



SCHEMATIC DESIGN

ISSUE CONTROL

ISSUE	DATE	FOR
A	19.03.2019	DRAFT PRELIMINARY SCHEMATIC DESIGN
B	28.03.2019	DRAFT PRELIMINARY SCHEMATIC DESIGN WORKING SESSION
C	15.03.2019	PRELIMINARY SCHEMATIC DESIGN
WIP	14.06.2019	SCHEMATIC DESIGN DRAFT

THE DESIGN TEAM WOULD LIKE TO ACKNOWLEDGE THE GUMBAYNGGIRR PEOPLE AS THE TRADITIONAL CUSTODIANS OF THE COUNTRY UPON WHICH THIS PROJECT IS LOCATED.

PROJECT TEAM

	CLIENT AND PRINCIPAL
	PROJECT MANAGEMENT
	ARCHITECTURE, INTERIOR DESIGN AND LEAD DESIGN CONSULTANT (LDC)
	COST PLANNING AND CIV CALCULATION
	TOWN PLANNER, HERITAGE
	BUILDING SERVICES, FIRE ENGINEERING, ESD
	STRUCTURAL AND CIVIL ENGINEERING
	LANDSCAPE ARCHITECTURE
	BUILDING COMPLIANCE, UNIVERSAL ACCESSIBILITY

	TRAFFIC ENGINEERING
	FLOOD ENGINEERING
	FACADE ENGINEERING AND REFLECTIVITY
	WASTE MANAGEMENT AND RESOURCE RECOVERY
	WIND ENGINEERING, PEDESTRIAN AMENITY
	ACOUSTIC ENGINEERING
	ARBORIST

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INTRODUCTION

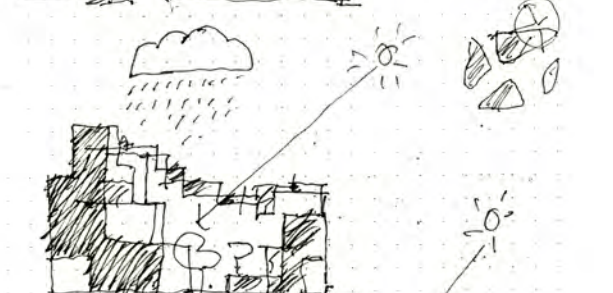
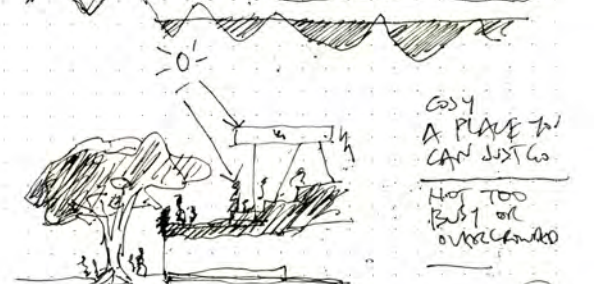
SKETCH STUDIES INVESTIGATING THE NATURE OF THE PLACE

WHEN DO WE DO AN INTERIM
'RAPID PROTOTYPE' EXERCISE →
2 WEEKS BEFORE SUBMITTING
'THIS IS WHAT THE BUILDING LOOKS LIKE'



CCS / ALL WELCOME 23.02.19
@ CHEC

'THE LOW' CUTE VS START | ^{to know} _{others}
SAFE SPACE
CAN THIS BE THE BEST
BUILDING IN THE WORLD?



EXECUTIVE SUMMARY

The proposed new Coffs Harbour Cultural and Civic Space is an approximately 13,500m² multi-use facility containing a Public Library, Art Gallery, Museum, Council Customer Service centre, Public space and meeting rooms, Council Chambers, Council administration offices and car parking. The project is a much needed major investment by the community in creating new cultural and civic facilities in support of the growth of the LGA. The project, known as *All Welcome* as a constant reminder of its intent and aspiration, has been an active need in the LGA. The chosen site is in the centre of the Coffs Harbour CBD and will help to energise and attract locals and visitors the CBD. It will serve the entire LGA and beyond as part of Coffs’s importance in the surrounding region.

Coffs Harbour is distinguished by its topography and the diversity of its community, industry and popularity as a tourist destination. The Great Dividing Range meets the coast at Coffs, forming the Solitary Isles and creating the distinctive mountains-to-the-sea character of the place. The proposal is designed to recognise and reflect this character, creating a distinctive new building suited to its locality and community. This document forms part of the background information for the SSDA and includes:

- Background to the project
- Design Excellence Strategy and Design process
- Project Themes and Principles
- Analysis of the site within its indigenous and urban context
- Sketches exploring design concepts
- Explanation of the proposed design through a series of diagrams, drawings and 3D views
- Concepts for the landscape architecture and the rooftop garden space
- Proposal for the facade of the building
- Structural concept for the building
- Integrated building services concept
- Justification for how the design meets the Design Excellence Strategy
- Future development of the precinct and how the design relates to this
- Consultation feedback
- Appendix containing detailed design drawings and relevant specialist reports.

BVN was appointed by Coffs Harbour City Council to provide architectural services and to act as the lead design consultant (LDC). A broad set of disciplines were employed to undertake the schematic design and the prepare documentation for the State Significant Development Application (SSDA). The combined design team has spent 5 months preparing this schematic design and SSDA material. A summary of outcomes from this work is:

STRUCTURE & CIVIL

Engineers TTW are responsible for the structural and civil design. Key aspects of the structural scheme are as follows

- Basement retention system of soldier piles with shotcrete infill
- Typical superstructure featuring concrete structure with a maximum beam depth of 500mm
- Steel-framed columns and roof over level 3 executive offices, council chamber and shared public meeting space.
- Inclusion of 30% fly-ash content in concrete specification for reduced carbon footprint.

At the next stage, the use of metal deck permanent formwork system suitable for exposed soffit design (no ceilings) needs to be considered.

QUANTITY SURVEYOR

Slattery have provided cost advice and on-going Cost Plans during the Schematic Design process, At the final revision submitted for completion of Schematic Design (Cost Plan 5), the scheme is currently aligned to the project budget of \$76.5m.

BUILDING SERVICES

LCI have completed the schematic designs All Welcome’s mechanical, electrical, IT & communications, vertical transport, hydraulic, and fire protection services. Notwithstanding a small number of outstanding items, the design is coordinated with the architectural consistent with a schematic design standard, and the services have been modelled in the BIM environment.

The following items are yet to be captured in the services design and require investigation at the next stage:

- The majority of the building is conditioned with a fixed, air-sealed facade, however discrete areas have been identified which suit passive ventilation via operable windows with minimal impact on the mechanical design.
- Specification of services component and, fittings to suit exposed services throughout the building

The design has taken Ecologically Sustainable Design (ESD) into account through the following strategies:

- Electricity generation with 140kW photovoltaic array.
- Facade and materials through the use of shading elements throughout and the use of high performance glazing.
- High-efficiency solutions, components and fittings generally across all trades in accordance with best-practice design.
- Metering, monitoring and control of all trades via connection to a Building Management Control System (BMCS)
- Electrical efficiency using LED light fittings and auto-light motion sensors.
- Water conservation through advanced metering, rainwater collection and re-use for toilet flushing, mechanical condensate recovery.

LANDSCAPE

Landscape is integral to the experience of All Welcome, and Urbis have worked collaboratively with BVN on the design of external areas outside the site boundary, ground floor and the open area at level three. Key components of the landscape design include

- Paving at ground floor incorporating a motif derived from the fig tree.
- Selection of *Ficus* species in the atrium consistent with this character.
- Greenery to roof area fulfilling the vision for an elevated public space.
- Strategically-located gathering areas provided with built-in outdoor furniture and decking.

ARBORIST

Advice on working adjacent to and protecting the existing Hill’s Weeping Fig has been captured by Arborist Network, with the impact on both the tree and the building being negligible due to the contained area of impact on the tree’s root zone. They note that managed well, the proposed works have the potential to result in an improvement in the trees health and longevity.

BCA & DDA

Philip Chun have completed a report including a review of documents, comments and recommendations with respect to the Building Code of Australia and Disability Discrimination Act legislature. There are a range of items picked up in the compliance reports which will be addressed at the next stage.

FIRE ENGINEERING

LCI have completed a preliminary fire safety strategy document, which outlines the objectives and the process involved in working through the detail of engineered fire safety solutions which are required to have parts of the design certified. Key takeaways from this include

- The atrium shall be sprinklered and be smoke-seperated from the internal areas that surround it. The opening in the level 3 slab provides for smoke exhaust from this area in case of fire.

FAÇADE

Surface Design consultancy provided design advice on the façade, and this has been incorporated into the design team’s endeavours. Significant discrete inputs into the design are as follows:

- The preferred construction type for the main façade is a prefabricated, unitised curtain wall with the terracotta portions attached before installation.
- Facade Reflectivity Report anticipates no excessive effects from reflections provided the specified façade finish meets provided reflectivity criteria.
- Confirmed that for façade maintenance including window cleaning rope access is suitable, and this has been approved in principle by the Client.

TRAFFIC

The Transport Assessment Report (TRA) includes number of car parks, cycle parks, and areas of vehicular movement. The scope of the extends beyond the All Welcome site to consider traffic flows to and from the new building and impact on existing infrastructure.

- The new building has minimal impact on existing traffic conditions, noting a small increase in delay at some intersections.
- 84 car parks are required by the office element of the scheme, which is met through the combination of the basement car park and the retained car parks in the basement of the Castle St multi-deck car park.
- It is also proposed to adjust a number of car parks on Gordon Street to provide four accessible car parks for visitors.
- Cycle parking for staff (in the basement) and visitors (at ground level) exceed the numbers required by the TRA.
- The carpark entry ramp, gallery and museum loading bay, and loading space on Gordon Street have been verified with swept path analysis.

WASTE

Waste equipment manufacturer Elephants Foot have completed a study estimating waste volumes to be generated, and provided advice on bin room size and configuration based on a likely collection schedule. We confirm that as designed, the Bin Room at ground level is suitable to cater for the number of bins required - noting that the Client’s desired collection schedule is less frequent than preferred by the Waste Management Plan - and that this would result in the bin room being compromised functionally or needing to be made larger. Review and engagement from the Client is required at the next stage to confirm the bin room size and layout.

FLOOD ENGINEERING

The Flooding Assessment Report, completed by GHD, details the likelihood of flooding in the area and the impact on the All Welcome site. The modelling shows that the site is not inundated during a 1 in 500 year flood event. The direct impacts on the building design which have come out of this study are the levels for the ground floor and carpark entry, which have been incorporated in accordance with GHD’s advice.

WIND

Windtech completed a Pedestrian Environment study looking at occupant comfort at Ground Level and at Level three in the open area. The study recommends retaining the existing Fig Tree and including new planting to Gordon St to ameliorate potential unfavourable wind conditions in these areas, which includes the external café seating and external amphitheatre seating at roof level. The landscape design by Urbis & BVN is in accordance with this advice.

ACOUSTIC

Pulse Acoustic provided an Evironmental Impact Statement Report, particularly into the effects on local residential and recreation sites. To do this, they installed noise loggers within the site and the closest residential facilities. The conclusion was that subject to implication of their recommendations, the project will be in compliance with the relevant statutory criterions.

GEOTECHNICAL

Regional Geotech Services’ advised design criteria to the structural engineers informing the retention system, subgrade buildup and piling specification.

- The basement shall drain below the level of the slab. The volume of drainage needs to be assessed in construction at the completion of excavation.

TOWN PLANNING

GeoLink have administered the town planning submission of which this report is part. A summary of their contribution is as follows:

- Selection of State-Significant Development approval pathway
- Compiled and submitted request for SEARS.
- Engaged NSW Government Architect
- Engaged and briefed Niche cultural heritage consultancy
- Compiled the Environmental Impact Statement (EIS) with input from all
- Feedback on required information to maximise ease of the SSD Approval.

OTHER

- Specialist advice for the Museum and Gallery exhibition design from exhibition designers Thylacene.
- Cultural heritage consultancy Niche are reporting on aboriginal and other heritage concerns in and around the site. Their report is incomplete at the time of writing.

PROJECT SITE



PROJECT SITE



SITE LOCATION
22-31 GORDON STREET
COFFS HARBOUR
NSW 2450

THE DESIGN PROCESS / FOUR THEMES

SUMMARY OF DESIGN PROCESS

Following BVN and the design team’s appointment in early 2019, the team undertook an extensive series on consultation sessions with the client stakeholder group and the greater community of the LGA. Following this consultation and a review of the provided briefing material, BVN prepared a Return Design Brief that included the approach to the design process.

FOUR THEMES

Four key themes were identified as part of the project. These consolidate the aspirations of the project into simple, resonant statements. These themes are shown below.

SIX PRINCIPLES

Form 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.

TOOLS AND PROCESS

BVN 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 us to align the design

process with the brief and stakeholder commentary and feedback.

THE PLACE

The Coffs Coast is place of great natural beauty. BVN 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 Isles 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. We 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.

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 Masterplan. 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 by the Client presented a key location to make the most of these ambitions. The future of the site’s surrounds is legislated 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.

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 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.

The design and the story of its development are compiled in the following Design Report.

ALL WELCOME

The underlying driving theme of the project. This Place will be open and welcoming to all

CULTURE FIRST

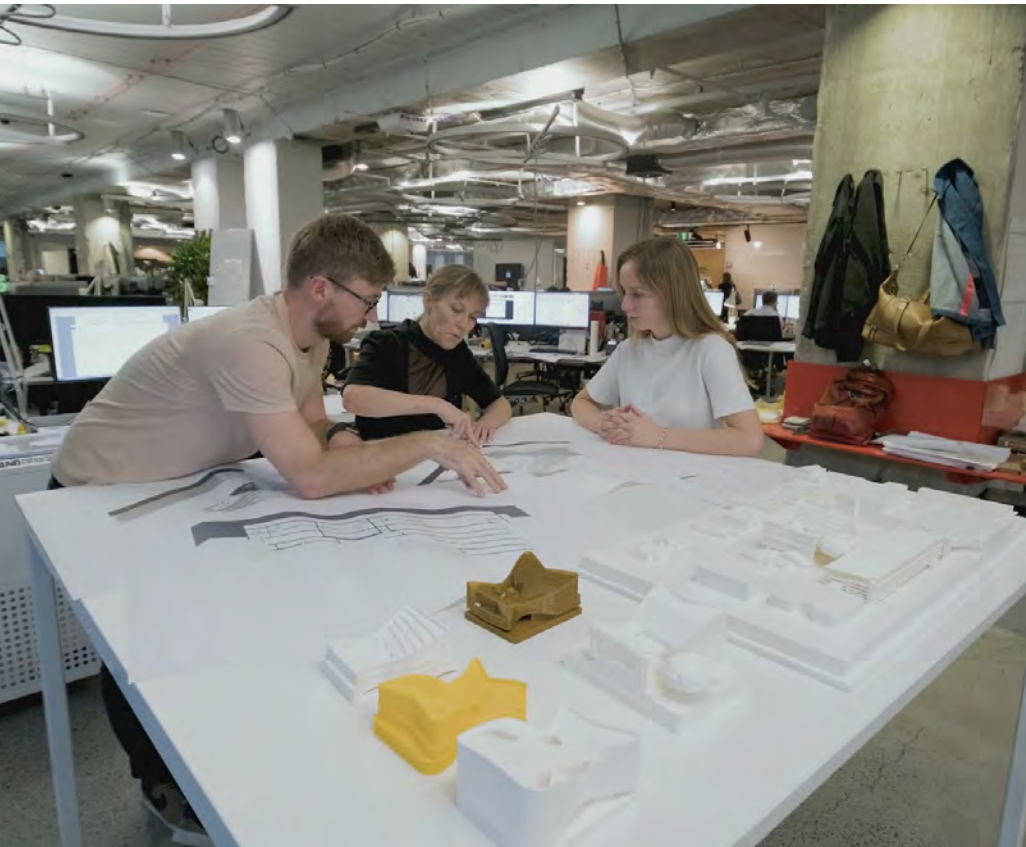
The complex brief for different uses in the project will be designed through the lens off *culture first*

WHY NOT WHAT

Decision making for the project is based on the 6 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



PROJECT PRINCIPLES

Following the development of the four themes, BVN worked with the client 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.

