m^2, areas for car parking, circulation, end-of-trip facilities (in the basement), services, outdoor and internal street areas, and vertical circulation were subtracted in accordance with the definition of GFA in the LEP 2013. On this basis, the GFA of the Proposal is approximately 8377 m^2. The Site area is 3248 m^2 and Site coverage (measured at level 2 being the largest footprint) of the Proposal is 2735 m^2. The Floor Space Ratio of the Proposal is 2.58:1 and is acceptable.

The floor areas attributed to the land uses accommodated within the multi-use building are outlined in **Table 7.2**.

Table 7.2 Proposed Uses and Floor Areas

Land Use	***Yields/Floor Area M²***
Café	114
Car Parking	2 420
Circulation	584
Council Administration - Office	2 818
Co-working	156
Customer Service Area	229
End-of-trip facilities	158
Executive	150
Library	2 578
Library Museum Gallery - Shared Space	592
Museum Gallery - Shared Space	184
Multi-purpose /Chamber	283
Regional Gallery	659
Regional Museum	288
Services	1 018
Shared (other)	326
Total Internal	*12 521*
Outdoor and Internal Street	1 152
Vertical Circulation	216
Total Outdoor/internal Street/Vertical circulation	*1 368*
Total Overall	**13 889**

Table 7.3 Proposed Building GFA (indoor)

Level (Indoor)	*Area (m^2)*
Level B1	3135
Level 00	2092
Level 01	1658
Level 02	1901
Level 03	1714
Level 04	914
Level 05	854
Level 06	211
Total	**12479**

*Note: table includes only enclosed covered spaces; note Level 04 and 05 non-conditioned semi-outdoor spaces included in these totals

Table 7.4 Proposed Building GFA (outdoor)

Level (Outdoor)	*Area (m^2)*
Level B1	0
Level 00	346
Level 01	161
Level 02	156
Level 03	276
Level 04	0
Level 05	0
Level 06	0
Total	**939**

*Note: table includes only unenclosed covered spaces, excluding unenclosed un-covered spaces.

7.3 Building Use (SEAR 4)

As described in **Section 3.2.1**, a range of uses are to be accommodated in the development.

The building will generally be open to the public during standard Council business hours. In addition to this, the facility will be open outside of these hours for special events as outlined in **Table 7.5** below.

It should also be noted that the café located at ground level will operate as a licensed premise. The café will also operate a small bar on the External Event Space (Level 03). Areas where a public address system (PA system) will be installed externally, have not been confirmed at this stage. However, areas which are being considered are the following:

- Internal Street at ground level
- External Event Space in Level 03.

Patron capacity for the ground level café is maximum of 90 patrons, with the capacity of the Level 03 external areas being a maximum of 150 patrons.

The following table outlines the expected operational details for typical events to be held, their hours of operation, estimated patron capacity, any music to be provided on the premises and proposed lighting and illumination.

Table 7.5 Typical Building Uses and Events

Events	*Space/Area*	*Frequency*	*Hours of Operation*	*Patron attendance*	*Music, lighting and illumination*
Gallery/ Museum exhibition openings (regular program)	Gallery and museum exhibition spaces, internal street (when required)	Every five to six weeks (est)	Usually 6:00 – 9:00 pm on a Fri or Sat	300 (est)	Sometimes. Live music would normally be played within the exhibition spaces but could include music playing + additional lighting/illumination outside in the Internal Street.
STILL opening night (biennial art competition)	Gallery temporary exhibition spaces, Internal street. Could potentially include the Outdoor Event Space on Level 03 for an after-party type function (following the opening) that would not typically go later than 11:00 pm	Once every two years	Exhibition opening (see above). If including a function in Outdoor Event Space then likely to finish around 11:00 pm. Public programs during normal open hours.	500 (est)	Yes Have used both live music (e.g. singer and piano) and a DJ in the past
Blockbuster exhibitions	Gallery temporary exhibition spaces - this would be accompanied by special Opening event along the same lines as STILL above	Once every five years	During Gallery opening hours over the exhibition period of two to three months	20,000 over course of exhibition period (difficult to estimate, could be higher)	Not normally as part of the exhibition but would be for exhibition opening nights (e.g. live and/or background music)
Conferences and seminars	Multi-function space, Outdoor event area, Meeting spaces	One to two times per year (est)	Normal business hours over one to two days, although would likely include evening reception events and possibly other social/ networking functions in the evening, would not expect it to be later than 11:00 pm	200-250 (est)	Likely for social events (receptions/ dinners) in the evening
Meeting/ function room hire for large private functions or commercial events	Multi-function space, Outdoor event area, Meeting spaces	12 times a year (est)	Likely to be in evening or on weekends	200-250 (est)	Likely to include music
Citizenship ceremonies	Multi-function space, Outdoor event area	Four to five times per year	Normally conducted in early evening	200 (est)	Yes can involve music
Gallery/ Museum public programs (artist talks, history talks, public workshops, art classes, exhibition tours, etc.)	Gallery and Museum exhibition spaces, Makerspace, Digital studio, Multi-function space, Outdoor event area	334 per year with total annual attendance of 14,340 (est)	Normally held during regular opening hours (currently 10:00 am-4:00 pm, Tue-Sat) Sunday opening is also proposed (four hours), likely 12:00 – 4:00 pm	20-100 (est)	Not normally

Events	Space/Area	Frequency	Hours of Operation	Patron attendance	Music, lighting and illumination
Temporary outdoor/ external art installations	Internal street, Outdoor event space, and possibly pedestrian areas in Riding Lane	Perhaps two times per year (difficult to estimate)	Depending on type of installation, could be 24/7 (not require supervision)	100+ (est)	Possibly (especially if combined with performance art)
Library public programs (author talks, learning programs, workshops, digital classes, etc.)	Library children's (storytelling) space, library public spaces, makerspace, digital studio, multi-function space, outdoor event area	Around one per day (est)	Normally held during regular opening hours (currently 9:30 am-6:00 pm, Mon-Tue; Sat 9:30 am-2:00 pm) Author talks often held in evenings, between 6:00-9:00 pm, normally on weekdays. Sunday opening is also proposed (four hours), likely 12:00-4:00 pm	Typically around 20-100 per session (est)	Not normally, however larger events held in the Level 03 facilities could include music, especially children's events (i.e. national Simultaneous Storytime), this would normally be recorded music.
Civic events (NAIDOC Week, Mayoral receptions, etc.)	Multi-function space, Outdoor event area (could also include Exhibition spaces occasionally)	Six times per year (est)	Depending on the event, could be anytime between 9:00 am and 9:00 pm, normally on a weekday	50-150 (est)	Sometimes. Could include Aboriginal smoking ceremonies on some occasions (i.e. NAIDOC).
Council meetings	Multi-function space	Every fortnight	Thursdays from 5:00 pm (finish times vary, usually between 6:00 – 7:00 pm, but not normally later than 9:00 pm)	Varies, currently around 40- 50, however could be 100+ depending on the agenda	No

7.4 Environmental Amenity (SEAR 5)

The following sections provide an assessment of key elements raised in the SEARs that influence environmental amenity. Overall the proposed development would not result in any significant or unreasonable adverse amenity impacts. A high level of environmental amenity would be maintained.

7.4.1 Visual Impact and Amenity

The visual impact of the Proposal was assessed through consideration of visual modification to the existing environment caused by the Proposal and the visual sensitivity of the surrounding environment. Visual modification refers to the effects the Proposal has on the existing environment. It compares the appearance of the development, the existing environment's ability to absorb the development's appearance and the distance at which the development is viewed. These visual impacts compare visual qualities to the existing environment before development to provide a methodical comparison. Visual modification can be influenced by vegetation including tree height and foliage density, as well as topography and other surrounding landscape/built form features, and considers their ability to screen or buffer unwanted views or accentuate desired vistas. Massing, design features, colours and textures contrasting to the existing environment also influence the level of visual modification.

7.4.1.1 Assessment Methodology

The method applied to assessing the visual impact of the Proposal on the surrounding landscape and visual amenity involved an evaluation of the existing visual environment and applying judgements. The assessment undertaken involved:

- Description of the existing landscape and visual environment
- Review of aerial photograph of site locality and surrounding context
- Comprehensive site inspection and an analysis of views, including analysis of the site's and building envelope's visibility in the surrounding context
- Visual impact assessment
- Mitigation strategy and visual safeguards to minimise visual impacts.

7.4.1.2 Existing Visual Environment

The site is located along Gordon Street in the Coffs Harbour CBD, within the civic and commercial core and close to the 'City Heart' precinct along Harbour Drive. The area consists predominantly of commercial activity and associated built form. This includes uses and development such as businesses, shops, offices, food and drink premises, health services, public administration, registered clubs, places of worship, community facilities, and multi-deck car parking infrastructure.

Existing building heights in the CBD and along the subject section of Gordon Street vary. Building heights across the CBD range between one and eight storeys. With buildings along this section of Gordon Street being typically one to three storeys. However, the future desired character and building heights intended and supported for this area clearly anticipate and provide for higher density and multi-storey development. The desired building height for the site based on the LEP is 28 m (approximately eight storeys). Increased heights of up to 40 m (approximately 12 storeys) are proposed for land surrounding the site where it adjoins public green space. Some of these height controls are also proposed to increase under an amendment to the LEP. This emphasises the commercial and civic core, and important role of the CBD as well as the opportunity for taller developments and co-location of complementary uses. An example of this is a recent approval (2017) of an 11 storey (approximately 39 m tall) mixed used development at Coffs Central (located 70 m south-west from the subject site), of which five storeys has been constructed and completed with minimal setback from Gordon Street.

The subject site at 23-31 Gordon Street is currently occupied by single and double storey buildings and at grade on-site car parking.

Views in the immediate surrounding area are typical of a regional city centre and low to medium density commercial oriented built form. Views of and into the site are highly obvious in the immediate surrounding streets and from adjacent sites/buildings. However, visibility of the site rapidly reduces as distance from the city centre/site increases (refer **Figure 7.3**). Given the flat topography of the CBD and immediate surrounds, as well as surrounding development, the site is not visually exposed beyond the commercial core of the CBD as demonstrated by the site visibility modelling presented in the Schematic Design Report (**Appendix F**) and **Figure 7.3**.

Furthermore, there are no proximal residential land uses (aside from the unbuilt portion of the Coffs Central Building). Based on a 2016 survey of land uses, only two residential uses (single dwellings) remain within the locality. These are within the commercial zone fronting Duke Street (over 80 m to the east). These houses are remnants and are situated in the CBD, surrounded by commercial premises, including multi-storey development. These site's themselves can be used for commercial activity and are likely awaiting redevelopment in the future as part of the commercial core of Coffs Harbour.

Existing land uses surrounding the site are dominated by commercial activity, supported by a large area of B3 Commercial Core zoning across the CBD. The nearest residentially zoned land is more than 300 m away from the site (refer to **Figure 7.1**).

To the north-west on the opposite side of Riding Lane is a large five level multideck public car park. To the south-west is a place of worship. To the north-east are office premises. To the south-east, on the opposite side of Gordon Street, are various commercial buildings up to three storeys in height.

Overall, due to the context of the site and extent of surrounding commercial development, the primary views of the site are experienced in the immediate surrounds, with limited to no distant views experienced by sensitive receivers. This is well depicted in the land use analysis and visibility modelling at **Figure 7.1** to **Figure 7.3** (with more detail provided in the Schematic Design Report at **Appendix F**).

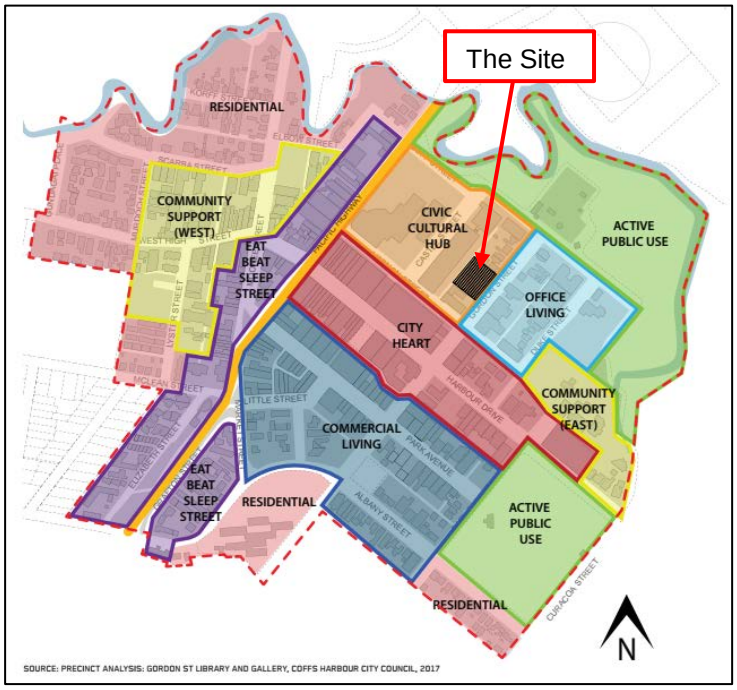

Figure 7.1 Precinct and Land Use Analysis Surrounding the Site

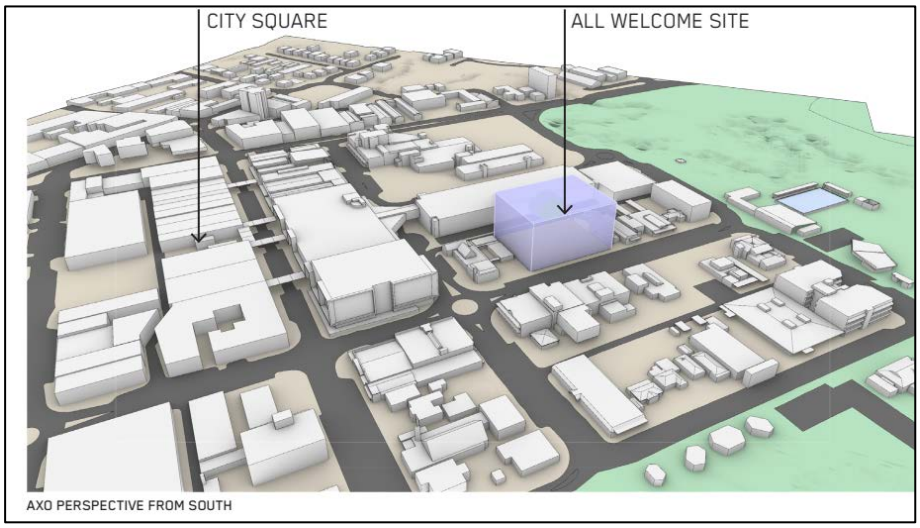

Figure 7.2 Existing Surrounding Scale and Density (with generic maximum development envelope shown)

Figure 7.3 Visibility Modelling of the Site

Overall, the development site has limited distant external exposure and is primarily viewed by:

- Visitors to the city centre and streets immediately surrounding the site, including pedestrians and vehicles utilising Gordon Street, Vernon Street and Riding Lane.
- Occupants of adjoining and adjacent premises (commercial, civic, and community uses).

7.4.1.3 Visual Impact Assessment

The proposed development ranges between four and six storeys, plus lift core overrun and rooftop plant and basement car park. The architectural plans at **Appendix B** and Schematic Design Report at **Appendix F** include perspectives and impressions of how the development will look from key viewpoints to help illustrate its design response and visual presence on the site and within the surrounding area.

The development would have minimal visual impact on the broader area and distant views in terms of height and massing given the relatively visually isolated context of the site from outside of the city centre. Further to this, any distant views of the building's upper levels would have minimal visual sensitivity. Within the city centre, particularly from proximal surrounding streets and adjacent land uses, views are more concentrated, and the site is prominent, as will be the proposed development.

The site sits in an inner urban context of a regional city with existing and emerging multi-storey commercial character, both anticipated and supported by current planning controls (zoning and height controls). Whilst the proposed development introduces a substantial change to the site and streetscape of Gordon Street, this is acceptable and appropriate in the context of the commercial core and civic centre of Coffs Harbour. The locality and urban context support more dominant and multi-storey built form. The four to six storey scale and massing has been purposefully designed, articulated, and would be a reasonable addition to the local commercial and visual context.

The building form, materials and colour are based on the nature of Coffs Harbour as a specific place overlaid with the communities' desire for open, accessible and desirable community and cultural facilities. Specifically, the building represents the idea of 'harbour' as a place of welcome and protection and this is represented through the wrapping façade, undulating geometry and bright, vibrant and visible colours. The form of the building is an abstraction of the surrounding topography of the Coffs Harbour region – where the Great Dividing Range meets the coast. Additionally, the building form wraps around the existing mature fig tree (located adjacent to the site), helping to integrate the tree into the design and visual appeal of the development and place.

No significant tree removal or modification of the natural environment is required to facilitate the development. The transformation of the urban visual environment would be substantial and obvious from proximal key view points in the city centre (as demonstrated in the Schematic Design Report at **Appendix F**). However, the design response is highly considered, well-articulated and visually interesting (refer to plans/perspectives in **Appendix B** and extracts at **Plate 7.1** and **Plate 7.2**). This results in a positive urban design outcome and renewal of what is currently an underutilised inner urban site. Whilst the scale will be considerable compared to the current buildings on-site and those adjacent, the scale transition is suitable. This is because minimal setbacks, hard edges and denser/ multi-storey forms are appropriate in this built environment context, are supported by planning controls and the desired future character for such commercial precincts anticipates this scale of development.

Plate 7.1 Perspective of Proposed Building from Gordon Street – Looking north

Plate 7.2 Perspective of Proposed Building from Gordon Street – Looking south-west

Importantly, there are no proximal residential developments (aside from the unbuilt portion of the Coffs Central Building. Residentially zoned areas are distant from the site (over 300 m) and would have very limited to no direct visual exposure to development. In the event where some visibility of upper levels could be experienced from afar, the sensitivity would be negligible given the separation distance and because the building occurs in the commercial core where higher buildings are permissible and anticipated.

The two remnant dwellings located 70 m to the south-east on Duke Street would not be adversely impacted as views toward the development site are already screened by commercial development to the north up to a scale of three storeys. Furthermore, these sites are well separated from the development site and zoned B3 Commercial Core. They are anticipated to be used or developed for commercial use in the future. Notwithstanding this, any remnant residential use in the commercial core cannot expect the same level of amenity as compared to a residential area. Nonetheless, no significant visual amenity impact would be experienced, and their sensitivity would be of a negligible level given the commercial context and screening provided by other adjacent developments.

Land uses within the immediate locality to the north-west (multideck carpark), south-west (place of worship) and north-east (offices) are not considered sensitive to visual impact and form part of the commercial and civic centre within which the development is proposed.

Key visual changes will be experienced from various viewpoints along Gordon Street, from Coffs Oval (public open space) and from the south-east section of Vernon Street. This is evident through the representation of the new building envelope and presented perspectives in the plans at **Appendix B** and the Schematic Design Report at **Appendix F**. Many of these views would be transitory when experienced by passers-by or users of public open space, whilst a permeant change would be experienced by users/occupants of nearby premises.

It is considered that while the visual change would be substantial, it is not adverse nor unreasonable. The proposed development and the design response (inclusive of height and massing) is acceptable in this context, anticipated for a commercial/civic core, and consistent with the desired future and emerging character of development in the immediate area. The high level of articulation and undulation of the façade displayed in the building form, including varying heights, setbacks and curves, along with high quality materials, would ensure the built form, whilst obvious, expresses visual interest and a quality addition to the urban visual environment. The new building's presence would be robust, but not overbearing in this context.

The façade elements are designed to catch the light throughout the day and seasons to enable the building to always appear bright and vibrant in the streetscape – hence highlighting its important and welcoming nature to the local community. These elements are positioned to give a sense of scale and reduce the reading of the building's individual floors, in keeping with the idea of the building being about 'culture first'.

Although there will be a substantial visual change to the site, the change is largely concentrated to a relatively confined area and importantly would be distant from any sensitive visual receivers (particularly residential areas). It is considered that the Proposal will not create a significant deleterious visual impact on the amenity of the local area but rather represents an attractive and well considered civic architectural centrepiece for the City of Coffs Harbour. The development is consistent with a regional city commercial and civic core and the reasonable expectation for future growth in such areas. The design response ensures the building is highly responsive to its context and purpose, and effectively integrates into the site. No adverse visual amenity impacts are expected to be experienced by users/visitors of the building, from the surrounding streetscape, or other external viewpoints. The design response is appropriate and commendable.

7.4.1.4 Mitigation and Visual Safeguards

Recommendations to safeguard visual amenity and to ensure a good outcome associated with the Proposal include:

- Deliver a high-quality architectural design response and articulated form as presented in the plans prepared by BVN.
- Materials and finishes associated with the development would be complimentary to surrounding natural colour palettes where possible and not result in adverse reflectivity (refer **Section 7.4.3** for reflectivity assessment).
- Outdoor lighting design and operation should be compliant with *AS4282 – Control of obtrusive effects of outdoor lighting.*
- Implement a detailed landscape plan/strategy generally in accordance with the landscape strategy prepared by Urbis.

