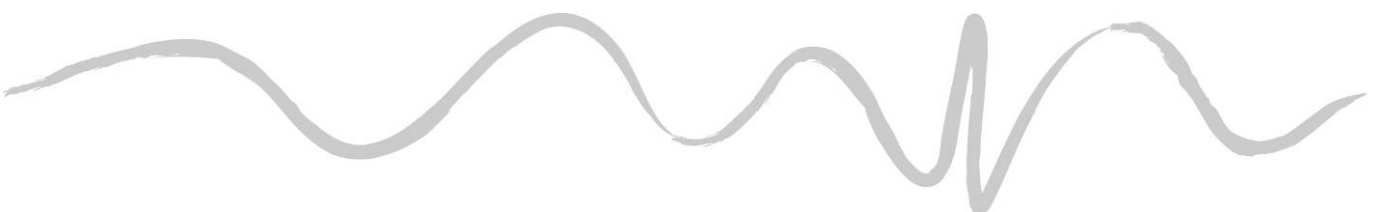


Review of Environmental Factors

Coffs Harbour Health Campus Car Park



Review of Environmental Factors

Coffs Harbour Health Campus Car Park

Prepared for: Schreiber Hamilton Architecture
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Introduction

1.1 Preamble

GeoLINK has been engaged by NSW Health Infrastructure to prepare a Review of Environmental Factors under Part 5 of the Environmental Planning and Assessment Act 1979 for works associated with a 780 space on-grade car park for the Coffs Harbour Health Campus (CHHC).

An assessment of the relevant legislation relating to the approval of the project has determined that most of the proposed works are defined as exempt development with some works defined as development without consent pursuant to State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP).

Exempt development and development without consent have different approval and assessment requirements under the Environmental Planning and Assessment Act 1979 (EP&A Act 1979). This Review of Environmental Factors assesses the works that are defined as development without consent and also demonstrates why the other components of the proposal (such as the car park and access roads) are defined as exempt development.

The car park will be staged, with 461 car parks being constructed in the first stage and 319 car parks in the second stage. It should be noted that if the project budget permits part of Stage 2 may be constructed with Stage 1.

The car park is to be located south of the Integrated Cancer Care Service building on land currently owned by Coffs Harbour City Council (Council). NSW Health is currently in negotiations with Council to purchase the land. The land will need to be subdivided so that it can be sold to NSW Health. Council is arranging the subdivision of the land under a separate process.

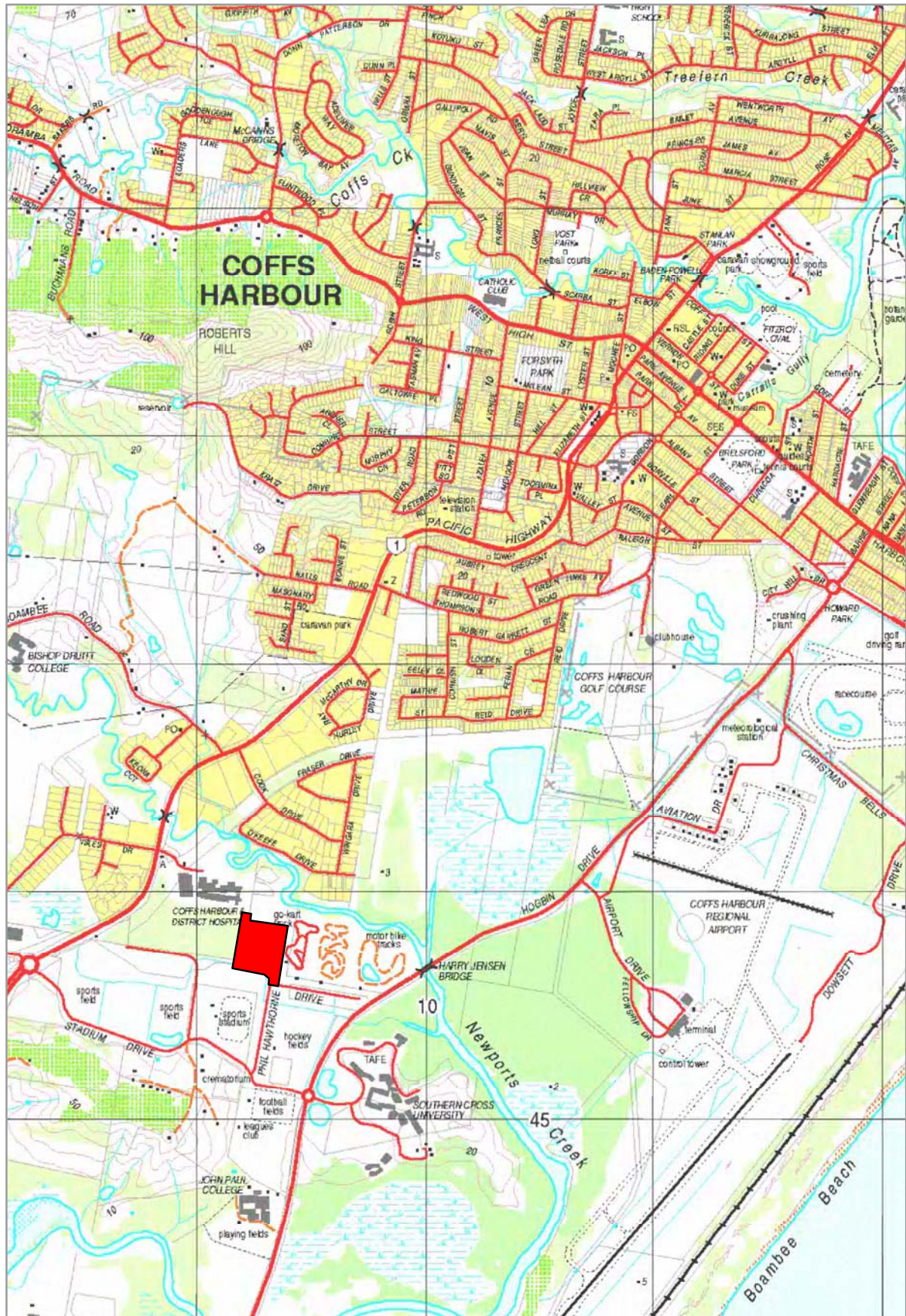
Illustration 1.1 shows the locality of the proposal.

1.2 Structure of Report and Its Scope

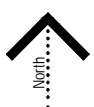
Section 2 of this report describes the physical characteristics of the subject land and outlines the current uses within the campus. **Section 3** provides a detailed description of the proposal. **Section 4** discusses the planning approval pathway for the project and provides justification for most of the development being defined as exempt development. An assessment of the proposal as it relates to the statutory planning framework is provided in **Section 5**. The environmental assessment of the proposal and suggested mitigation and management measures for the proposal are contained in **Section 6**. Environmental management and mitigation measures are contained in **Section 7**.

1.3 Background

The CHHC is an acute major rural referral hospital that was built in 2001 and is operated by the Mid North Coast Local Health District (MNCLHD). It is located on the Pacific Highway approximately 4 km from the centre of Coffs Harbour on the mid north coast of NSW. A recently commissioned car parking study prepared by Parking and Traffic Consultants indicates that there is a current shortfall in car parking to meet for peak demand periods. Funding has accordingly been approved for the construction of approximately 400 on-grade car parks to service the campus. A number of options were looked at with regard to providing this shortfall and the subject site was considered the most practical and logical location for the new car park.