1



2



3



4



5



6



- 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 well-being of the people who experience it, encourage them to thrive and be a catalyst for reaching purpose and potential.

DESIGN EXCELLENCE STRATEGY

TWO STATE DESIGN REVIEW MEETINGS WERE CONVENED BETWEEN THE GOVERNMENT ARCHITECT NSW AND BVN, FROM WHICH A STRATEGY WAS FORMULATED TO ENSURE THAT THE ALL WELCOME BUILDING WOULD ACHIEVE DESIGN EXCELLENCE.

THE FOLLOWING RECORDS THE GOVERNMENT ARCHITECT’S COMMENTARY AND PROVIDES REFERENCE TO WHERE THEIR QUERIES ARE ADDRESSED IN THE SCHEMATIC DESIGN

Below is a summary of the main points raised at the State Design Review meeting, as received from the Government Architect NSW via email on the 11th of 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 cartilage to car park*
- *Preservation and protection of significant tree as focal point*
- *Modifications to the ground level incorporating transparent, operable and adaptable façades 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*

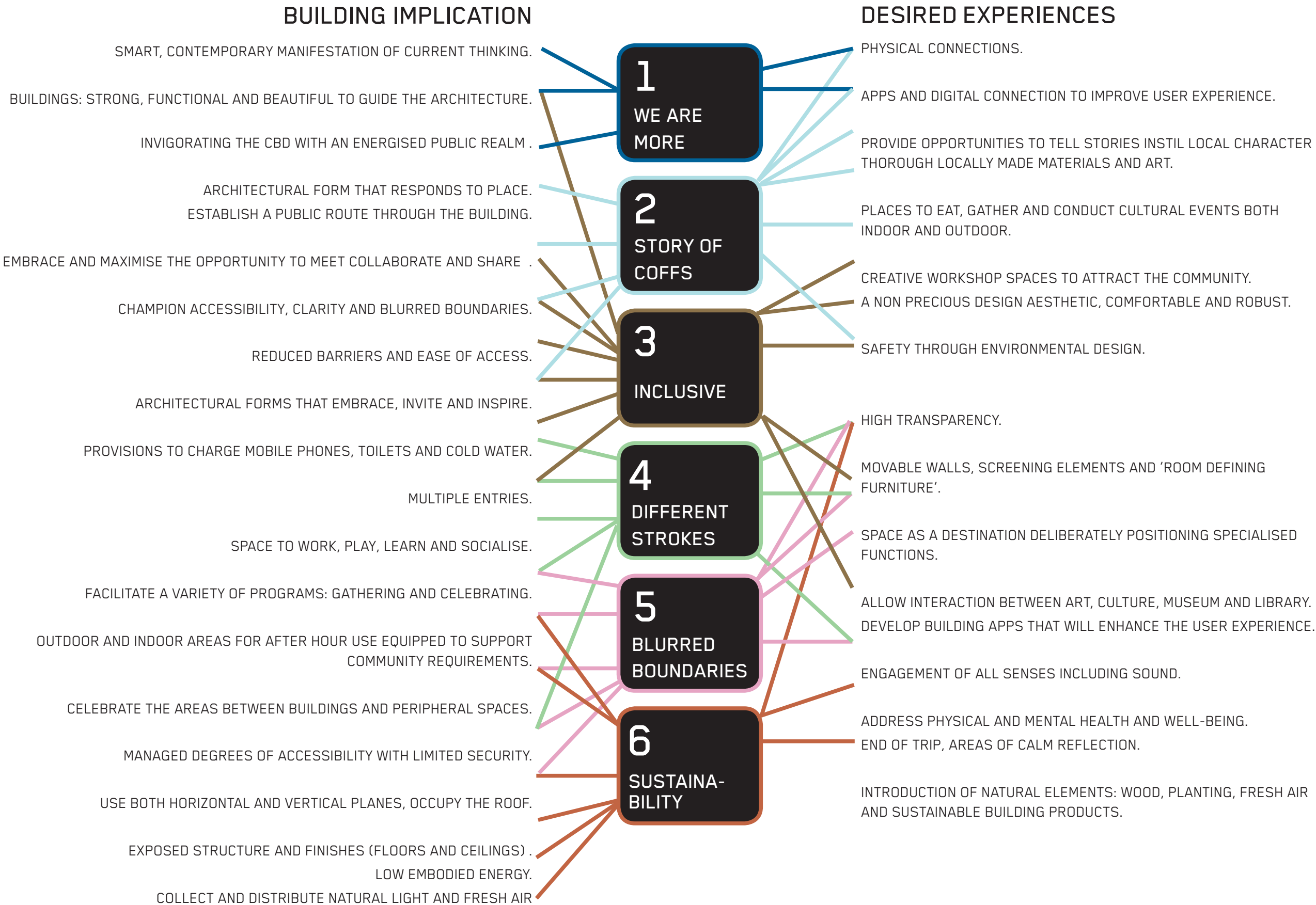
The following commentary provides advice and recommendations for the project

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, street-scape, 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 masterplanning 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."

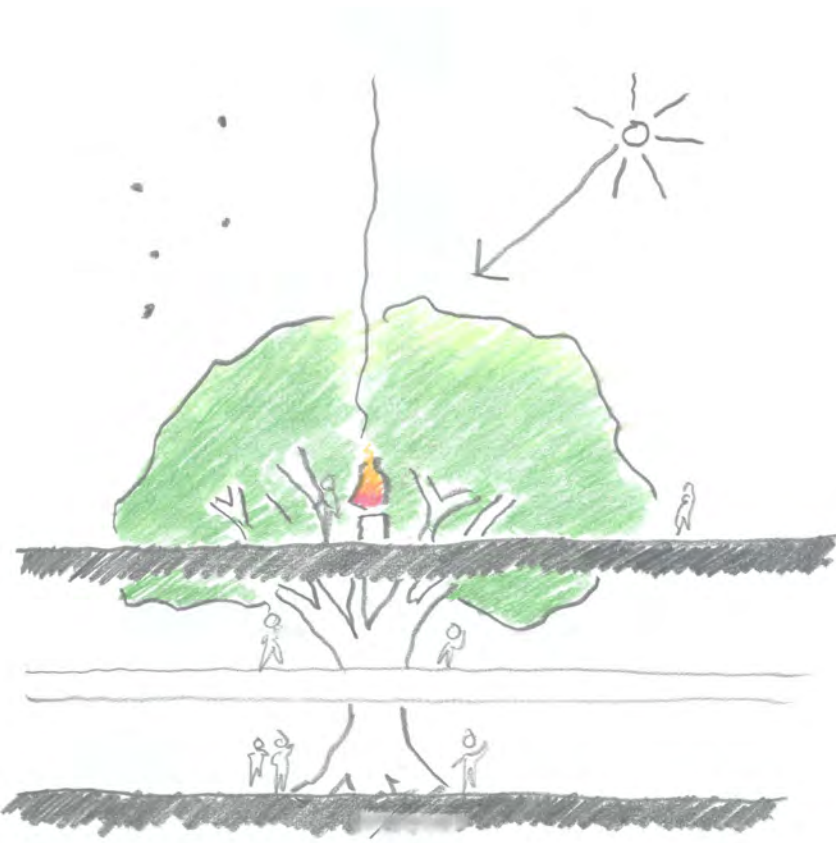
BVN responses to the Government Architect’s comments are as follows:

1. As designed, this connection will be made at ground level. Upgrades to the pedestrian environment in Riding Lane are included in Phase 2 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 this 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 this report for more information.
5. As (4), These areas are shown in the ‘Internal Views’ subheading of this report. Additional sections and details will be undertaken at the next stage.
6. In this report we 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 for more information.
7. We have included a subheading in this 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’ for more information.



A NARRATIVE OF PLACE

The All Welcome building form is influenced by a reading of the local landscape, from the macro to the site specific. The surrounding range and the Harbour wall represent the ideas of protection and safety. Ideas which are directly relevant to the aspirations to the project.

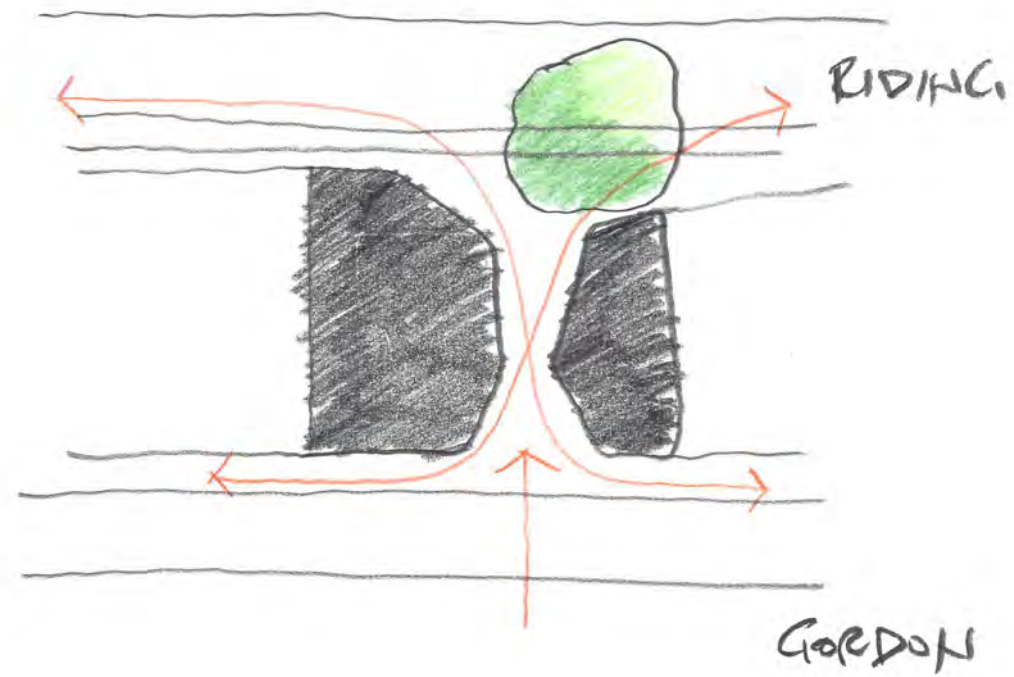


THE SEA AND HARBOUR

Coffs is defined by the encompassing range and the encompassing harbour. They strongly identify the place and its character. The range defines the skyline and a sense of enclosure, diversity and surprise throughout the Local Government Area. 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 of our conceptual design approach to the form and idea of the building.

THE TREE, THE PUBLIC REALM AND THE IMPORTANCE OF A MEANINGFUL PLACE

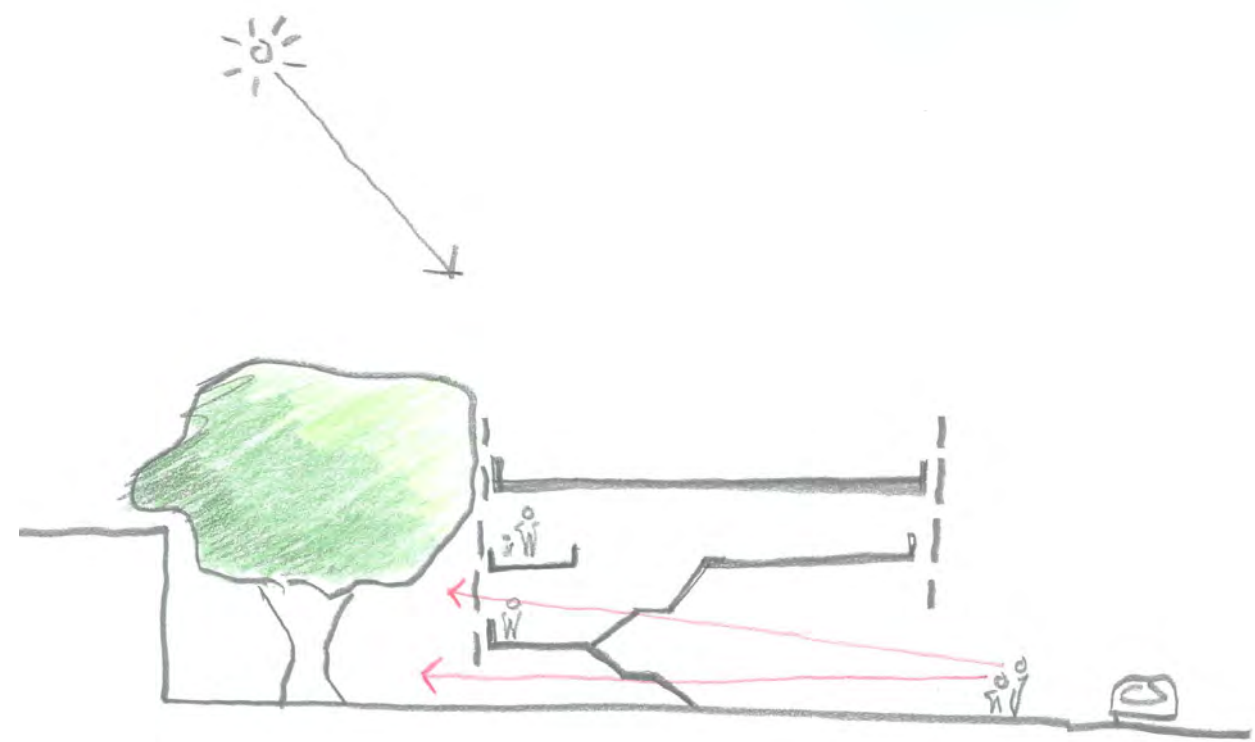
The fig tree provides the opportunity to create a unique and meaningful place. Combined with the cultural importance of fire and the ability to experience a special place over multiple levels. A meaningful place is proposed on the roof of the building, open to the sky and welcome to all.



UNDERSTANDING THROUGH PLACE

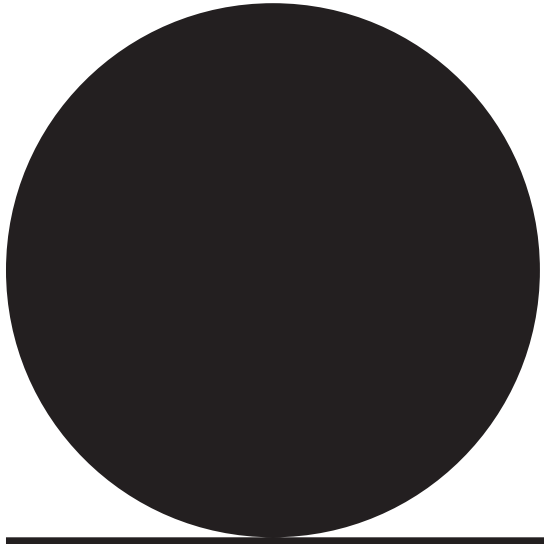
The fig tree provides a recognisable anchoring point in the building. It is visible from Gordon Street, Riding Lane and the various spaces of the building. The tree and views to it stimulate an understanding of how to navigate the building, constantly reminding a visitor of where they are and where the 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 can exist across multiple levels of the building, allowing the interaction between the cultural, civic and administrative functions to be blurred.