7.4.2 Solar Access and Overshadowing

Shadow diagrams have been prepared by BVN Architecture and are presented in the Schematic Design Report at **Appendix F**. These shadow diagrams were prepared for the Winter Solstice (June 21), Equinoxes (March and September 21) and Summer Solstice (December 21) at 9:00 am and 3:00 pm. June 21 represents the worst-case scenario for potential overshadowing, with 9:00 am and 3:00 pm diagrams showing the maximum extent of overshadowing based on the standard planning principle of assessing overshadowing between these times of day. This extent of assessment is appropriate given the commercial/civic context and lack of surrounding residential uses and open space.

On June 21 at 9:00 am, the proposed building casts a shadow over the adjoining Riding Lane and place of worship. On June 21 at 3:00 pm the building casts a shadow primarily over the road reserve and footpaths of Gordon Street.

Overall, no public open space/recreational areas or secluded private open space (typically associated with dwellings) are affected. While some overshadowing affects adjoining properties, these are commercial and civic uses and the additional overshadowing would not be of detriment. Some overshading of the footpaths of Gordon Street occurs at certain times of the day (primarily afternoon periods). This is unavoidable given the site's orientation and extent of overshadowing is not unreasonable. The public domain and footpath environment would still receive adequate levels of solar access and reasonable amenity standards for the public domain would be maintained. The level of overshadowing is acceptable.

7.4.3 Reflectivity

An assessment of building reflectivity associated with the Proposal has been undertaken by Surface Design (refer to **Appendix G**).

The proposed building comprises public cultural spaces, civic and council facilities. The façade to the building includes large areas of glazing protected by large vertical sunshades made of green terracotta tile. All materials have been specified to have a specular reflectivity of less than 20 per cent.

The reflectivity study has been carried out to verify that the façade of the proposed building will not cause unacceptable risk of solar reflections producing disability glare to car drivers and pedestrians.

Eight viewpoints from drivers and pedestrians were assessed to determine areas where there is a risk of a reflected image of the sun being formed. The glare assessment has been carried out as per the methodology outlined in the technical bulletin “Reflectivity: Dealing with Rogue Solar Reflections” written by David Hassall from the Faculty of Architecture at the University of New South Wales.

This methodology defines a glare (lv) limit of 500 candelas/m^2, calculated to the Holladay formula, to which a driver can be exposed without causing disability.

Viewpoints have been defined from which it is expected that either are able to see the building. A stereographic sun path diagram and the building geometry are then used to determine whether a viewpoint will be subject to the reflected sun during the year.

A glare protractor, oriented in the direction of drivers as appropriate, is used to determine the glare based on the reflectivity of the surface and the apparent angle of viewing.

The analysis has been carried out based on the architectural drawings provided by BVN.

Eight viewpoints (refer to **Figure 7.4**) from drivers and pedestrians were assessed to determine areas where there is a risk of a reflected image of the sun being formed.

Figure 7.4 Map showing location of building and assessed viewpoints (Surface Design)

All viewpoints considered have been analysed and it has been determined that the risk of rogue reflections causing disability glare are limited and acceptable providing that limitations on façade reflectivity are adopted as per the recommendations of this report. This includes a 15 per cent limit on Specular reflectivity to facades on the East and South Elevations of the building in accordance with the report prepared by Surface Design.

Further assessment detail of each identified viewpoint is provided in the Reflectivity Assessment, along with detailed results being presented in Appendix A of the Reflectivity Assessment.

7.4.4 Acoustic Impacts

A construction and operational noise and vibration assessment has been prepared and is summarised at **Section 7.8,** with the full report at **Appendix K**. Given the nature of the Proposal, commercial setting, and lack of proximal sensitive receivers, no adverse acoustic impacts are expected and a high level of environmental amenity from an acoustic perspective would be maintained.

7.4.5 Wind Assessment

An assessment of wind impact on environmental amenity associated with the Proposal has been undertaken by WINDTECH Consultants (refer to **Appendix H**).

The analysis of wind effects relating to the Proposal has been undertaken with consideration of predominant wind directions for the region, building morphology of the development and nearby buildings, and local land topography. The Coffs Harbour region is governed by two principal wind directions prevailing from the north-north-east and south-west. The south-westerly winds are the most frequent wind for the Coffs Harbour region, while the north-north-easterly winds are the strongest. The south-westerly winds occur predominantly in the morning and year-round, while the north-north-easterly winds occur in the afternoons and most frequently during the warmer months of the year, dropping off slightly in the winter.

The acceptability of wind in any area is dependent upon its use. For example, people walking or window-shopping will tolerate higher wind speeds than those seated at an outdoor restaurant. The ground plane will be used primarily for circulation. However, there are potential seating areas such as in the area adjacent to the café and rooftop events space.

Due to the angle of the predominant wind directions (north-north-east and south-west) in relation to the orientation of the development, significant winds are not expected to funnel through the through-site link that runs through the development on ground level and Level 01. North-north-easterly winds are expected funnel along Riding Place, where the significant number of trees are expected to ameliorate these winds to comfortable levels. Similarly, the presence of multiple trees to the south of the development along Gordon Street will help to ameliorate winds funnelling along the street. Additionally, the through-site link will be shielded from north-westerly winds by the warehouse across the street to the north-west. The café on ground level will benefit from the shielding effects of various existing trees, in particular the large fig tree on Riding Place. It is recommended that these trees be retained. It is assumed that the through site link is only for circulation. If seating is proposed within the through site link then it also recommended that either a set of baffle screens be provided at either end or densely foliating evergreen trees planted along the footpath along the Gordon Street site boundary to the south-east. The concave shape of the upper portion of the south-western façade is expected to be effective in preventing winds siding streaming around this façade. The effect of down washing winds from south-western façade onto the pedestrian walkway along the south-western edge of the development is expected to be mitigated by the stepped form of the south-west aspect. A similar scenario is expected at the north-eastern side of the building in relation to the north-north-easterly winds.

The rooftop events space would not be significantly impacted by south-westerly winds due to the elevation difference between the south-western and north-eastern aspects and due to the deflected upwards wind lift by the lip of the south-western building aspect. North-north-easterly winds may result in an unfavourable wind conditions for tiered seating at the top of the southern section of the rooftop space. The north-north-easterly winds impact of the root top space may be ameliorated by the existing fig tree (if tree height sufficient) or by increasing the north-western screen in height so that it is level with the lip of the south-western aspect of the building and providing a canopy on the upper section of the tiered seating.

Based on this assessment the Proposal is acceptable and would not be subject to or result in adverse wind effects.

7.5 Public Domain and Public Access (SEAR 6)

Further to that described in **Section 7.2**, the following section, along with detail and graphical representations in the Schematic Design Report, describes the interface with the public domain and street activation of Riding Lane and Gordon Street in conjunction with other/separate public works proposed to occur in the surrounding precinct.

The proposed building aims to build upon the Coffs Harbour City Centre Master Plan and analysis provided by CHCC in being pivotal in bringing the aims of a bicycle and pedestrian-friendly urban design on Gordon Street to fruition.

The development provides high levels of street activation to both street frontages, active uses at ground level and throughout the building, bicycle parking and end-of-trip services for staff, and encourages pedestrianisation of the precinct.

A key planning move is to provide a pedestrian link cutting through the site to allow access to Riding Lane and Castle Street from Duke Street, creating new public realm on Gordon Street, Riding Lane, and within the central atrium space of the built form itself. An internal street within the development is integral to the creation of new public realms on Gordon Street and Riding Lane as depicted below.

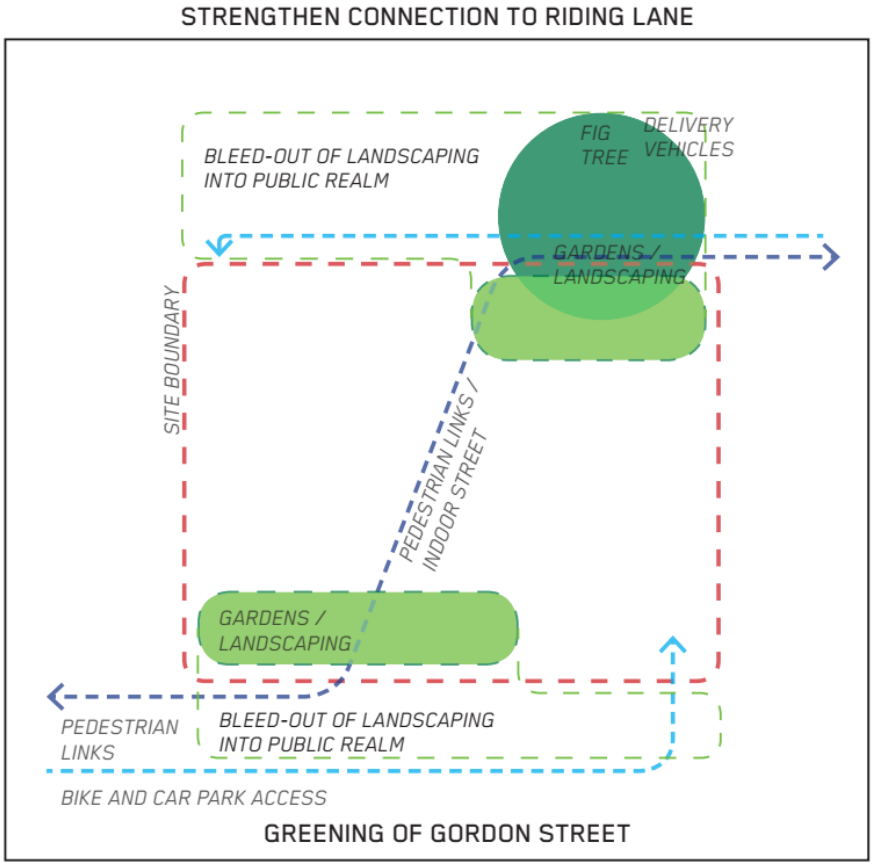

Figure 7.5 All Welcome Strategy and Pedestrian Linkages

As outlined previously, separate upgrades to Riding Lane and Gordon Street will integrate with the proposed development and deliver notable public realm, cycling and pedestrian improvements.

The proposed All Welcome building design response provides a new civic address, sense of place and pleasant/welcoming arrival space from both Gordon Street and Riding Lane. The space will enhance the public movement between adjoining private property, the proposed new bus stop and streetscape modifications.

The articulation and distinctive materials of the proposed new building enhance the sense of address to the public realm and provide clear sight lines from the main entrances to and from the streets. The open public space of the forecourt will provide a new civic presence.

The following elements strongly support and demonstrate the positive public realm interface and integration of the development:

- The building wraps the existing fig tree, providing views to it from all levels as a wayfinding and orientation strategy.
- A public square at Level 03 is open to the sky and is designed for events, including Council meetings, citizenship ceremonies and other community functions.
- The building form is convex at the main entry points to provide a forecourt and symbolise the public nature of the facility.
- The building form is shaped to promote the idea of all welcome and to be readily apparent on the Coffs skyline.

The Schematic Design Report at **Appendix F** provides further detail and conceptual plans identifying how the proposed development will integrate with the upgrades to the surrounding area in accordance with the Coffs Harbour City Centre Master Plan 2031, focusing firstly on Riding Lane and then Gordon Street. While these would separate projects, these are expected to run concurrent with and following the construction of the Cultural and Civic Space respectively.

7.6 Transport, Traffic, Parking and Access (SEAR 7)

Ason Group was commissioned to prepare a Transport Assessment Report, considering transport, traffic, access and parking, for the proposed development. The key objectives of the Transport Assessment include:

- To provide an appropriate response to the SEARs.
- To demonstrate that there is an appropriate and sustainable provision of car and bicycle parking.
- To establish that the forecast trip generation of the Proposal can be appropriately accommodated by the local and arterial road network.
- To demonstrate that the proposed access driveways, internal roads, car parks and service facilities comply with the relevant Australian Standards.

The full Transport Assessment Report can be viewed as **Appendix I**.

7.6.1 Existing Environment

7.6.1.1 Road Hierarchy

The key roads around the site are shown in their local context in **Figure 7.6**. These include:

- Gordon Street is a local road which runs in the north-south direction along the eastern frontage of the site. This bidirectional road provides two trafficable lanes and two parking lanes with 2P parking restrictions. Gordon Street is restricted to a speed limit of 40 km/h in the vicinity of the site as Coffs Harbour CBD is classified as a High Pedestrian Activity Area (HPAA).

- Riding Lane is a one-way lane that runs along the western frontage of the site and is subject to a speed limit 40 km/h. It provides one travel lane in the southbound direction and provides vehicular to properties along Gordon Street and the existing Council offices. Furthermore, Riding Lane provides two exit points from the Castle Street Carpark complex.
- Coff Street is a local road that runs in the east-west direction and is located to the north of the site. The road is bidirectional and generally provides four travel lanes with a posted speed limit of 40 km/h.
- Vernon Street is a local road that runs in an east-west direction and is located to the south of the site. The road is bidirectional and generally provides two travel lanes and two parking lanes with 1P parking restrictions and has a posted speed limit of 40 km/h except for a small section of Shared Zone (10 km/h speed limit) at the Coffs Central pedestrian entrance.
- Pacific Highway is a State (arterial) road that runs in a north-south direction to the west of the site. The road provides two travel lanes and one parking in both directions and provides a link between Korora and Boambee. Pacific Highway has a posted speed limit of 60 km/h in the vicinity of the site.

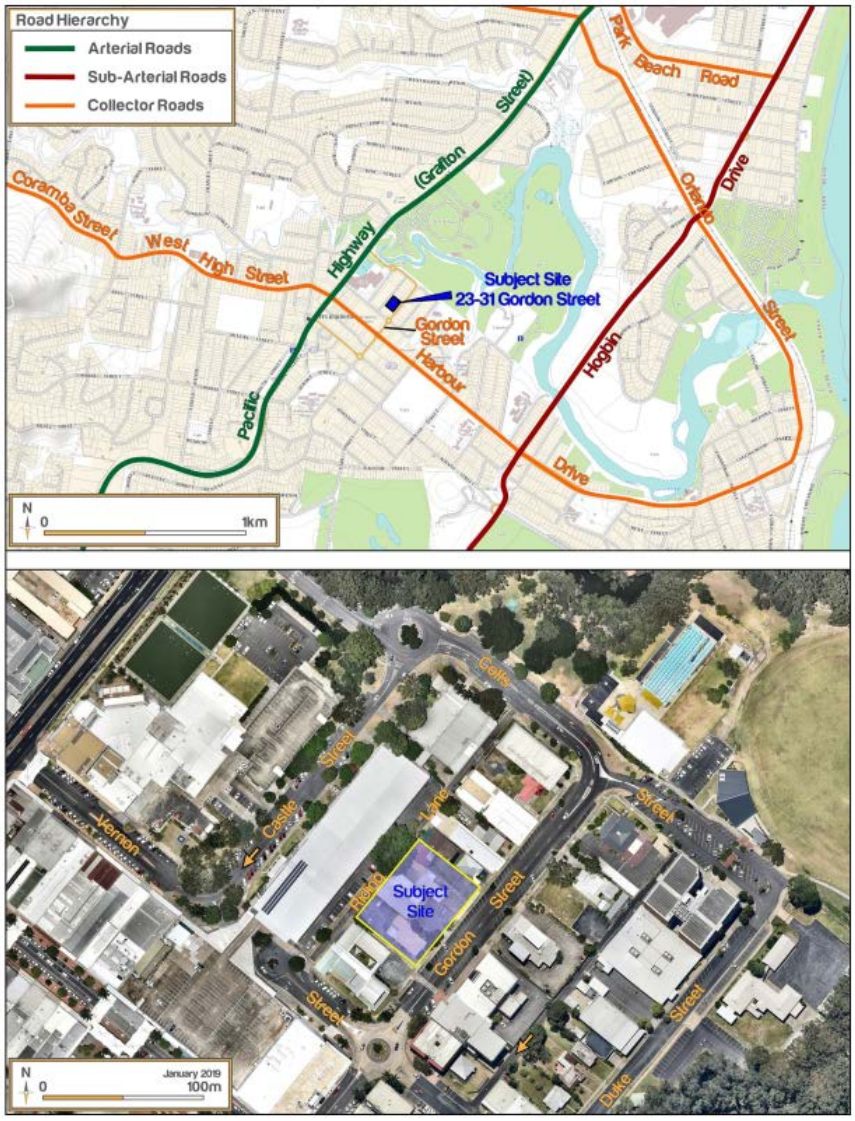

Figure 7.6 Site Context and Road Hierarchy

7.6.1.2 Existing Parking Controls and Conditions

On-street parking is generally restricted; it is subject to two-hour parking (2P) from 8:30 am to 6:00 pm Monday to Friday and 8:30 am to 12:30 pm Saturday. These parking restrictions generally apply to the roads surrounding the subject Site, including Gordon Street, Vernon Street and Coff Street.

A review of the spare capacity in the local area has determined that there are 1542 spaces within the Castle Street carpark and the on-street parking study area. During the weekday peak period between 12:00 pm - 1:00 pm there is a total of 262 (17 per cent) available parking spaces. During the weekend peak period between 2:00 pm – 3:00 pm there is a total of 440 (29 per cent) available parking spaces.

To determine the on-street parking capacity within the local road network, a review of the Bitzios Parking Study of a Thursday and Saturday was undertaken, noting that an on-street parking occupancy surveys of the Coffs Harbour CBD was undertaken. The survey included streets within a five-minute walking distance of the site and included the following local roads:

- Gordon Street
- Harbour Drive
- Vernon Street
- Duke Street
- Coff Street
- Park Lane Avenue
- Riding Lane
- Castle Street
- the Pacific Highway.

7.6.1.3 Travel Data

Existing travel patterns and modes were surveyed within the 2016 Census. Most employed persons within the Coffs Harbour Urban Area drive to work (69.7 per cent). The data also indicated a low utilisation of public transport, that only 0.6 per cent of commuters used bus services as their primary mode of transport in the Coffs Harbour Urban Area.

Further, the Coffs Harbour City Council 2018 Community Wellbeing Survey (Coffs Community Wellbeing Survey) determined that only 16 per cent of 505 respondents used local public transport in the last year. It is also apparent from the available data that active transport modes are low with 1.2 per cent of commuters cycling to work and 3.8 per cent walking to work.

7.6.1.4 Existing Traffic Flows

Traffic surveys were undertaken in April 2019 to determine the existing intersection flows. The surveys were conducted as at the following intersections:

- Gordon Street/Vernon Street
- Coff Street/Riding Lane
- Vernon Street/Riding Lane.

The surveys indicated that the peak hours occurred from 8:00 - 9:00 am and 3:30 - 4:30 pm in the morning and afternoon peak periods, respectively. The existing peak hour intersection flows are provided in the Transport Assessment Report (**Appendix I**).

7.6.1.5 Existing Intersection Performance

The performance of the key intersections of Gordon Street/Vernon Street, Coff Street/Riding Lane, and Vernon Street/Riding Lane have been analysed using the RMS approved SIDRA Intersection modelling program. SIDRA outputs provide a range of performance measures, including (and defined in more detail in the Transport Assessment Report):

- Degree of Saturation (DOS)
- Average Vehicle Delay (AVD)
- Level of Service (LOS).

The recommended criteria for the assessment of LOS as per the RMS Guide is outlined in the Transport Assessment Report. A summary of the existing intersection performances are provided in **Table 7.6** which presents the SIDRA intersection modelling results of the key intersections under the existing 'baseline' scenario.

Table 7.6 Baseline Intersection Performance

Intersection	*Period*	*Degree of Saturation*	*Average Vehicle Delay*	*Level of Service*
Gordon Street/ Vernon Street	AM	0.355	9.4 sec	A
	PM	0.412	10.3 sec	A
Coff Street/ Riding Lane	AM	0.218	5.6 sec	A
	PM	0.183	8.1 sec	A
Vernon Street/ Riding Lane	AM	0.083	2.9 sec	A
	PM	0.091	2.9 sec	A

The SIDRA modelling results demonstrate that the intersections of Gordon Street/Vernon Street, Coff Street/Riding Lane and Vernon Street/Riding Lane all currently operate at LOS A (good operation) with spare capacity during the AM and PM peak hours. The longer delays times experienced by Gordon Street/Vernon Street are associated with vehicles performing U-turn manoeuvres.

Overall, the existing traffic network generally operates well with minimal delays.

7.6.1.6 Crash Data

A review of the RMS crash database has been undertaken to establish the crash history within Vernon Street, Coff Street, Castle Street, and Gordon Street fronting and within the immediate vicinity of the site.

The results show the crashes over a five-year period between 2013 and 2017. The findings are summarised in the Transport Assessment Report.

The results indicate that there is not a systemic issue with the surrounding road network in terms of safety (i.e. all accidents are not constrained to a single intersection and a single RUM code). It can therefore be assumed that the existing road conditions are suitable and no amendments to existing infrastructure is required to improve pedestrian safety.

7.6.2 Public and Active Transport

The existing public and active transport service and infrastructure in the vicinity of the site is shown in Figure 17 of the Transport Assessment Report. The following sections outline the available services/ infrastructure.