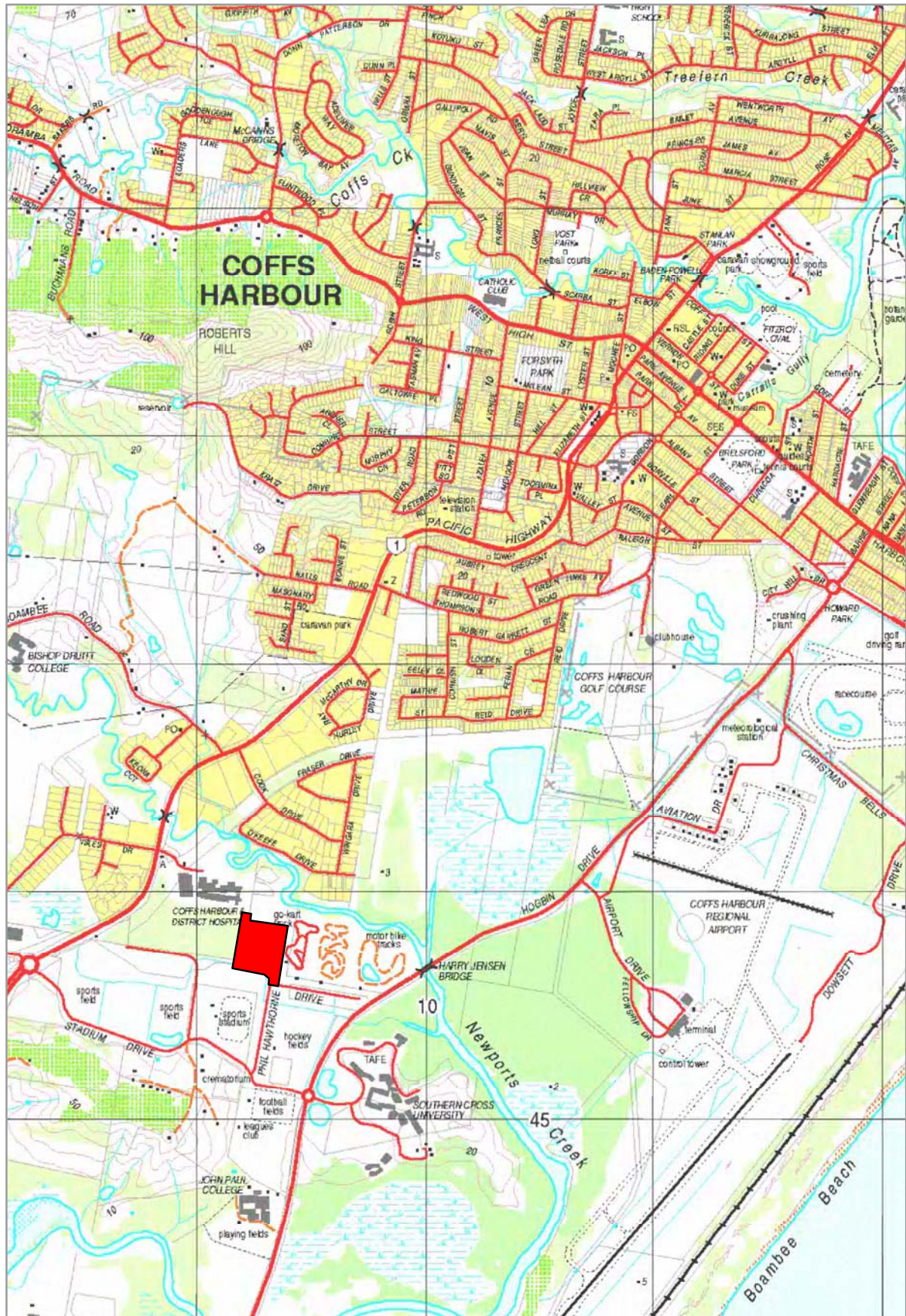


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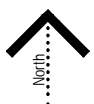


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The Site and its Context

2.1 Cadastral Description

The site of the proposed car park forms part of land described as Lot 204 DP 1165897. Lot 204 has frontage to Stadium Drive, Hogbin Drive and the Pacific Highway. Access to the site is from Stadium Drive. The total area of lot 204 is 38.53ha. Lot 204 is currently owned by Coffs Harbour City Council and NSW Health is proposing to acquire approximately 3.18ha of the northern section of Lot 204. The general area of land proposed to be acquired is shown in **Illustration 2.1**.

2.2 Site Context

The land identified for the proposed car park is located in the northern portion of land described as Lot 204 DP 1165897 which is south of the Integrated Cancer Care Service building. To the south of the car park site is the Coffs Coast Sport and Leisure Park, to the west is the F1 Kart Hire complex, and to the east is vegetated land. The site is accessed via a gravel road off Phil Hawthorne Drive (which is not a dedicated road).

Plate 2.1 to Plate 2.3 shows site and surrounding features.



Plate 2.1 View to the northeast showing adjoining vegetation and adjacent Health Campus



Plate 2.2 View across the site to the South



Plate 2.3 Existing Gravel Access Road

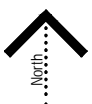
Other land uses in proximity to the proposed car park site include the Pacific Highway (located approximately 470 m to the east), Boambee Creek (approximately 1.2 km south), Coffs Harbour Education Campus (approximately 650 m south west), and the Coffs Harbour Industrial Park (approximately 450 m north/north-west). A site locality plan is shown as **Illustration 1.1**.

2.3 Site Analysis

The site of the proposed car park is relatively flat with a gentle slope slightly from north to south with an elevation of less than 10 m AHD (Australian Height Datum). The site comprises mostly cleared/managed land. No remnant native trees are present on the site. A planting of native trees (intended to function as a Koala corridor) is present along the northern boundary of the site. An area of remnant vegetation of approximately 12.6 ha is present immediately to the west of the site, partly incorporated within the western edge of the study area.

The 1:250,000 series geological sheet for Dorrigo Coffs Harbour indicates the area is underlain by Quaternary alluvium comprising paludal and estuarine deposits, sands, silts and gravels. A geotechnical investigation (see **Appendix G**) and site contamination assessment (see **Appendix F**) has been carried out on the site by Regional Geotechnical Solutions Pty Ltd (RGS). These assessments indicate the site has never been developed and the historical aerial photography suggests the site was used for general farming purposes such as grazing. The site has been filled which is likely to have occurred over a period of time possibly commencing in the 1980s. The site is mapped as flood prone on Coffs Council Flood Maps and is also mapped as being within Class 3 acid sulfate soils.

The site is surrounded to the north by developed land, consisting of the facilities of the Health Campus, a Go-Kart track to the east and sporting fields to the south. As mentioned previously, immediately to the west of the site is a small area of remnant vegetation. More extensive areas of native vegetation occur within 60m of the northeast corner of the site and are associated with the riparian zone of Newports Creek



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The Proposal

3.1 Description of Proposal

The proposed activity involves the staged construction and use of new car park facility adjacent to the Coffs Harbour Health Campus containing approximately 780 on grade car parks. The stages will be subject to funding and actual project costs but will likely involve:

- Stage 1 – 461 car parks.
- Stage 2 – 319 car parks.

The car park will include:

- Construction of a 6.5 metre sealed pavement access way from Phil Hawthorne Drive and the CHHC to the car park.
- Footpath/pedestrian link between car park and the health campus.
- Earthworks including the introduction of fill to construct the proposed car park.
- Awnings to protect users from the elements.
- Lighting and electrical infrastructure.
- Erection of security fencing around the car park.
- Stormwater infrastructure.

The proposal will also involve:

- Safety improvements to Phil Hawthorne Drive including construction of two pedestrian refuges, lighting, road signage, line marking, footpaths and fencing.

Plans for the proposed development are provided as **Appendix A** and include:

- General arrangement plans.
- Road longitudinal sections.
- Typical sections.
- General details and notes.
- Sediment and erosion control plan.

The Planning Approval Pathway

4.1 Introduction

Pursuant to the provisions of the Infrastructure SEPP most of the proposed works (the car park, access roads and pedestrian links) are defined as exempt development and a small part of the works (safety improvements to Phil Hawthorne Drive and proposed shelters within the car park) are defined as development without consent. Both exempt development and development without consent have different approval and assessment requirements under the Environmental Planning and Assessment Act 1979 (EP&A Act 1979). This Review of Environmental Factors assesses the works that are defined as development without consent and also demonstrates why the other components of the proposal are defined as exempt development. Justification for the proposed approval pathway is outlined below.

4.2 Exempt Development

The car park and access roads to and from the car park have all been assessed as exempt development under the provisions of the:

- Environmental Planning and Assessment Act 1979.
- State Environmental Planning Policy (Infrastructure) 2007.

An assessment of how the proposal meets the requirements of exempt development is provided below.

4.2.1 Environmental Planning And Assessment Act 1979

Section 76 of EP&A Act 1979 states that exempt development:

- Must be of minimal environmental impact.
- Cannot be carried out in critical habitat of an endangered species, population or ecological community (identified under the Threatened Species Conservation Act 1995 or the Fisheries Management Act 1994).
- Cannot be carried out in a wilderness area (identified under the Wilderness Act 1987).

The proposal will not be carried out within the critical habitat of an endangered species, population or ecological community or within a wilderness area. A number of environmental assessments have been prepared to determine the potential environmental impacts of the proposal. These investigations include:

- Ecological assessment (Appendix B).
- Flood assessment (Appendix C).
- Stormwater report (Appendix D).
- Traffic study and road safety audit (Appendix E).
- Site contamination assessment (Appendix F).
- Geotechnical report (Appendix G).

The area of the proposed works is cleared managed land that has been highly disturbed in the past through previous agricultural activities and importation of fill (RGS 2014). No vegetation will be removed as part of the proposal and mitigation measures (refer **Section 7**) will be implemented to ensure that only minimal environmental impact occurs from the proposed works.

4.2.2 State Environmental Planning Policy (Infrastructure) 2007

Clause 20 and 20A of the Infrastructure SEPP contain requirements/criteria for exempt development.