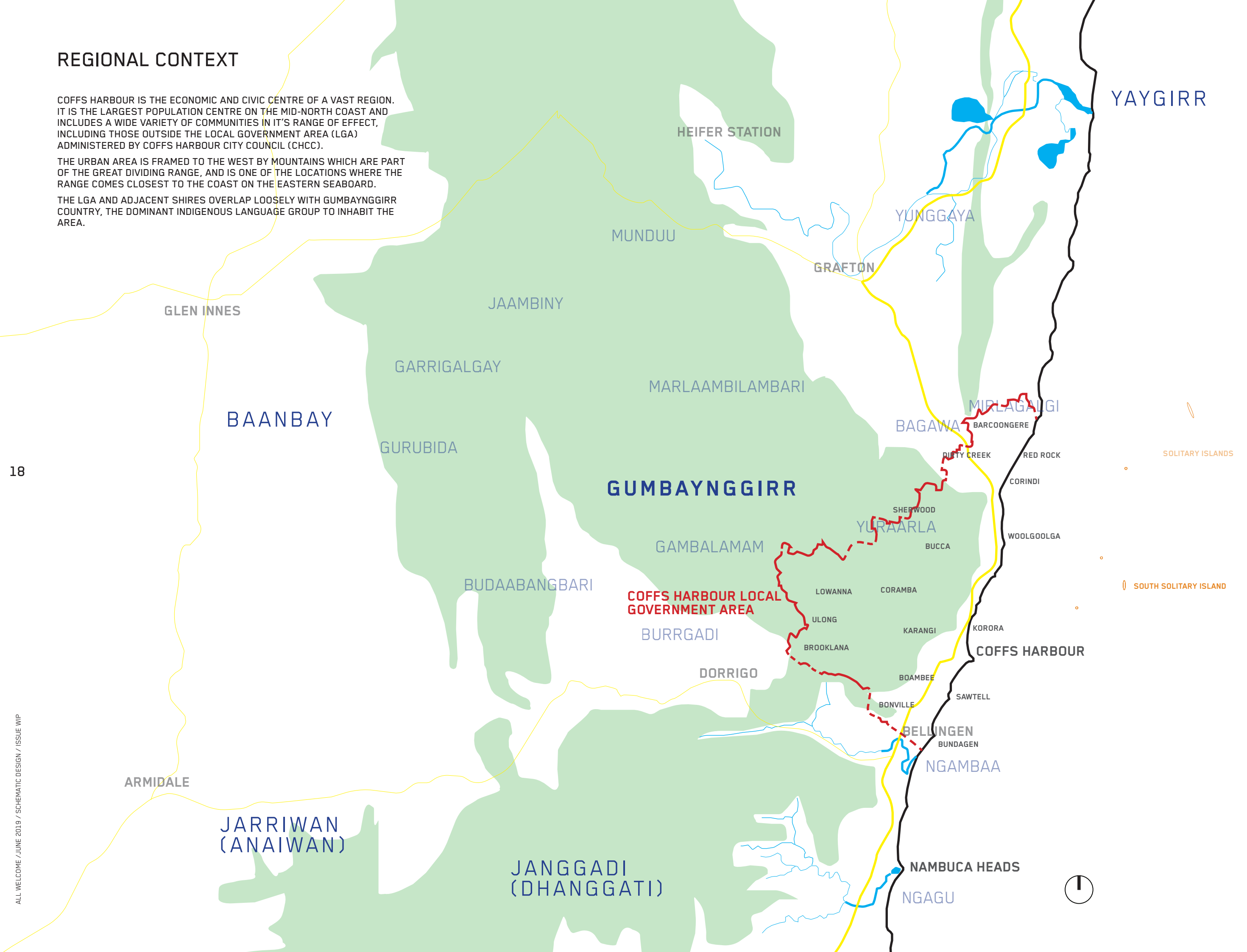
REGIONAL & URBAN CONTEXT

REGIONAL CONTEXT

COFFS HARBOUR IS THE ECONOMIC AND CIVIC CENTRE OF A VAST REGION. IT IS THE LARGEST POPULATION CENTRE ON THE MID-NORTH COAST AND INCLUDES A WIDE VARIETY OF COMMUNITIES IN IT'S RANGE OF EFFECT, INCLUDING THOSE OUTSIDE THE LOCAL GOVERNMENT AREA (LGA) ADMINISTERED BY COFFS HARBOUR CITY COUNCIL (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 LOOSELY WITH GUMBAYNGGIIRI COUNTRY, THE DOMINANT INDIGENOUS LANGUAGE GROUP TO INHABIT THE AREA.



LANGUAGE GROUPS AND LOCAL GOVERNMENT AREA

Map displayed in current CHCC Offices showing local indigenous language groups



The Coffs Harbour Local Government Area showing localities and major urban areas

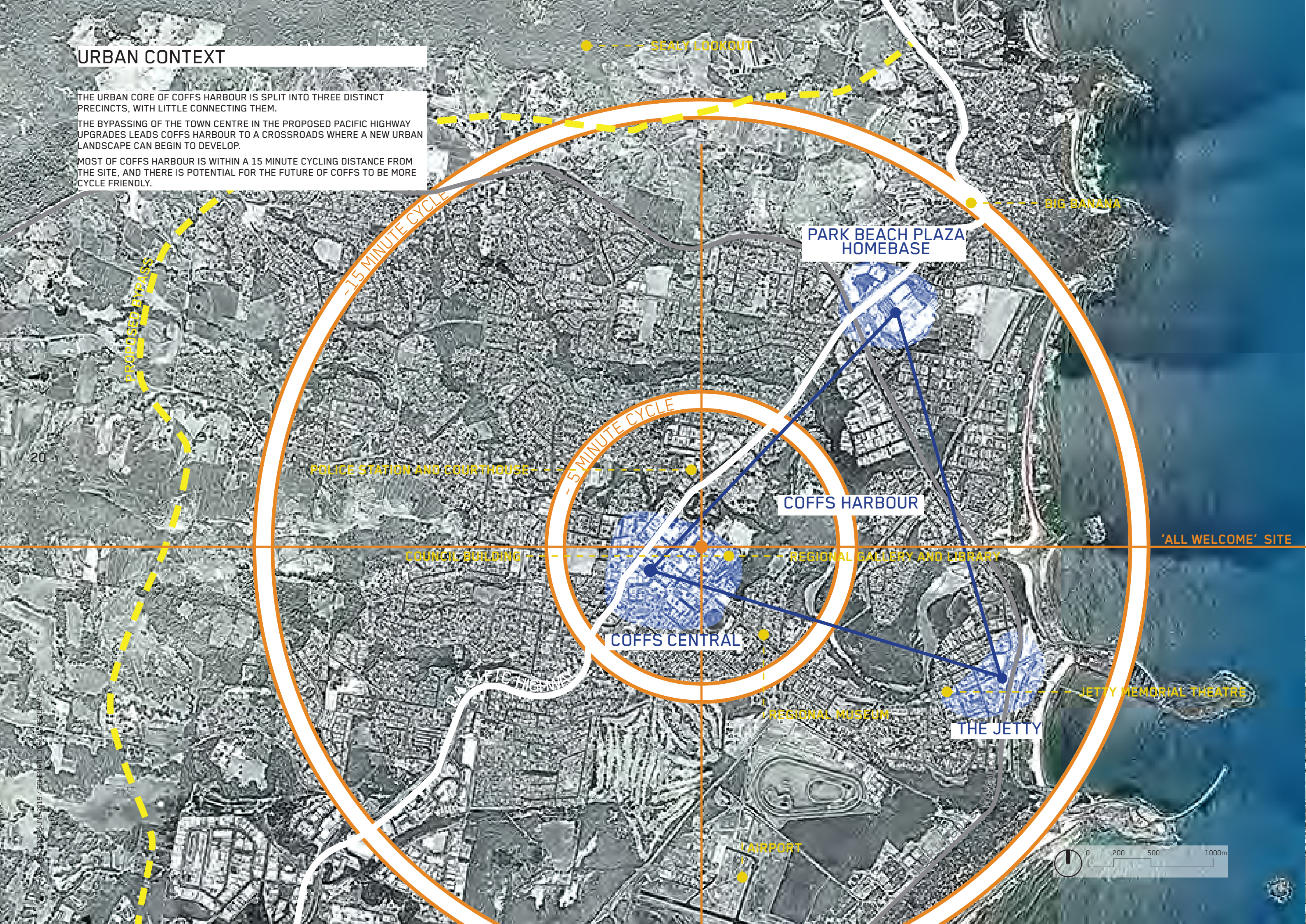


URBAN CONTEXT

THE URBAN CORE OF COFFS HARBOUR IS SPLIT INTO THREE DISTINCT PRECINCTS, WITH LITTLE CONNECTING THEM.

THE BYPASSING OF THE TOWN CENTRE IN THE PROPOSED PACIFIC HIGHWAY UPGRADES LEADS COFFS HARBOUR TO A CROSSROADS WHERE A NEW URBAN LANDSCAPE CAN BEGIN TO DEVELOP.

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.

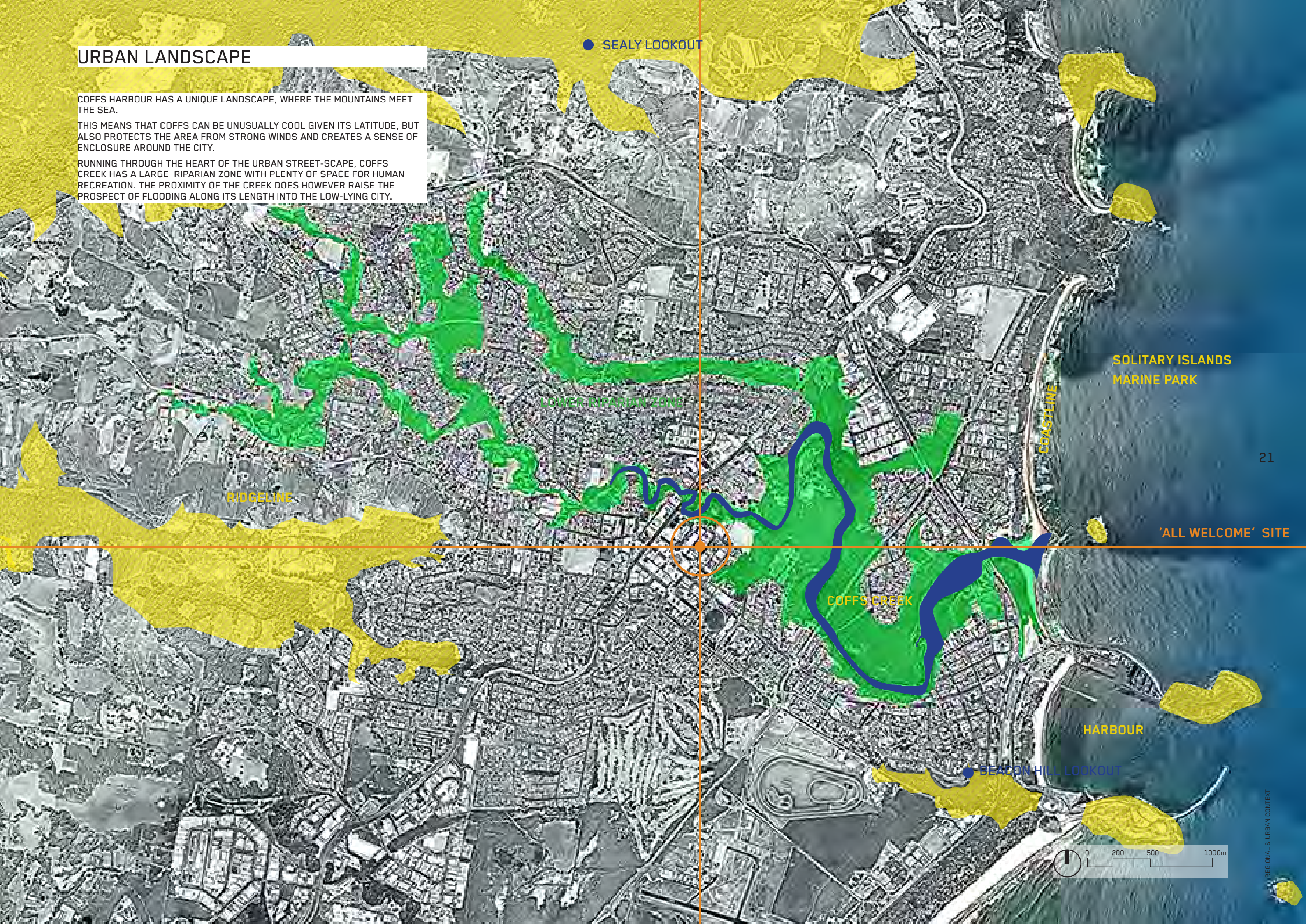


URBAN LANDSCAPE

COFFS HARBOUR HAS A UNIQUE LANDSCAPE, WHERE THE MOUNTAINS MEET THE SEA.

THIS MEANS THAT COFFS CAN BE UNUSUALLY COOL GIVEN ITS LATITUDE, BUT ALSO PROTECTS THE AREA FROM STRONG WINDS AND CREATES A SENSE OF ENCLOSURE AROUND THE CITY.

RUNNING THROUGH THE HEART OF THE URBAN STREET-SCAPE, COFFS CREEK 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.



● SEALY LOOKOUT

LOWER RIPARIAN ZONE

RIDGELINE

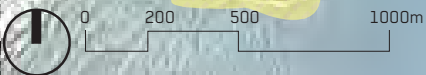
COFFS CREEK

SOLITARY ISLANDS
MARINE PARK

'ALL WELCOME' SITE

HARBOUR

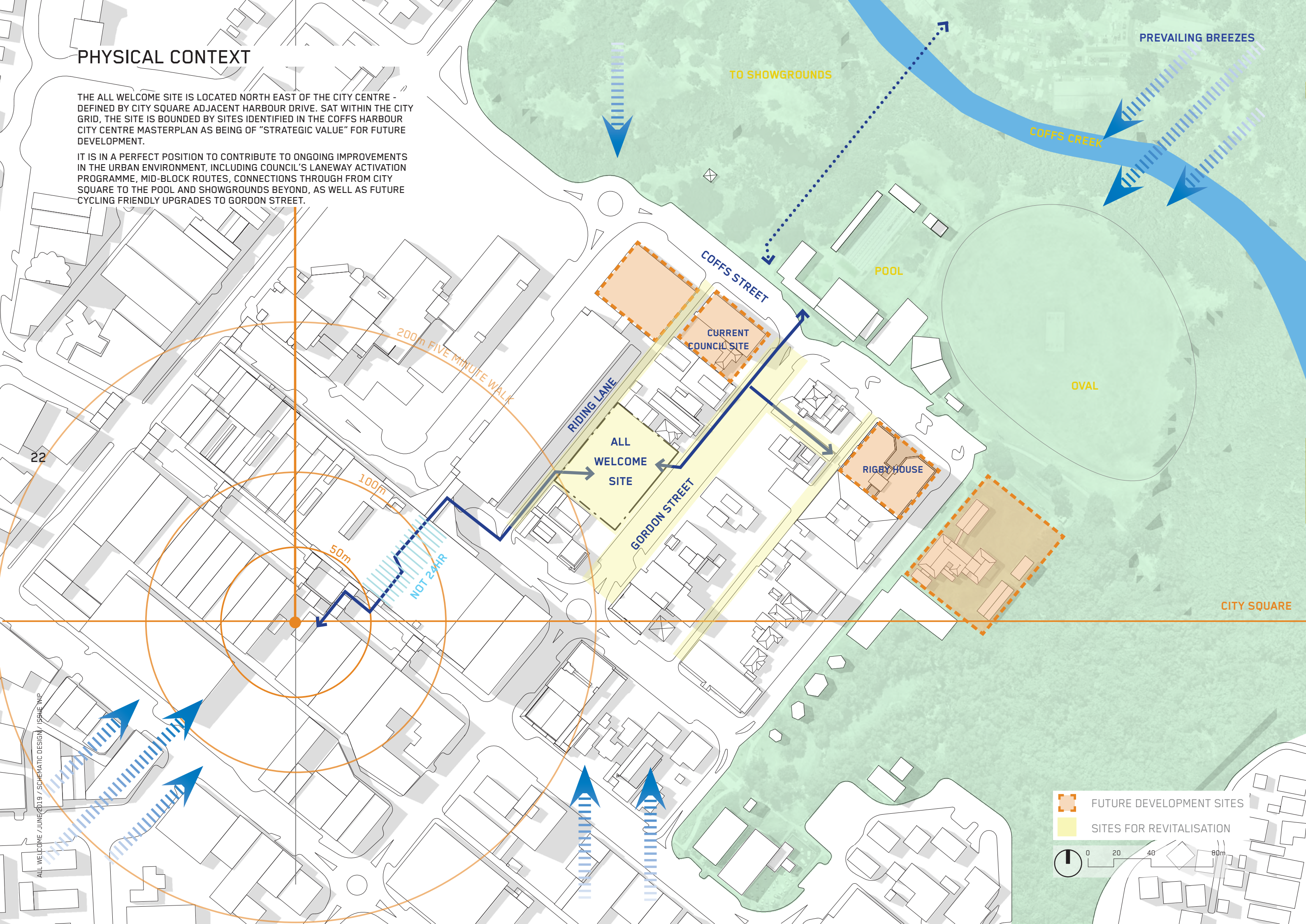
● BEACON HILL LOOKOUT



PHYSICAL CONTEXT

THE ALL WELCOME SITE IS LOCATED NORTH EAST OF THE CITY CENTRE - DEFINED BY CITY SQUARE ADJACENT HARBOUR DRIVE. SAT WITHIN THE CITY GRID, THE SITE IS BOUNDED BY SITES IDENTIFIED IN THE COFFS HARBOUR CITY CENTRE MASTERPLAN 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.