7.6.2.1 Public Transport

A pedestrian crossing is situated approximately 20 m north of the Gordon Street/Vernon Street roundabout to facilitated safe crossing movements.

The TfNSW's Integrated Public Transport Service Planning Guidelines (TfNSW Guidelines) states that bus services influence the travel mode choices of areas within 400 m walk (approximately five minutes) of a bus stop. In this regard, the bus services within walking distance to the site are as follows:

- Bus route 360:
  - Coffs Harbour Base Hospital to Park Beach Plaza – operates with one service during the morning peak period and approximately every 30 minutes during the evening peak period
  - Park Beach Plaza to Coffs Harbour Base Hospital – operates with one service during the morning peak period and approximately every 30 minutes during the evening peak period.
- Bus route 361:
  - Bellingen to Coffs Harbour – operates with one service during the morning peak period and does not operate during the evening peak period
  - Coffs Harbour to Bellingen – does not operate during the morning peak period and operates with one service during the evening peak period.
- Bus route 365:
  - Park Ave to Park Beach Plaza via The Jetty – operates approximately every 60 minutes and 30-60 minutes during the morning and evening peak periods, respectively
  - Park Beach Plaza to Park Ave via The Jetty – operates approximately every 60 minutes and 30-60 minutes during the morning and evening peak periods, respectively.

Overall, the site has moderate accessibility to bus services with infrequent services during the commuter peak periods.

7.6.2.2 Bicycle Network

The Coffs Creek Cycleway is located to the north-west of the site, which provides a circuit around Coffs Creek and provides connections between Coffs Harbour CBD to the Harbour. This cycle route also links with Harbourside cycling route - Park Beach to South Wall (Corambirra Point) and Eastside Circuit - Park Beach to Howard Street Loop.

There is another cycling route along Coff Street between Pacific Highway and Riding Lane, to the north of the site. This route also runs along Pacific Highway and connects to Marcia Street.

7.6.2.3 Pedestrian Network

Generally, footpaths are provided on both sides of roads in the vicinity of the site, thus providing satisfactory pedestrian connections. A pedestrian crossing is situated approximately 20 m north of the Gordon Street/Vernon Street roundabout to facilitate safe crossing movements.

7.6.3 Carparking Parking Assessment

Council's DCP provides guidelines for various land uses and outlines parking rates that are applicable to individual developments. The All Welcome building proposes a mix of community and workplace facilities which can be defined as short-term and long-term parking demands respectively. As such, the parking assessment has considered these two elements whereby the long-term demands would generally be accommodated by the private off-street parking facilities and the short-term within the available public parking availabilities consistent with the existing library/gallery developments and the Gordon Street Precinct Master Plan study.

The provision of a centralised location for key cultural amenities for the public warrants an assessment of the overall on-street parking capacity and availability within the locality. It should be noted that the existing Library and Gallery do not provide on-site parking, instead relying on the availability within the surrounding road network, which is common practice for community facilities.

7.6.3.1 Commercial (Office) Parking Demand

In accordance with Council's DCP, the commercial/office land uses require 84 parking spaces. In response, the Proposal provides 111 spaces for employee use. This is made up of 74 carparks in the basement car park plus an additional existing 37 basement carparks adjacent to the existing Coffs Harbour City Council Administration Centre basement carpark and currently being utilised for Council car parking. This existing underground car parking is located on Lot 1 DP 122065. Therefore, the proposed amount of carparking for the office component of the proposal more than satisfies Council's DCP requirements. In addition, Ason Group has also undertaken a First Principle analysis for the office land uses which confirms that the proposed 111 parking spaces would satisfy the future parking demand. As discussed below, a draft Green Travel Plan has been prepared to drive behavioural change with respect to private vehicle usage and these targets have been incorporated into the parking assessment.

7.6.3.2 First Principles Assessment

To determine the parking demand of the Proposal, Council has provided projected visitation data for the library, museum, and gallery based on assessments undertaken of similar improvement projects to similar land uses. Council has also provided projected visitation numbers for the multi-purpose, coworking, function space, and community rooms.

To supplement data provided by Council, discussions have been undertaken regarding length of stay for the aforementioned land uses data and timings have been agreed upon with Council. Daily in and out movements for the staff within the proposed development have been adopted from the RMS Guide Update. The RMS Guide Update provides data on hourly traffic movements which has been used to inform the arrival times and departures of Council employees throughout the day. Finally, existing travel mode data has been used to inform private vehicle mode share for visitors and staff members alike to the proposed development.

A holistic parking assessment is considered appropriate due to the provision of community facilities as well as the long-term economic and cultural benefits to the Coffs Harbour Urban Area. The analysis reviewed the net impact of the Proposal noting that the proposed development relocates existing land uses and consolidates these in a single location.

The assessment has therefore considered the on-street and off-street public parking capacities within a five-minute walk from the development noting that the study area was set as the criteria for the Gordon Street Precinct analysis prepared by Council. The methodology has been discussed and agreed with Council which seeks to generally accommodate the long-term parking demands associated with employees off-street and satisfy the transient short-term parking demands of the community facilities within the local street network and available parking capacities.

Three scenarios (future year horizons) using operational data provided by Council and agreed parameters following discussion with Council officers. The three scenarios assessed were: Year of Opening, 5 Year Horizon, and 10 Year Horizon. The parking demand analysis determined that a maximum parking demand of 193 spaces would occur during the weekday 11:00 am – 12:00 pm peak period five years after the development is constructed. During this peak period, the surrounding road network is able to accommodate the demand with a spare capacity of 81 spaces.

The weekend analysis determined a maximum parking demand of 171 spaces between 11:00 am – 12:00 pm for the 10 Year Horizon Scenario. The surrounding road network is able to accommodate this demand with 393 space spare capacity.

In summary, the parking assessment concludes that the proposed development is supportable. The objective to satisfy the long-term parking demands within the private off-street carpark and short-term community demands within the available on-street and off-street public carpark is achieved. Compliance with the office use and parking supply accords with Council's DCP and the holistic temporal parking demand profile confirms that the peak parking demands can be met by the All Welcome building.

7.6.4 Servicing

7.6.4.1 Loading and Unloading

It is proposed to undertake loading/unloading activities at a dedicated loading bay with access via Gordon Street. It is anticipated that a provision of one loading bay would suffice in managing the forecast demand, based on the anticipated truck frequency schedule provided by Council. The largest vehicle is expected to be a Heavy Rigid Vehicle (HRV).

A summary of the delivery schedule is provided in the Transport Assessment Report.

Based on the anticipated delivery schedule, it is not expected that the loading bay would be highly utilised as deliveries are not expected to exceed 20 trucks per year. Smaller vehicles such as vans would undertake delivery activities from the proposed pick-up/drop-off zone (discussed in following sections) for the sake of efficiency. Notwithstanding, there is sufficient space on-street to provide a dedicated loading zone should the need for implementation arise.

7.6.4.2 Waste Collection

With regard to waste collection, garbage storerooms are provided on ground level on the south-western corner of the site. It is proposed to undertake waste collection services off Riding Lane, as is the existing operation. This would also align with the intended function of a service laneway.

7.6.4.3 Pick-up/Drop-off

A pick-up/drop-off zone is proposed on Gordon Street along the site frontage. Minor works would be required to standardise the facility, including (but not limited to) removal/installation of on-road line markings and reconfiguration of signposting and signage. It is intended for the facility to be used by both light vehicles and buses/coaches and would be restricted to five minutes stays. The provision of this zone requires the removal of 14 parking spaces along Gordon Street. This is considered acceptable noting that the 10 Year Horizon parking demand can be accommodated within the surrounding road network with spare capacity during both the weekday and weekend peak periods.

7.6.4.4 Emergency Vehicle

It is proposed that the pick-up/drop-off and 'No Stopping' area be utilised as a de-facto emergency vehicle zone. Logically, the location of the 'No Stopping' zone is desirable for fire trucks due to the close proximity to the fire hydrant location. It would be safe to assume that between the 'No Stopping' area and pick-up/drop-off facility, which it limited to five-minute parking, that there would be space for emergency vehicles to stop. This would also be a superior outcome in terms of efficiency as there would be multiple uses for the pick-up/drop-off and 'No Stopping' areas.

The emergency vehicle stopping area is presented in Appendix B to the Transport Assessment Report.

7.6.4.5 Special Events

It is expected that large scale events would periodically occur. An indicative special events program and associated patronage has been outlined previously in **Section 7.3**.

As would be typical of developments of this nature, a suitable Traffic Management Plan (TMP) would be implemented. The TMP aims to mitigate the traffic and parking aspects of the event, such as the use of Traffic Controllers to direct traffic flow, allocating areas to accommodate overflow parking and general procedures to ensure pedestrian safety. A TMP would be submitted prior to a major event to ensure that traffic and parking are appropriately managed.

7.6.5 Traffic Generation

7.6.5.1 RMS Guide

The RMS Guide Update has been used to inform the hourly entering and exiting traffic movements throughout the day. However, for other land uses, in particular the library, museum and gallery, no direction is provided by the RMS Guide or RMS Guide Update on the traffic generating potential of these land uses. As such, similar to the parking assessment, a first principles analysis was used to determine the traffic generation of the Proposal.

7.6.5.2 First Principles Assessment

As discussed in the Transport Assessment Report, the analysis assessed the net impact of the proposed development noting that the Proposal relocates a number of land uses within the immediate vicinity to the site, and as such, there would be no material change to the surrounding road network.

The following information has been used to assess the traffic generation:

- The staffing and visitation numbers
- Travel mode data
- Length of stay per land use.

The above data is that same as that adopted for the parking assessment and are detailed in Appendix A of the Transport Assessment Report.

7.6.5.3 Peak Period Traffic Generation

The AM, PM and site peak periods have been calculated for the weekday and weekend for the Year of Opening and 10 Year Horizon scenarios. These values are detailed in the following tables.

Table 7.7 Net Traffic Generation – Weekday

Peak Period	*Year of Opening*	*10 Year Horizon*
Network AM (9.00AM-10.00AM)	82 (77 in, 5 out)	128 (120 in, 8 out)
Site Peak (12.00PM-1.00PM)	109 (52 in. 57 out)	228 (105 in. 123 out)
Network PM (3.00PM-4.00PM)	94 (42 in, 52 out)	175 (79 in, 96 out)

Table 7.8 Net Traffic Generation – Weekend

Peak Period	*Year of Opening*	*10 Year Horizon*
Network AM (10.00AM-11.00AM)	60 (50 in, 10 out)	146 (107 in, 39 out)
Site Peak (12.00PM-1.00PM)	91 (47 in. 44 out)	220 (107 in. 113 out)
Network PM (3.00PM-4.00PM)	44 (16 in, 28 out)	70 (28 in, 42 out)

Assessing the 10 Year Horizon is standard practice in accordance with RMS guidance and given the level of certainty regarding the projections for the use of the centre, the 10 Year Horizon scenario and traffic assessment is particularly relevant. In order to respond to the SEAR condition which requested analysis of the 20 Year Horizon scenario, a growth rate of 1.5 per cent has been adopted within the local road network in the CBD. Whilst this analysis has been provided, it should be noted that travel behaviours within the CBD will change due to emerging smart technology, growth in public transport usage, and the Coffs Harbour City Centre Master Plan which aims at altering travel modes within the CBD. Therefore, the 10 Year Horizon should be the baseline for the assessment.

7.6.5.4 Traffic Impacts

With regard to local traffic impacts, to assess the future impacts of the above SIDRA intersection analysis has been undertaken of three scenarios: Year of Opening; 10 Year Horizon; and 20 Year Horizon. A growth rate of 1.5 per cent of growth per annum has been applied to the background traffic for both the 10 Year and 20 Year scenarios. SIDRA intersection modelling determined that the intersections within the local road network would continue to operate at LOS A within minimal delay increases, and therefore minimal impact on the operation of the surrounding road network.

In relation to traffic impacts on the Pacific highway, the highest forecast increase of traffic generated by the Proposal at the intersection of Pacific Highway/Coff Street would be in the order of 93 veh/hr in the 10 Year scenario, which is an overall increase of 2.2 per cent in traffic travelling through the intersection. This increase would have little material impact on the Pacific Highway/Coffs Street intersection. Furthermore, the Coffs Harbour Bypass project is a committed project which would significantly reduce the traffic volumes on Pacific Highway and therefore improve the future operation of the intersection. The operation of the Pacific Highway (Grafton Street)/Coff Street intersection will therefore generally be consistent with the existing conditions and will accommodate the traffic generated by the Proposal.

The Traffic Impact Assessment therefore concluded that the proposal is supportable on traffic planning grounds.

7.6.5.5 Turning Warrants

The forecast servicing frequencies have been outlined previously and in the Transport Assessment Report which demonstrated that the overall volumes were low for servicing vehicles, with HRV deliveries accounting for approximately 20 trips a year. It is also proposed that the existing waste collection practices be retained and would therefore continue to occur off Riding Lane. Given the low volumes associated with truck movements and the retaining of existing waste collection operations, no road upgrades would be required and turning lane warrants would not be applicable.

7.6.6 Access to and from Gordon Street

It is recognised that Council's DCP stipulates that 'driveways are to be provided from lanes and secondary roads rather than primary roads'. During the design development process, Ason Group and the project team investigated access locations from both the Riding Lane frontage and the Gordon Street frontage. Various factors were considered in the concluding layout and decision-making process including the following:

1. Currently, the Site accommodates two access driveways and the number of crossovers is maintained as part of this application. As such, the Proposal does not increase the number of driveways or further detract from the streetscape that currently exists.
2. All driveways have been designed in accordance with the Australian Standards and the safety requirements of the AS. Furthermore, one of the access points will now accommodate only loading vehicles and it has been demonstrated that the frequency of use is very low and the service area is also supplemented by a LDMP which sets the best practice safety manual for operations.
3. Due to the narrow width of Riding Lane, the resultant access driveways would have been substantially larger than generally required which would result in the Riding Lane frontage being occupied by driveway crossover which would result in a poor urban design outcome.
4. Key to the decision process was the inclusion of the Coffs Harbour City Centre Master Plan 2031 concepts. Council are investigating the upgrade of Riding Lane and the future objectives regarding urban design, Riding Lane upgrade and the desire to provide a connection between the retail precinct and the subject site. Taking into consideration this desire to upgrade Riding Lane and the retention of two access driveways on Gordon Street, this represented an optimum outcome with all factors considered and this was also discussed with Council.

7.6.7 Sustainable Travel

It is proposed to prepare a Green Travel Plan (GTP) for the site. The primary objectives of the GTP will be to:

- Reduce the environmental footprint of the site
- Promote the use of 'active transport' modes such walking and cycling, particularly for short-medium distance journeys
- Reduce reliance on the use of private vehicles for all journeys
- Encourage a healthier, happier and more active social culture.

The GTP would provide a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and car sharing. It will include a review of existing transport choices and set targets so that the effective implementation of the plan can be assessed.

With regards to the Proposal; bicycle parking, end of trip facilities including secure bike racks, locker and shower facilities will be provided on-site to promote active transport modes (i.e. walking and cycling). Further investigation would be undertaken for cycle paths, pedestrian links, bus stops, bus routes and additional bus services as per the objectives of the Coffs Harbour City Centre Master Plan 2031. It is therefore expected that the future transport system would accommodate the increased patronage further to the Proposal.

7.6.8 Strategic Transport Review

The Coffs Harbour City Centre Master Plan 2031 and Precinct Analysis Gordon Street nominate conceptual plans with respect to future strategic transport and urban design objectives. The Proposal aligns with the key objectives of Council's master plans and is capable of facilitating any changes or upgrade works that may be delivered and funded in the future.

The potential future Gordon Street reconfiguration works associated with the Coffs Harbour City Centre Master Plan would effect on-street parking capacity. Notwithstanding, this Transport Assessment assesses the Proposal with respect to the existing parking configuration. This would form the most appropriate parking assessment as Gordon Street works are at a planning stage and separate to the Proposal. It is important to note once the development has been constructed and is operational, the Gordon Street reconfigurations would still be feasible. Further, Council have developed plans and strategies relating to other car parks (nominated eight sites) to address the proposed changes to Gordon Street and indeed the other roads affected by the reconfiguration works nominated in the City Centre Master Plan.

The Proposal would align with and achieve the intended urban design and planning objectives of Council's master plans, Coffs Harbour City Centre Master Plan 2031 and Precinct Analysis of Gordon Street.

7.6.8.1 Riding Lane – Urban Design Study

It is understood that an urban design study of Riding Lane would be commissioned by Council to investigate upgrade, reconfiguration and layout concepts to achieve greater pedestrian connectivity. Notwithstanding, such a study would be a separate project to the Proposal. Of note, the Proposal allows the urban design study of Riding Lane to occur without conflict.

7.6.9 Design Commentary

The Transport Assessment Report provides commentary on traffic related design compliance. In summary, the site access, car park and loading areas have been designed to comply with the following relevant Australian Standards:

- AS2890.1 for off-street car parking areas
- AS2890.2 for commercial vehicle loading areas
- AS2890.3 for bicycle areas
- AS2890.5 for on-street car parking areas
- AS2890.6 for accessible (disabled) parking.

The internal configuration of the site, access, and on-street parking facilities are satisfactory from a traffic engineering perspective and meet relevant Standards. This is supported by swept path diagrams and analysis where relevant (included in the Transport Assessment Report). It is expected that a Condition of Consent would be imposed requiring compliance with these Standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

7.6.10 Construction Traffic

A preliminary Construction Traffic Management Plan (CTMP) has been prepared by Ason Group (attached as Appendix C to the Transport Assessment which forms **Appendix I** of this EIS). The purpose of the CTMP is to detail a traffic plan for construction that would minimise traffic impacts on the surrounding road network, ensure the safety and efficiency of all workers, pedestrians and road users, and provide information regarding the construction vehicle access routes and any changed road conditions (if applicable).

The preliminary CTMP has regard for the principles outlined in the RMS Traffic Control at Worksites Manual (2010) and AS1742.3, Guide to Traffic Generating Developments (Roads and Maritime Services), Austroads Guide to Road Design Part 4A, and Austroads Guide to Traffic Management Part 6 and is recommended for adoption. Any minor variation to these standards is considered acceptable having regard to the constraints inherent by the site and proposed development. The following measures should be undertaken to minimise the impacts across the construction phase:

- Traffic control would be required to manage and regulate construction vehicle traffic movements into and out of the site during construction.
- All vehicles transporting loose materials will have the load covered and/or secured to prevent any items depositing onto the roadway during travel to and from the site.
- All vehicles to enter and exit the site in a forward direction with reverse movements to occur only within the property boundary as necessary, prior approval and subject to supervision.

In summary, the CTMP has provided the following targeted management measures:

- No On-Site Contractor Parking.
- Traffic Controllers to Manage Pedestrian/Cyclist traffic along the site frontage.

In summary, with the implementation of a CTMP, the proposed development's construction phase can be suitably managed to ensure traffic impacts are minimised and safety is maintained. A final CTMP would be prepared following detailed design and include input from the building contractor with regard to construction methodologies as applicable.

It is expected that the CTMP would be updated should any necessary changes arise in the future. Any changes shall be done in consultation with Council.

Any special events/requirements would be subject to a separate request for a specific permit not covered by the CTMP (if required).

The principle construction contractor will be responsible for implementation of the CTMP.

7.6.11 Conclusion

The overall conclusion from the investigations carried out by Ason Group and presented in the Transport Assessment is that traffic, parking, loading and unloading, and access arrangements for the development proposal would be satisfactory and there is no transport, traffic or parking related impediments to the development.

7.7 Biodiversity and Vegetation (SEAR 8)

7.7.1 Waiver from preparing a Biodiversity Development Assessment Report (BDAR)

As outlined in **Section 5.2**, the Proposal is within a significantly disturbed area. There is no remnant native vegetation on the site. The site contains ornamentally planted vegetation in a landscaped and urban setting. Construction of the new Cultural and Civic Space would have minimal impact on biodiversity. The site is not mapped as Koala Habitat or defined as high conservation value land.

SSD Applications require the preparation of a Biodiversity Development Assessment Report (BDAR) under the *Biodiversity Conservation Act 2016* unless a waiver is issued by DoPE and the NSW Office of Environment and Heritage (OEH). If a waiver is not issued, then the preparation of a BDAR is mandatory. Given the limited biodiversity value on the site, a request to the Planning Agency Head and the Environment Agency Head was made for a waiver from preparing a BDAR for the Proposal.

In accordance with Section 7.9 (2) of the BC Act, the Planning Agency Head and the Environment Agency Head have determined that the proposed development is unlikely to have any significant impacts on biodiversity values and that a Biodiversity Development Assessment Report (BDAR) is therefore not required for this Proposal. The relevant correspondence confirming this are attached as **Appendix J**.

The following standard safeguards would be employed during construction:

- Vegetation clearing would be limited to the amount required to undertake the works.
- Disturbances beyond the limit of works would be avoided.
- If non-mobile fauna or habitat features are identified (e.g. birds nest) before or during construction, a suitably licensed and experienced ecologist is to be contacted immediately and appropriate measures would be discussed and implemented prior to commencement/re-commencement of works. If an animal is injured during construction WIRES is to be contacted to arrange for capture/ removal of the animal from the works area.