Clause 20 General requirements for exempt development

To be exempt development the development:

- a) must meet the relevant deemed-to-satisfy provisions of the *Building Code of Australia*, or if there are no such relevant provisions, must be structurally adequate
All works will be in accordance with the Building Code of Australia and will be structurally adequate.
- b) *must not, if it relates to an existing building:*
 - (i) *cause the building to contravene the Building Code of Australia, or*
 - (ii) *compromise the fire safety of the building or affect access to any fire exit*Not applicable in this case.
- c) *must be carried out in accordance with all relevant requirements of the Blue Book*
An erosion and sedimentation plan has been prepared in accordance with the Blue Book. All works will be carried in accordance with this plan and the Blue Book.
- d) *must not be designated development*
The proposal is not defined as Designated Development
- e) *if it is likely to affect a State or local heritage item or a heritage conservation area, must involve no more than minimal impact on the heritage significance of the item or area*
The proposal will not affect any state or local heritage item or heritage conservation area.
- f) *must be installed in accordance with the manufacturer's specifications, if applicable*
Any installation of equipment, structures or the like will be installed in accordance with the manufacturer's specifications.
- g) *must not involve the removal or pruning of a tree or other vegetation that requires a permit or development consent for removal or pruning, unless that removal or pruning is undertaken in accordance with a permit or development consent.*
No protected vegetation is required to be removed for the project.

Clause 20A Exempt development carried out by public authorities for purposes in Schedule 1

Clause 20 A of Infrastructure SEPP 2007 states that development specified in Schedule 1 is exempt development if:

- a) *it is carried out by or on behalf of a public authority*

Health Infrastructure, which is a public authority, will carry out the proposed works.

- b) *it meets the development standards for the development specified in Schedule 1*

The following development standards from Schedule 1 are relevant to the proposal:

Car parks

- *Must be open (unenclosed) car parking (but may include associated gates including security booths and boom gates).*
- *Must not be carried out on land within a growth centre (within the meaning of [State Environmental Planning Policy \(Sydney Region Growth Centres\) 2006](#)) that is not **subject land** within the meaning of clause 17 of Schedule 7 to the [Threatened Species Conservation Act 1995](#).*

The car park will be open and will not be carried out on land within a specified growth centre. It should also be noted that the definition of a car park in CHLEP 2013 is:

car park means a building or place primarily used for the purpose of parking motor vehicles, including any manoeuvring space and access thereto, whether operated for gain or not.

The proposed access roads to the car park are therefore considered to be part of the proposal as the only reason the access road is being built is to provide access to the new car park.

4.3 Development Without Consent

The proposal involves safety improvements to Phil Hawthorne Drive including construction of two pedestrian refuges, lighting, signage, line marking, footpaths and fencing. The proposal also includes construction of awnings within the car park and over the boom gates to protect users from wet weather.

The required safety works on Phil Hawthorne Drive are classified as development without consent pursuant to Clause 94 Infrastructure SEPP as the works are road or road infrastructure facilities carried out by or on behalf of a public authority. Therefore the preparation of an environmental assessment (Review of Environmental Factors) for approval by NSW Health is required.

The proposed awnings to be constructed within the car park and over the boom gates can also be assessed as Development Without Consent pursuant to Clause 58 of Infrastructure SEPP as the works are minor alterations of, or additions to an existing hospital.

4.4 Summary

The proposed planning approval pathway as outlined above was discussed with Coffs Harbour City Council's Director of City Planning, Mr Chris Chapman and Planning Manager, Mr Ben Oliver at a meeting held on 15 July 2014 who concurred that the works did not require development consent from Council based on the information presented to them. A summary of the approval requirements for the various components of the development is provided in **Table 4.1**.

Table 4.1 Summary of Approval Pathway for New Car Park Project

Activity	Approval Pathway	Relevant legislation
Car Park	Exempt Development	Clause 20A of Infrastructure SEPP
New access roads to car park including access road through the E2 Environmental Conservation Zone and pedestrian paths.	Exempt Development	Clause 20A of Infrastructure SEPP
Awnings that cannot comply with the following: <ul style="list-style-type: none">▪ Surface area must not exceed 20 m² (except for an educational establishment).▪ Height must not exceed 2.4 m above ground level (existing).	Development Without Consent (REF)	Clause 58 of Infrastructure SEPP
Safety Works to Phil Hawthorne Drive	Development Without Consent (REF)	Clause 94 of Infrastructure SEPP

Statutory and Policy Assessment

5.1 Preamble

The proposal is classified broadly as an infrastructure facility under Infrastructure SEPP 2007 and is therefore subject to the development control provisions of Part 3 of that SEPP. The various components of the project are either defined as exempt development or development without consent. **Section 4** provides a detailed discussion on this matter. This Section provides a discussion on the statutory and policy implications of the proposal and focuses on the components of the proposal that are defined as Development Without Consent which require an environmental assessment under Part 5 of the EP&A Act 1979.

5.2 State Environmental Planning Policies

5.2.1 State Environmental Planning Policy No. 14 – Coastal Wetlands

State Environmental Planning Policy No. 14 (SEPP 14) was gazetted in December 1985. It aims to ensure that coastal wetlands are preserved and protected in the environmental and economic interests of the State. The nearest SEPP 14 Coastal Wetland (No.339) is located 1.2 km south east of the site. It is not expected that this proposal will adversely impact upon this or any other SEPP 14 Coastal Wetland.

5.2.2 State Environmental Planning Policy No. 26 – Littoral Rainforest

SEPP 26 aims to provide a mechanism for the consideration of applications for development likely to damage or destroy littoral rainforest areas with a view to the preservation of those areas in their natural state. The closest SEPP 26 littoral rainforest is No. 70, which is located approximately 3 km south of the site. The proposed development will not adversely impact upon this or any other SEPP 26 Littoral Rainforest.

5.2.3 State Environmental Planning Policy No. 44 - Koala Habitat Protection

State Environmental Planning Policy No. 44 (SEPP 44) was gazetted in January 1995. It encourages the conservation and management of natural vegetation areas that provide habitat for Koalas to ensure that permanent free-living populations will be maintained over their present range. SEPP 44 does not apply to land within Coffs Harbour Local Government Area (LGA). Coffs Harbour City Council has adopted a Koala Plan of Management (KPoM) for the whole of the LGA. The Coffs Harbour City Council KPoM sets out a strategic planning framework for conserving Koalas in Coffs Harbour LGA. This includes a list of management actions that the consent authority must take into consideration before granting consent.

The proposal does not require development consent therefore the Coffs Harbour KPoM does not apply to the Proposal. It is considered prudent, however, to consider environmental issues relating to their works to the fullest extent possible, including impacts on Koalas. A comprehensive ecological assessment of biodiversity impacts is provided in **Section 6.1** and **Appendix B**. Safeguards to minimise impacts on the Koala are provided in **Section 7**.

5.2.4 State Environmental Planning Policy No. 71 – Coastal Protection

The site lies within the coastal zone as defined under the *Coastal Protection Act 1979*. SEPP 71 Coastal Protection predominately aims to protect and manage the natural, cultural, recreational and economic attributes of the NSW Coastal Zone. The Proposal is within the NSW SEPP 71 Coastal Zone. However, as the works do not require development consent under the ISEPP, Clause 7 (b) of SEPP 71, *The matters for consideration set out in clause 8: are to be taken into account by a consent authority when it determines a development application to carry out development on land to which this Policy applies*, does not apply and the Proposal does not trigger any consent requirements.

However an assessment of likely impacts on the Coastal Zone has been prepared and is provided in **Table 5.1**.