- FUTURE DEVELOPMENT SITES
- SITES FOR REVITALISATION

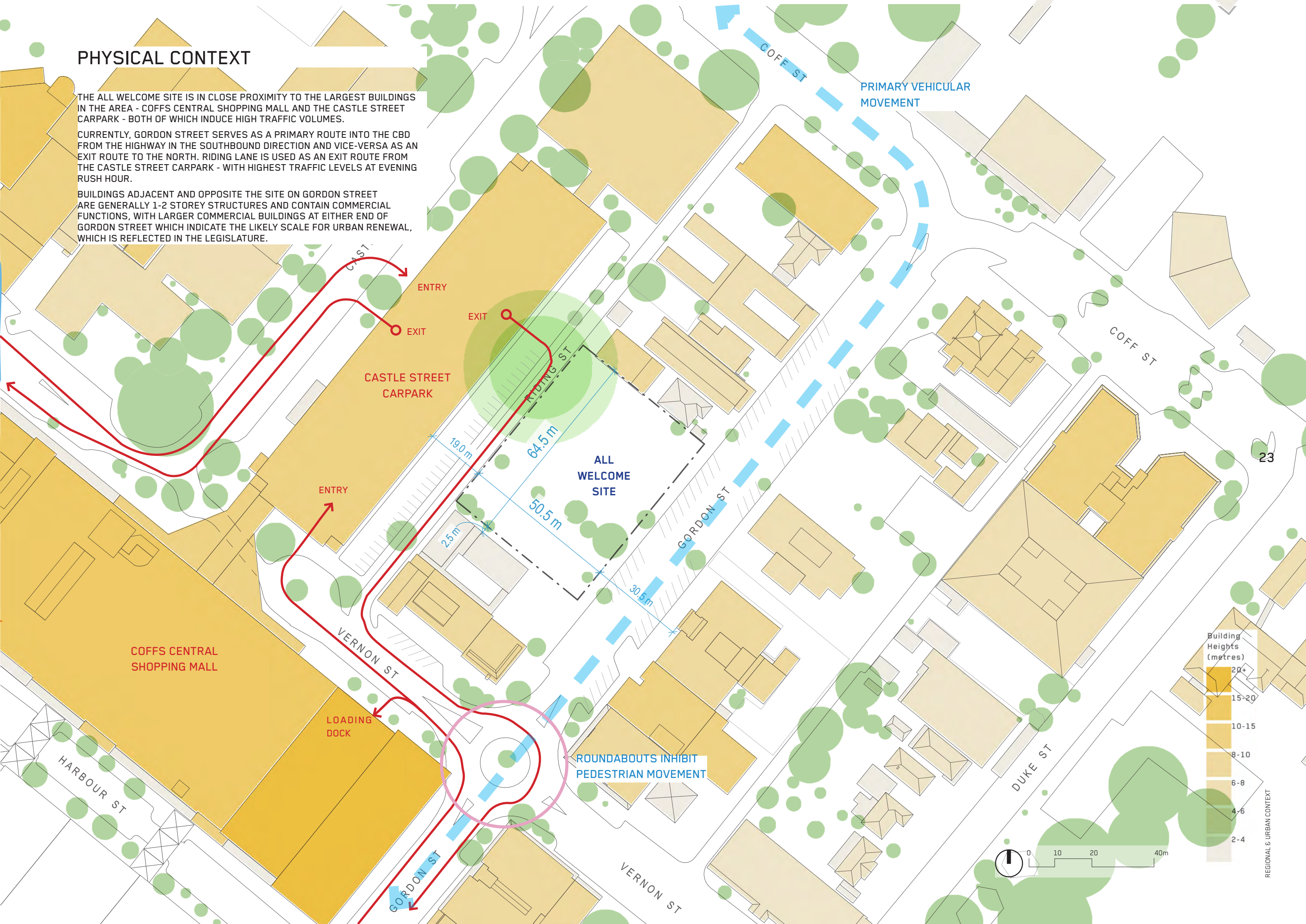


PHYSICAL CONTEXT

THE ALL WELCOME SITE IS IN CLOSE PROXIMITY TO THE LARGEST BUILDINGS IN THE AREA - COFFS CENTRAL SHOPPING MALL AND THE CASTLE STREET CARPARK - BOTH OF WHICH INDUCE HIGH TRAFFIC VOLUMES.

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 RUSH HOUR.

BUILDINGS ADJACENT AND OPPOSITE THE SITE ON GORDON STREET ARE GENERALLY 1-2 STOREY STRUCTURES AND CONTAIN COMMERCIAL FUNCTIONS, WITH LARGER COMMERCIAL BUILDINGS AT EITHER END OF GORDON STREET WHICH INDICATE THE LIKELY SCALE FOR URBAN RENEWAL, WHICH IS REFLECTED IN THE LEGISLATURE.

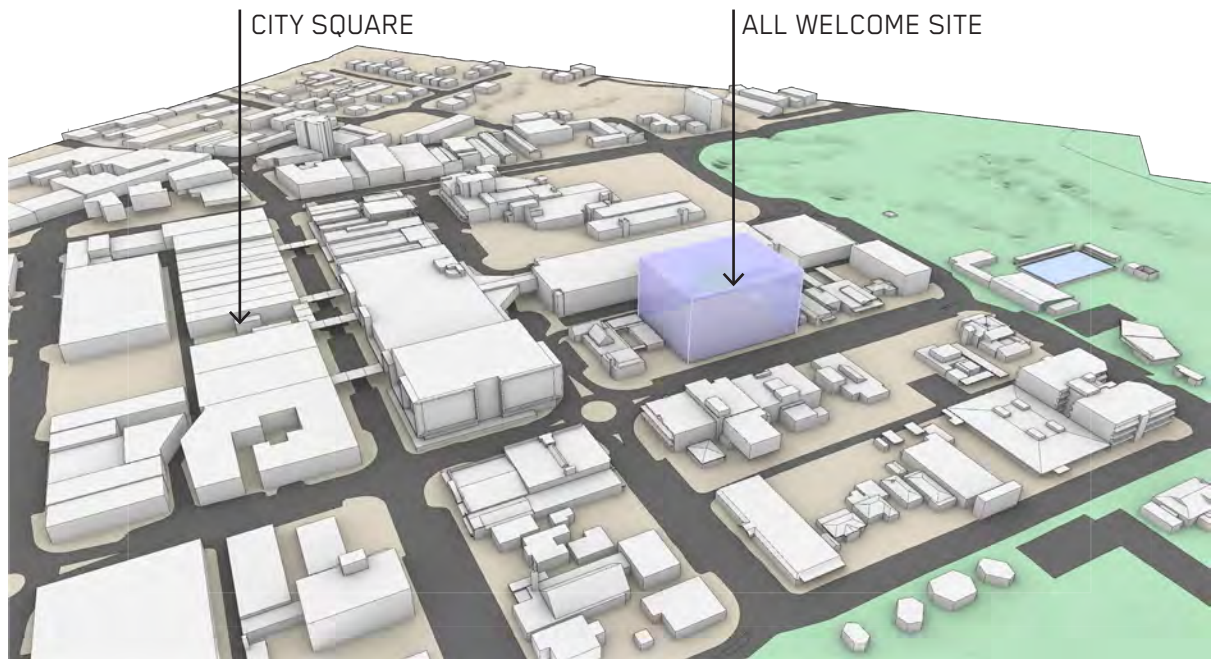


EXISTING SITE SCALE & DENSITY

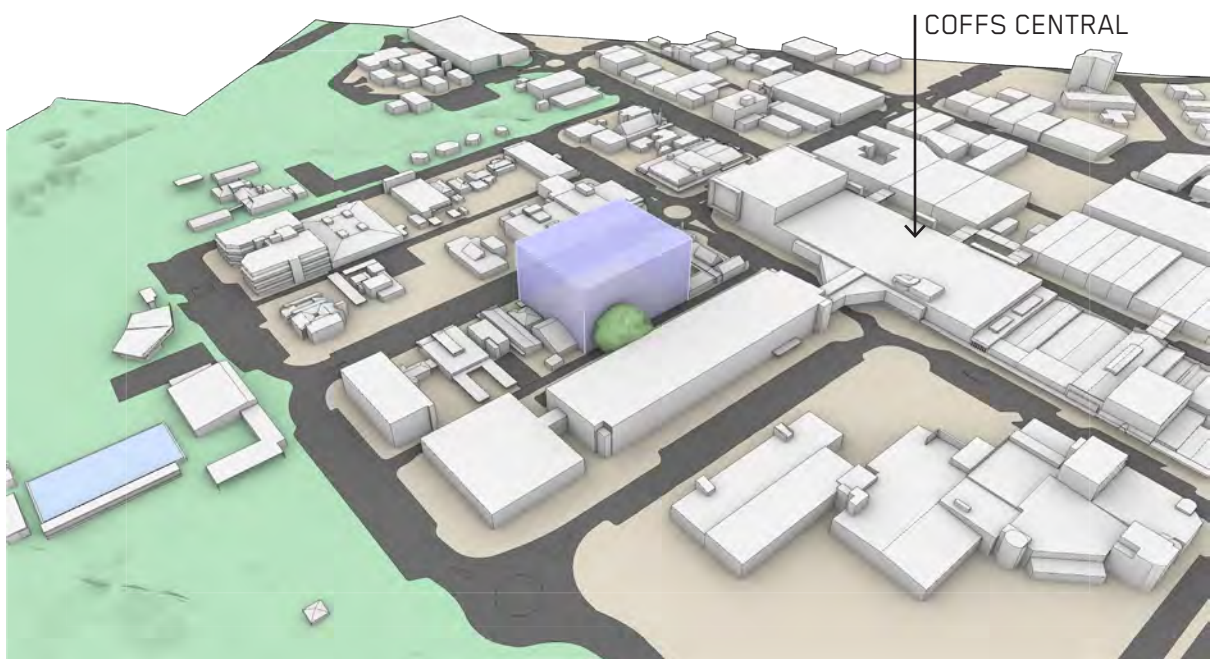
THE EXISTING CONTEXT CONSISTS MOSTLY OF ONE AND TWO STOREY BUILDINGS.

THE CASTLE STREET CARPARK ADJACENT TO THE SITE, ALONG WITH COFFS CENTRAL MALL ARE TALLER THAN THEIR SURROUNDS, AND ACT AS BARRIERS TO PEDESTRIAN MOVEMENT THROUGH THE CITY.

THE SITE IS IN CLOSE PROXIMITY TO THE NEARBY PARKLAND THAT LEADS INTO THE SHOWGROUND; DEPENDING ON THE PROJECTS FINAL SCALE, THERE IS POTENTIAL TO OPEN UP VIEWS OUT TO THESE SPACES.