7.7.2 Arboricultural Assessment

To the west of the proposed building footprint is a large tree that is of high value to the community. A Preliminary Tree Assessment Report and Arborist Impact Assessment Report has been prepared by Arborist Network (refer **Appendix Z**) to assess the impact of the development and make recommendations to ensure the tree is not adversely affected by the construction and operation of the All Welcome building.

The subject tree is a comparatively mature and healthy Hill's Weeping Fig (*Ficus macrocarpa* var. 'Hillii'') or commonly referred to as a Hill's Fig. It has a relatively upright multi-stemmed form with several included junctions typical of the species. The tree has a trunk diameter of approximately 1.8 m and has a canopy spread of approximately 30 m.

The proposed construction will occur closer to the tree than the Indicative Tree Protection Zone suggested by the Australian Standard AS4970 – 2009 *Protection of trees on development sites* (the Standard). The proposed basement works will result in the loss of roots that are currently growing within the building footprint. In addition, the construction of the above ground portion means that a number of branches need to be pruned to provide clearance between the building and the tree.

The standard is commonly used to provide guidance on tree protection on sites such as this. It should be noted that this standard is largely informative in its nature and not normative. This means that much of the standard is not intended to be prescriptive but rather to provide guidance. The standard suggests an Indicative Tree Protection Zone (TPZ) with a radius of 12 times the Diameter at Breast Height (DBH) of the tree. Furthermore, it allows for an incursion of 10 per cent of the area provided that the same area lost by the encroachment can be provided contiguously to the TPZ. If this can be achieved and the TPZ enclosed as outlined in the standard, then an Arboricultural Impact Assessment is not required.

The standard suggests that if a setback between the works and the tree can be kept to 12 times DBH (and only a minor incursion is required), then no further arboricultural input is required other than enclosing this area. The standard makes clear in section 3.3.4 that major encroachments are permissible. In this situation, it is the role of the project arborist to "demonstrate the tree will remain viable". An Arboricultural Impact Assessment has been prepared in this instance and is provided at **Appendix Z**.

The preliminary tree assessment report provides examples of similar development where a tree's structural root zone is significantly damaged, but the tree has been seen to be flourishing decades later. While it could be argued that these are exceptions to the rule this is not the case. The report does not suggest that trees are generally tolerant of complete abuse and neglect. Rather, it suggests that trees are living organisms, like humans, that can deal with significant trauma and survive provided they receive appropriate care.

The loss of roots and some area of infiltration will have an impact on the tree. Ideally this impact should be compensated for as a part of the design process. The easiest and most obvious compensation is to capture some of the stormwater from the new structure and to use this to provide supplementary irrigation for the tree. Furthermore, increasing the infiltration around the tree would be desirable. This could be done, for example, by moving the curb further from the tree, or deleting one or more car parking space or a driveway or by altering the finished surface under the canopy of the tree. Maintaining 10 -15 cm of mulch over any exposed soil under the tree is also important.

A Tree Protection Plan is included in the Arboricultural Impact Assessment at **Appendix Z**, providing recommendations for the design, construction and ongoing maintenance of the tree. By implementing those recommendations, the development will not result in any adverse impacts to the tree and if managed well, the proposed works have the potential to result in an improvement in the trees health and longevity.

7.7.2.1 Other Trees

Council's Trees Inspector has considered the significance of small trees within and around the site.

None of the shrubs within the site boundary are significant, being either non-native, weed species or small natives within garden beds.

The single tree in the Gordon Street roadway (south-east corner) is damaged and will require removal regardless of the Proposal.

There is an overhanging tree on the northern boundary of the site, growing within the neighbouring property (33 Gordon Street). Given the overhang and as the structural roots would be within the proposed development site this will need to be managed and it is likely that the tree will require removal. The tree is not significant, and removal can be facilitated by way of inclusion in the separate development application for demolition of buildings on the subject site if consent is required for its removal. This will include consultation with the adjacent property.

Any required ongoing tree management methods will be detailed in the Construction Environmental Management Plan.

7.8 Noise and Vibration (SEAR 9)

Pulse Acoustic Consultancy Pty Ltd (Pulse Acoustics) was engaged to undertake an environmental noise and vibration (acoustic) impact assessment for the Proposal. The assessment is attached at **Appendix K**.

The existing acoustic environment, noise survey methodology and results, relevant noise criteria, and detailed acoustic analysis and assessment are outlined in the acoustics impact assessment at **Appendix K**. A precise of the assessment is included below.

7.8.1 Operational Acoustic Assessment

7.8.1.1 Plant Rooms

External noise emissions from plant rooms should be acoustically treated to achieve compliance with the external noise level criteria as out lined in the acoustic impact assessment.

Conceptual recommendations are provided in the noise impact assessment for consideration and further investigation. These treatments include recommended wall constructions, roof and floor slab constructions, internal lining to plant room walls and ceilings, and acoustically sealed doors that achieve a Rw 30 sound insulation performance

7.8.1.2 External Noise Emissions

Acoustic treatment should be implemented for external noise emissions by mechanical plant items in order to achieve the required external noise level criteria of the noise and vibration impact assessment (refer **Appendix K**). This treatment should be especially considered for plant items located in the roof plant room.

Conceptual recommendations are provided in the noise and vibration impact assessment for consideration and further investigation. These recommendations include the following:

- Internally lined ductwork for external air intake and exhaust paths, including internally lined return air/outside air mixed boxes behind AHUs
- Acoustic louvres for relief air paths through plant room walls
- Silencers
- Implementation of variable speed drive units whenever possible
- Acoustic louvres for cooling towers
- Limit the number of operating mechanical plant items (including cooling towers), or reduce operational loads between 6:00 pm and 7:00 am.

7.8.1.3 Stand-by Generator

Performance requirements have been provided for the generator plant room, which consists of complying with an aggregate noise level of 70 dBA at seven metres from the plant room under free field conditions, and to comply with the external noise level criteria discussed in Section 3.1 of the noise and vibration impact assessment, by accounting for modifying factors for duration of maintenance operations. Consequently, conceptual recommendations and requirements have been provided for further investigation and consideration during detailed design stages. Such conceptual recommendations include:

- Stand-by generator to be installed within an acoustic enclosure or masonry plant room
- Rectangular silencers for the air intake and air discharge paths
- Mufflers for the exhaust system
- Resilient vibration mounts.

These conceptual measures should be considered in conjunction with recommended operational procedures for maintenance operations which limit the time when these operations can be conducted (between 7:00 am and 6:00 pm), the duration (maximum of one hour), and the frequency (maximum of one event in any 24 hour period).

7.8.1.4 Patron Noise Assessment

It has been determined that patron noise levels from both the ground level café and Level 03 entertainment area have been predicted to comply with the NSW Liquor and Gaming Criteria at the nearest affected residential receivers (refer **Appendix K**).

Noise levels have also been predicted to the nearest residences based on the general patron use of the All Welcome building and have been assessed against the NSW NPI Intrusiveness criteria and the sleep disturbance criteria. Compliance has been shown for both the intrusiveness and sleep disturbance criteria at all residential receivers.

The maximum allowable noise levels for the proposed personal announcement (PA) system to be used in the All Welcome building have been calculated at the nearest residential receivers. The maximum overall noise levels are as follows:

- Duke Street residences: 41 dBA
- Hotel development: 45 dBA.

The noise and vibration impact assessment provides the maximum allowed PA noise levels at residences in octave band spectra.

7.8.1.5 Loading Dock

An assessment of noise emission from loading dock events against the NSW NPI project noise trigger levels has been conducted with compliance being determined for the scenario of a single truck delivery within the proposed loading dock hours of operation, between 9:30 am and 4:30 pm.

Requirements with regards to the operation of the loading dock have been established in the Noise and Vibration Assessment and are as follows:

- Maximum of four deliveries (eight vehicle movements, arriving and departing) in and out of the loading dock every 15 minutes during the day time period.
- Maximum of one delivery (two vehicle movements, arriving and departing) in and out of the loading dock, every 15 minutes during the evening period.

7.8.1.6 Car Park Noise Emissions

Since the car park is located within the basement level, it is considered that the impact from carpark noise emissions will be negligible.

7.8.1.7 Noise Impact on Local Roads

It has been found that traffic generated by the development does not exceed 60 per cent of the existing traffic flows. Therefore, it is unlikely that traffic noise levels will increase by two dB, and as a result, the noise impact on local roads is considered to be negligible.

7.8.2 Construction Noise and Vibration Assessment

The indicative construction noise and vibration assessment (refer **Appendix K**) has determined that some residential, commercial, recreational and municipal receivers will be impacted by the construction activities. The impact ranges from noise affected to highly noise affected.

As a result, conceptual management procedures have been developed and included in the Noise and Vibration Assessment which will be considered and further developed into a detailed construction noise and vibration plan (CNVMP) for the project.

Also, noise generated by road traffic related to the use of the construction site has been assessed and found to comply with the relevant Interim Construction Noise Guideline (ICNG) NML criteria for the proposed construction hours. It has also been determined that road noise along Gordon Street is unlikely to increase by 2 dB during peak construction traffic times.

Finally, the CNVMP should also consider vibration impact onto the nearest affected locations. Hence vibration mitigation measures have been discussed in Appendix K, which includes the validation of safe working distances prior to starting vibration intensive task.

7.8.2.1 7.3 Conclusion

The noise and Vibration Impact Assessment has determined that the proposed development is capable of achieving the acoustic conditions outlined in the Planning Secretary's Environmental Assessment Requirements, provided the conceptual recommendations discussed within that report are implemented and developed further as the project design evolves in detailed design stages.

7.9 Sediment, Erosion and Dust Controls (SEAR 10)

7.9.1 Erosion and Sediment Control

Erosion associated with the proposed work activities could pose a risk to the receiving environment if appropriate measures are not implemented.

Soil and erosion control procedures and devices will be required to be provided during construction. Controls are to be in line with relevant authorities. This will include the Coffs Harbour City Council requirements, the EPA and Managing Urban Stormwater Soils and Construction ("the Blue Book"). An erosion and sediment control plan has been prepared for the project (as part of the Civil report) which is attached as **Appendix S**.

Works will only commence once all erosion and sediment controls have been established. The controls will be maintained in place until the works are complete and all exposed erodible materials are stable.

Erosion and sedimentation controls will be checked and maintained (including clearing of sediment from behind barriers) on a regular basis (including after any precipitation events) and records kept and provided on request.

All sediment control measures will be checked and repaired or re-installed (if required) if heavy rainfall was forecast.

On this basis, the risk of erosion and sedimentation can be minimised and no adverse impacts are likely.

7.9.2 Air Quality and Dust Control

The subject site is located within an urban area (largely commercial) of a regional city. The local air quality is generally good. The majority of surrounding land uses are commercial, civic and community uses. The closest sensitive receiver (potential remnant dwelling in commercial zone) is approximately 80 m from the proposed works site.

The proposed works have the potential to affect air quality through exhaust emissions from machinery and dust generation during the works. The generation of dust would be limited to the immediate vicinity of the work area and dust-generating work is to be avoided in windy conditions. Short-term impacts would be controlled through the implementation of dust and exhaust control measures outlined below.

Due to the nature of the works and required excavation, dust generation could occur, however significant quantities of dust would be unlikely, especially with effective implementation of appropriate safeguards and mitigation measures to ensure dust sensitive receivers are not affected.

The Proposal would contribute to greenhouse gas emissions to a minor extent via the emissions from construction equipment and traffic, as well as the consumption of materials requiring carbon emissions. However, it is appropriate to implement measures that can reduce or minimise such effects.

The following safeguards and mitigation measures (as detailed in the CEMP) would be implemented in order to control dust and prevent adverse impacts to air quality:

- Excavation and construction work performed within the site is to comply with Work Health and Safety Regulation 2017 and a project specific safe work method statement that includes provisions for possible contamination and asbestos issues.
- Stabilising all disturbed/exposed surfaces and stockpiles as soon as practicable.
- NSW Environment Protection Authority best management practices are to be implemented for minimising off-site dust impacts from the project.
- Loose materials transported in trucks travelling on public roads are to be covered with an enviro-tarp.
- Tailgates of all vehicles transporting materials on public roads are to be securely fixed.
- Construction work will be regularly monitored and water carts or hand held water sprays are be used to suppress dust as required.
- Contractor is to stabilise all unsealed construction access routes through use of coarse aggregates.
- Map and develop a work method procedure for all known areas of Hazardous Materials (Hazardous substance report).
- If asbestos is found in soil, removal is to be completed by a licensed asbestos removal officer, this is to be barricaded off by the main contractors personnel and then removed by a licensed operator.

7.10 Acid Sulfate Soils (SEAR 11)

7.10.1 Overview

The site is located on land mapped as Class 4 on the Acid Sulfate Soils Map (pursuant to CHCC LEP 2013). The LEP trigger for Class 4 is works more than two metres below the natural ground surface or works by which the water table is likely to be lowered more than two metres below the natural ground surface. The Acid Sulfate Soils (ASS) risk map sourced from The NSW Government Environment and Heritage website for Coffs Harbour indicates the site is within an area of low probability of ASS. Regional Geotechnical Solutions Pty Ltd was engaged to investigate the potential for ASS and prepare an Acid Sulfate Soils Management Plan (ASSMP) (refer to **Appendix L**).

An acid sulfate soil (ASS) assessment was undertaken as part of the geotechnical assessment (refer to **Appendix V**) completed for the project by RGS (Ref: RGS31785.1 – AC Rev. 1 dated 18 June 2019). The results of the assessment are summarised below.

7.10.2 Findings of Acid Sulfate Soil Investigation

Twelve samples were submitted to a contract laboratory for ASS screening. To provide a more comprehensive assessment four samples were also submitted for Chromium Reducible Sulphur (CRS) analysis. A detail of the test results is included in the Geotechnical Report at **Appendix V** and the results are summarised below:

- The samples revealed pHF values between 3.99 and 4.32 in distilled water. pHF less than four is an indicator of Actual ASS.
- The samples revealed pHFOX values between 3.36 and 4.19 in hydrogen peroxide. Values less than three can be an indicator of Potential ASS (PASS) but can also be the result of high organic content in the soil.
- A pH change of less than one unit was recorded between pHF and pHFOX. A pH change of more than one unit is an indicator of PASS.
- The soils are naturally acidic with acidity levels (TAA) exceeding the action criteria for all samples tested.
- There is some potential sulfidic acidity (CRS), however the levels are below the assessment criteria in all but one sample (BH4, 1.5 to .195m).
- The net acidity concentrations exceed the action criteria in all samples tested.

Net acidity exceeds the action criteria for all soils tested. Therefore, an (ASSMP) is required for the proposed works where these soils will be impacted.

An ASSMP has been prepared by Regional Geotechnical Solutions that details the ASS management protocols including; responsibilities, neutralising materials; management and treatment; and management of on-site dewatering. The ASSMP is provided in **Appendix L.**

Based on the assessment, the ASSMP will be implemented and form part of the CEMP. Soils disturbed as part of the development through excavation are to be treated, managed and disposed of in accordance with the ASSMP and relevant regulations.

As the material will be treated ASS it cannot be classified as virgin excavated natural material (VENM) or excavated natural material (ENM). Therefore, the material will need to be disposed of at a licenced landfill. This will have implications on the proposed development from a material disposal perspective. A site-specific exemption for the material could be sort from the EPA to enable the material to be used elsewhere, rather than having to be disposed of to landfill.

7.10.3 Management of On-site Dewatering

Full perimeter pre-support of the basement excavation is anticipated, therefore significant lowering of the groundwater profile outside the property boundary is not expected to occur.

However, the lowering of the groundwater table within the excavation will expose actual ASS materials.

The contractor must install and/or employ an appropriate groundwater monitoring and control system such that the surrounding groundwater table will be maintained at existing levels.

If lowering of the groundwater table outside the site occurs, the groundwater control system should be improved. Re-injection of groundwater may be necessary to stabilise groundwater levels outside the site.

7.10.3.1 Treatment of Water

Groundwater and surface water collected from within the site during excavation should be assessed prior to disposal. The following procedures will be required depending on the contamination status of the water:

- The water should be assessed for pH. If pH is below 6.5, the water will require treatment prior to discharge or disposal.
- pH change can take some time to occur, therefore, a suitable holding tank and a water pump should be installed to store collected water. The tank may fulfil a dual purpose and provide suspended solids removal prior to discharge.
- Hydrated lime in a pre-mixed slurry should be added and the water thoroughly agitated. The pH of the water should be measured for one day to confirm stabilisation of water conditions, until pH is within the optimum level of 6.5 to 8.5 pH Units. The application of hydrated lime should continue until the water quality objectives are met.

Alternatively, the acidic waters can be disposed of to a licensed treatment facility in accordance with the NSW EPA Waste Classification Guidelines.

7.11 Signage (SEAR 12)

As stated previously, signage is not part of this application and will be subject to a separate application. Future signage will ensure appropriate building identification and wayfinding and all signage would be consistent with relevant policy.

7.12 Ecologically Sustainable Development (SEAR 13)

An ESD report and ESD Strategy for All Welcome has been prepared by LCI (Australia) to meet the requirements of SEAR 13 (refer **Appendix M**). The report includes the following:

- Details of how best practice ESD principles as defined by Part 7(4) Schedule 2 of the EP&A Regulation 2000) will be incorporated in the design and ongoing operation phases of the development.
- Details of water conservation, including practical opportunities to implement water sensitive urban design principles with particular regard to measures to prevent pollution to the neighbouring creek.
- Details of energy efficiency, including practical opportunities to minimise energy consumption from non-renewable sources and to implement effective energy efficiency measure such as passive solar design.
- Details of how the proposed development will contribute to meeting the objectives of the Coffs Harbour Sustainability Policy (POL-079).

The ESD Strategy includes initiatives which have been incorporated into the project to meet or contribute towards the objectives of the Coffs Harbour Sustainability Policy.

7.12.1 Principles of Ecologically Sustainable Development

The Proposal has also been assessed against the ESD principles outlined in Schedule 2 of the EPAR 2000 which is summarised below.

7.12.1.1 The precautionary principle

Schedule 2 of the EPAR 2000 states *"the precautionary principle"*, namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:

1. *Careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment.*
2. *An assessment of the risk-weighted consequences of various options*.

The proposed development will be constructed on a previously developed site. This will not have an adverse environmental impact and therefore alleviates concern of serious or irreversible environmental damage. Proactive measures to prevent environmental degradation will be included within the design, construction and operational phases of the proposed development. During the design and construction phases the main contractor shall implement an Environmental Management System that follows NSW Environmental Management System Guidelines and all works would be undertaken in accordance with the safeguards outlined in **Sections 9** of this EIS.

7.12.1.2 Intergenerational equity

Schedule 2 of the EPAR 2000 defines inter-generational equity as "*the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations*".

To uphold inter-generational equity, the proposed development minimises the consumption of energy and water resources while reducing waste. The ESD principles incorporated into the proposed development facilitates the conservation of energy and water resources through energy and water efficiency measures. Energy consumption will be less than a similar building as proven through exceeding NCC Section J requirements. The reduction in water use has been established through high WELS equivalent water fixtures and fittings. Waste generated during the construction and operational phases shall be diverted from landfill to be recycled. An Environmental Management System (EMS) will be established and adhered to throughout construction. Operational waste streams will be separated to maximise recycled waste. Reducing energy, water and waste ensures that the health, diversity and productivity of the environment is maintained for the benefit of future generations.

7.12.1.3 Conservation of biological diversity and ecological integrity

The proposed development is surrounded by urban development. The project will be constructed on a previously developed site which has a large fig tree on-site. The fig tree will remain and will be a focal point from which the building form of the development will follow. As a result, the project has no impact to the surrounding biodiversity and ecological integrity. The project's ESD principles to reduce energy, water and waste consumption have an indirect impact to conserve biodiversity and ecological integrity to the surrounding area. By minimising demand on energy and water resources, the need for land-clearing and the pollution generated from new utility infrastructure to support the surrounding area will be minimised.

7.12.1.4 Improved valuation, pricing and incentive mechanisms

The following principles of valuation, pricing and incentive as per Schedule 2 of the EPAR 2000 are acknowledged as part of this review:

- Polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement.
- The users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste.
- Environmental goals, having been established, should be pursued in the most cost-effective way, by establishing incentive structures, including market mechanisms that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.

This EIS has undertaken a thorough assessment of potential impacts and consequently has developed a set of mitigation measures and safeguards to ensure sound environmental practices and outcomes. The capital investment of the Proposal includes expenditure on ensuring that the building includes adequate ESD measures. The valuation of the project's assets and services consider environmental factors through the implementation of various ESD initiatives. An Environmental Management System will be adhered to during construction to ensure that contractors are responsible for costs associated with generating excessive pollution and waste. The project team will bear the extra cost of providing recycling and landfill waste streams during construction and operational phases. This creates a system where the polluter pays and creates and incentive to reduce pollution and waste.

7.12.2 Ecologically Sustainable Design Initiatives

The building has been designed to incorporate:

- Energy efficiency strategies that would be capable of achieving an equivalent 6 Star NABERS Energy rating.
- 140kW of façade integrated PV reducing the building's electricity consumption by approximately 18 per cent.
- 100kL rainwater storage reducing the on-site water consumption by 45 per cent.