Table 5.1 SEPP 71 Compliance

Sub-clause	Matters for Consideration	Comment	Complies
(a)	<i>Aims of SEPP No. 71</i>	The development is consistent with the policy objectives.	Yes
(b)	<i>Maintain existing public access to coastal foreshore</i>	The proposal will not impact upon public access to the coastal foreshore.	Yes
(c)	<i>Opportunities to provide public access to foreshore areas</i>	The development does not propose any new/additional public access to foreshore areas.	Yes
(d)	<i>The suitability of the development given its type, location and design</i>	The proposed car park is considered suitable given its proximity to existing infrastructure, accessibility, and functional design.	Yes
(e)	<i>Detrimental impacts on coastal amenity</i>	The proposal will not result in any detrimental impacts on the amenity of the coast given its location within a previously developed area	Yes
(f)	<i>Protection of the coast's scenic qualities</i>	The proposed development is consistent with its surrounding environment. It is not considered to be an overbearing development, and as such, is not anticipated to have an adverse effect on the coast's scenic qualities.	Yes
(g)	<i>Measures to protect threatened plant and animal species</i>	Please see Section 6.1 of this report for discussion on the ecology of the site.	Yes
(h)	<i>Measures to conserve threatened fish species</i>	No threatened fish species will be affected by the proposal.	Yes
(i)	<i>Impacts on wildlife corridors</i>	The proposal will not have any impacts upon wildlife corridors.	Yes
(j)	<i>Coastal processes and coastal hazards</i>	The proposed development will not have any impacts on coastal hazards due to its distance from the coastline.	Yes
(k)	<i>Conflicts between land-based and water-based coastal activities</i>	The proposal will not create conflict between any land-based and water-based activities.	Yes
(l)	<i>Measures to protect matters of Aboriginal cultural significance</i>	A search of the AHIMS database found 7 Aboriginal heritage items or places within 1 km of the site. However no sites were located in proximity to the proposed works. The site is highly disturbed and it is not considered that the proposal would have any deleterious impact on items of <i>Aboriginal cultural significance</i>	Yes

Sub-clause	Matters for Consideration	Comment	Complies
(m)	<i>Impacts on water quality of coastal water bodies</i>	The proposed development is not anticipated to impact upon the water quality of coastal water bodies. Refer to Section 6.4 for a discussion on water quality impacts.	Yes
(n)	<i>Preservation of items of heritage significance</i>	The development will not have any impact on items of heritage significance.	Yes
(o)	<i>Preparation of draft LEPs</i>	Not applicable.	N/A
(p)	<i>Cumulative impacts and energy use</i>	The cumulative impact of the proposed works will be very minor.	Yes

5.2.5 State Environmental Planning Policy (Infrastructure) 2007

The relevant approval matters of the Infrastructure SEPP have been extensively discussed in **Section 4**. Part 2 of the Infrastructure SEPP sets out the requirements to consult Council's and other government agencies for development without consent. The only components of the proposal that are defined as development without consent are the road safety works on Phil Hawthorne Drive and the proposed awnings the car park. Extensive consultation has been carried out with Council on the safety works to Phil Hawthorne Drive. The awnings are located on bushfire prone land and therefore NSW Rural Fire Service was contacted to determine the need to consult. NSW RFS advised that given the car park is exempt and the awnings are an ancillary component of the car park and will not be constructed out of combustible materials there is no need to consult with NSW RFS.

5.3 Coffs Harbour Local Environment Plan 2013 (CHLEP 2013)

5.3.1 Zoning

The Proposal is located within the CHCC LGA, in an area covered by the Coffs Harbour Local Environmental Plan (LEP) 2013. The subject land is zoned SP2 Infrastructure, RE1 Public Recreation and E2 Environmental Conservation.

The objectives of the SP2 zone are:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

The proposal is consistent with this zone as it provides much needed parking infrastructure for the existing Coffs Harbour Health Campus and is compatible with existing surrounding infrastructure and will not detract from the provision of infrastructure. Notwithstanding this the proposal does not require development consent under the provisions of the Infrastructure SEPP.

There is also a narrow strip of land zoned E2 Environmental Conservation adjacent to the proposed car park. A small section of the car park access road runs through the E2 zone. The objectives of the E2 zone are:

- *To protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values.*
- *To prevent development that could destroy, damage or otherwise have an adverse effect on those values.*

The proposal will have minimal environmental impact on the E2 zone and it is therefore considered that the proposal is generally in accordance with the objectives of this zone.

Phil Hawthorne Drive and a small section of the car park (to the south) is zoned RE1 Public Recreation.

The objectives of the RE1 zone are:

- *To enable land to be used for public open space or recreational purposes.*
- *To provide a range of recreational settings and activities and compatible land uses.*
- *To protect and enhance the natural environment for recreational purposes.*

The proposal will have minimal environmental impact on the R1 zone and it is therefore considered that the proposal is generally in accordance with the objectives of this zone.

The CHLEP 2013 zoning is shown in **Illustration 5.1**.

5.4 Coffs Harbour Development Control Plan 2013

The Coffs Harbour Development Control Plan (CHDCP) supports the provisions of CHLEP 2013 and provides a set of development objectives and provisions for development within the Coffs Harbour LEP. The proposal does not require development consent and is therefore not subject to the requirements of CHDCP. However the proposal will have minimal environmental impact and is considered to be generally in accordance with the provisions of the CHDCP.

5.5 Other NSW Legislation

5.5.1 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 New South Wales, 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. NSW Health and the appointed contractor are required to meet the waste licensing obligations of cl.39-42 of Schedule 1 of the POEO Act in relation to the proposed works.

The Contractor and the Health NSW are obliged to notify OEH when a “pollution incident” occurs that causes or threatens “material harm” to the environment.

5.5.2 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 Director-General of the NSW OEH.

A search of the AHIMS database revealed no Aboriginal sites or places are listed within 50 m of the proposed foot print. The site is also highly disturbed. The proposal development does not trigger any further assessment pursuant to the NPW Act. Notwithstanding this, safeguards would be in place in the event of the discovery of any Aboriginal objects during construction (refer **Section 7**).

5.5.3 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 s199 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. Thus the Proposal is considered unlikely to impact on any threatened aquatic species and communities.

5.5.4 Threatened Species Conservation Act 1995

The *Threatened Species Conservation Act 1995* (TSC Act) aims to protect and encourage the recovery of threatened species, populations and communities listed under the Act. Obligations placed on NSW Health Infrastructure under the TSC Act in relation to the Proposal includes consideration of threatened species, populations, ecological communities, key threatening processes and recovery plans in fulfilling its statutory responsibilities.

The TSC Act inserts provisions to the approvals process if it is determined under Section 5A of the EP&A Act that there is likely to be a significant effect on a threatened species, population or ecological community. If this is the case the Act requires a Species Impact Statement (SIS) to be prepared. The consent or determining authority must seek the concurrence of the Director-General of National Parks and Wildlife where there is likely to be a significant effect on threatened species, populations or endangered ecological communities, or their habitats or where the Proposal impacts on identified critical habitat or contributes to the operation of a key threatening process.

In relation to the Proposal, no removal of existing vegetation is required as a result of the proposal. An ecological assessment has been prepared for the proposal (refer **Appendix B**) and has determined that the proposal will not have any significant ecological impact including any impact upon any of threatened species, populations, or EECs under the TSC Act.

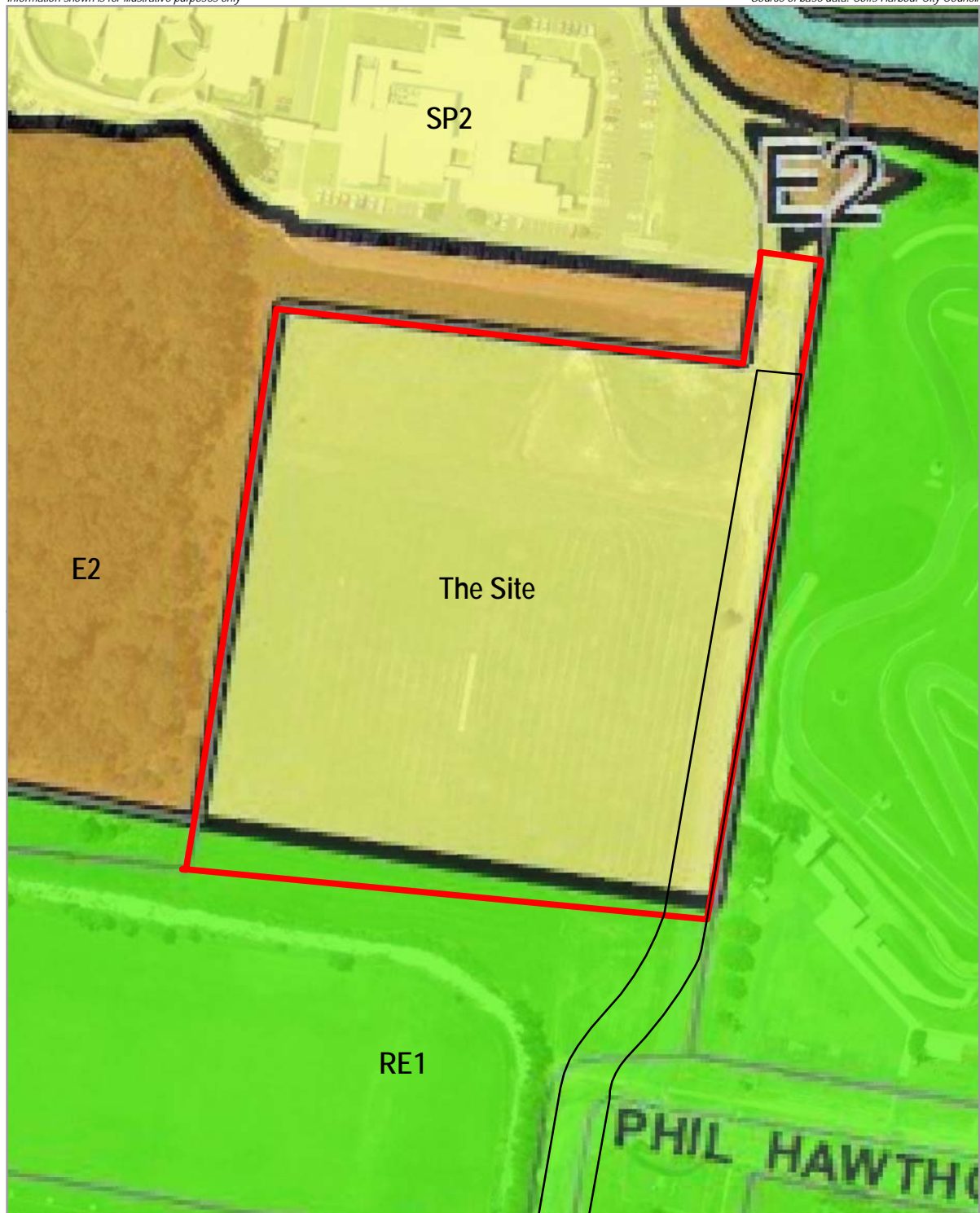
Heritage Act 1977

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.