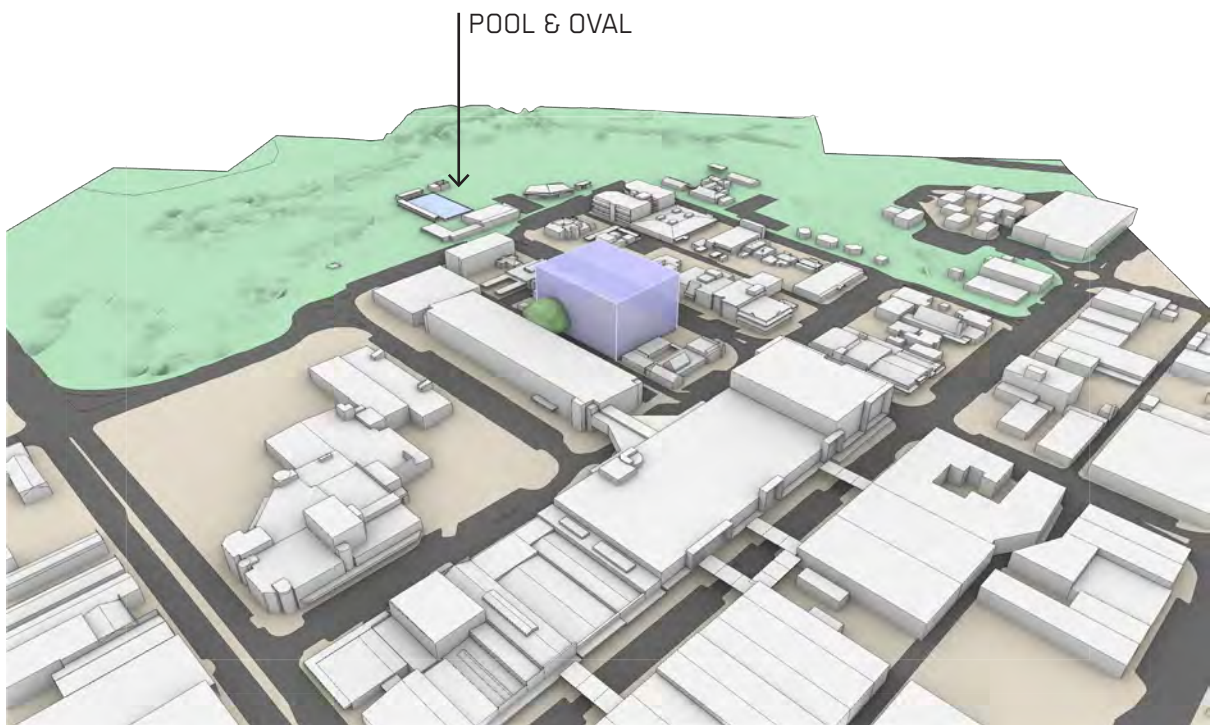
AXO PERSPECTIVE FROM SOUTH



AXO PERSPECTIVE FROM NORTH



AXO PERSPECTIVE FROM EAST

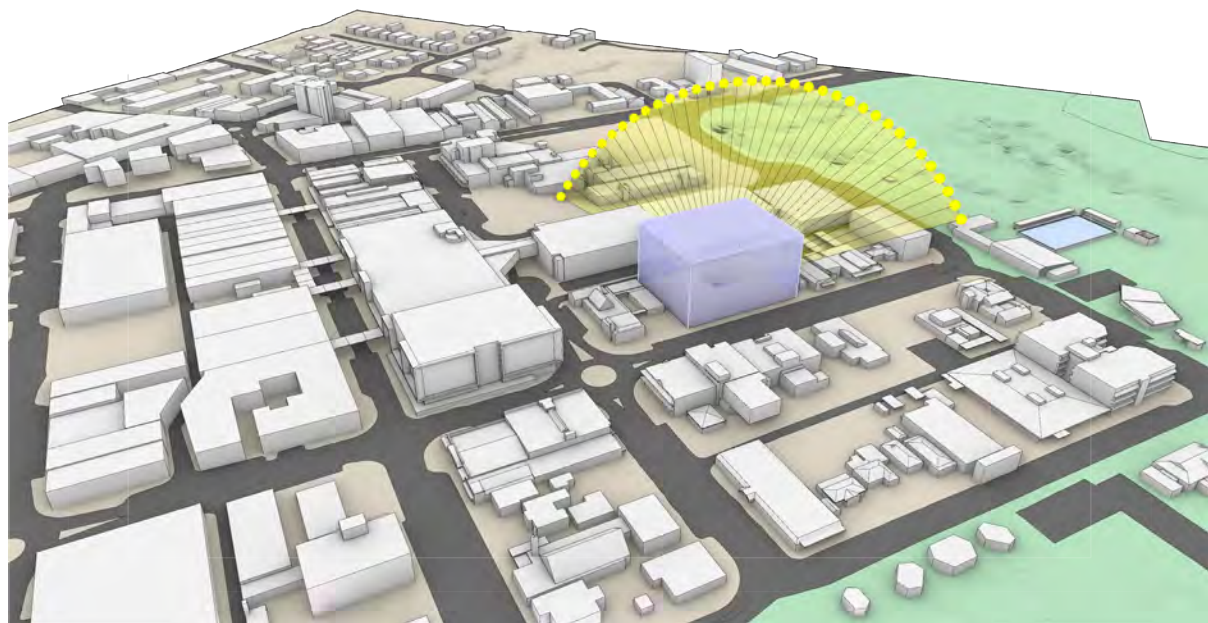


AXO PERSPECTIVE FROM WEST

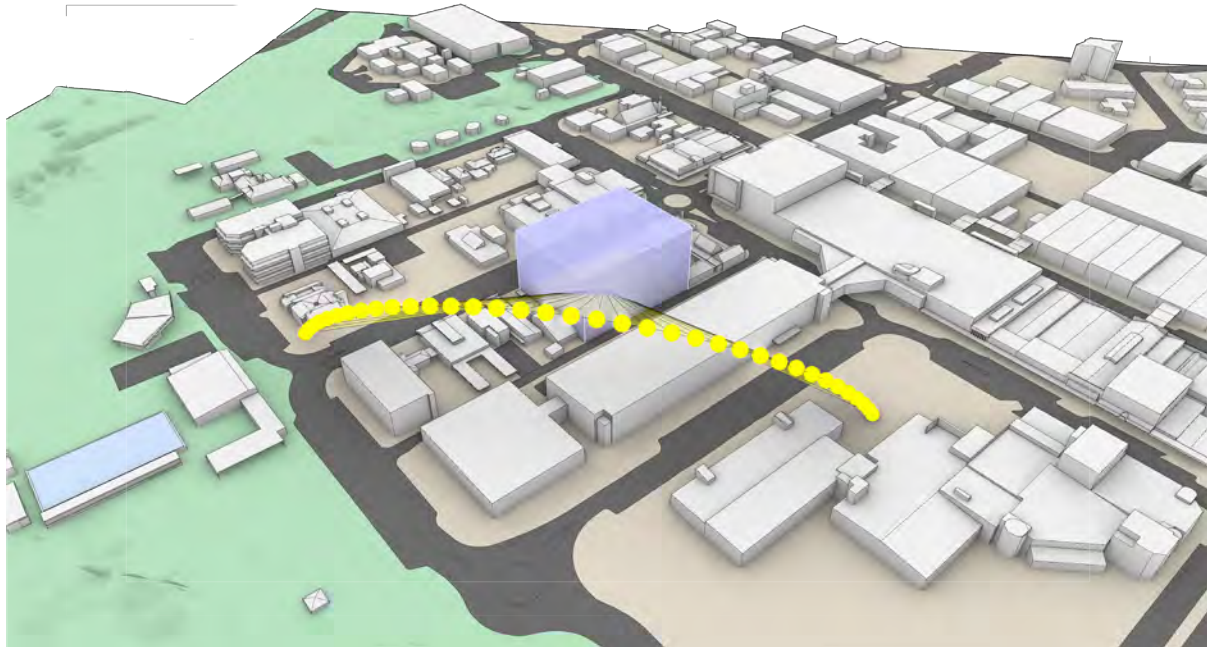
SOLAR PATH

THE SUN ANGLES AND THE SCALE OF SURROUNDING BUILDINGS MEAN THAT FOR MOST OF THE YEAR THE SITE IS LITTLE OVERSHADOWED, ENJOYING A FAVOURABLE NORTH-EASTERLY ASPECT. OVERSHADOWING FROM THE CASTLE STREET CARPARK OCCURS IN LATE AFTERNOON, AND IS MORE NOTICEABLE IN WINTER DUE TO SHORTER DAYLIGHT HOURS.

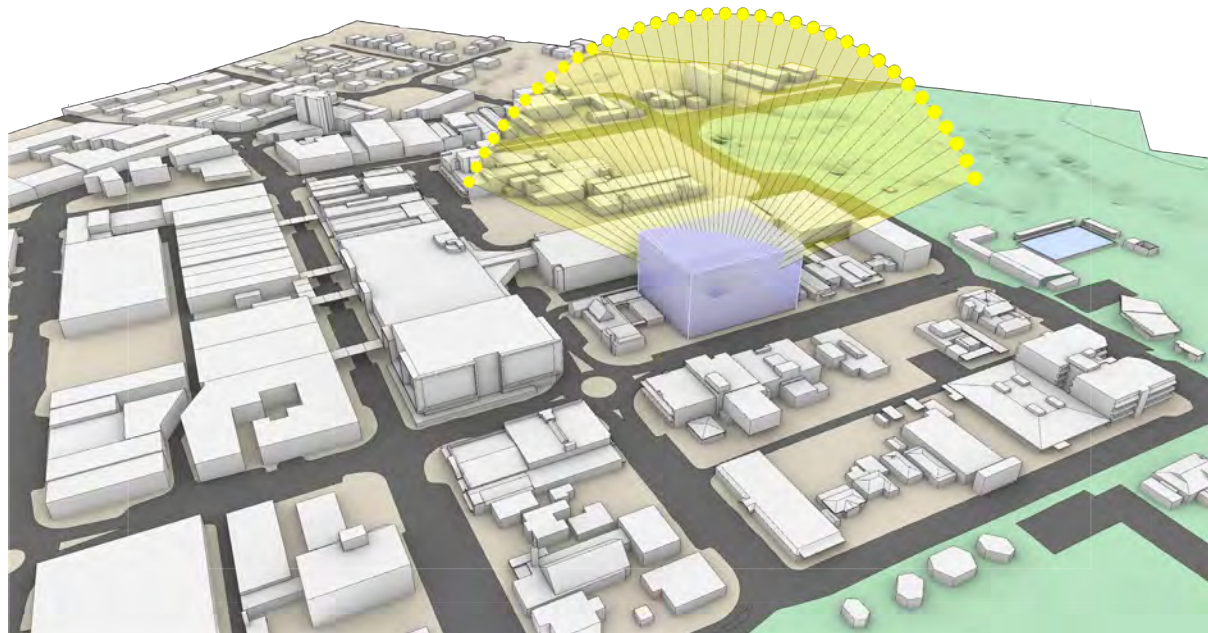
WITH RESPECT TO THE PERMITTED DEVELOPMENT HEIGHT IN THE LOCAL ENVIRONMENT PLAN (LEP) THE BUILDING HAS POTENTIAL TO OVERSHADOW THE EXISTING CHURCH AND BUILDING FRONTAGES ON THE OPPOSITE SIDE OF GORDON STREET.



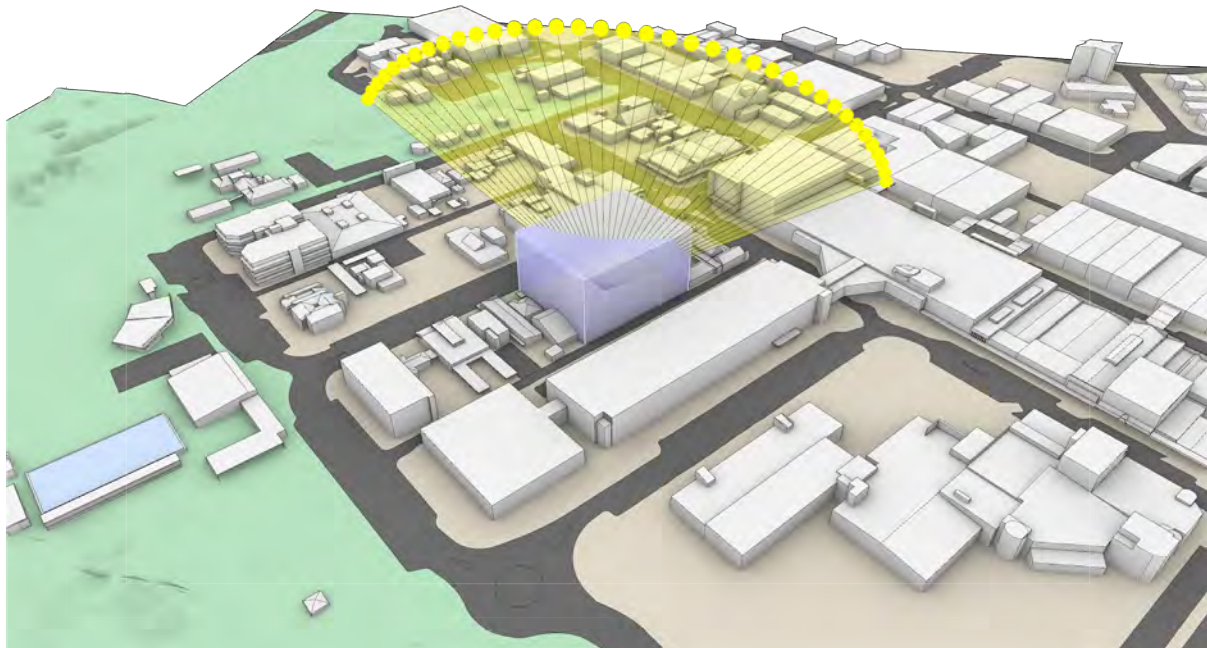
21 JUNE - DESIRED SUN INTO BUILDING
AXO PERSPECTIVE FROM SOUTH



21 JUNE
AXO PERSPECTIVE FROM NORTH



21 DECEMBER - SUN UNDESIRABLE INTO BUILDING
AXO PERSPECTIVE FROM SOUTH



21 DECEMBER
AXO PERSPECTIVE FROM NORTH

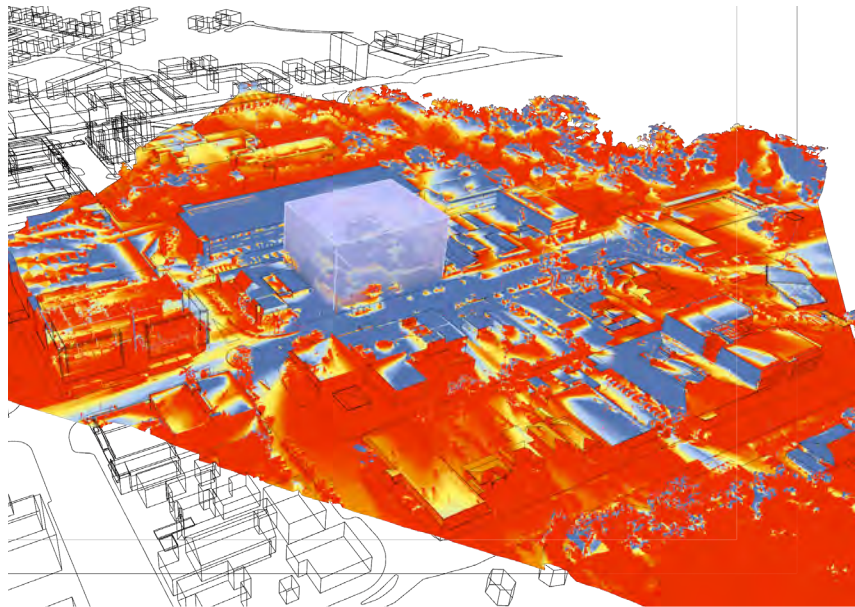
VISIBILITY OF SITE

THE FOLLOWING DIAGRAMS ILLUSTRATE THE VISIBILITY OF THE SITE FROM THE SURROUNDING AREA.

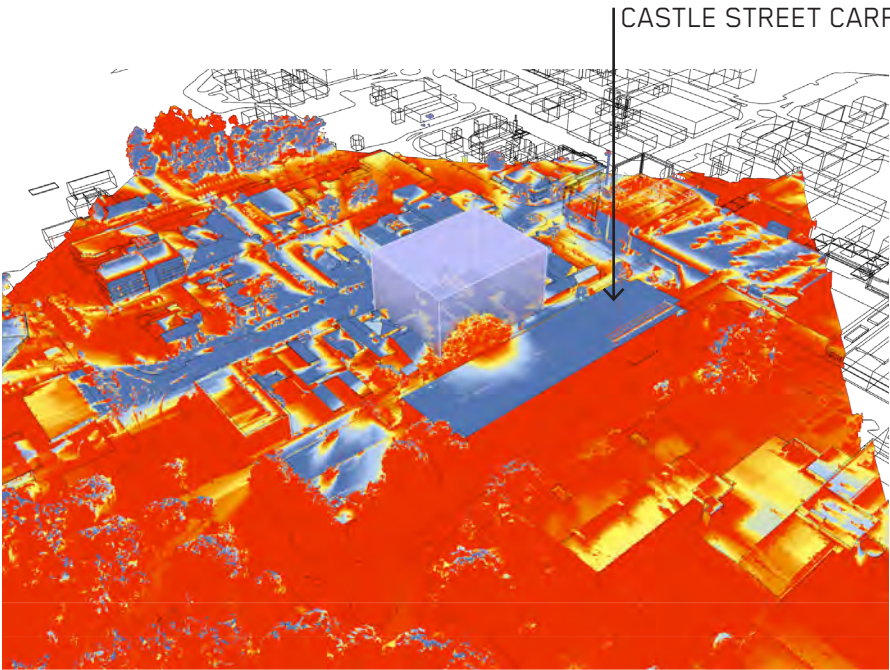
AREAS IN BLUE SHOW THOSE LOCATIONS FROM WHICH YOU CAN SEE THE BUILDING (A THEORETICAL 30M TALL MASS ON THE SITE FOR THIS PURPOSE) - THIS INCLUDES ROOFTOPS AND THE TOP OF CAR PARKS ON CASTLE STREET AND COFFS CENTRAL SHOPPING MALL.

VIEW CORRIDORS TO BUILDING ARE EVIDENT FROM THE PACIFIC HIGHWAY ENTERING THE CITY FROM THE SOUTH, AND FROM THE ADJACENT OVAL.

OTHERWISE THE SITE IS GENERALLY VISIBLE LOOKING ALONG GORDON STREET, FROM WITHIN THE CITY CENTRE AND FROM THE PARK TO THE NORTH.