The ESD initiatives outlined in **Table 7.9** provide a framework for how the future development will be designed to consider and reflect design building principles to improve environmental performance and reduce ecological impact. These initiatives will assist the development to meet its ESD planning requirements.

Table 7.9 Ecologically Sustainable Development Initiatives

Design Aspect	*ESD Initiatives*
Building Envelope	■ Thermal Performance The thermal performance of the building envelope will meet at minimum the requirements of the recent BCA 2019 Section J ■ Passive Solar Design: - the proposed façade provides vertical shading elements throughout to provide shading to visual elements and minimising solar gain. Horizontal shading devices to the north facing façade on levels 4 and 5 reduce solar heat gain from the afternoon sun

Design Aspect	ESD Initiatives
	- building thermal mass and insulation combinations, avoiding thermal bridging - high performance glazed façade that balances daylight ingress and thermal performance - materials selected for the façade will be part of a modular system based on panel efficiencies thus minimising waste.
Electrical	■ Provision of power factor correction to reduce building maximum demand and energy consumption from the grid. ■ Inclusion of photoelectric sensors to automatically control external lighting around the building. ■ Provision of energy efficient LED lighting throughout. ■ Use of motion sensors for back of house areas and carpark to automatically switch luminaires off after a period of inactivity. ■ Emergency lighting will be of a centrally monitored system with automated self-testing to minimise ongoing maintenance and costs. Individual emergency lighting will be provided with lithium battery and long-life LED luminaire. ■ Provision of digital power meters for lighting, power and mechanical equipment to meet NABERS requirements. All digital power meters will interface with BMCS to cater for energy consumption monitoring within the building. ■ Photoelectric cells to perimeter zones for daylight harvesting.
Mechanical	■ High efficiency chillers ■ Reverse-cycle heating ■ Variable speed drives on fans and pumps, to modulate air and water flow during part load conditions ■ High efficiency or EC motors ■ Energy management systems integrated with a direct digitally controlled Building Management and Control System (BMCS) allowing monitoring, targeting and load management of selected plant ■ Free cooling – economy cycles on all air handling units, irrespective of the cooling capacity ■ Refrigerant Type - zero ODP and Low GWP refrigerants shall be specified in the design ■ Building Management Control System (BMCS) to schedule and optimise plant efficiency. The air-conditioning system to be designed to either shut down or be set to a wider temperature control band, when a space is unoccupied ■ Heating and Cooling Systems - Air side systems selected to match thermal zones and individual departments, served from zoned secondary heating and cooling circuits to apportion energy use ■ Heat Rejection - chillers and cooling towers shall be selected to accept low entering condenser water to maximise efficiency, based on favourable wet bulb conditions - hybrid towers for tenant condenser water system to reduce water consumption.
Hydraulics	■ High WELS equivalent fixtures and fitting selections ■ Water metering and monitoring for each floor level, rainwater tank, mechanical plant and hot water plant ■ All water sub-meters are connected to the BMCS ■ Hot Water System - the buildings heating hot water requirements shall be met by way of a series of high-efficient gas fired boilers

Design Aspect	ESD Initiatives
	■ Hot Water Pipework - additional insulation is provided for the domestic hot water pipework insulation to meet NCC Section J 7.2 (2019) minimum requirements - the thicker insulation (38 mm) will achieve a 26% reduction in energy losses when compared with the industry standard 25 mm thickness ■ Water Sensitive Urban Design (WSUD) ■ Rainwater capture and reuse.
Materials	■ Construction and fit-out materials with low embodied energy ■ Responsible building materials – best practice PVC products, steel sourced from sustainable supply chains ■ Reduced indoor pollutants such as volatile organic compounds and formaldehyde emissions ■ Redevelopment of previously developed urban project site will have minimised impact on the local ecology and ecosystem ■ Timber to be sustainably sourced with FSC or PEFC certification ■ Procurement of materials from regional suppliers to reduce travel and carbon footprint.
Waste Minimisation	■ Recycling and diversion from landfill of construction waste ■ Recycling and diversion from landfill of operational waste.
Renewable Energy	■ The site will consider on-site renewable energy in the form of photovoltaics to reduce its carbon footprint. Photovoltaic modules can serve a dual purpose by shading the north-east facing sloped façade on levels 4 and 5 while producing renewable electricity.
Transport	■ The proposed development seeks to minimise greenhouse gas emissions produced by transport to and from the site by providing staff bicycle parking and end-of-trip facilities for cyclists ■ The proposed development is located near public transport to promote the use of public transportation.
Community Engagement and Education	■ Local and Sustainable Food The design of the building does not directly ensure local procurement and growth of sustainable food sources. However, as a community civic centre, the development provides a space to educate and promote local groups or events involved with sustainable food production. ■ Culture and Community The development will be a civic centre which provides a gathering point for the community through its café, arts gallery and library. As a local government building that aims to meet the objectives of the Coffs Harbour Sustainability Policy, it encourages other developments to incorporate sustainable design outcomes. ■ Equity and Local Economy The construction of the building provides employment opportunities to local trades, consultants and contractors who support local businesses. When in operation, building occupants will continue to support local businesses. ■ Health and Happiness The proposed building design and services deliver comfort to occupants while minimising energy and potable water consumption. The use of low VOC and formaldehyde emitting materials ensures that sick building syndrome is minimised for the benefit of occupancy health.

7.13 Contamination (SEAR 14)

A Contaminated Land Assessment has been prepared by Regional Geotechnical Solutions Pty Ltd for the Proposal in accordance with State Environmental Planning Policy No. 55 – Remediation of Land, including a detailed assessment of potential site contamination (refer to **Appendix X**). The assessment includes a desktop review, intrusive soil sampling and laboratory testing of recovered soil samples.

Historical review of the site identified that previous land uses primarily included residential and commercial uses, however farming, surfboard manufacturing and a mechanics workshop were identified to previously occur within the site. Based on review of the site history and site investigation three areas of environmental concern were identified as shown in **Table 7.10**.

Table 7.10 Areas of Environmental Concern

Areas of Environmental Concern		***Mode of Potential Contamination***	***Chemicals of Concern***	***Key Potential Receptors***
AEC-1	Building materials, including potential asbestos containing linings (Fibro sheeting), lead based paints etc.	Building materials from construction of house and any renovations.	Asbestos, lead	Future site users, construction workers, future subsurface maintenance workers. Flora and fauna within future landscaped areas.
AEC-2	Carpark areas.	Oil spills or fuel spills.	TPH, BTEX, PAH, Heavy metals	
AEC-3	Soil surrounding existing or former wooden buildings and vegetation around vacant areas of property.	Herbicides and pesticides (including termiticides) used for general landscape upkeep and building preservation.	Pesticides	

In consideration of the site conditions and assessed areas of environmental concern a sampling plan was prepared with the aim of targeting these areas of concern. Soil samples were collected from 12 locations across the 3200 m^2 site with sixteen primary samples (plus two duplicates) being submitted for laboratory testing. Due to constraints posed by existing structures sampling was limited to external areas only.

The results of the soil tests identified the following:

- No asbestos was detected in any of the samples tested.
- Results of heavy metal analysis revealed some elevated levels, the concentrations encountered were below the adopted health assessment criteria, however, some concentrations detected (notably zinc) may present a potential risk to some ecological receptors.
- Results of TRH (F1, F2, F3 and F4) analysis revealed concentrations either below the level of reporting or below the adopted assessment criteria in all samples.
- Results of BTEX analysis revealed concentrations below the level of reporting in all samples tested, and therefore below the adopted assessment criteria.

- Results of PAH analysis revealed concentrations below the level of reporting or below the adopted assessment criteria in all samples tested.
- Results of organochlorine and organophosphorus pesticide analysis revealed concentrations below the level of reporting or below the adopted assessment criteria in all samples tested.
- Results of polychlorinated biphenyl (PCB) analysis recorded values below level of recording for all samples tested and therefore below the adopted assessment criteria.

Over the assessment concluded that the site meets the requirements for a commercial/industrial site as detailed in the NEPM 2013 guidelines and is therefore suitable for the proposed development.

The contaminated land assessment included the following recommendations regarding the future development of the site:

- Undertake a hazardous materials survey prior to demolition of the slabs and footings at the site (note that demolition of the existing building structures will be undertaken under a separate approval process). An asbestos clearance certificate should also be obtained by the demolition contractor to certify that all asbestos has been appropriately removed from the site.
- Undertake further site assessment following the demolition of the floor slabs and footings to assess possible contamination in these areas.
- Further evaluate potential risks to ecological receptors in relation to heavy metal concentrations in soils.
- Assess the need for further work based on the conditions encountered following demolition.

7.14 Aboriginal Cultural Heritage (SEAR 15)

Niche Environment and Heritage Pty Ltd (Niche) was commissioned to prepare a Aboriginal Cultural Heritage Assessment (ACHA) (attached at **Appendix O**) for the proposed All Welcome building.

7.14.1 Objectives

The aim of the assessment was to assess whether Aboriginal object and/or places are present or are likely to occur within or in close proximity to the Subject Area and if those Aboriginal objects and/or places will be harmed by the proposed works.

7.14.2 Assessment Methodology

The ACHA has been prepared in accordance with the SEARs and the following legislation, regulation and guidelines:

- EP&A Act 1979
- *National Parks and Wildlife Act 1979*
- National Parks and Wildlife Regulation 2009
- State Environmental Planning Policy (State and Regional Development) 2011
- Aboriginal cultural heritage consultation requirements for proponents 2010 (ACHCRs) (NSW Department of Environment, Climate Change and Water [DECCW] 2010a)
- Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (OEH 2011)
- Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (DECCW 2010b)
- Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW (DECCW 2010c)
- The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance (Australia International Council on Monuments and Sites [ICOMOS] 2013).

7.14.3 The Aboriginal Community Consultation Process

Consultation for this Project has been undertaken in accordance with the Aboriginal cultural heritage consultation requirements for proponents 2010 (ACHCRs) as these meet the fundamental tenants of the Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation (DEC 2005), whilst also meeting current industry standards for community consultation.

The ACHCRs outline a four stage consultation process that includes detailed step by step guidance as to the aim of each stage, how it is to proceed and what actions are necessary for it to be successfully completed.

The four stages are:

- Stage 1 – Notification of Project proposal and registration of interest
- Stage 2 – Presentation of information about the proposed Project
- Stage 3 – Gathering information about the cultural significance
- Stage 4 – Review of draft cultural heritage assessment report.

The details and results of the community consultation process are contained within the ACHA (refer **Appendix O**).

7.14.4 Land Use and Disturbance

The Subject Area contains evidence of significant past land use disturbances which likely reduce the potential for any archaeological evidence to survive within the area. High levels of disturbance such as clearing of native vegetation, constructions of bitumen car parks, construction of buildings, and landscaping of gardens have had a significant impact on the original soil profile and environment of the Subject Area. This was also confirmed during the additional investigations beneath 23 Gordon Street, which determined that the area beneath the building is also highly disturbed. Disturbances observed include significant water logging indicated, restumping of the building with concrete stumps, subsurface facilities including sewerage pipes and telecommunications services and mounds of fill material around the internal edges of the area beneath the building.

7.14.5 Predictive Model

The Subject Area is considered to be situated within an alluvial flat nearby an estuary bank on the grounds that the Coffs Creek is estuarine. Despite the varying levels of disturbance across the majority of the Subject Area, the potential intact landforms beneath the earlier buildings mean that it cannot be confidently attributed with low archaeological sensitivity.

Based on the review of previous archaeological and cultural heritage assessments in Coffs Harbour and the broader region it is reasonable to propose that specific environment contexts including undisturbed lowland ridges and spurs, estuarine creek banks and coastal dunes are more likely to contain evidence of Aboriginal occupation. The Subject Area's proximity to the upper waters of the Coffs Creek indicate that there is the potential for Aboriginal objects to be located there; however, the disturbance evident across the Subject Area means that this potential is reduced to low. The predictive model formulated specific to the Subject Area is detailed in the report at **Appendix O**.

7.14.6 Site Inspection

An Archaeological survey of the site was carried out on 20 March 2019 by Dr Morgan Disspain, Niche Senior Heritage Consultant, Simon Waterworth, GeoLINK Director/Town Planner, and Uncle Mark Flanders, CHD LALC field officer. An additional soils assessment was conducted by GeoLINK under the building on 23 Gordon Street which was attended by Dr Morgan Disspain (Niche). The inspection determined that the area beneath the building had experienced significant ground surface disturbance, and as such, the likelihood of Aboriginal objects remaining in situ there is low.

Given the fact that no other Aboriginal stakeholders registered interest in the project other than the CHD LALC - who were involved in the original survey, combined with the results of the Geotechnical report indicating the significant disturbance over the Subject Area, the results of the detailed investigations beneath 23 Gordon Street, and the small size of the Subject Area, it was determined that no further site inspections were required.

7.14.7 Assessment Conclusion and Recommendations

In the local area, the alluvial flat of the coastal back barrier floodplains and within 200 m of the estuarine resources of Coffs Creek is considered an archaeologically sensitive landscape. Coffs Creek is known to be an area where Aboriginal people camped up until the 1950s when they were removed from the area. Survey and geotechnical investigations were able to confirm high levels of disturbance across the entirety of the Subject Area and that there was little potential for these archaeologically sensitive deposits to survive within the Subject Area. No Aboriginal objects are registered on AHIMS within the Subject Area and no Aboriginal objects or areas of archaeological sensitivity were identified. As such the report concluded that the proposed activity will not impact on any known Aboriginal objects.

This ACHA was carried out in accordance with the Code of Practice (DECCW, 2010b) and the Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (OEH, 2011). It included consultation with RAPs in accordance with the Consultation Requirements (DECCW, 2010a) and their participation in the field survey. No Aboriginal objects were identified. No further investigation or impact assessment is required. Based on community consultation with the RAPs for the Project, and with the completion of this ACHA by Niche, the following recommendations have been made:

- All workers should be inducted into the Subject Area so they are made aware of their obligations.
- Under the *National Parks and Wildlife Act 1974* prior and during and after construction activities.
- The following Find Procedure should be put in place as a minimum response in the unlikely event of the identification of artefacts within the Subject Area:

    - work in the surrounding area is to stop immediately
    - a temporary fence is to be erected around the site, with a buffer zone of at least 10 m around the known edge of the site
    - in consultation with the RAPS for the project, an appropriately qualified archaeological consultant is to be engaged to identify the material
    - should the material be confirmed as an Aboriginal object or archaeological site, a salvage program should be put in place.

- In the unlikely event that suspected human remains are encountered during construction, all work in the area that may cause further impact, must cease immediately and:
    - the location, including a 20 m curtilage, should be secured using barrier fencing to avoid further harm
    - the NSW Police must be contacted immediately
    - no further action is to be undertaken until the NSW Police provide written notification to the Department of Justice.
- If the skeletal remains are identified as Aboriginal, The Department of Justice or their agent must contact:
    - the Biodiversity and Conservation Division (BCD), of the Department of Planning, Industry and Environment (DPIE), previously known as the Office of Environment and Heritage (OEH)) Enviroline on 131 555
    - representatives of the RAPs.
- No works are to continue until the BCD provides written notification to the proponent or their Agent.

7.15 Historic Heritage (SEAR 16)

Niche Environment and Heritage Pty Ltd (Niche) was commissioned to prepare a Historic Heritage Constraints Assessment (HHCA) for the proposed All Welcome building (attached at **Appendix P1**).

7.15.1 Heritage Listings

The federal heritage designations include the Commonwealth Heritage List and the non-statutory National Heritage List. These lists can be searched online via the Australian Heritage Database. Historic heritage items of state significance are found on the NSW State Heritage Register (SHR) and made available on the NSW Heritage Inventory. Places of local significance are included in Local Environmental Plans.

Searches of the above databases were undertaken with no heritage items identified within a 500-metre buffer around the proposed development site.

7.15.2 Coffs Harbour Heritage Study

In 2015 Council developed the Coffs Harbour Heritage Study which identified a number of residences within and in close proximity to the site area that may have heritage value. These buildings included the inter-war residence at 23 Gordon Street, located within the site; a weatherboard residence at 3 Gordon Street, along the northern boundary of the site; and 19A-21 Gordon Street along the southern boundary of the site. The Study recommended that these buildings be listed.

In 2017 Council undertook a Precinct Analysis: Gordon Street Library and Gallery which identified the same buildings as having heritage value.

7.15.3 Site Inspection

The site is bounded by the Uniting Church building with its associated church hall to the south; the street: Riding Lane to the west, residential lots to the north; and Gordon Street itself to the east. 23 Gordon Street comprises a fibro and weatherboard cottage, built in an inter-war style, which is within the Project area. Three other buildings are located within Lot B DP346105; and Lot 123 DP749233. There is a central brick building, a single storey split-level office building and a raised residence located at the north-west corner of the Project area. Asphalted and concrete surface cover much of the Project area which serves as parking lots and pathways. The remainder of the area is covered with grass lawns.

A physical inspection of the site was undertaken in March 2019 by Dr Morgan Disspain (Senior Heritage Consultant, Niche). There was no evidence of non-aboriginal archaeological potential.

7.15.4 Recommendations

Based on the investigations undertaken the HHCA contained a recommendation that a Statement of Heritage Impact, which incorporates a visual impact assessment, be undertaken for 33 Gordon Street and 19A-21 Gordon Street. These Statements are discussed further in Section **7.15.5** and **7.15.6** below.

7.15.5 Statement of Heritage Impact for 19A-21 Gordon Street

Niche Environment and Heritage Pty Ltd was commissioned by GeoLINK to prepare a Statement of Heritage Impact (SoHI) for the proposed Coffs Harbour Cultural and Civic Space redevelopment. The aim of the SoHI is to assess the potential heritage impacts of the proposal on 19A-21 Gordon Street, Coffs Harbour, which is located in the vicinity. A copy of the SoHI prepared for 19A-21 Gordon Street is attached as **Appendix P2**.

7.15.5.1 Summary Statement of Significance

A number of sites were recommended for listing as a heritage item in the Coffs Harbour Heritage Study 2015, including 19A-21 Gordon Street, Coffs Harbour. The recommendation in the Coffs Harbour Heritage Study 2015 refers to a “Methodist church (former – original) built in 1920s, moved back to become part of hall”.

On the basis of the findings of the SoHI, the site at 19A-21 Gordon Street has some value when viewed as a group, demonstrating the historical development of Coffs Harbour and the continued use by the Uniting Church for at least 50 years. In this regard, it may have some significance to the local community. However, it is a modified, relocated example. Overall, the site has limited heritage significance as determined by reference to the standard NSW significance assessment criteria.

7.15.5.2 Conclusion and Recommendations

On the basis of the findings of this SoHI, 19A-21 Gordon Street, Coffs Harbour, has limited heritage significance as determined by reference to the standard NSW significance assessment criteria. No further heritage assessment of 19A-21 Gordon Street is required

7.15.5.3 Statement of Heritage Impact for 33 Gordon Street

Niche Environment and Heritage Pty Ltd was commissioned by GeoLINK to prepare a Statement of Heritage Impact (SoHI) for the proposed Coffs Harbour Cultural and Civic Space redevelopment. The aim of the SoHI is to assess the potential heritage impacts of the proposal on 33 Gordon Street, Coffs Harbour, which is located in the vicinity. A copy of the SoHI prepared for 33 Gordon Street is attached as **Appendix P3**.

7.15.5.4 Summary Statement of Significance

A number of sites were recommended for listing as a heritage item in the Coffs Harbour Heritage Study 2015, including 33 Gordon Street, Coffs Harbour. The recommendation in the Coffs Harbour Heritage Study 2015 refers to a large post-WWII weatherboard, community building. On the basis of the findings of this preliminary SoHI, the site has low heritage significance as determined by reference to the standard NSW significance assessment criteria.

7.15.5.5 Conclusion and Recommendations

On the basis of the findings of this preliminary SoHI, 33 Gordon Street, Coffs Harbour, has low heritage significance as determined by reference to the standard NSW significance assessment criteria. No further heritage assessment of 33 Gordon Street, Coffs Harbour

7.16 Flooding (SEAR 17)

GHD has been engaged to prepare a flooding assessment and to provide flood expertise input to the design process. The Flooding Assessment Report is at **Appendix Q** with a summary below.

7.16.1 General Flooding in the Area of the Site

Flooding at, and in the vicinity of, the site, has been extracted from the Coffs Creek and Park Beach Flood Study (CHCC, 2018). While the site is not inundated in the one per cent AEP flood event, flooding is noted at two locations near the site. The two locations are approximately 50 m from the site boundary, as follows:

- Flooding at the Vernon Street/Gordon Street intersection is noted to be due to overland flows and runoff from the Harbour Drive and the city centre, draining to Carralls Gully and Coffs Creek. These rising flood levels do not inundate the site for flood events up to and including the 0.2 per cent AEP (500 Year ARI) flood event (refer to **Figures 7.8** and **7.9**).
- Flooding at the sag pit in Castle Street Due to Coffs Creek surcharging its banks at Coffs Street near the peak of the one per cent AEP flood event. The Coffs Creek and Park Beach Flood Study (CHCC, 2018) flood model does not represent street drainage (pits and pipes) in this area of the model, and flooding levels in this area of Castle Street are the result of ponded flood water which have surcharged Coffs Creek. Flooding at Castle Street sag does not result in flooding of the subject site for events up to the 0.2 per cent AEP flood event (refer to **Figure 7.9**).
- In the PMF Flood event (refer to **Figures 7.10**), flooding at the site is attributed to widespread overland flow discharging along the Coffs Creek floodplain.