A search of the State Heritage Register and Inventory Heritage register was undertaken resulting in no items on the State Heritage Register or LEP listed being located within proximity to the Proposal.

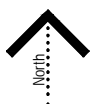
5.6 Environmental Protection and Biodiversity Conservation Act 1999

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 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. There are no matters of national environmental significance that will be affected by the proposal and therefore no Commonwealth approval is necessary for the proposed works.



LEGEND

- The site
- Access road
- E2 Environmental Conservation
- RE1 Public Recreation
- SP2 Infrastructure



0 40

GeoLINK
environmental management and design

CHLEP 2013 Land Zoning

Environmental Impact Assessment

6.1 Ecology

6.1.1 Introduction

GeoLINK prepared an Ecological Assessment which investigated the potential biodiversity impacts of the works in relation to the following legislation:

- *Environmental Planning and Assessment Act 1979 (EP&A Act).*
- *Threatened Species Conservation Act 1995 (TSC Act).*
- *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).*

6.1.2 Methodology

The methodology for this assessment consisted of the following components:

- A desktop review
- Undertaking a flora survey
- Assessing the fauna habitat value of the study area
- Assessing the potential ecological impacts
- Outlining mitigation measures to be implemented to reduce potential ecological impacts.

The full ecological assessment detailing the abovementioned components is attached as **Appendix B**.

6.1.3 Impacts

Key findings in relation to the ecological values of the Proposal footprint include:

- No threatened flora species or EECs occur, or are considered likely occurrences at the site.
- Swamp forest vegetation in the study area is consistent with the EEC *Swamp Sclerophyll Forest on Coastal Floodplains*.
- The study area contains potential habitat for the threatened flora species Slender Screw Fern (*Lindsaea incisa*), listed under the TSC Act.
- The subject site was found to provide known habitat or potential habitat as part of a core range or potentially utilised regularly for the Koala (*Phascolarctos cinereus*), a listed threatened fauna species listed under the TSC Act and EPBC Act. Several other species were considered irregular potential occurrences, with the site forming a minor part of a significantly larger foraging range (e.g. Square-tailed Kite).
- Several EPBC Act listed migratory species are considered potential occurrences, however the site does not comprise significant habitat for these species.
- The study area includes land mapped as primary Koala habitat in the CHCKPoM. Overall, the proposal has only minor conflicts with the CHCKPoM Primary Koala Habitat management objectives.
- The car park access road dissects a narrow strip of land that is zoned E2 Environmental Conservation which is adjacent to the proposed car park. No trees will be removed as a result of the access road and it is considered that the proposal will have minimal environmental impact on the E2 zone.

Assessment of the impacts of the proposal found that it is unlikely to have a significant impact on any threatened species, population or community or listed migratory species subject to the implementation of the safeguards outlined in **Section 7**.

6.2 Bushfire Hazard

The Site is located on land that has been designated by Coffs Harbour City Council to be bushfire prone. The proposed car park and access roads are defined as exempt development and not subject to assessment under the Planning for Bushfire Protection Guidelines 2006. The road safety facilities within Phil Hawthorne Drive and the proposed awnings pose no bushfire risk to the existing hospital. The car park will in fact reduce the risk of bushfire to the existing hospital as it will remove adjacent grassland. The proposal will therefore not increase bushfire risk in any way.

6.3 Soils

6.3.1 Acid Sulfate Soils

The proposed works are located within land mapped by DLWC (1997) planning maps as class 3 and ASS risk maps as low probability of occurrence. The risk map classifies the soil as alluvial, with 2-4 m elevation. As it is proposed to bring in fill to raise the car park area, there are no substantial excavation works proposed for the proposal. Therefore the proposal has a very low probability of disturbing ASS.

6.3.2 Erosion and Sediment Control

Erosion of sediment from the work site and surrounding area may pose a risk to the receiving environment, if appropriate measures are not implemented. Therefore, strict adherence to best management practices will be required to ensure the surrounds are not adversely affected. To ensure the works are undertaken with the least environmental impacts, erosion and sedimentation controls will be undertaken in accordance with the Sediment and Erosion Control Plan prepared for the proposal (refer **Attachment A**) and the mitigation measures outlined in **Section 7**.

6.3.3 Contaminated Land

A site contamination assessment report was prepared by Regional Geotechnical Solutions for the proposal (refer **Appendix F**). The site contamination assessment was undertaken in accordance with the relevant sections of the NSW EPA, Guidelines for Consultants Reporting on Contaminated Sites, and involved:

- A brief study of site history, with the aim of identifying past activities on or near the site that might have the potential to cause contamination.
- Site walkover to assess visible surface conditions and identify any evidence of contamination, or past activities that may cause contamination.
- Search of Environmental Protection Authority (EPA) website for any contamination notices for the site.
- Excavation of test pits and collection of samples.
- Samples were sent to a NATA accredited laboratory for analysis for a suite of potential contaminants associated with the past land use activities. The results of the laboratory analysis were evaluated against the health based investigation levels for a commercial/industrial development as outlined in National Environmental Protection (Assessment of Site Contamination) Measure 2013 (NEPM) guidelines.

The assessment has identified variable uncontrolled fill across the site of the car park up to about 1.6m deep. The source of the fill material was unable to be identified however the assessment states that it is likely that at least some of this material comprises spoil originating from past developments within the Coffs Harbour Health Campus. The assessment also indicates the site has never been developed and the historical aerial photography suggests the site was used for general farming purposes such as grazing.

Analysis of soil samples found that heavy metals, TPH, BTEX, PAH, PCBs and OC/OP pesticides were either at concentrations below the laboratory detection limits or at concentrations below the adopted assessment criteria for commercial/industrial land use. No asbestos was encountered in any of the samples analysed. Therefore on the basis of the investigations and assessment undertaken, Regional Geotechnical Solutions has concluded that commercial/industrial development of the site would not be precluded by contamination resulting from past land use.

6.4 Water Quality

6.4.1 Preamble

An integrated water cycle management report for the proposal was prepared by C&M Consulting Engineers (refer **Attachment D**). The scope of this report includes a comprehensive assessment of the requirements for stormwater management for the development of the site. Accordingly, this report includes findings of the assessment and proposes a strategy for the best practice of stormwater management for the proposed works on the site.

The key issues and the mitigating measures to be employed within the proposed development site are:

- Water Quantity – Increased impervious surfaces (car park footpaths and access roads etc.) have the potential to increase the stormwater flows from the site during storm events. To avoid impacting on the downstream drainage system, the site stormwater system has been planned to safely convey the flows through the site and within the capacity of the downstream system.
- Water Quality – Car parks have the potential to increase gross pollutants, sediments and nutrient concentrations in storm water runoff. To limit impact on the downstream water quality, pollution control measures will be provided at each storm water outlet prior to discharging to the downstream drainage system.

The proposal has been designed in accordance with:

- Coffs Harbour City Council's Development Specification Design January 2009.
- Water Sensitive Urban Design (WSUD) Policy, Coffs Harbour City Council June 2009.

6.4.2 Stormwater Quantity Control

The proposal has been designed in accordance the drains model to ensure that the post developed peak flows do not exceed the pre-developed peak flows at the downstream of the development site. On-site stormwater detention (OSD) is required for Stage 1 of the proposal due to an increase in impervious area post development, however Stage 2 will be below the 100 year ARI flood level and therefore OSD will not be required. The drainage system proposed for the carpark development includes:

- A pipe network system to collect minor storm runoff from areas.
- An on-site detention (OSD) network storage basin with orifice control.
- Turf swales to catch the runoff from the access road areas.