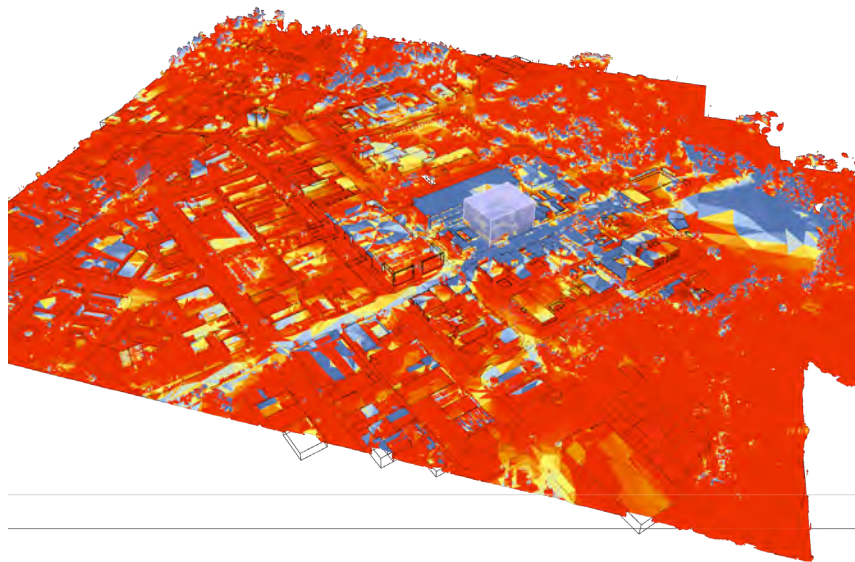


AXO PERSPECTIVE FROM SOUTH

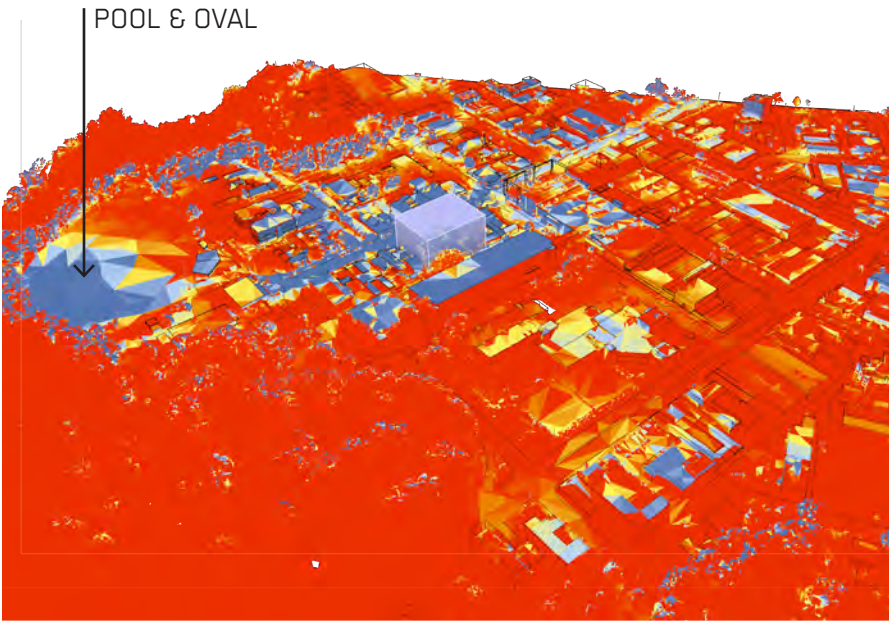


CASTLE STREET CARPARK

AXO PERSPECTIVE FROM NORTH



AXO PERSPECTIVE FROM EAST



POOL & OVAL

AXO PERSPECTIVE FROM WEST

PLAN VIEW

Views to
site

- ↓
- Highly visible
 -
 -
 -
 - Less visible

GORDON STREET

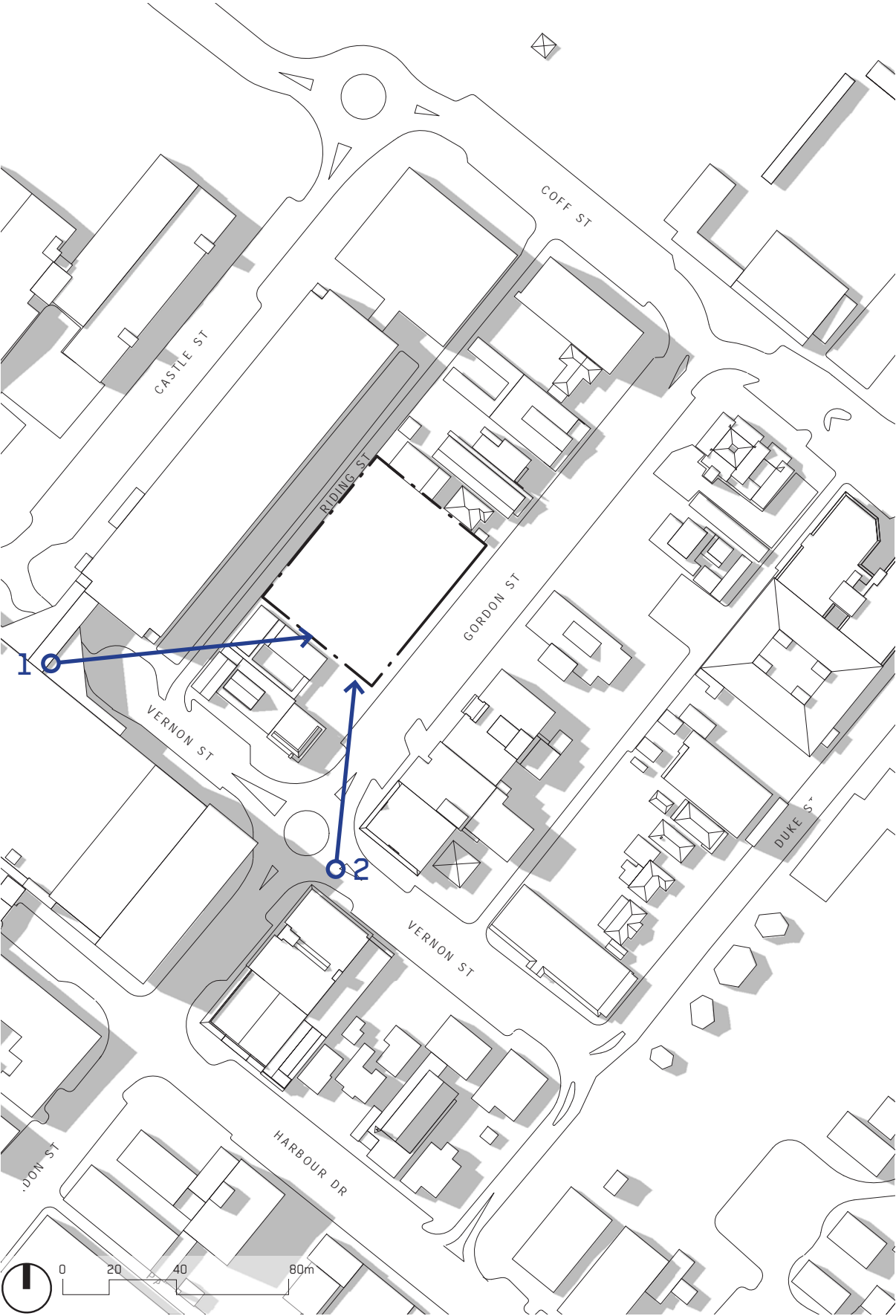
POOL & OVAL

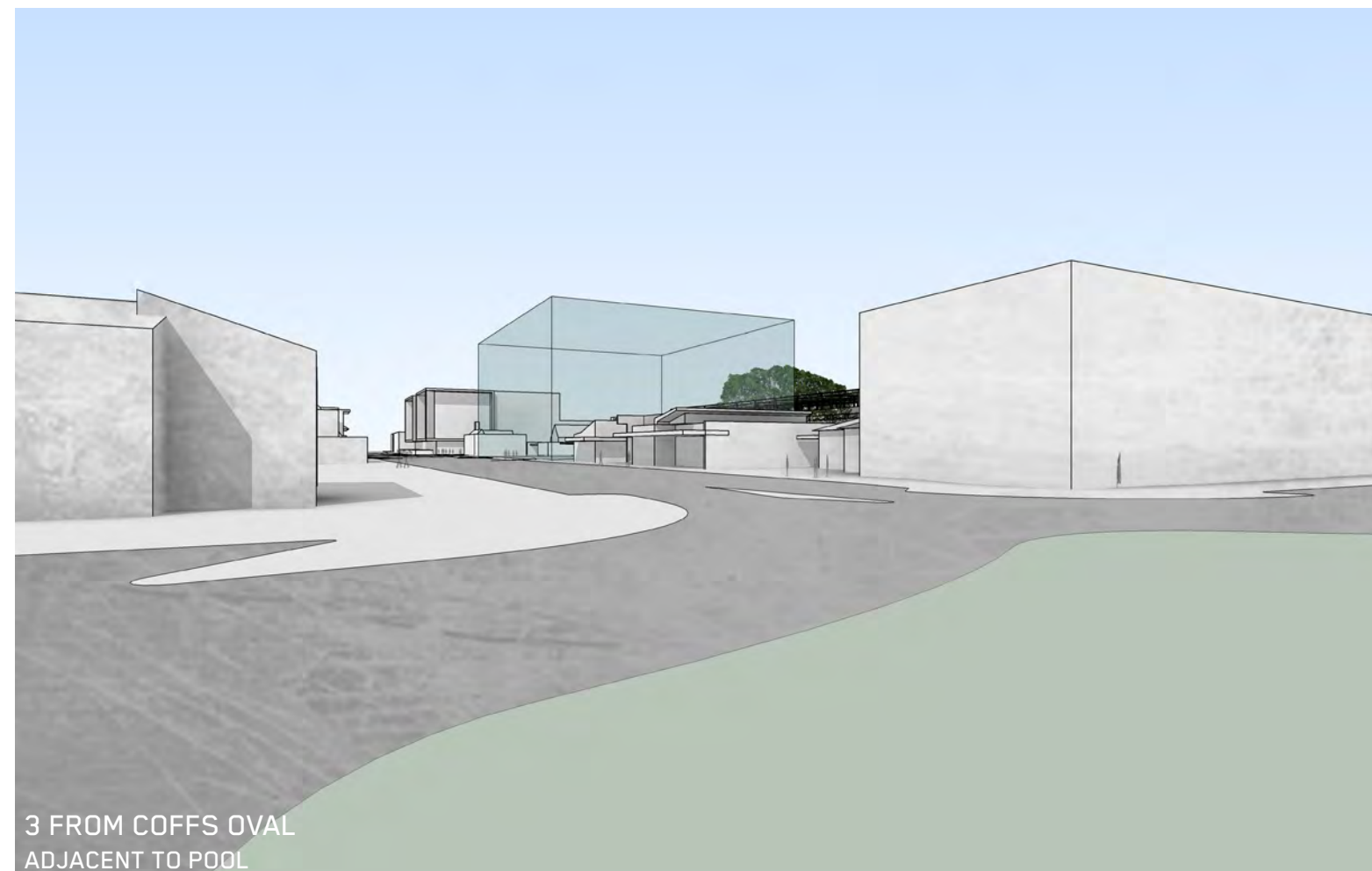
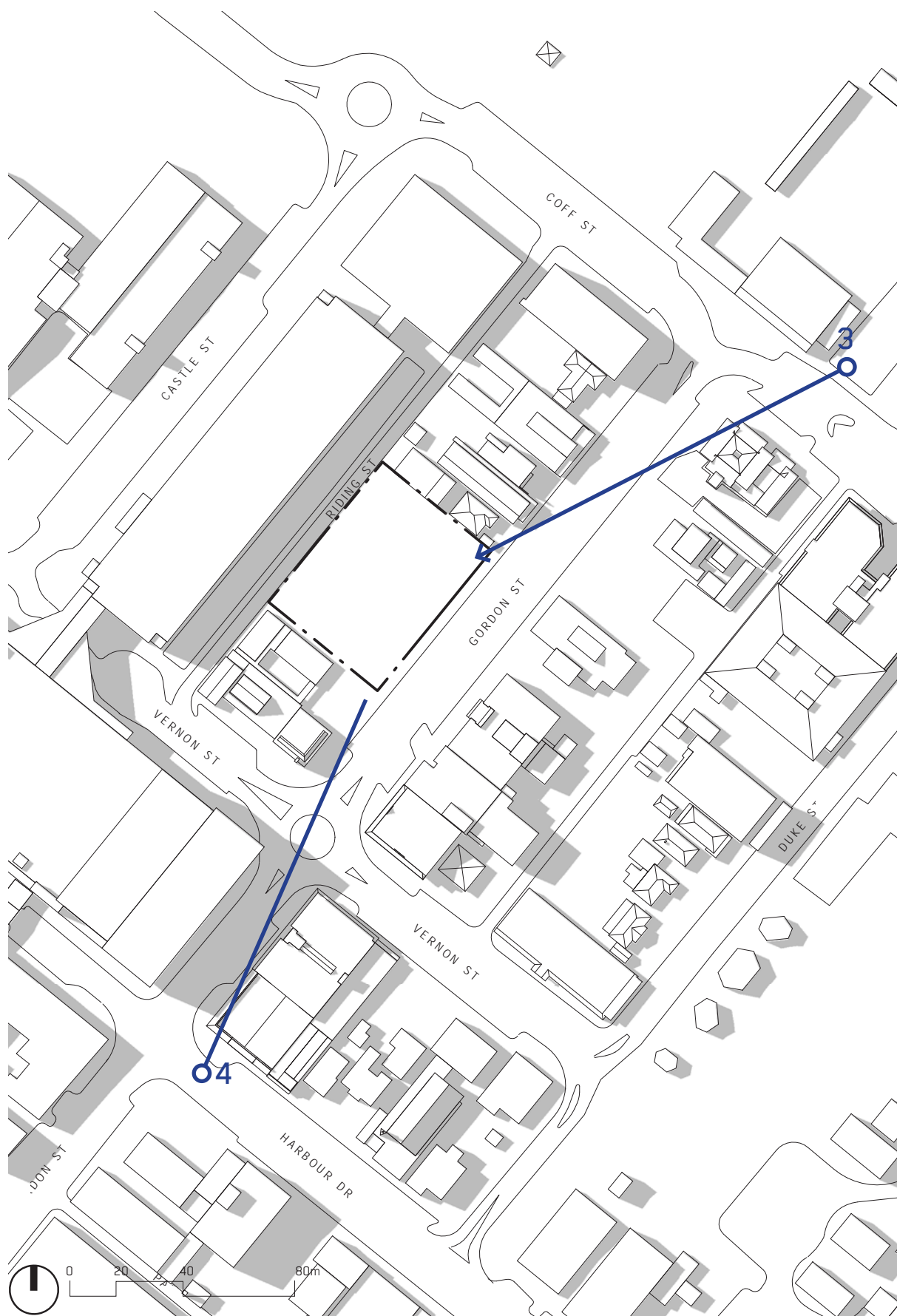
PACIFIC HIGHWAY

ALL
WELCOME
SITE

VIEWS TO THE SITE AS EXISTING

THESE VIGNETTES SHOW THE VISIBILITY OF THE SITE FROM THE SURROUNDING AREA.
TAKEN FROM KEY STRATEGIC POINTS SURROUNDING THE SITE WITH THE EXISTING STREET-SCAPE SHOWN FOR CONTEXT.