Figure 7.7 Existing Conditions – One per cent AEP Flood Event Extent and Depth (GHD 2019)

Figure 7.8 Existing Conditions – 0.2 per cent AEP Flood Event Extent and Depth (GHD 2019)

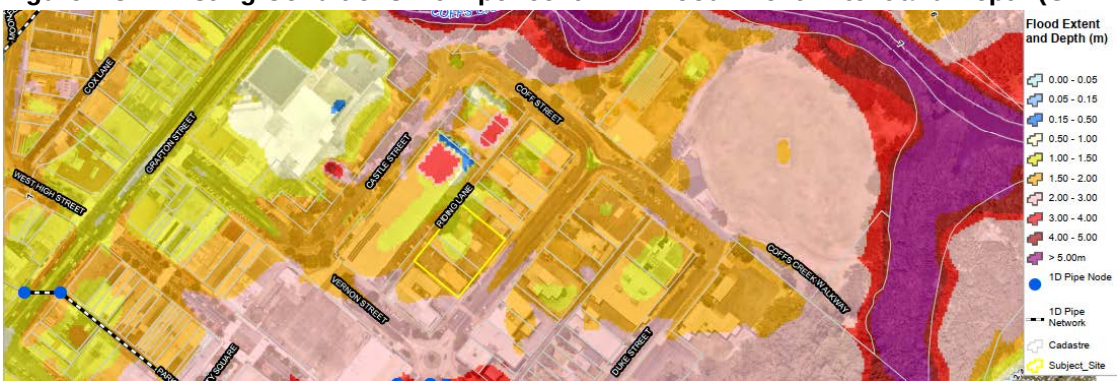

Figure 7.9 Existing Conditions – PMF Flood Event Extent and Depth (GHD 2019)

On closer review of the Coffs Creek and Park Beach Flood Study flood model it was noted that while there is slightly elevated topography in the flood model between Castle Street and Riding Lane, the flood model does not include existing development which would form a physical barrier to the eastward flowing flood water. These barriers would prevent discharges from Castle Street to Riding Lane in events greater than the 0.2 per cent AEP (500 Year ARI) flood event. These developments are described in the full flood assessment report by GHD at **Appendix Q**.

7.16.2 Revised Regional Flood Data

To include the existing development between Castle Street and Riding Lane, the Coffs Creek and Park Beach Flood Study flood model was re-simulated to provide revised regional flood data. Flood mapping of from the revised regional flood model is provided in Appendix A of the Flood Assessment Report.

The revised Coffs Creek and Park Beach Flood Study flood model simulations confirmed the general findings on flooding as tabulated in **Table 7.11** at the site. The results show that:

- The site is free from flooding for the flood events simulated, including the 0.2 per cent AEP (500 Year ARI) flood event. The site would be expected to be inundated in a PMF event as before.
- The one per cent AEP flood level in Castle Street is less than the brick walls and concrete walls surrounding the Council Building and the Castle Street Multi Storey Carpark. It is also less than the ridge within the older section of the Castle Street Multi Storey Carpark. Even if overflow of the walls would occur, this overflow would discharge to the underground car parks associated with these buildings.

The results thus show that the site is not inundated for events up to and including the 0.2 per cent AEP (500 Year ARI) flood event, and that overflows from Castle Street to Riding Lane are unlikely in these events. Regional flood levels at the Vernon Street/Gordon Street intersection should thus inform the development.

Table 7.11 Flood Levels at the Site (GHD 2019)

Flood Event (AEP)	*Site Flood Level (m AHD)*	*Vernon Street/ Gordon Street Flood Level (m AHD)*	*Castle Street Flood Level (m AHD)*	*Flood Depth over Site (m)*
1%	N/A	3.80	4.37	Not inundated
0.2%	N/A	4.27	4.89	Not inundated
PMF	6.11	6.11	6.19	1.35-2.0 (varies)

7.16.3 Hydraulic Hazard, Flood Risk and Hydraulic Function

With reference to the attached figures, flood data at the site from the revised flood mapping showed that:

- Whilst the site is noted to be above the 0.2 per cent AEP flood level, it is however classified as “flood prone land” due to being inundated by the PMF flood event
- Flood risk at the site and in the areas surrounding the site, is categorised as “low flood risk”
- In the one per cent AEP flood event, there is no hydraulic hazard at the site
- The site is located outside the high flood risk flood corridor.

7.16.4 Flood Impacts

Since the site is not inundated in flood events up to and including the 0.2 per cent AEP (500 Year ARI) flood event, the proposed development will not result in any flood impacts in these flood events.

A comparison of building extents of the proposed development compared to existing development at the site provided in the Flood Assessment. It is noted that the proposed building has a similar site coverage to the existing buildings. On this basis, it is considered that any flood impacts in the PMF will be negligible and localised. These negligible and localised flood impacts (if any) would be unlikely to pose any additional safety threat.

Combining these matters with the rarity of this cataclysmic PMF event (1 in 10,000,000) would further render the risk of adverse impacts as negligible and would not justify the significant additional cost of mitigating such a rare cataclysmic event.

7.16.5 Site Flood Evacuation

The SES Coffs Harbour Local Flood Plan (2017) identifies the Coffs Harbour Ex-servicemen's Club (C.ex Coffs) as the nominated flood evacuation centre for the Coffs Harbour Town Centre area. In a one per cent AEP flood event flood-free site evacuation to the centre is possible via Vernon Street. Flood evacuation routes from the site are cut-off by rising flood waters in the 0.2 per cent AEP flood event.

The flooding in the 0.2 per cent AEP flood event is expected to be relatively shallow and contained to south-western corner of the multi-storey public carpark structure and Castle Street/Vernon Street kerbs. Notwithstanding, flood free access is likely to still be achievable via the aerobridge by using the access ramps at the southern end of the multi-storey public carpark structure to access Vernon Street. In a PMF, the site evacuation is not possible.

A flood action plan should be prepared for the proposed development, as part of detailed design documentation.

7.16.6 Flood Planning Requirements

Consultation with Coffs Harbour City Council, including the town planning department, has confirmed that the facility is not intended for use as a flood co-ordination facility, and therefore the development proposal should be assessed as a Commercial Development for the purpose of flood planning. This was also confirmed through consultation with the SES who advised (personal comm. 26/03/2019) that in a flood event the Council Local Emergency Management Officer and other representatives of emergency agencies congregate at the Fire Service Control Centre near the Coffs Harbour Airport. All flood emergency response is coordinated from this location.

Based on the considerations in the Flood Assessment Report and considering the commercial nature of the proposed development, a regional flood planning level of 4.30 m AHD is recommended for regional flooding, based on the flooding conditions at the Vernon Street/Gordon Street intersection.

Local stormwater assessments were also carried out, including use of a DRAINS model. The results of this assessment identified slightly higher local one per cent AEP overland flood levels along the Riding Lane and Gordon Street frontages when compared to regional one per cent AEP flood levels at the site. On the basis of the above, a local flood planning level of 4.76 m AHD is assessed for local overland flooding based on the local road flooding in Riding Lane and Gordon Street.

7.16.6.1 Recommended Finished Floor Level

Based on the results of the above assessments, a minimum Finished Floor Level (FFL) of 4.76 m AHD is recommended for the proposed development. This is based on local road overland flooding along Riding Lane and Gordon Street.

7.16.6.2 Recommended Entrance Level to Underground Carpark

The entrance to the underground/basement carpark is proposed to be located in the north-east corner of the site, along the Gordon Street frontage. The underground car park entrance level requirements have been based on Coffs Harbour City Councils Development and Construction Specifications (AUSSPEC), which requires entrances to underground car parks 0.3 m above the one per cent AEP flood level. On the basis of the above assessments, the recommended level for the entrance to the underground carpark is 4.52 m AHD, which is some 250 mm above the edge of the footpath based on the site survey.

7.17 Developer Contributions (SEAR 18)

As outlined in Section 5.7, developer contributions would be required for the Proposal in accordance with Council's relevant developer contributions plans. The specific amount for each contribution will be determined by Council during the submissions period.

7.18 Water Sources (SEAR 19)

The RGS Geotechnical Report (**Appendix V**) advises that groundwater seepage was encountered at depths in excess of six metres with the standing water level measured at about 1.2 m about four weeks after the completion of drilling. Approximately 200 mm of rainfall occurred in Coffs Harbour during April 2019 between the drilling of the boreholes and the initial round of groundwater measuring.

Seepage into the basement excavations during excavation is likely to be low with potential flow paths within cemented alluvial bands. Inflow rates are likely to increase during and following rainfall.

Based on the conditions encountered it is anticipated that groundwater seepage into the excavations will be controllable using conventional gravity drainage to a sump from where it can be pumped to the Council stormwater system or other suitable measures employed as required by Council. Permanent basement drainage could also be achieved using this method or the basement designed as fully tanked.

The main contractor is to carry out groundwater testing and provide a dewatering management plan in order to determine an appropriate method of disposal if groundwater pumping and disposal is required during construction and on completion of the structure. Dewatering in the context of ASS has also been addressed by RGS in the Geotechnical Report and ASSMP as outlined in **Section 7.10**. The management plan would adopt necessary measures to minimise any risk to ground or surface water as a result of excavation and if dewatering is required.

Stormwater management, including surface water runoff, is addressed in the following section.

7.19 Drainage (SEAR 20)

Taylor Thomson Whitting Pty Ltd were engaged to prepare a Civil Engineering Report and assessment of drainage and stormwater matters, which has been conceptually documented. This assessment with the relevant plans is included at **Appendix S**.

7.19.1 Stormwater Quantity

The proposed Cultural and Civic Space design has a total catchment of 3245 m^2. As the site is flood affected, on-site stormwater detention has not been proposed on the site. This has been supported by the Flooding Assessment Report prepared by GHD, and discussion with Council officers. The proposed minor increase in site flows due to the increase in impervious area has been confirmed through a Flooding Assessment to produce an insignificant afflux and as a result an OSD tank will not be required from a water quantity perspective.

The overall site is designed to discharge via gravity into the existing Council stormwater system located in Gordon Street.

Pipes discharging will include the overflow from the rainwater tank and the roof areas. An emergency overflow pipe will be provided internally to the stormwater treatment chamber to allow overflow in the event of a pipe blockage. This internal pipe network is to be detailed by the hydraulic engineer at detailed design stage.

7.19.2 Stormwater Quality

Coffs Harbour City Council's water quality requirements are outlined in their Water Sensitive Urban Design (WSUD) Guideline. Refer to **Table 7.12** for the pollutant reduction targets as detailed in the guideline.

Stormwater quality measures have been modelled using the Model for Urban Stormwater Improvement Conceptualisation (MUSIC). The stormwater quality treatment train consists of a rainwater tank feeding into a water quality treatment tank containing eight stormfilter cartridges. The bypass area is assumed to drain to two stormwater inlet pits both of which have an OceanGuard insert. The MUSIC model results are shown in **Figure 7.10** and demonstrate an acceptable stormwater quality outcome.

The majority of the proposed site is roof covered (2544 m^2), excluding paved areas at the frontages along Gordon Street and Riding Lane (701 m^2). As the basement footprint is roughly equal to the area of the site, there is no pervious area within the site. Stormwater quality measures including rainwater re-use, Ocean Protect's OceanGuard and eight 460 mm PSorb Stormfilter cartridges have been designed to ensure pollutant targets are met.

Table 7.12 Stormwater Treatment Targets (Source: CHCC WSUD Guideline 2018)

Pollutant	*Performance Target Reduction Loads (%)*
Gross Pollutants	90
Total Suspended Solids	80
Total Phosphorus	60
Total Nitrogen	45

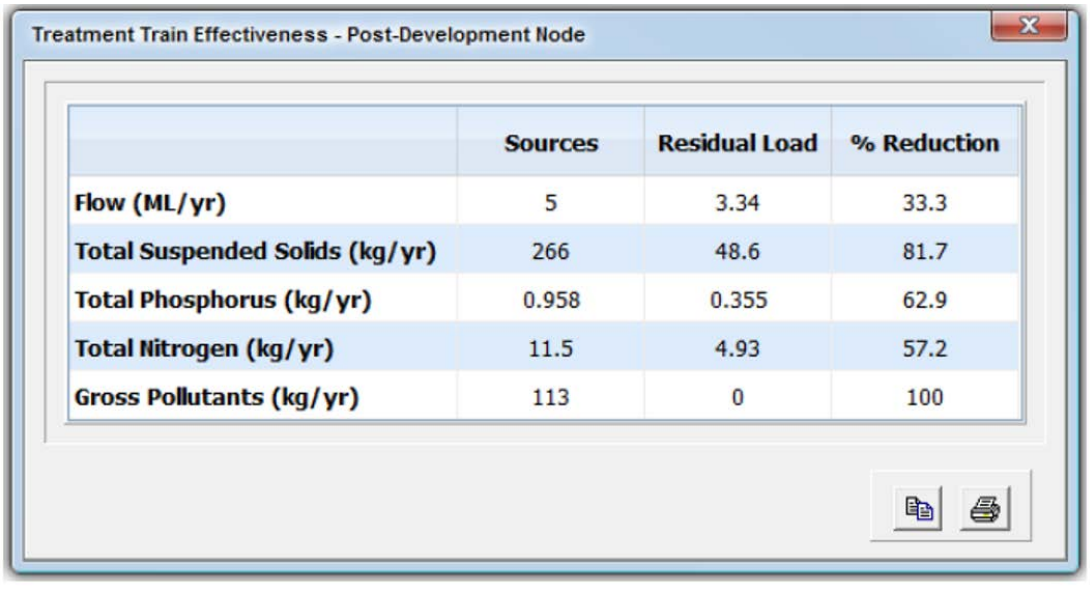

Figure 7.10 MUSIC Model Results (TTW 2019)

7.19.3 Stormwater Quality During Construction

During the construction stage of the project, an erosion and sediment control plan is to be implemented to prevent sediment laden stormwater from flowing into adjoining properties, bushland, roadways or receiving water bodies. Stormwater controls on-site are to be detailed in an erosion and sediment control plan which is in accordance with relevant regulatory authority guidelines including Council's Development Control Plan and WSUD Guidelines, and Landcom NSW's Managing Urban Stormwater, Soils and Construction ("Blue Book"). An erosion and sediment control plan has been prepared for the site detailing the management of stormwater during construction as shown in Appendix A of the Civil Report at **Appendix S.**

7.20 Building Code of Australia (BCA) 2019, Disability Discrimination Act (DDA) and Fire Service Strategy (SEAR 21)

7.20.1 BCA

A BCA 2019 Capability Statement was prepared for the Proposal by Philp Chun Building Compliance and is attached as **Appendix T**. The report outlines key BCA 2019 compliance matters pertaining to the design of the All Welcome building and provides comments and recommendations in respect to BCA compliance with regard to the following maters:

- Fire resistance, compartmentation and separation
- Access and Egress
- Access for people with disabilities
- Services and equipment
- Health and amenity
- Energy Efficiency.

BCA report has considered the architectural drawings prepared by BVN Architecture with respect to the Building Code of Australia 2019. The BCA report concludes that the design can be readily modified as part of the detailed design and documentation phase to satisfy the requirements of the Building Code of Australia 2019 without causing any consistency with the approved SSD documentation.

7.20.2 Disability Discrimination Act 1992

Phillip Chun Access undertook a comprehensive review of the proposed project documentation with consideration to all aspects of accessibility to the site and throughout the development and with reference to the Building Code of Australia (BCA), Disability (Access to Premises – Buildings) Standards 2010 (Premises Standards), relevant Australian Standards as they relate to access to premises and the spirit and intent of the *Disability Discrimination Act 1992* (Cth) (DDA).

The purpose of the report is to provide achievable recommendations related to the provision of access to premises based on current legislation and best practice options, enabling independent, equitable and functional access for all. Phillip Chun Access consider accessibility to be paramount in providing an inclusive environment for all users. Phillip Chun Access looks beyond basic compliance issues to ensure that all users are offered the opportunity to participate in society. The incorporate the principles of Universal Design into all of our work, taking a holistic approach in the provision of access for people with disabilities.

The report outlines key accessibility compliance matters pertaining to the design of the All Welcome building and provides comments and recommendations in respect to ensuring compliance in the detailed design stage. Appendix A of the DDA report contains marked plans for locations of non-compliances and detailed comments and Appendix B contains further for compliance details. The report addresses the following matters:

- Access and approach
- Accessibility provisions – internal areas
- Vertical circulation
- Sanitary facilities
- Additional accessibility.

Phillip Chin Access has advised that proposed development is capable of achieving access for people with disabilities on coordinating, addressing and detailing the following issues identified throughout this report during subsequent detailed design development stages:

- There are multiple doorways with insufficient door circulation spaces that are non-compliant with AS1428.1-2009, which can be addressed and coordinated to comply during subsequent detailed design development stages.
- There are multiple stairways with insufficient offset tread width layouts that need to be addressed, coordinated and detailed to comply during subsequent detailed design development stages.
- The public unisex accessible sanitary compartment within the northern library wing and on the ground floor was measured to achieve an overall room dimension of approximately 1990 mm in width by 2400 mm in length will need to be increased in dimension (e.g. 2630 mm depth) to accommodate min. 430 mm depth basin which can encroach into 1.9 m x 2.3 m circulation space by max. 100 mm when facing opposite to the pan. This can be coordinated and addressed to comply during subsequent detailed design development stages.
- The public unisex accessible sanitary compartment nearest to the multi-purpose hall on Level 03 was measured to achieve an overall room dimension of approximately 2100 mm in width by 2460 mm in length will need to be increased in dimension (e.g. 2630 mm depth) to accommodate min. 430 mm depth basin which can encroach into 1.9 m x 2.3 m circulation space by max. 100 mm when facing opposite to the pan. This can be coordinated and addressed to comply during subsequent detailed design development stages.
- Confirmation is required of the design occupancy of the external event space, museum, gallery and the amphitheatre in the library separately. If confirmed to be 1500 patrons or more, the room proposed for the separate 'Changing Places' facility can be used as a unisex adult change facility as the overall room dimension of approximately 3350mm x 3860mm can readily accommodate circulation spaces for a unisex adult change facility. However, if both Changing Places (best practice) and Unisex Adult Change Facilities (mandatory if design occupancy is 1500 or more) are required separately then additional room/s (depending on design occupancy of each library external event space, library amphitheatre, museum, gallery) for Unisex Adult Change Facilities.

7.20.3 Fire Safety Strategy

A preliminary Fire Safety Strategy (FSS) has been prepared by LCI Consultants for the proposed Cultural and Civic Space (refer to **Appendix T**). The FSS has been prepared for the benefit of the design team and other relevant stakeholders through the early stages of the design process. This strategy has not been ratified through a stakeholder consultation process, and therefore is preliminary only and will be further developed through the project design stages as necessary. FSS considers the proposed building design and presents a number of options for design team consideration relating to potential fire engineering solutions that may be implemented in future stages.

A Fire Engineering Brief (FEB) and Fire Engineering Report (FER) will be prepared to incorporate any detailed fire engineering analyses and verification of any Performance Solutions for compliance with the Building Code of Australia (BCA) 2019 to facilitate building approval. The concepts of the preliminary fire safety strategy presented are expected to be transferred, evaluated and detailed in those documents and will be subject to changes. The FSS is intended to minimise risk to life safety and does not consider property protection except for mitigating fire spread to adjacent properties.

The fire safety related provisions are generally specified in Sections C, D and E of the BCA 2019.

The design objectives of the BCA 2019 are:

- Occupant Life Safety – to safeguard people from illness or injury due to a fire in a building and whilst evacuating a building during a fire.
- Protection of Adjacent Property – to avoid the spread of fire between buildings and protect other property from physical damage caused by structural failure of a building as a result of fire.
- Fire Brigade Intervention – to facilitate the activities of emergency services personnel.

The FSS identifies all potentially supportable Performance Solutions that may be developed to meet the relevant BCA Performance Requirements. With the exception of these concepts, all other fire safety aspects of the building are expected to comply with the applicable regulatory requirements.

The FSS identifies the fire engineering process relevant to the development and key considerations relating to fire safety including egress, fire compartmentation and resistance, and fire safety systems.

7.21 Infrastructure, Utilities and Services (SEAR 22)

An Infrastructure Management Plan (IMP) for electrical, communications and hydraulic services has been prepared by LCI and is attached at **Appendix R**. Stormwater management measures are outlined in the Civil Report at **Appendix S**. Management of potential impacts to existing infrastructure as a result of construction would be dealt with under the CEMP. The following provides an overview of the infrastructure, utilities and services components of the Proposal.