6.4.3 Water Quality Control

Soil erosion during the construction phase presents a risk to water quality. The primary risk occurs while soils are exposed during earthworks when suspended sediment and associated pollutants can be washed into downstream watercourses. All earthworks will be in accordance the erosion and sedimentation control plan prepared for the project (refer **Appendix A**).

Pollutants typically transported by runoff include litter, sediment, nutrients, oil, grease, and heavy metals. There are a number of measures that can reduce pollutant loadings, however, each different type has its own effectiveness in reducing pollutant loadings that depends on land use type, topography and the target control. The measures proposed for the proposal include:

- Enviropods
- Bioretention Swales
- Turf Swales.

Further details on these measures can be found in the Stormwater Management Plan (refer **Appendix D**).

The effectiveness of the proposed water quality measures have been assessed using MUSIC modelling (refer **Appendix D** for details) which has determined that by implementing the proposed treatment measures within the proposed car park development there will be no detrimental effect on the quality of stormwater running off from the site.

6.5 Flooding

A flood assessment of the proposal was prepared by Cardno to assess potential flood impacts. A full copy of the flood assessment is provided as **Appendix C**. The flood assessment included the following tasks:

- Update the Newports Creek floodplain model to include the recent survey of the car park and surrounds (without the proposed Bulky Goods development in place but with the updated creek survey) and re-run the 20 yr Average Recurrence Interval (ARI) and 100 yr ARI events.
- Summarise estimated 20 yr ARI and 100 yr ARI flood levels in the vicinity of the proposed car park.
- Modify the floodplain model to represent the proposed car park development.
- Run the modified floodplain model to assess the impacts in a 20 yr ARI and 100 yr ARI events.

It was concluded from undertaking the comparison of the existing and future conditions results that the proposed CHHC car park development has:

- Nil adverse impact on 20 yr ARI flood levels on the floodplain.
- A small local impact of up to 0.02 m and nil impact elsewhere on the floodplain in the 100 yr ARI event.

The assessment also concluded that the car park development has negligible impact on 20 yr ARI flood depths, velocities, velocity x depth and provisional flood hazard elsewhere on the floodplain. In a 100 yr ARI event the planned car park development:

- Locally increases the velocity in the drainage line along the western boundary of the proposed car park and negligible impacts elsewhere on the floodplain.
- Has negligible impact on the velocity x depth and provisional flood hazards elsewhere on the floodplain.

Cardno also assessed the proposal against Councils Flood Development and Management Policy. This assessment is included in **Table 6.1** below.

Table 6.1 Councils Flood Development and Management Policy assessment

Matters for Consideration	Comment	Complies
<i>Impacts over a range of flood events. The 100 year ARI is the standard for assessment and setting of minimum floor levels.</i>	The 20 yr ARI and 100 yr ARI flood events have been assessed. Minimum floor levels are not applicable in this instance.	Yes
<i>Impacts upstream of site.</i>	The 20 yr ARI and 100 yr ARI flood levels upstream of the Coffs Harbour Health Campus are unchanged.	Yes
<i>Impacts adjacent to site.</i>	<p>The proposed car park development has:</p> <ul style="list-style-type: none"> ▪ Nil adverse impact on 20 yr ARI flood levels on the floodplain. ▪ A small local impact of up to 0.02 m adjacent to the car park and nil impact elsewhere on the floodplain. ▪ Locally increases the velocity in the drainage line along the western boundary of the proposed car park and negligible impacts elsewhere on the floodplain. ▪ Has negligible impact on the velocity x depth and provisional flood hazard elsewhere on the floodplain. 	Yes
<i>Minimum floor level for building. Not applicable</i>	Minimum floor level for building. Not applicable	Yes

Matters for Consideration	Comment	Complies
<i>Show the site has safe pedestrian and vehicle egress in a 100 year ARI event.</i>	If pedestrians or vehicles were to exit the car park north via existing roads and driveways within the Health Campus with a view to travelling to the Pacific Highway and evacuating along the Pacific Highway then these pedestrians or motorists would in part need to traverse floodplain flows spilling from Newports Creek. The estimated velocity x depth of these spilling flows is less than 0.4m ² /s which would be considered safe for pedestrians and vehicles.	Yes
<i>Contain flows in watercourses as much as practical</i>	The intent of the proposed works would be to contain flows in watercourses as much as practical.	Yes

6.6 Traffic and Access

6.6.1 Preamble

A Traffic Impact Assessment and Road Safety Audit were prepared to assess the impacts of the proposal (refer **Attachment E**). The purpose of this assessment is to review the existing traffic and access conditions of the site and assess the impacts of the proposal during construction and operation.

6.6.2 Operational Traffic Impacts

The proposal involves provision of additional car parking to cater for existing excess demand for car parks within the CHHC. The proposal itself will not increase traffic movements. The proposal is, however, likely to change how some staff and visitors gain access to and from the campus. It is considered likely that the location of the new car park and proposed improvements to the secondary access (off Phil Hawthorne Drive) will result in increased traffic movements at the Stadium Drive/Phil Hawthorne Drive intersection and reduced traffic movements at the Pacific Highway intersection.

The traffic impact assessment has determined, through SIDRA traffic modelling, that the Stadium Drive/Phil Hawthorne Drive intersection currently has sufficient capacity to accommodate the likely increase in traffic movements from Stage 1 of the proposal without reducing its Level of Service (LoS) to an unacceptable level. The modelling suggests that all movements will remain at an acceptable LoS for Stage 2 except for one traffic movement (the right hand turn from Phil Hawthorne Drive onto Stadium Drive) which could potentially drop to a LoS of F in the peak afternoon period after the year 2030. This is not a significant impact and can be easily rectified by the installation of signage prohibiting this manoeuvre in the peak afternoon period if it drops to an unacceptable LoS.

The traffic impact assessment determined that there would be no other impediments to the local road network as a result of the proposal.

6.6.3 Construction Traffic Impacts

The car park is to be located on vacant land and any related construction activities are unlikely to have a significant traffic impact on adjoining land uses. The reconstruction of the informal access from Phil Hawthorne Drive to CHHC would most likely need to operate under temporary traffic control during construction works with all CHHC traffic directed to use the main Pacific Highway intersection during the construction period. This would only be for a limited time and would not cause any significant traffic impacts.

Given the limited traffic on Phil Hawthorne Drive and the informal access track, only minimal traffic impacts are expected to occur which will be in the form of temporary delays from traffic control. Appropriate traffic management measures would be implemented to minimise any traffic related impacts. An increase in traffic movements resulting from construction work vehicles is expected to occur during the construction period but is considered to be minor. Any impacts will be mitigated as part of a traffic management plan to be prepared at the detailed design stage of the proposal.

6.6.4 Road Safety Audit

RoadNet was commissioned to conduct an independent Road Safety Audit of the proposed secondary access to the Coffs Harbour Health Campus. The Road Safety Audit (RSA) was conducted as a Feasibility Stage Audit as per the *Austroads Guide to Road Safety - Part 6: Road Safety Audit, Jan 2009*. The audit examines the safety of traffic arrangements prior to design or construction. The Road Safety Audit addresses Council's concerns with vehicle/pedestrian conflicts, as well as the impacts of the increase in traffic to and from the Health Campus.

The Road Safety Audit makes various recommendations on improvements to proposed upgraded access road, Phil Hawthorne Drive and the intersection of Phil Hawthorne Drive and Stadium Drive. The recommendations that are relevant to the proposal have been incorporated into the civil design plans (refer Attachment A) and will be constructed as part of the project. These include:

- Two pedestrian refuges and lighting.
- Line marking
- Footpaths
- Signage
- Fencing.

6.6.5 Conclusion

Based on the traffic generating parameters and assumptions made in the Traffic Impact Assessment and the Road Safety Audit the proposed car park will not adversely impact on the existing surrounding local road network.

6.7 Noise

6.7.1 Construction Noise

Noise from the proposal would be typical of that associated with construction work and would result from the use of plant and machinery, work vehicles, and earthworks. However this noise would be temporary and not present any significant noise impacts given the location of the works away from residential land uses, noise associated with existing surrounding land uses, the nature of the works, existing traffic noise levels along Phil Hawthorne Drive and the fact that works would be restricted to standard construction hours.

Construction noise may potentially impact on patients of the ICCU and Coffs Harbour Base Hospital located immediately north and north-west of the site respectively. The contractor must prepare a communication plan in consultation with CHHC management outlining procedures for notification of potentially noisy activity periods. Mitigation measures to limit noise have been described in **Section 7**.

6.7.2 Construction Vibration

Vibration impacts resulting from the proposal would be both relatively minor and temporary. The nature of the work means that vibration levels would be limited to that typical of construction works. The nearest residential property is 780 metres away from the site which will ensure that vibration from the proposal would be of no concern to nearby residents and the general community.