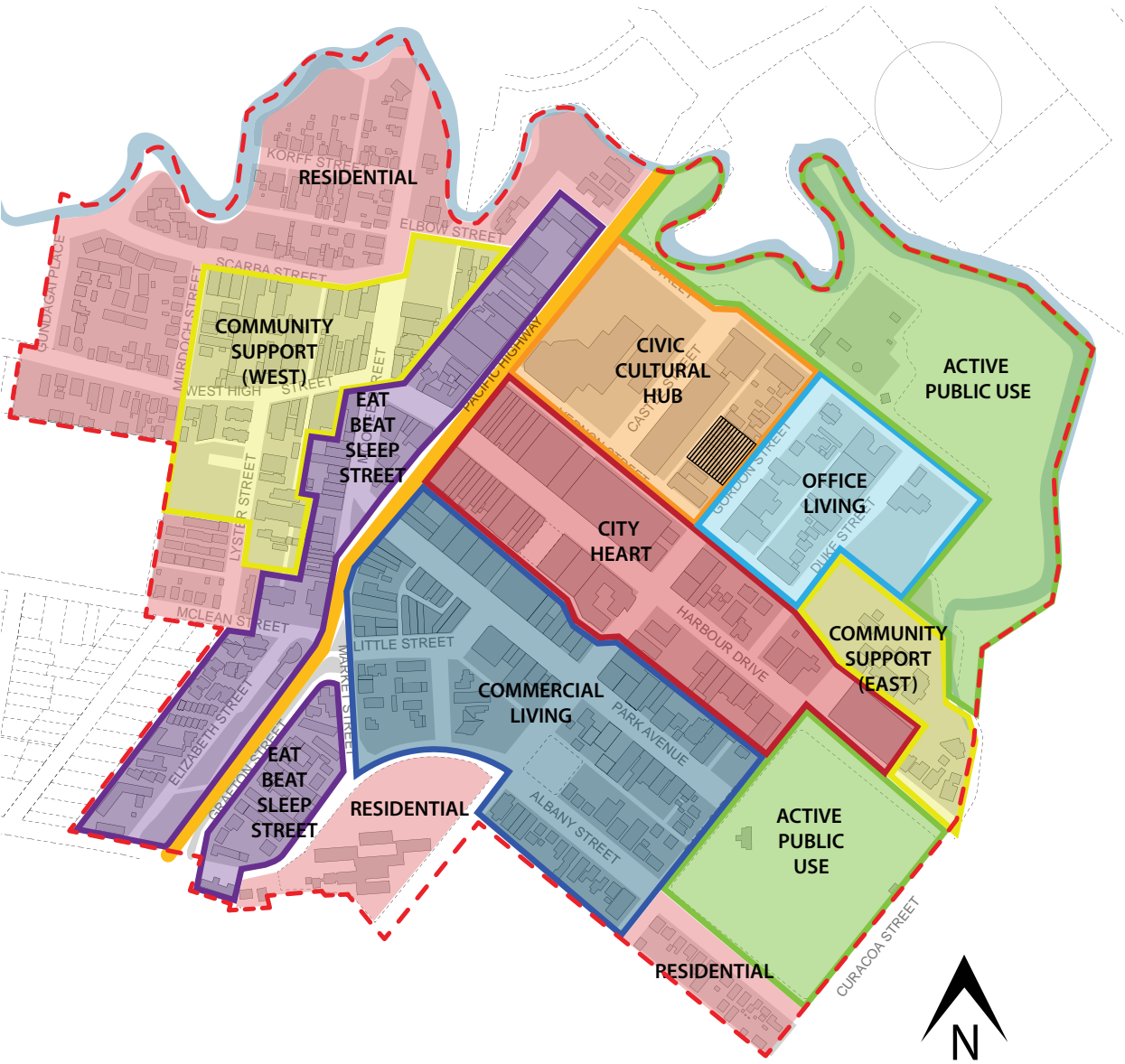


THE PRECINCT

COFFS HARBOUR MASTERPLANS & PRECINCT ANALYSIS

THE ADOPTED COFFS HARBOUR CITY CENTRE MASTERPLAN 2031 SETS OUT THE PROPOSED FUTURE OF THE COFFS HARBOUR CITY CENTRE AS A “PLACE TO INSPIRE”. IT’S CENTRAL ETHOS IS TO “CREATE A PLACE WHERE ECONOMIC, SOCIAL AND CULTURAL PURSUITS FUSE TO INSPIRE ALL WHO LIVE, WORK AND VISIT THE CITY CENTRE”.

THE ALL WELCOME SITE AND THE COFFS HARBOUR CITY COUNCIL CULTURAL AND CIVIC SPACE PROJECT SIT FIRMLY WITHIN THE MASTERPLAN OBJECTIVES IN CREATING A “STRONG CORE” IN THE CITY CENTRE, UTILISING A KEY SITE IDENTIFIED FOR INVESTIGATION AND ACTIVATION.



SOURCE: PRECINCT ANALYSIS: GORDON STREET LIBRARY AND GALLERY, COFFS HARBOUR CITY COUNCIL, 2017

THE MASTERPLAN PROPOSES FUTURE USE ZONES WITHIN THE COFFS HARBOUR CBD. ALL WELCOME WILL BE INTEGRAL TO THE CIVIC CULTURAL HUB PRECINCT, ADJOINING THE CITY HEART AND OFFICE LIVING PRECINCTS.

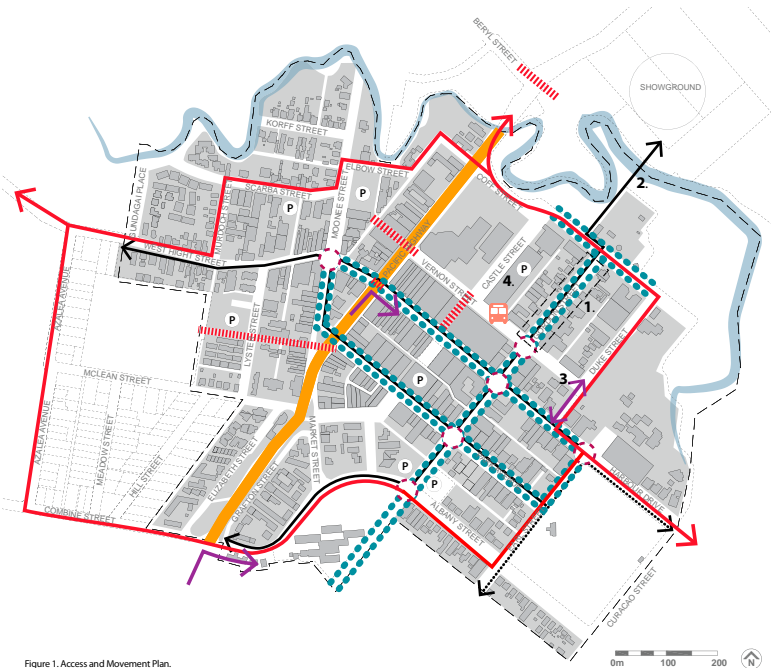


Figure 1. Access and Movement Plan.

SOURCE: COFFS HARBOUR CITY CENTRE MASTERPLAN 2031

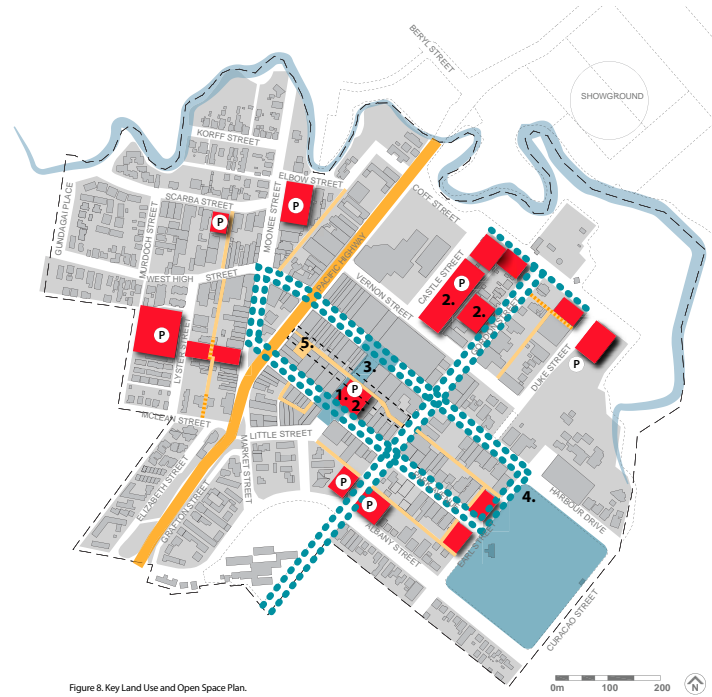


Figure 8. Key Land Use and Open Space Plan.

SOURCE: COFFS HARBOUR CITY CENTRE MASTERPLAN 2031



- LEGEND**
- Mid Block Access
 - Design Streets and Lanes as Public Spaces and Movement Corridors for Pedestrians and Cyclists
 - P Possible Future Car Park
 - Pedestrian/Cycle Friendly Intersections
 - Utilise Iconic Fig as Feature Statement
 - Bike/Cycle Connections
 - Introduce Two-Way Traffic Flow
 - Site Boundary

THE PRECINCT ANALYSIS DOCUMENT IDENTIFIES THE AIMS OF THE MASTERPLAN IN CREATING A PEDESTRIAN AND CYCLING FRIENDLY CITY, WITH ACTIVE LANEWAYS AND MID-BLOCK PEDESTRIAN CONNECTIONS

SOURCE: PRECINCT ANALYSIS: GORDON STREET LIBRARY AND GALLERY, COFFS HARBOUR CITY COUNCIL, 2017

THE ALL WELCOME BUILDING AIMS TO BUILD UPON THE MASTERPLAN AND ANALYSIS PROVIDED BY THE COUNCIL IN BEING PIVOTAL IN BRINGING THE AIMS OF A BICYCLE AND PEDESTRIAN-FRIENDLY URBAN DESIGN ON GORDON STREET TO LIFE.

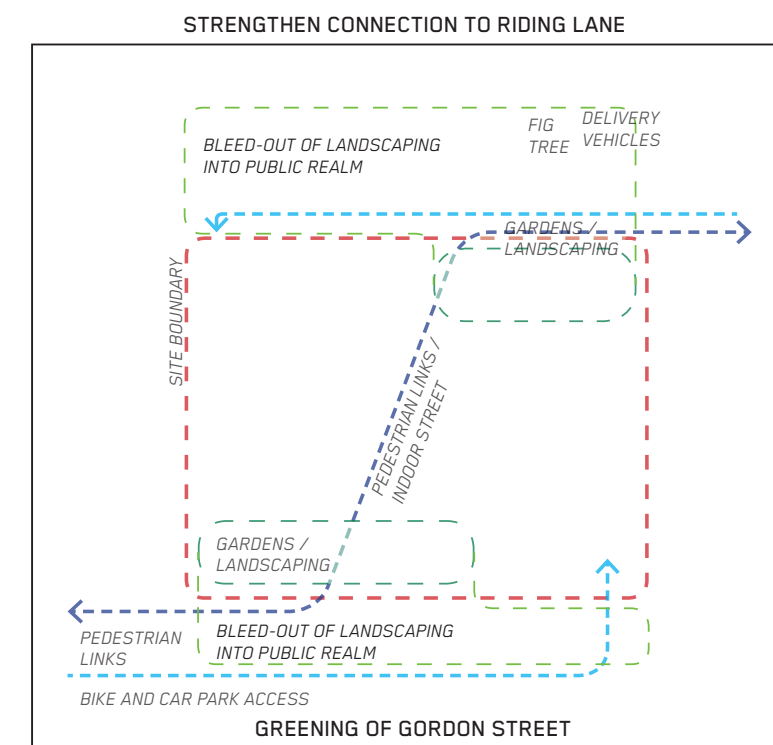
ALL WELCOME PROVIDES END-OF-TRIP SERVICES FOR STAFF, AND ENCOURAGES PEDESTRIANISATION OF THE PRECINCT.

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.



SOURCE: PRECINCT ANALYSIS: GORDON STREET LIBRARY AND GALLERY, COFFS HARBOUR CITY COUNCIL, 2017

THE PRECINCT ANALYSIS DOCUMENT ALSO PULLS TO THE FORE THE MASTERPLAN AIMS IN STREET GREENING AND CREATING CLEAR PEDESTRIAN LINKS



ALL WELCOME STRATEGY: AN INTERNAL STREET IS INTEGRAL TO THE CREATION OF NEW PUBLIC REALMS ON GORDON STREET AND RIDING LANE

SITE PLANNING CONSTRAINTS

THE CURRENT MAXIMUM HEIGHT LIMIT ADJACENT THE SITE IS 28M, WITH ZONES UP TO 40M BOUNDING THE AREA, HOWEVER THERE IS NOW A PROPOSAL (AS PER COFFS HARBOUR CITY COUNCIL ORDINARY COUNCIL MEETING 9 MAY 2019) TO INCREASE THESE LIMITS TO 44M.

THIS IS BASED ON THE ADVICE OF COFFS HARBOUR AIRPORT FOR AN OBSTACLE LIMITATION SURFACE (OLS) AIRPORT HEIGHT LIMIT OF 48.06M, WITH THE EXISTING GROUND LEVEL OF MOST SITES WITHIN THE CBD BEING APPROXIMATELY FOUR METRES AHD.

COFFS HARBOUR DCP NOTES THAT BUILDING SETBACKS ARE TO BE ASSESSED ON MERIT

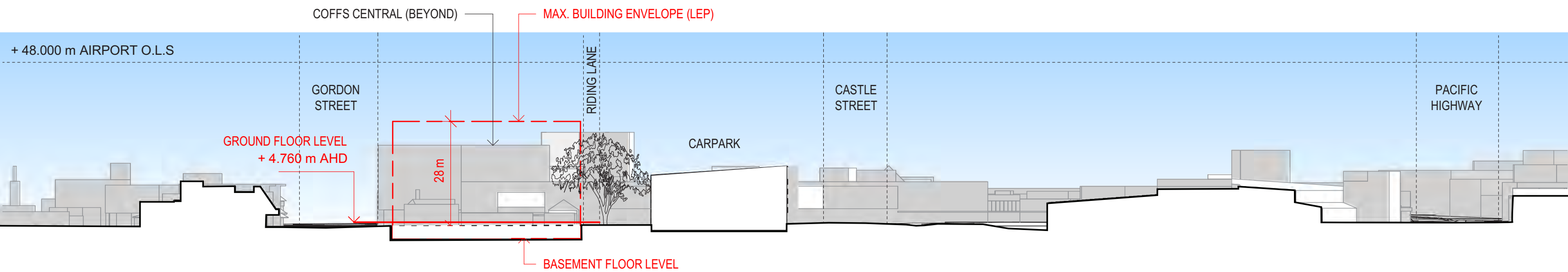
THE PROXIMITY OF COFFS CREEK SUGGESTS THAT THE SITE HAS POTENTIAL TO BE AT RISK OF FLOODING, AND WE HAVE BEEN ADVISED BY GHD FLOOD THAT IN ORDER TO MITIGATE THESE RISKS, THE GROUND FLOOR LEVEL OF THE BUILDING SHOULD BE EQUAL TO 1-IN-100 YEAR FLOOD LEVEL + 300MM = +4.760 AHD.