The Proposal can be adequately serviced and the following infrastructure will be provided to the development:

- Electricity supply and reticulation (LV customer connection, substation on-site)
- Telecommunications supply (voice, Internet, private WAN)
- Reticulation (Fibre, Category cabling and DAS services)
- Water services
- Sewer services
- Stormwater management measures.

7.21.1 Water

The proposed building will be connected to the existing authority water main located in Gordon Street. A water meter will be located in the water meter room located in the building's basement. The final water tapping location and size will be subject to both coordination of the building layout as well as the final design.

A fire services water supply will be provided to the buildings combined fire hydrant and sprinkler system. The hydraulic trade will tap into the existing 100 mm town's main on Gordon Street. An electric booster pump (primary) and diesel booster pump (secondary) will be provided in the basement to achieve flow and pressures requirements. The building will be provided with a minimum 25 kL concrete break tank located within the basement or on level 1 (final location to be determined).

7.21.2 Sewer

Proposed building will be connected to the existing authority sewer main located in Riding Lane. Sewer services from ground floor and upper levels will be connected by gravity drainage and sewer from the basement level will be pumped towards the horizontal reticulation at high level of the basement.

Buildings grease arrestor will be in the basement, however, fixed pump out spot will be located next to the Riding Lane façade.

The final sewer connection locations and size will be subject to both coordination of the building layout as well as the final design.

7.21.3 Electrical

Currently the site consists of multiple buildings serviced via Essential Energy's distribution network. The existing electrical supply to the site does not have capacity to supply the demand of the new All Welcome building. The existing connection would therefore require decommissioning. It is proposed that a single transformer (1500 kVA) standard Essential Energy Chamber Substation would be installed on the ground floor of the site on Riding Lane (subject to Accredited Service Provider Level 3 design and authority approval). It is anticipated that the HV connection will also involve some undergrounding of overhead street lighting cables. Cabling and Substation easements will also need to be established in favour of Essential Energy with provision for 24-hour access. Final details of the contestable work required is pending final outcome of negotiation with Essential Energy.

In addition to the Network Service Provider supply from Essential Energy, it is further proposed that a containerised generator set to be located on the roof to back up 50 per cent of the building including 100 per cent of the life safety services and 100 per cent of the lighting within the Atrium. The containerised generator will be supplied by a diesel fuel tank for on-site bulk storage of diesel fuel, installed in accordance with the safe storage and handling requirements of AS1940.

7.21.4 Telecommunications

It is proposed that the building will be connected to multiple services for voice, Internet and private WAN. Vendors include the NBN which is located in the adjacent street, for council and subcontractor data services. Telstra for incoming voice. Within the building, incoming fibre and copper communications lines will terminate in a dedicated utilities room before being distributed to the various floor level local communications rooms within the building.

The existing Council building also forms a hub for private fibre connections to other existing council buildings within the area. Between 55- 65 connections from the existing building will need to be relocated to a different location or incorporated within the new building.

7.21.5 Existing Infrastructure

The IMP and Civil reports have determined that the development can be adequately serviced, and existing infrastructure can be utilised or suitably augmented as required.

Any potential dilapidation or impact to existing infrastructure during construction would be managed as part of the detailed CEMP (refer to **Section 7.22** and **Appendix U** for a preliminary CEMP).

Given the significant increase of heavy vehicle traffic on local roads particularly during the bulk earthworks, consideration should be given to the condition of the roads. The developer/contractor could be liable for the repair of roads that are perceived to have been damaged during construction.

The main contractor is required to provide a pavement condition assessment prior to the commencement of any work to document the existing condition of the pavements.

Any damage to existing public infrastructure would be reinstated in accordance with the applicable Authority's requirements.

7.22 Construction Environment Management Plan (SEAR 23)

Turner & Townsend Thinc have prepared a Construction Environment Management Plan (CEMP) as part of the Coffs Cultural and Civic Space development SSD application (**Appendix U**). The CEMP has been initiated to outline the environmental protection measures to be implemented by the main contractor during construction. The document aims to set out a clear protocol for the works associated with the development.

The objective of the outline CEMP is to outline parameters for site management practices during construction, ensuring; environmental safeguards are considered by the contractor, relevant legislation is considered; and that the works are managed to reduce adverse impacts on the environment. The CEMP details the management practices relating to and covers the following areas of management:

- The operations of site management when undertaking the works:
    - legislative requirements
    - hours of construction works
    - public and property protection
    - disruption and notices.
- Management measures and mitigation to minimise amenity and environmental impacts:
    - geotechnical – including: excavation, spoil material, ASS management, groundwater and dewatering
    - contamination
    - air quality and dust
    - water quality
    - noise and vibration control
    - waste reduction and management.
- Site Management, including:
    - traffic management during the works
    - communications
    - stakeholder consultation
    - safety protocol

- insurance
- work permits
- smoking, drugs and alcohol policy
- adjoining property
- site security
- site parking and signage
- site maintenance
- record keeping.

- Waste management:
  - during construction
  - post construction.

7.23 Geotechnical Assessment

7.23.1 Geotechnical Investigations

Regional Geotechnical Solutions Pty Ltd (RGS) has completed geotechnical investigations and assessment at the site (refer to **Appendix X**). The geotechnical assessment included site investigation and intrusive investigations and laboratory testing (NATA accredited). The 1:100,000 Coffs Harbour Quaternary Geological Map indicates the site is underlain by a Pleistocene terrace comprising silt, clay, fluvial sand, and gravel. The 1:250,000 Dorrigo – Coffs Harbour Geology Map indicates that the alluvial materials are underlain by the Brooklana Formation which comprises siliceous argillite, slate and rare siliceous greywacke. Subsoil investigation results are presented in **Table 7.13**.

Table 7.13 Site Subsurface Profile

Profile	*Description*
Pavements:	pavements comprising two coat spray seal (BH2) and 30 mm AC (BH3).
Fill	sandy gravel fill (pavement materials) were encountered below the seal in BH2 and BH3 which extended to depths of 0.25 m. Fill was also encountered in BH1 which comprised clayey silt.
Topsoil	thin topsoil layer was encountered below the fill in BH2 and from the surface in BH4. The topsoil comprised sandy and clayey silt.
Alluvial Soils	comprising clayey silt (low to medium plasticity) and silty clay (medium to high plasticity), typically very stiff to hard with some stiff zones.
Residual Soils/ Extremely Weathered Argillite	comprising clayey silt and silty clay, low to medium plasticity, stiff to hard. The residual soils graded into weathered argillite.
Weathered Argillite	Extremely weathered argillite (very stiff to hard silty clay) was encountered in all boreholes. The argillite generally improved with depth with slightly weathered low to medium strength.
Groundwater	Groundwater levels may fluctuate seasonally and in response to rainfall. Groundwater seepage was encountered during drilling at 1.2 to 1.8 m below ground surface.

The investigations encountered a subsurface profile comprising minor fill and topsoil overlying alluvial and residual clay soils that grade into highly weathered argillite at depths of about 15 m with more competent slightly weathered rock from depths of about 17 m. Based on the proposed development details and conditions encountered the key geotechnical considerations for this projected are:

- Excavation conditions, including support of excavations and material disposal
- Acid sulfate soils and treatment requirements
- Footings and foundation materials.

Basement carparking requires excavations to about three metres depth across much of the site. The excavations will extend up to the property boundaries and potentially impact the zone of influence of the footings of the adjoining buildings to the north. The geotechnical assessment recommends detailed property condition report be carried out on the neighbouring buildings to reduce exposure to possible damage claims as a result of the construction work. A contiguous or soldier pile wall is recommended along those boundaries where benching and/or battering is not achievable (refer to section 8.6 of **Appendix V**).

Temporary batters and/or benching may be feasible for the temporary support of the basement excavations in some areas provided there is sufficient setback from boundaries and nearby structures. This may enable the construction of retaining walls at the toe of the batters to be backfilled. Recommended batter geometry is provided at **Table 7.14**.

Table 7.14 Batter geometry

Maximum Vertical Batter Height (m)	***Material Type***	***Temporary Batters***	***Permanent Batters***
1.5	Alluvial Soils/ Controlled Fill (stiff or better)	0.75H:1V	1.5H:1V
3		1.5H:1V	2H:1V

An estimated 9000 m^3 of material will be excavated from the site assuming an average excavation depth of three metres over the proposed basement footprint (full site footprint). It is also noted that the presence of acid sulfate soil reduces reuse and disposal options of excavated material from the site. During construction, the basement floor will become untrafficable when wet and cross-falls to drains are required. It may be necessary or desirable to construct a working platform of crushed concrete or similar durable granular material in the basement area.

Based on the conditions encountered it is anticipated that groundwater seepage into the excavations will be controllable using conventional gravity drainage to a sump from where it can be pumped to the Council stormwater system or other suitable measures employed as required by Council. Permanent basement drainage could also be achieved using this method or the basement designed as fully tanked.

The site features isolated fill overlying generally stiff to hard alluvial soils, that intern overly residual soils that grade into weathered argillite. Highly to moderately weathered argillite was encountered from depths of between 13 to 16 m while slightly weathered to fresh argillite was encountered from 15.4 to 17.4 m. Therefore, depending on the structural loads and loading configuration shallow footings and/or piles founded within the weathered argillite could be feasible footing options. It is recommended that all structural elements should be uniformly founded on similar materials to reduce the potential for differential settlements and subsequent damage to the structures. The geotechnical assessment also recommends that footings are assessed by a geotechnical engineer prior to the placement to ensure the required founding materials and bearing capacity requirements have been achieved.

Options and design parameters for the relevant materials in relation to the building foundations is addressed in detail within Section 9 of Appendix X.

Additional considerations detailed within the geotechnical assessment prepared for the Proposal is presented in **Table 7.15**.

Table 7.15 Additional geotechnical considerations

Issue	*detail*
Aggressivity	laboratory results indicate the soil is mildly aggressive to concrete and non-aggressive to steel elements
Acid sulfate soils	Net acidity exceeds the action criteria for all soils tested. Therefore, an Acid Sulfate Soils Management Plan (ASSMP) is required for the proposed works where these soils will be impacted
Earthquake design	In accordance with AS1170.4-2007 based on the soil profile present the site would be considered a Class Ce site (Shallow Rock). A site hazard factor (z) of 0.05 can be adopted for the purposes of earthquake design in Coffs Harbour.
Pavements	The basement floor slab will form a car parking pavement and should therefore be designed as such. Other on grade pavements may also be required as part of the development. Once details of the proposed pavements are known (such as design traffic and subgrade level) pavement thickness designs can be provided which may include flexible and rigid (concrete) pavement options as appropriate. CBR testing on potential subgrade materials indicate a soaked CBR value of 4.5%. Therefore, where pavements are constructed over subgrades comprising similar materials to those tested a design CBR value of 4.5% should be adopted for pavement design purposes. A modulus of subgrade reaction of 35kPa/mm may be adopted based the CBR results.

7.24 Structural Design

TTW were engaged by Coffs Harbour City Council to prepare a Structural Report for the SSD Application which is attached as **Appendix R**. The report provides structural concepts and associated schematic design drawings for the new All Welcome building. A precis of the findings of the Structural report is provided below.

7.24.1 Basement Excavation Support

The bulk excavation level for the car park basement will be at approximately RL0.83, about 3.5 m below the existing ground level. Some localised deeper excavations will be required for services trenches, footings and lift pits. The shoring along the boundary has been assumed to be a soldier pile wall, consisting of structural steel soldier piles and a permanent infill shotcrete wall.

7.24.2 Footings

All columns and walls need to be founded on similar materials to reduce the potential for differential settlements and consequent structural damage. For the column and walls loads at the base of the All Welcome structure, conventional bored piles founded on argillite are the proposed footing system.

7.24.3 Columns and Walls

In-situ reinforced concrete columns are proposed up to the top slab level. The columns would be a rectangular blade shape in the basement to suit the carparking layout and typically 600 mm diameter above the ground floor level. The north and south lift cores are proposed to be in-situ reinforced concrete and utilised to resist overall lateral wind and earthquake loads on the building.

7.24.4 Basement Carpark

The car park basement is proposed to be a “drained” basement consisting of a 120 mm thick reinforced slab-on-grade cast over a free-draining basecourse.

7.24.5 Suspended Floors

Post-tensioned slabs and band beams are proposed for the suspended floor structures. This is the most common form of construction for multi-level buildings on the east coast of Australia. It is well suited to achieving fast and economical construction with floor structures of minimal thickness and minimal deflections. The proposed ground floor level floor consists of 170 mm thick post-tensioned slabs supported by 500 mm deep by 2400 mm wide post-tensioned band beams spanning east-west.

The proposed Level 01 and above floors consist of 170 mm thick post-tensioned slabs supported by 450 mm deep by 2400 mm wide post-tensioned band beams spanning east-west. Some areas of the slabs will require increased thickness (e.g. end spans) up to 250 mm thick. Transfer beams are required in a few locations (e.g. at Level 01 above the car park ramp) where columns are not able to continue down.

7.24.6 The Roof

The roofs are proposed as steel framed and supported on steel columns to the slab underneath.

7.25 Waste Management

7.25.1 Construction Waste

A preliminary Waste Management Plan (WMP) has been included in the CEMP prepared by Turner & Townsend Thinc Pty Ltd (refer **Appendix U**) for the construction of the proposed Cultural and Civic Space development.

The nature of the proposed works will result in the following waste during the construction phase:

- Sediment spoils from earthworks
- Potential treated ASS spoils
- Vegetation from tree removal
- Construction and building waste
- Packaging and general waste.

The WMP has been prepared in accordance with the relevant policy and legalisation. The WMP is to describe how the contractor will manage waste produced by themselves and their sub-contractors throughout the construction process in line with their corporate standard practices and for the site specific requirements.

All waste disposal would occur in accordance with the *Occupational Health and Safety Act 2000* and the *Protection of the Environment Operations Act 1997 and the Department of Environment and Climate Change*. Management and disposal methods are also considered. This includes the following summary of management themes:

- Waste avoidance and reduction
- Waste reuse and recycling
- Waste handling and storage
- Waste tracking and disposal.

A list of measures and protocols for waste management is provided in the preliminary WMP as part of the CEMP prepared by Turner & Townsend Thinc (**Appendix U**). A detailed construction WMP will be developed by the prior to commencement of construction as part of the CEMP for the All Welcome building. The plan will provide further details of the management and disposal requirements for expected waste types.

7.25.2 Operational Waste

A Waste Management Plan (WMP) has been prepared by Elephants Foot Recycling Solutions (refer **Appendix X**) for the operation of the proposed Cultural and Civic Space development.

The waste streams likely to be generated during operation are detailed in the WMP. Associated information includes: how the waste will be handled and disposed of, details of bin sizes/quantities and waste rooms, descriptions of the proposed waste management equipment used and information on waste collection points and frequencies. Confirmation of classification and quantities of potential waste streams will be conducted prior to the opening of the development, to ensure proper management and disposal methods are in place relevant to each waste type. The WMP also outlines key stakeholder roles and responsibilities for waste management.

The objectives of the WMP are:

- **Promote responsible source separation** to reduce the amount of waste that goes to landfill, by implementing convenient and efficient waste management systems.
- **Ensure adequate waste provisions and robust procedures** that will cater for potential changes during the operational phase of the development.
- **Compliance** with all relevant council codes, policies, and guidelines.

Expected operational waste can be summarised as (for full detail refer to WMP at **Appendix X**):

- Commercial/retail waste
    - current waste generation figures have been referenced in the WMP to calculate the total number of bins required
    - e-waste
    - paper and cardboard recycling
- Chemical waste - chemical wastes should be disposed of at a suitable licensed disposal facility
- Café waste
    - general waste
    - food waste
    - recyclable material

- Bulky Goods
    - a room or caged area will be made available for the storage of discarded bulky items, staff will be required to liaise with the building caretaker on collection of these goods
- Recyclable products
- Re-usable commercial items
    - space will be provided back of house for the storage of re-usable commercial items, the storage of these items in public places will be completely avoided
- Food waste
    - either an on-site food waste processing system or food waste bins and food waste collection should be provided by the building management.

The WMP also provides details and protocols regarding:

- The following bins will be provided for the development:
    - Garbage: six 1100L Red Lid MGBs collected fortnightly
    - Co-mingled Recycling: six 1100L Yellow Lid MGBs collected fortnightly
    - Green Waste: three 240L Green Lid MGBs collected weekly
- Bin store room – primary bin store located in the basement
- Movement and transportation of bins
- Collection of waste:
    - to be by private contractor to an agreed schedule
    - on collection days, the contractor's waste vehicle will pull-up on Riding Lane adjacent to the site. Collection staff will then access the waste room and service all bins via a wheel-in/wheel-out strategy
    - the building manager/caretaker will be responsible for ensuring bins are neatly arranged within the waste room before and after collections
    - the collection areas have been reviewed by a traffic consultant to confirm the swept paths, load requirements and clearances for waste collections
- Design and construction requirements for garbage rooms
- Signage recommendations (safety signage and instructions for waste streams)
- Ventilation requirements
- Useful contacts.

Measures to manage, reuse, recycle, transport and safely dispose of waste generated will be implemented in accordance with the WMP.

All waste will be disposed of in strict compliance with the applicable Waste Management Guidelines.

7.26 Socio-economic

A study of the economic, cultural, and social benefits of the All Welcome building has been conducted (see **Appendix Y** to view the report).

The Coffs Harbour City Centre Master Plan identifies the All Welcome building as key to addressing the capacity shortfalls of current cultural facilities in Coffs Harbour. Coffs Harbour is home to around 75,000 people and is set to increase to almost 100,000 people by 2036. The current library, museum and arty gallery are too small and lack appropriate technology and equipment to meet the needs of local residents and visitors. The current Harry Bailey Memorial Library is only 40 per cent of the size recommended by the State Library of NSW for a city with Coffs Harbour's population. Coffs Harbour Regional Gallery is the smallest regional gallery in NSW and is limited to hosting one exhibition at a time. The museum has low visitation numbers due to a location away from the CBD and has very limited space for exhibitions and group visits.

This is having a range of social and economic consequences, including educational disadvantage, youth disengagement, spatial unemployment issues and low community participation. Without adequate investment in cultural and social infrastructure these issues are expected to deteriorate further.

The All Welcome building represents a major investment that aims to create a new community 'heart' for the City of Coffs Harbour, while at the same time providing a new reason for tourists to visit and stay longer. The City expects that the facility will attract over 350,000 visitors in its first year and play a major social, cultural economic and learning role for the community.

The socio-economic study presents the results of the benefit cost analysis of the project. Three methods of analysis were undertaken:

- Benefit Cost Analysis (BCA)
- Economic Impact Analysis (EIA)
- Wider community benefit analysis.

Benefit cost analysis results

The study examined the full range of social, cultural and economic benefits generated by the project. Using a community benefit framework the study found:

- Using a seven per cent discount rate (recommended rate for this type of project) the net present value of the project is estimated to be around $4.0 million, with a benefit cost ratio of 1.05. This means that the proposed development costs outweigh the benefits. For every $1 investment, the project is expected to generate $1.05 of economic and community benefit.
- The provision of a museum, gallery and library represents a major investment into Coffs Harbour's creative and cultural economy. The project is estimated to generate $79 m in cultural benefits, including $13 m in cultural tourism. In total, cultural benefits make up 94 per cent of all benefits, highlighting the important economic and social role played by cultural assets.
- The major sources of benefits include (30 year period, seven per cent discount rate):
    - direct user benefits (value of locals visiting the project): $42.2 m
    - proceeds from land sales: $19.2 m
    - cultural and learning benefits of local visitation (i.e. indirect user benefits): $13.3 m
    - induced tourism expenditure (non-local): $12.6 m.

- It is important to note that the project is economically viable under a three per cent discount rate, but becomes unviable when using a 10 per cent discount rate. The sensitivity testing also shows that the viability of the project is highly reliant on achieving the visitation forecasts.

Economic impact results (EIA)

The project is also expected to generate ongoing economic impacts through its operational expenditure and induced tourism impacts. In total, the project is expected to support around 42 ongoing jobs (direct and flow-on impacts). This level of activity is estimated to increase Gross Regional Product in Coffs Harbour by $2.4 m per year. The EIA also shows that the project will generate major impacts during the construction phase of the project. The construction phase will support an addition of 496 jobs over the four years (direct and flow on).

Wider community benefit analysis

Importantly, the project generates important economic, social, cultural and environmental benefits not captured in the benefit cost analysis. Based on the triple bottom line analysis, the project is expected to generate a moderate community impact. This is important as the project could directly respond to the socio-economic issues identified in the region including educational disadvantage, youth unemployment, youth disengagement, unemployment and special need groups.