Vibration impacts may potentially affect patients of the ICCU and Coffs Harbour Base Hospital. The contractor must include procedures in the aforementioned communications plan for notification of periods where vibration may impact on the campus.

6.8 Visual Impact

The visual impact of the proposal is considered to be negligible. Although the proposal will modify the site from a vacant grassed area to a car park, it is considered that the proposal is generally in keeping with surrounding land uses.

6.9 Heritage

6.9.1 Non-Aboriginal Heritage

Searches were conducted of the Australian Heritage Council database (which includes the World Heritage List, the National Heritage List, the Commonwealth Heritage list and the Register of the National Estate), the State Heritage Register, State Heritage Inventory and the Coffs Harbour LEP heritage listings. The Site is not listed on any of these registers, and there are no heritage items within the vicinity of the Site. The subject site is highly disturbed with the car park area having been previously filled. It is therefore considered unlikely that any items of European Heritage would be found on the site.

6.9.2 Aboriginal Heritage

The *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* provides an assessment process to determine if the proposed activity may harm Aboriginal objects and to determine whether an Aboriginal Heritage Impact Permit (AHIP) is required.

Table 6.2 Generic Due Diligence Process for the Proposed car park

<i>Generic Due Diligence Process</i>	<i>Proposed Activity</i>
Will the activity disturb the ground surface or any culturally modified trees?	The ground surface will be disturbed to establish the proposed car park. No culturally modified trees will be disturbed.
Are there any: 1. Relevant confirmed site records or other associated landscape feature information on AHIMS? and/or 2. Any other sources of information of which a person is already aware? and/or 3. Landscape features that are likely to indicate presence of Aboriginal objects?	<ol style="list-style-type: none"> 1. A search of the AHIMS database revealed that there are no registered sites on the subject site or within 200 m of the proposed works. 2. There are no sources of information of which the author is aware. Previous documentation pertaining to the CHHC has been reviewed and nothing has been found that would suggest Aboriginal objects are likely to exist on the site. 3. The site lies within 200 m to Newports creek. It is not located within a sand dune system, ridge top, ridge line or headland. The site is not within 200 m of a cliff face or within 20 m of a cave, rock shelter or cave mouth. <p>The subject site is highly disturbed with the car park area having been previously filled.</p>

Given the above, it is reasonable to conclude that there are no known Aboriginal objects on the site and there is a very low probability of objects occurring at the site. The generic due diligence process indicates the proposed activity can proceed with caution without applying for an AHIP.

6.10 Construction Waste

The works would result in waste from:

- Sediment spoils: clean sediment spoils would be used on site where required and appropriate. Unclean or excess spoil is to be disposed of at an approved facility.
- Packaging and general waste: to be recycled or disposed of at licensed premises in accordance with RMS policy.

All waste material will be managed/treated in accordance with CHCC's adopted policies and recycled or disposed of at a licensed landfill.

6.11 Socio-Economic

The proposal will see a much needed improvement to car parking for the Coffs Harbour Health Campus. The works could indirectly affect business through minor and temporary traffic delays during construction. However these would only cause minor disruption to traffic along Stadium Drive and would be managed under an approved Traffic Control Plan. No businesses are likely to be significantly affected.

The proposal would provide a significant improvement to the socio-economic environment via improvements to the current car park shortage experienced at the CHHC. Additional positive socio economic benefits would come from the project by the capital investment in the regional economy.

6.12 Cumulative Impacts

Under Clause 228 of the EP&A Regulation 2000, any cumulative environmental effect with other existing or likely future activities must be taken into account when assessing the impact of an activity for the purposes of Part 5 of the EP&A Act.

The proposal is expected to add to a number of cumulative impacts including resource consumption (e.g. road construction material) and generation of greenhouse gas emissions (e.g. through operation of vehicles and equipment, extraction processes to obtain road base, etc.). However the mitigation measures stated within Section 7 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.

Environmental Management

7.1 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 prior to any works/activities commencing, and would include all relevant sub plans:

- Erosion and Sedimentation Control Plan
- Traffic Control Plan
- Access and Movement Plan (for construction staff).

The CEMP would incorporate all relevant safeguards detailed in this REF. These would be implemented and complied with throughout all stages of the proposal. The CEMP would be submitted to the relevant HI Project Officer for review and approval.

All construction staff and site personnel would be made aware of their environmental responsibilities and safeguard measures from the REF and CEMP to minimise environmental impacts.

An onsite meeting would be held with each relevant contractor, construction staff, site personnel and HI 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.

7.2 Mitigation Measures

7.2.1 Ecology

The following safeguards/mitigation measures would be implemented to ensure minimal environmental impact of the proposal on local biodiversity:

- Prior to the commencement of construction works, the extent of the construction footprint would be clearly marked and communicated to all staff.
- Protection of adjacent vegetation and retained trees would be in accordance with the Australian Standard (AS4970-2009) for Protection of Trees.
- Erosion and sediment controls would be established on the periphery of the site to minimise the risk of water quality and sedimentation impacts on the adjacent area of Swamp Sclerophyll Forest EEC and potential habitat for Slender Screw Fern (*Lindsaea incisa*).
- Enhancement of the previously planted Koala corridor would be undertaken. This would involve weed control to free existing trees from exotic grass competition and planting additional Koala feed trees within the corridor and/or replacing some of the non-Koala food tree species. Species to be planted would be from the list of preferred Koala food trees from the DECC (2008). Given the landscape

position of the corridor and existing dominance of Broad-leaved Paperbark in this planting, it is recommended that additional Swamp Mahogany be planted at a spacing of no less than 6 m, giving due consideration to any bushfire safety requirements. To achieve this spacing some non-Koala food tree species (e.g. *Corymbia variegata*) in the corridor may need to be replaced. Any such enhancement would need to comply with the provisions of Planning for Bushfire Protection Guidelines 2006.

- To minimise the risk of traffic collision with Koalas, the design of the car park would include:
 - incorporation of traffic calming devices on access roads to the car park at the Koala corridor;
 - speed limits on access roads of less than 40 kph; and
 - installation of Koala signage to alert motorists.

7.2.2 Soils

To prevent soil erosion and sedimentation during construction works, the following mitigation measures will be implemented:

- Land disturbance will be limited to that necessary for implementation of the works.
- Erosion and sedimentation controls as outlined in the Sediment and Erosion control plan for the project will be implemented in and around the work site including downslope of all unprotected disturbed areas prior to the commencement of works to capture any sediment passing from the site. These controls will be kept functional to the end of the construction works, or in the case of stockpiles, until they are removed.
- To limit the spread of sediment by vehicle movements, soils will not be transported unless 'spadeable' i.e. the soil is not in a free flowing state and all construction equipment will be washed down at the end of each day before moving off site.

7.2.3 Water Quality

The following mitigation measures will be implemented in order to prevent adverse impacts to water quality:

- Fuels, lubricants or other compounds will be located in suitably bunded areas within/adjacent to the site compound.
- Fuels and other liquids will be stored in small quantities.
- Cleaning of tools and equipment will occur at a suitable wash-down bay or away from hardstand areas.
- No cleaning of tools or equipment will occur within any drainage line or creek.
- All equipment will be maintained in good working order and operated according to manufacturer's specifications.

7.2.4 Air Quality

The following mitigation measures will be implemented in order to prevent adverse impacts to air quality, particularly during construction of the complex:

- Vehicles, machinery and equipment will be maintained in accordance with manufacturer's specifications in order to meet the requirements of the *Protection of the Environment Operations Act 1997* and associated regulations.
- Trucks transporting material to and from the site will be covered immediately after loading to prevent windblown dust emissions and spillages.
- Vehicles and equipment will be switched off when not operating.
- No waste material will be burnt on site.
- Debris and waste will be cleaned from the works area as soon as practical to ensure light-weight material is not dispersed by wind gusts.
- Waste will be collected and disposed of appropriately or recycled.

7.2.5 Noise

The following mitigation measures will be implemented in order to prevent adverse noise and vibration impacts:

- Complaints will be officially registered and dealt with accordingly.
- Extensive periods of continuous operation of noisy machinery will be avoided.
- All equipment will be well maintained in accordance with the manufacturer's specifications.
- The most appropriate sized tool for the respective job will be used keeping in mind that the smaller the tool, the less noise is generated.
- All works will be in accordance with AS2436-1981: Guide to Noise Control on Construction, Maintenance and Demolition Sites.
- All equipment used on the site will have evidence of compliance with recommended noise levels outlined in this standard.
- All plant will be fitted with appropriate exhaust systems to ensure compliance with pollution and noise emission standards.
- The contractor will be required to minimise noise outputs through the use of best practice and high quality plant and equipment.
- Construction will be restricted to:
 - 7am to 6pm Mondays to Fridays
 - 7am to 1pm Saturdays
 - no work Sundays and public holidays.