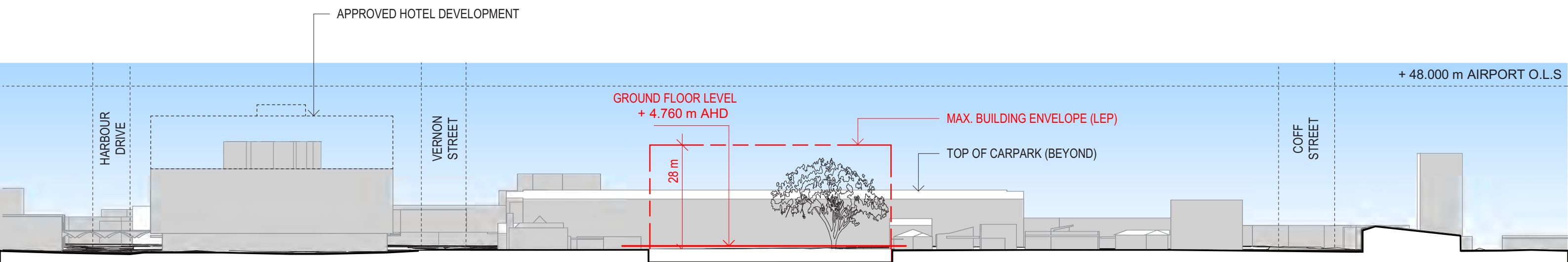
CURRENT BUILT FORM CONTROLS
SOURCE: PRECINCT ANALYSIS: GORDON STREET LIBRARY AND GALLERY, COFFS HARBOUR CITY COUNCIL, 2017



AIRPORT HEIGHT LIMIT CONTOUR PLAN
SOURCE: COFFS HARBOUR CBD - REVIEW OF HEIGHT AND BUILT FORM CONTROLS, FINAL STUDY REPORT, COFFS HARBOUR CITY COUNCIL 2018



SITE SECTION LOOKING SOUTH



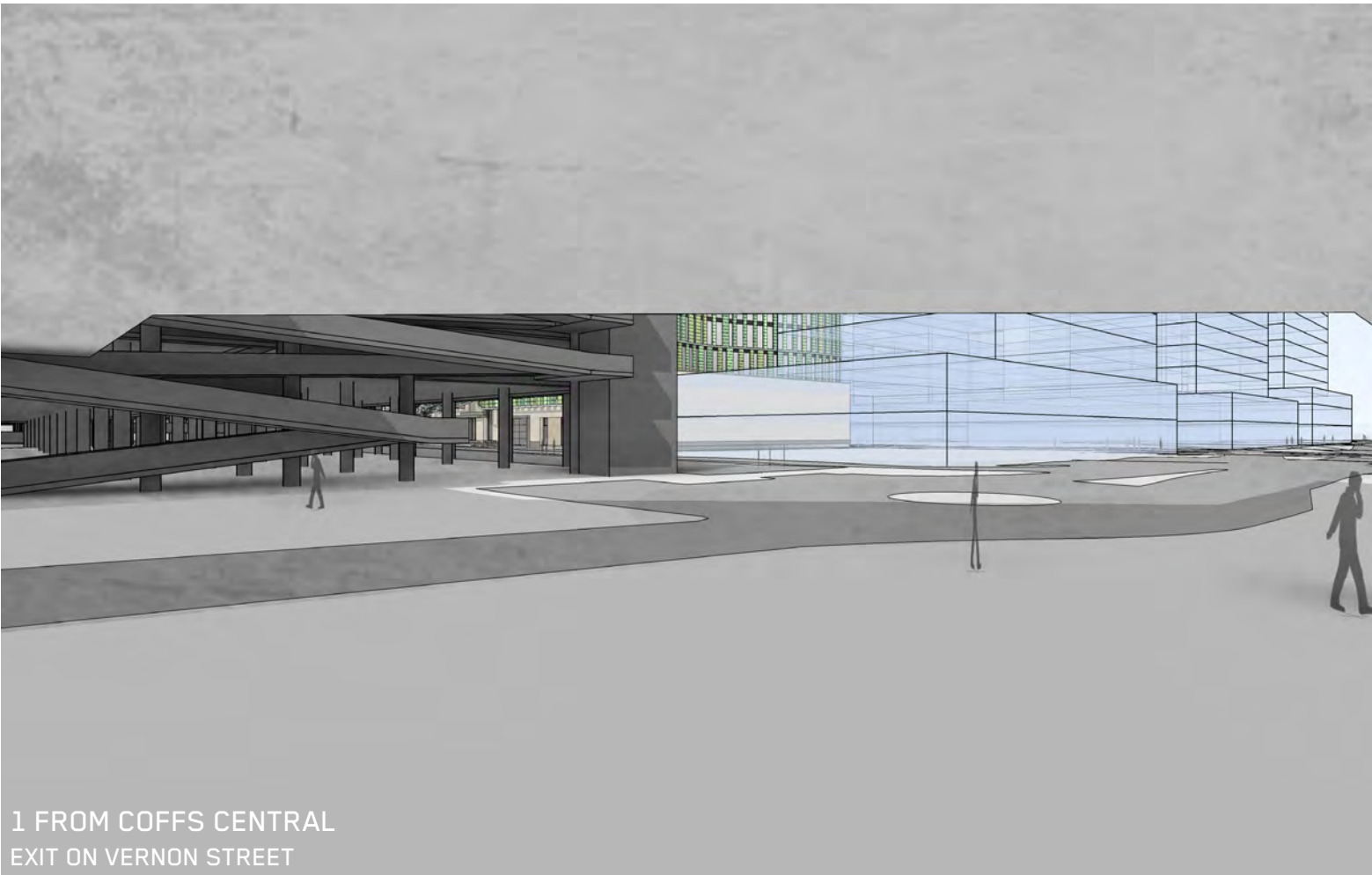
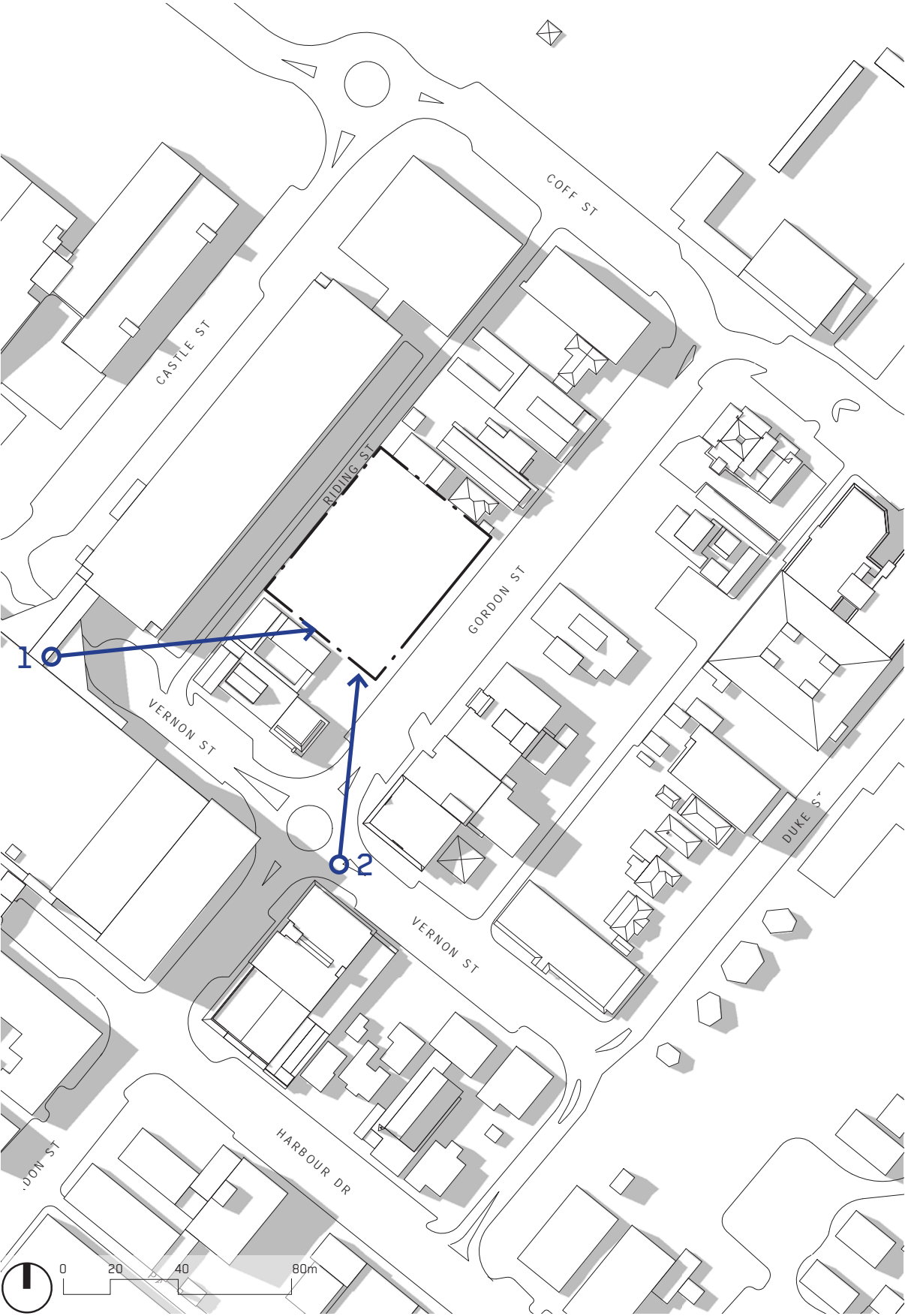
SITE ELEVATION LOOKING WEST

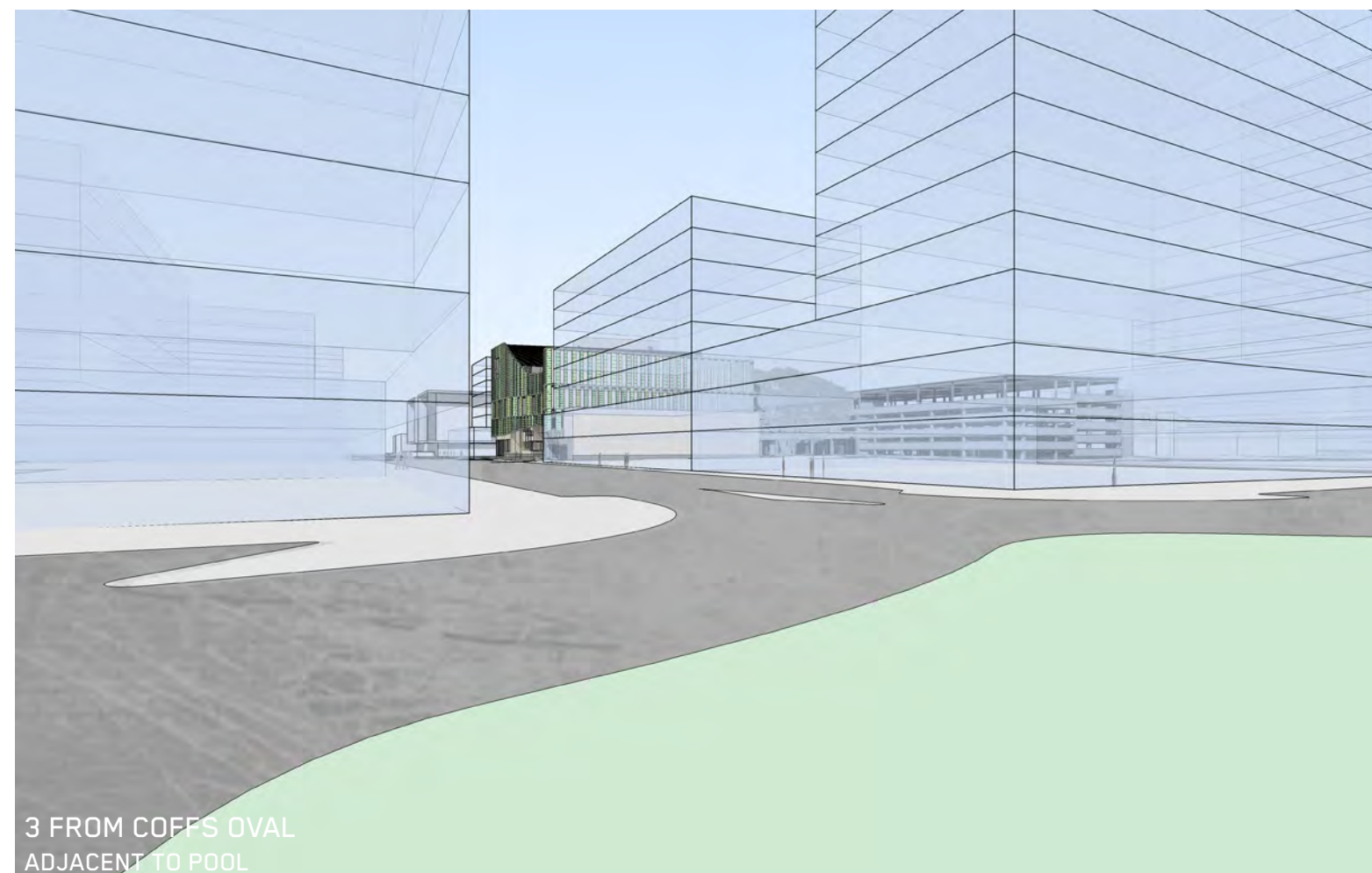
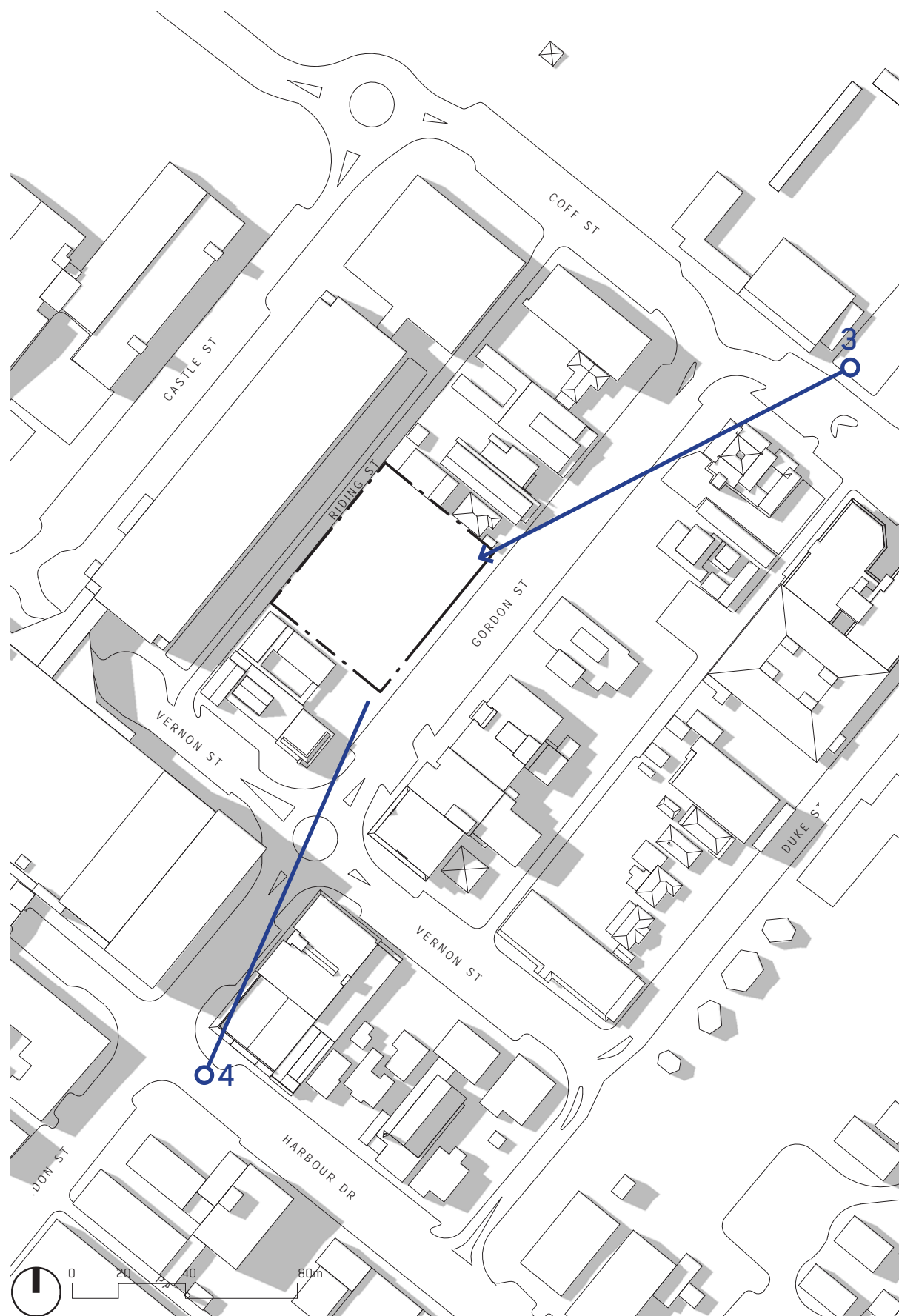


THE FUTURE PRECINCT
IN ACCORDANCE WITH CURRENT LEGISLATION

THESE VIGNETTES SHOW THE VISIBILITY OF THE SITE FROM THE SURROUNDING AREA.

TAKEN FROM KEY STRATEGIC POINTS SURROUNDING THE SITE, SHOWING THE POTENTIAL FUTURE STREET-SCAPE UNDER THE CURRENT MASTERPLAN BUILDING HEIGHT LIMITS SHOWN FOR CONTEXT.





THE FUTURE PRECINCT
INCLUDING UPDATES TO BUILT FORM CONTROLS

THESE VIGNETTES SHOW THE VISIBILITY OF THE SITE FROM THE SURROUNDING AREA.

TAKEN FROM KEY STRATEGIC POINTS SURROUNDING THE SITE, SHOWING THE POTENTIAL FUTURE STREET-SCAPE ADJUSTED SHOULD THE PROPOSED UPDATES TO THE MASTERPLAN BUILDING HEIGHT LIMITS FOR THE AREA BE ADOPTED.