This wider community benefit is driven by:

- Community cohesion benefits: The project will facilitate an improvement in community cohesion for residents, with access to the museum, gallery and library, and the associated programs targeted to at-risk groups, such as children and seniors. This can lead to increased civic participation, greater connection with the community, sense of place and cultural awareness.
- Improved access to educational resources and cultural activities: Visitors to the cultural and civic space are also expected to enjoy benefits of using services and participating in community programs. These benefits include improved literacy and cultural awareness and improved employment prospects.
- Viability of the Coffs Harbour CBD: Importantly, the project is forecast to attract around 412,000 people by year 5. This activity will help diversify the offer of the CBD which is a vitally important employment location in the region. A strong and diverse CBD is becoming an increasingly strategic advantage for regions. CBD's are critical in terms of responding to growth in the service sector economy and leveraging off the benefits of agglomeration. Museums, galleries and libraries are important assets for a successful CBD by driving visitation, length of visit, multi-purpose visits and expenditure. They also play an important role in the night time and tourism economy, increasing the hours of trading and extending the regional catchment of the CBD. Importantly, this project can help support the rejuvenation of the CBD after the Coffs Harbour bypass project is built.
- Co-location/environmental benefits: Co-locating a number of different services will decrease the number of car trips required, thus creating a positive environmental impact. The delivery of better facilities will also reduce the need for residents to travel long distance to access their cultural, leisure and learning needs.

In summary, based on the Triple Bottom Line Assessment, the project is expected to generate a moderate community benefit score of 4.7. Importantly the project is expected to deliver social and cultural benefits above and beyond those quantified in the Cost Benefit Analysis. Including these wider community benefits in the Benefit Cost Assessment would have a moderate improvement on the benefit cost ratio and net present value outcomes.

7.27 Cumulative Impacts

The Proposal is be an appropriate and effective use of existing Council Land. The existing Council Administration centre does not have the capacity to accommodate all of the Councils functions with staff being housed in separate buildings. The museum, art gallery and library are also ideally located in the same building to ensure efficiencies and also convenience to the general public. The Proposal will result in minimal social or environmental impact. The site is well serviced by existing utilities and infrastructure, and with some relatively minor rearrangements and augmentation, these would be adequate to service the Proposal.

Based on a high-level review, there are no planned or approved developments within proximity to this development that would result in significant implications in regard to traffic (considered as part of the Transport Assessment at **Appendix I**), infrastructure services and environmental impacts. There were also no specific cumulative impact matters raised in the SEAR's response. Construction of the Coffs Harbour bypass is also expected to remove a significant amount of traffic from the existing Pacific Highway, which will see improvements along this section of road and the intersections within the CBD area.

It is expected that the Proposal may add to a number of cumulative impacts including resource consumption (e.g. construction material) and generation of greenhouse gas emissions (e.g. through operation of vehicles and equipment and use of electricity). However, the environmental management measures identified within **Section 9** and the choice of methodology for completion of the Proposal aim to minimise the extent to which the Proposal contributes to cumulative adverse environmental impacts in the locality.

Overall, the Proposal makes efficient use of existing infill land, will have socio-economic benefits for the community and can be undertaken with minimal environmental impact.

8. Environmental Risk Assessment

The SEARs state that the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development. Where relevant, the assessment of key issues below, and any other significant issues identified in the risk assessment, must include:

- Adequate baseline data
- Consideration of the potential cumulative impacts due to other developments in the vicinity (completed, underway or proposed)
- Measures to avoid, minimise, and if necessary, offset predicted impacts, including detailed contingency plans for managing any significant risks to the environment.

8.1 Assessing Environmental Risk

An environmental risk assessment has been prepared for the Proposal. This environmental risk assessment identifies, assesses and evaluates the potential risk of the various activities associated with the Proposal. The risk assessment process involved the following:

- Selection and development of an appropriate risk assessment process
- Identification of all potential environmental risks
- Analysis of all potential environmental risks
- Evaluation of environmental risks.

8.2 Methodology

8.2.1 Project Team Discussions

Individuals from the Project Team held a number of meetings to identify, analyse and value potential environmental risks for the Proposal.

8.2.2 Determination and Assigning the Environmental Risk Rating

Risk assessment is the process by which environmental hazards and associated impacts are systematically identified, assessed and ranked according to perceived risk. This environmental risk assessment has been carried out to ensure that all potential risks are identified so that they can be addressed by means of appropriate and effective controls through the development assessment process.

In this environmental risk assessment, risks have been characterised by combining the likelihood of the event occurring and the potential consequence of the event to specify the level of environmental risk associated with each potential impact. The risks have been classified as being high, medium or low. The risk matrix identified in **Table 8.1** was used to assist in determining the ranking.

8.2.3 Environmental Risk Rating

The Risk Assessment Matrix (as shown below in **Table 8.1**) illustrates how the residual environmental impacts of a proposal are assigned. The sum of the values assigned provides an indicative ranking of potential residual impacts after the mitigation measures are implemented as follows:

- The significance of impact is assigned a value between one and five based on:
  - the receiving environment
  - the level of understanding of the type and extent of impacts
  - the likely community response to the environmental consequence of the project.
- The manageability of environmental impact is assigned a value between one and five based on:
  - the complexity of mitigation measures
  - the known level of performance of the safeguards proposed
  - the opportunity for adaptive management.

Table 8.1 Risk Matrix

Significance of Impact	***Manageability of Impact***				
	5 Complex	4 Substantial	3 Elementary	2 Standard	1 Simple
1 – Low	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)	3 (Low)	2 (Low)
2 – Minor	7 (High/Medium)	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)	3 (Low)
3 – Moderate	8 (High/Medium)	7 (High/Medium)	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)
4 – High	9 (High)	8 (High/Medium)	7 (High/Medium)	6 (Medium)	5 (Low/Medium)
5 – Extreme	10 (High)	9 (High)	8 (High/Medium	7 (High/Medium)	6 (Medium)

Table 8.2 provides the outcomes of the Environmental Risk Assessment undertaken for the Proposal.

Table 8.2 Environmental Risk Assessment

Parameter	*Impact*	*Mitigation*	*Significance*	*Manageability*	*Residual impact*
Biodiversity	■ Minor loss of trees within the development site ■ Impacts to flora and fauna	■ Vegetation clearing would be limited to the amount required to undertake the works. ■ Disturbances beyond the limit of works would be avoided. ■ If non-mobile fauna or habitat features are identified (e.g. birds nest) before or during construction, a suitably licensed and experienced ecologist is to be contacted and appropriate measures would be discussed and implemented prior to commencement/ re-commencement of works.	1	1	2 (Low)
Environmental Amenity, Built Form and Urban Design	■ Visual impact of the development when viewed from the public domain and surrounding residential development ■ Minor loss of trees within the development site	■ Implementation of landscaping in accordance the landscape design. ■ The building has been sited and designed to reduce the impact of height and bulk, within the context of functional requirements and the features of the site. ■ The material selection responds to the site context and operational needs.	2	2	4 (Low/ Medium)
Traffic, Access and Parking	■ Increased traffic on local roads ■ Increased parking demand ■ Intersection performance	■ Provision of adequate access and performing intersections. ■ Provision of car parking to accommodate the needs of staff ■ Identification that existing carparking exists within a five minute walk to and from the facility to accommodate the increased demand for parking as a result of the development.	3	3	6 (Medium)
ESD	■ Demand on, water energy and resources	■ ESD measures incorporated into the design of the built form and construction methodologies. ■ Use of water and energy efficient fixtures and appliances.	3	2	5 (Low/ Medium)

Parameter	Impact	Mitigation	Significance	Manageability	Residual impact
Aboriginal and Non-Aboriginal Heritage	■ Damage to Aboriginal sites or artefacts ■ Damage to historic heritage sites	■ An unexpected finds procedure be adopted in the event of the discovery of any Aboriginal objects during construction. ■ If any item of European heritage is discovered during works, work shall cease immediately, and the project heritage consultant or NSW Biodiversity Conservation Division of DPIE be notified.	4	3	7 (High/ Medium)
Noise and vibration	■ Increase in noise and vibration during construction activities ■ Increase in noise levels during operation and function of the facility	■ Preparation of a Construction Noise and Vibration Management Plan. ■ Appropriate mitigation measures to be implemented to ensure noise and vibration levels do not compromise human comfort or damage to building/structures. ■ Appropriate acoustic attenuation measures to be incorporated in the design to reduce operational and construction noise.	3	2	5 (Low/ Medium)
Soils	■ Exposure of contamination or hazardous materials during construction ■ Soil erosion and sedimentation as a result of the works	■ Implement an unexpected finds protocol during earthworks that is focussed on identifying and managing potential contamination sources of contamination. ■ An Erosion and Sediment Control Plan would be prepared and implemented to minimise erosion and sedimentation impacts during construction. ■ Rehabilitation, and erosion and sedimentation control maintenance and monitoring procedures would also be adhered to.	4	2	6 (Medium)
Utilities	■ Impacts to adjacent utilities ■ Need for augmentation	■ The development will comply with the requirements of the relevant public authorities in regard to the connection to, relocation and/or adjustment of services affected by the construction ■ The site would be provisioned by adequate services.	2	1	2 (Low)
Waste	■ Waste generation ■ Poor waste practices	■ A detailed Construction Waste Management Plan will be prepared prior to the commencement of works.	3	1	4 (Low/ Medium)

Parameter	Impact	Mitigation	Significance	Manageability	Residual impact
		■ Resource management hierarchy principles would be followed. ■ Working areas would be maintained, kept free of rubbish and cleaned up at the end of each working day.			
Stormwater	■ Increased runoff ■ Reduced water quality from poor quality runoff	■ During construction, erosion and sediment controls will be undertaken. ■ Installation of stormwater management design solutions and devices.	3	1	4 (Low/ Medium)
Flooding	■ Flood risk ■ Impact of building on flood regimes	■ The ground floor level if the building is above the Regional Flood Planning Level of 4.30 m AHD.	4	2	6 (Medium)

9. Environmental Management

9.1 Environmental Management Plan

All works/activities would be delivered in accordance with a Construction Environmental Management Plan (CEMP) which incorporates environmental site inductions, toolbox sessions and awareness. A CEMP would be developed, reviewed and approved by CHCC prior to any works/activities commencing, and would include all relevant sub plans:

- Erosion and Sedimentation Control Plan/Soil and Water Management Plan
- Demolition/Construction Waste Management Plan
- Traffic Control Plan
- Access and Movement Plan (for construction staff).

The CEMP would incorporate all relevant safeguards detailed in this EIS and the requirements of the development consent. These would be implemented and complied with throughout all stages of the Proposal. The CEMP would be submitted to Coffs Harbour City Council for review and approval.

All construction staff and site personnel would be made aware of their environmental responsibilities and safeguard measures within the CEMP to minimise environmental impacts.

An on-site meeting would be held with each relevant contractor, construction staff, site personnel, project manager and Council project staff before the commencement of works/activities, including site establishment. The purpose of the meeting is to discuss the environmental safeguards that are required to be implemented for the relevant phase of works. The meeting would also include relevant environmental awareness and toolbox talks.

Relevant environmental aspects to be considered for environmental awareness/toolbox training include the limit of works, environmentally sensitive areas (native flora), pollution prevention, vegetation trimming and removal (noxious weed management, protection of native flora/fauna), construction methodology (excavation) and hazards (mass movement). The training would also address who is responsible for the various components, e.g. inspection and maintenance of sedimentation and erosion controls, etc. environmental awareness/toolbox talks would commence early in the program and continue as new personnel/contractors are engaged.

9.2 Mitigation Measures and Safeguards

The collective measures required to avoid, minimise or mitigate the impacts associated with the proposed works are detailed in **Table 9.1** below. These measures have been derived from the previous assessment in Section 7 and those detailed in appended consultants' reports.

Table 9.1 Mitigation Measures and Safeguards

Issue	*Action/Measure*
Biodiversity	■ Vegetation clearing would be limited to the amount required to undertake the works. ■ Disturbances beyond the limit of works would be avoided. ■ If non-mobile fauna or habitat features are identified (e.g. birds nest) before or during construction, a suitably licensed and experienced ecologist is to be contacted immediately and appropriate measures would be discussed and implemented prior to commencement/re-commencement of works. If an animal is injured during construction WIRES is to be contacted to arrange for capture/removal of the animal from the works area.
Environmental Amenity	■ Deliver a high-quality architectural design response and articulated form as presented in the plans prepared by BVN. ■ Materials and finishes associated with the development would be complimentary to surrounding natural colour palettes where possible and not result in adverse reflectivity (refer below for reflectivity). ■ Outdoor lighting design and operation should be compliant with *AS4282 – Control of obtrusive effects of outdoor lighting*. ■ Implement a detailed landscape plan/strategy generally in accordance with the landscape strategy prepared by Urbis. ■ Limitations on façade reflectivity are to be adopted as per the recommendations of the report prepared by Surface Design, including a 15 per cent limit on specular reflectivity to facades on the east and south elevations of the building.
Traffic, Access and Parking	■ The recommendations of the transport assessment prepared by Ason Group in relation to parking, traffic and transport are to be implemented. ■ A comprehensive Construction Traffic Management Plan will be developed and implemented for the construction phase.
Ecologically Sustainable Development	■ The detailed design and construction of the development will incorporate ESD principles, generally in accordance with the ESD report by LCI, including: - building envelope performance measures - energy and water reduction - mechanical ESD initiatives - materials selection - emissions reduction - waste minimisation - community engagement and education.
Aboriginal Heritage	■ The recommendations of the Aboriginal Cultural Heritage Assessment prepared by Niche Heritage Consultants would be adopted.
Non-Aboriginal Heritage	■ The recommendations of the Heritage Impact Assessment prepared by Niche Heritage Consultants would be adopted.
Noise and Vibration	■ The recommendations of the Noise and Vibration Impact Assessment prepared by Pulse Acoustic Consultancy are to be implemented to ensure construction and operational noise and vibration impacts are adequately managed and mitigated.
Soils	Geotechnical Conditions: ■ The recommendations of the Regional Geotechnical Solutions investigation and assessment be implemented.

Issue	Action/Measure
	Acid Sulfate Soils: ■ Acid Sulfate Soils (ASS) or Potential Acid Sulfate Soils (PASS) will be managed in accordance with the Acid Sulfate Soil Management Plan prepared by Regional Geotechnical Solutions. ■ Dewatering and water treatment will be in accordance with the Acid Sulfate Soil Management Plan prepared by Regional Geotechnical Solutions. Contamination: The recommendations of the Regional Geotechnical Solutions Contamination Assessment be implemented, including: ■ Undertake a hazardous materials survey prior to demolition of the existing structures (slabs and footings) at the site. An asbestos clearance certificate should also be obtained by the demolition contractor to certify that all asbestos has been appropriately removed from the site. ■ Undertake further site assessment following the demolition of the floor slabs, footings and pavements to assess possible contamination in these areas. ■ Further evaluate potential risks to ecological receptors in relation to heavy metal concentrations in soils. ■ Assess the need for further work based on the conditions encountered following demolition.
Erosion, sediment and dust controls	The following safeguards and mitigation measures would be implemented in order to control erosion, sediment and dust: ■ A erosion and sediment control plan (prepared by TTW at **Appendix S**) will be implemented in accordance with *The Blue Book* prior to and during construction. ■ Works will only commence once all erosion and sediment controls have been established. The controls will be maintained in place until the works are complete and all exposed erodible materials are stable. ■ Erosion and sedimentation controls will be checked and maintained (including clearing of sediment from behind barriers) on a regular basis (including after any precipitation events) and records kept and provided on request. ■ All sediment control measures will be checked and repaired or re-installed (if required) if heavy rainfall was forecast. ■ Excavation and construction work performed within the site is to comply with Work Health and Safety Regulation 2017 and a project specific safe work method statement that includes provisions for possible contamination and asbestos issues. ■ Stabilising all disturbed/exposed surfaces and stockpiles as soon as practicable. ■ NSW Environment Protection Authority best management practices are to be implemented for minimising off-site dust impacts from the project. ■ Loose materials transported in trucks travelling on public roads are to be covered with an enviro-tarp. ■ Tailgates of all vehicles transporting materials on public roads are to be securely fixed. ■ Construction work will be regularly monitored and water carts or hand held water sprays are be used to suppress dust as required. ■ Contractor is to stabilise all unsealed construction access routes through use of coarse aggregates. ■ Map and develop a work method procedure for all known areas of Hazardous Materials (Hazardous substance report).

Issue	Action/Measure
	■ If asbestos is found in soil, removal is to be completed by a licensed asbestos removal officer, this is to be barricaded off by the main contractors personnel and then removed by a licensed operator.
Utilities	■ The development will comply with the requirements of the relevant public authorities regarding the connection to, relocation and/or adjustment of services affected by the construction of the proposed development and as outlined within the Infrastructure Management Plan prepared by LCI.
Contamination	Implement recommendations of the Contamination Land Assessment prepared by Regional Geotechnical Solutions, including: ■ Undertake a hazardous materials survey prior to demolition of the existing structures at the site. An asbestos clearance certificate should also be obtained by the demolition contractor to certify that all asbestos has been appropriately removed from the site. ■ Undertake further site assessment following the demolition of the floor slabs, footings and pavements to assess possible contamination in these areas. ■ Further evaluate potential risks to ecological receptors in relation to heavy metal concentrations in soils. ■ Assess the need for further work based on the conditions encountered following demolition.
Flooding	The building will be designed and constructed to ensure appropriate flood protection as per the flood assessment by GHD, including: ■ A flood action plan should be prepared for the proposed development. ■ A minimum Finished Floor Level (FFL) of 4.76 m AHD is recommended for the proposed development. ■ The recommended level for the entrance to the underground carpark is 4.52 m AHD.
Drainage and Stormwater	■ The Proposal will be in accordance with the Civil Design report and associated stormwater and drainage assessments prepared by Taylor Thomson Whitting.
Waste	■ A detailed Construction Waste Management Plan will be prepared by an appropriately qualified person prior to the commencement of works. The Waste Management Plan will be prepared in accordance with the EPA's "Waste Classification Guidelines (2008)" and the *Protection of the Environment Operations Act 1997*. ■ Clean sediment spoils would be reused on-site where required and appropriate. Excess spoil would be lawfully disposed of. ■ The following resource management hierarchy principles would be followed: - avoid unnecessary resource consumption as a priority - avoidance is followed by resource recovery (including reuse of materials, reprocessing, recycling and energy recovery) - disposal is undertaken as a last resort (in accordance with the *Waste Avoidance and Resource Recovery Act 200*1).
Construction Impacts	■ A Construction Environmental Management Plan (CEMP) will be prepared by the appointed contractor prior to the commencement of works. The CEMP will establish site management principles generally in accordance with the Outline (preliminary) Construction Management Plan prepared by Turner Townsend Thinc.

10. Justification and Conclusion

The Proposal represents a substantial investment in arts, culture and civic facilities for the Coffs Harbour and surrounding regional community. If approved, the Proposal would deliver positive socio-economic benefits for the local economy and community of Coffs Harbour and the surrounding region. The Proposal would deliver a much-needed, expanded and contemporary cultural and civic precinct, delivering long-term benefits. The development will also be a key driver of urban renewal and integrate positively with broader precinct improvements and quality urban design. The All Welcome building will be a major community hub and asset for Coffs Harbour.

The potential environmental impacts posed by the Proposal have been thoroughly examined throughout this Environmental Impact Statement. Given the site context and being an infill style development in an established commercial area, environmental impacts would be limited. Some minor impacts would occur locally. However, no significant or long-term adverse impacts are anticipated. To help ensure that the extent of impact is limited and that unavoidable impacts likely to occur are managed and minimised, mitigation measures and safeguards have been developed and would be implement and monitored.

The Proposal is considered justifiable taking into account the limited potential environmental impacts and subsequent mitigation measures and safeguards. The Proposal is expected to be a welcome and valued addition to Coffs Harbour. It substantially supports economic development within the region and associated socio-economic and community benefits that would be delivered to residents and visitors of the Coffs Coast Region.

The subject site is suitable for the proposed development and justified on sound town planning grounds, being within the commercial/civic core and heart of the city. The Proposal is in accordance with Ecologically Sustainable Development principles, is in the public interest, and is consistent with the objectives of the *Environmental Planning and Assessment Act 1979*. The Proposal deserves favourable consideration by the Minister of Planning and Public Spaces or delegate.

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Appendix A

Secretary's Environmental Assessment Requirements

Appendix B

Proposed Plans and Drawings

Appendix C

Landscape Architecture Strategy

Appendix D

Survey Plan

Appendix E

Capital Investment Value

Appendix F

Schematic Design Report

Appendix G

Reflectively Assessment

Appendix H

Wind Assessment

Appendix I

Transport Assessment Report

Appendix J

BDAR Waiver

Appendix K

Noise and Vibration Assessment

Appendix L

Acid Sulfate Soil Management Plan

Appendix M

Ecologically Sustainable Development

Appendix N

Contamination Assessment

Appendix O

Aboriginal Cultural Heritage Assessment

Appendix P

Historic Heritage (Non-Aboriginal) Assessment

Appendix Q

Flood Report

Appendix R

Infrastructure Management Plan

Appendix S

Civil Report (including stormwater)

Appendix T

BCA, DDA and Fire Reports

Appendix U

Construction Environmental Management Plan

Appendix V

Geotechnical Report

Appendix W

Structural Report

Appendix X

Operational Waste Management Plan

Appendix Y

Socio-economic Analysis

Appendix Z

Arborist Reports

Appendix AA

Request to Vary LEP Development Standards Pursuant to Clause 4.6

Appendix BB

Community Consultation Details