7.2.6 Heritage

- The following mitigation measures will be implemented in order to prevent adverse impacts to any items of Aboriginal or non-Aboriginal heritage: if Aboriginal heritage items are uncovered during the works, all works in the vicinity of the find must cease and the Project Manager, OEH and NSW Health are to be notified immediately. Works in the vicinity of the find must not re-commence until clearance has been received.
- If non-Aboriginal heritage items or relics are discovered during the project works, OEH and CHCC will be notified.

7.2.7 Construction Waste

The following mitigation measures will be implemented in order to prevent adverse impacts in relation to waste generated by the proposed works:

- No materials will be used in a manner that will pose a risk to public safety and waste generated from the proposed works will be recycled where possible.
- Unnecessary resource consumption will be avoided.
- Non-recyclable wastes will be collected and disposed of or recycled in accordance with CHCC waste disposal protocols and OEH guidelines.

Consideration of Environmental Factors

8.1 Clause 228 Checklist (NSW Legislation)

As part of its obligation under Section 111 of the *Environmental Planning and Assessment Act*, the consent authority is required to take into account, to the fullest extent possible, all matters likely to affect the environment. The consent authority is required by Clause 228 of the *Environmental Planning and Assessment Regulations 2000* to give consideration to a number of factors that are listed below. The following provides a summary of the key issues relevant to each factor and the key mitigation measures proposed.

Table 8.1 Clause 228 Checklist (NSW Legislation)

	<i>Factor</i>	<i>Impact</i>
a	Any Environmental Impact on a Community	
	The mitigation measures determined in Section 7 would ensure a very low likelihood that any environmental impact would result from the proposed works. No vegetation removal would be required for the works to proceed. The proposed works provide improved facilities for CHHC and are expected to provide a socio-economic benefit to the community.	Nil
b	Any Transformation of a Locality	
	Transformation of the locality is not expected. The site is adjacent to the existing Health Campus and the Coffs Coast Sport and Leisure Park. The proposal is in keeping with these land uses and as such the visual impacts are not expected to be significant.	Minor
c	Any Environmental Impact on the Ecosystems of the Locality	
	Mitigation measures in Section 7 of this REF would be employed to avoid adverse environmental impacts.	Nil
d	Any Reduction of the Aesthetic, Recreational, Scientific or Other Environmental Quality or Value of a Locality	
	It is not expected that a reduction in the scientific quality of the locality would occur due to the proposed works in the long term.	Nil
	No reduction in the quality of the environment associated with water would occur due to the mitigation measures detailed in Section 7 of this REF. No significant changes of the locality are expected to occur.	Nil
	Improved parking facilities at the site are expected to benefit the community.	Nil
e	Any Effect on A Locality, Place or Building Having Aesthetic, Anthropological, Archaeological, Architectural, Cultural, Historical, Scientific or Social Significance or Other Special Value for Present or Future Generations	
	The site is adjacent to the existing Health Campus and the Coffs Coast Sport and Leisure Park. The proposal is in keeping with these land uses and as such impacts to visual amenity are therefore considered to be minor.	Minor
f	Any Impact on the Habitat of Protected Fauna (Within the Meaning of the National Parks and Wildlife Act 1974)	
	No fauna would be impacted due to the nature of the proposed works.	Nil
g	Any Endangering of any Species of Animal, Plant or Other Form of Life Whether Living on Land, in Water or in the Air	

	<i>Factor</i>	<i>Impact</i>
	No flora or fauna would be impacted by the proposed works.	Nil
h	Any Long Term Effects on the Environment	
	No negative long term impacts would occur in the locality given the implementation of the proposed protective measures in Section 7 of this REF.	Nil:
i	Any Degradation of the Quality of the Environment	
	Degradation of the quality of the environment is not expected. Given the safeguards in Section 7 of this REF, any impacts are considered unlikely.	Nil
j	Any Risk to the Safety of the Environment	
	No negative long term impacts would occur in the locality given the implementation of the proposed protective measures in Section 7 of this REF.	Nil
k	Any Reduction in the Range of Beneficial Uses of the Environment	
	The proposed works would not result in any reduction in the range of beneficial uses of the environment in the short or long term. The proposed works aim to improve the usage of the CHHC.	Nil
l	Any Pollution of the Environment	
	The proposed works may adversely affect air quality during construction. The mitigation measures determined in Section 7 would minimise the duration and impact. Once construction is complete, the installation is not expected to adversely impact on air quality.	Minor
	No reduction in the quality of the environment associated with water would occur due to the mitigation measures detailed in Section 7 of this REF.	Nil
	Waste materials, fuel spills, particulate matter and sediment have the potential to cause pollution to the environment. However, given the proposed safeguards detailed in Section 7 of this REF and all waste being disposed within an approved waste disposal facility, pollution to the environment would be minimised.	Minor
m	Any Environmental Problems Associated with the Disposal of Waste	
	Any wastes would be disposed of in a manner which would not damage or disturb any native flora or fauna or the physical environment. The disposal of such waste would be within the waste management facility in accordance with OEH approved methods of waste disposal. Safeguards detailed in Section 7 of this REF would protect the environment from problems associated with waste disposal.	Nil
n	Any Increased Demands on Resources (Natural or Otherwise) that are likely to Become in Short Supply	
	The project does not create any demand for resources that are in short supply nor is it likely to result in an increased demand on any natural resources that are likely to become in short supply.	Nil
o	Any Cumulative Environmental Effect with Other Existing or Likely Future Activities	
	The proposed works are unlikely to have any significant impact on the environment, therefore would not contribute to any cumulative impacts.	Nil

8.2 EPBC Act 1999 (Commonwealth Legislation)

Under the *Environment Protection and Biodiversity Conservation Act 1999*, any action which has a significant impact on a matter of national environmental significance or Commonwealth land triggers the Act, and therefore, requires a Commonwealth Environmental Impact Assessment. The matters of national environmental significance and Commonwealth land are considered below in relation to the proposal. Refer to the Ecological Report (**Appendix B**) for results of the EPBC Act database search undertaken for the REF.

Table 8.2 Commonwealth Environmental Impact Assessment

	<i>Factor</i>	<i>Impact</i>
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 5 of this REF would negate any potential environmental impacts off site.	Nil
b	Any Environmental Impact on National Heritage Places?	
	The proposed works are not in proximity to any lands listed as National Heritage Places, and therefore would have no impact on such lands. Extensive mitigation measures stated within Section 5 of this REF 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 5 of this REF 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 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 impact on a Commonwealth Marine Area.	Nil

Conclusion

Pursuant to the provisions of the Infrastructure SEPP most of the proposed works (the car park and access roads) are defined as exempt development and a small part of the works (safety improvements to Phil Hawthorne Drive and proposed shelters within the car park) are defined as development without consent.

The development will result in a higher quality of health facilities for the Coffs Coast Region. It will be constructed so as to reduce or eliminate all negative short term environmental impacts. There will be long term benefits to the community as a result of this facility in terms of much needed car parking for the CHHC.

All relevant statutory planning instruments have been examined in relation to the proposal. Based on the review undertaken, the proposed works do not require development consent and are either exempt development or Development without consent and subject to environmental impact assessment under Part 5 of the *Environmental Planning & Assessment Act 1979*.

This REF has found that:

- The proposed works are not likely to significantly affect threatened species, populations or ecological communities listed in the TSC Act 1995 or FM Act 1994. Therefore, a Species Impact Statement is not required.
- The proposed works would not have a significant impact on national environmental significance or other matters as described in the EPBC Act 1999 and therefore the works do not need to be referred to the Minister.
- Appropriate mitigation measures can be implemented to manage any potential short term or long term environmental effects.
- The proposed works would not have any adverse impacts on the natural or human environment.
- The proposed works would create beneficial environmental and socio-economic impacts through improved health facilities for Coffs Harbour and the surrounding district.

The activity as proposed would therefore not have a significant environmental impact.

Certification

This Review of Environmental Factors provides a true and fair review of the Proposal in relation to its potential effects on the environment. It addresses to the fullest extent possible all matters affecting or likely to affect the environment as a result of the Proposal.



Signature:

Simon Waterworth

Director/Senior Planner

GeoLINK

Date: 09/09/2014

I have examined this Review of Environmental Factors and the certification by Simon Waterworth and accept the Review of Environmental Factors. Based on the assessment of the proposal outlined in this REF document it is unlikely that the proposed activity will have any significant or adverse impacts on the environment. I am satisfied that the measures to mitigate potential impacts are adequate and that no additional environment impact assessments are required.

Signature:

NSW Health Infrastructure

Date:



References

Parliamentary Counsels Office, (2014) Government of New South Wales Legislation home page, [Online]. Available: <http://www.legislation.nsw.gov.au>. [Accessed July, 2012]



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