This Draft Plan has been developed in accordance with the environmental, cultural heritage, recreational, visual, and tourism values that have so far been identified for the foreshore area. These values are the qualities of the foreshore that are significant, special or important, and that the community desires to protect or enhance.

The plan proposes that Campbell's Beach Foreshore be rehabilitated over a 5-year period. During this time, gardens built into the foreshore area will be removed and the area mown will be reduced to a maximum of 6 metres from private property boundaries. Consideration will be given to the social impact on adjoining residents when deciding when to remove garden plantings from the area. The foreshore will be replanted with native coastal vegetation to enhance wildlife habitat and to provide a visual buffer between the beach and neighbouring residences. View corridors from neighbouring residents will be retained.

The management of noxious and environmental weeds is an issue of concern to both Coffs Harbour Council and the developer. A program of progressively removing weeds from the foreshore and 7(a) is proposed. Neighbouring residents will be encouraged to plant species that will not spread from private gardens into the foreshore area. Ensuring the stability of the Campbell's Beach Foreshore dune system is recognized as being a high priority. This Plan of Management does recognize that all works, plantings and landscaping must be undertaken in accordance with management and rehabilitation techniques recommended by the Coastal Dune Management Manual (NSW Department of Land and Water Conservation 2001).

The plan provides for improved public access to the beach. Construction of beach access way fencing and adjacent vegetation rehabilitation is recommended to improve the visual amenity of the coastline. Beach access will be enhanced by the provision of a walking track along the northside of the foreshore extending from the council access to the north to the
beach. The track will be natural in appearance with no treatment to the walking surface. Council will determine the final routing of the track. Markers to delineate between private land and the public space and improved signage will be installed to improve public use of the foreshore area.

The Draft Plan encourages the use of the foreshore for informal recreation by providing for tree planting for shade and space delineation. No fire mitigation works are proposed as the majority of land is mapped as minor bushfire risk and insignificant risk to community assets. The plan proposes a future management regime for the foreshore that aims to protect the values of the environment for current and future generations.

6.3 The Coastal Foreshore and Public Access

6.3.1 Foreshore Management

The Draft Management Plan has set out a process for the restoration and ongoing management of the foreshore areas on the site.This will be an ongoing process, which will be carried out in consultation with the Council and the local community. The process will involve ecological restoration works as follows:

- Strategic and targeted control of environmental weeds 20m either side of the dunal area
- Revegetation of the dune with an appropriate selection of local provenance fire retardant species.
- Establishment of mixed planting of small to medium height local provenance littoral rainforest species to retard any potential bushfires and enhance habitat values of the area in and around landscaped areas close to the rehabilitation area.

6.3.2 Public Access

A public pedestrian access way will be provided along the northern boundary of the site to the beach area. This will link to the existing coastal walk along the beach front.

6.4 Natural Hazards

6.4.1 Bushfire Protection

A Bushfire Risk Management Plan has been prepared for the site and a copy of this is included in Appendix 9.

A bushfire assessment using the methodology set out in Planning for Bushfire Protection (2001) was carried out on the proposed development, to ascertain the viability of the development in the protection of life and property in a bush fire emergency. The assessment qualified the bushfire attack category as "Medium" for the proposed development from the following aspects:

- The bushfire risk assessment identified a Group 1 Open Forest, as the dominant bushfire vegetation.
- The terrain in relation to the identified dominant vegetation southern elevation occurs on an upslope of greater than 10° for a distance greater than 50 metres followed by generally flat.
- The proposed building envelopes can achieve the minimum Asset Protection Zones from the identified bushfire vegetation as outlined in Planning for Bushfire Protection 2001 table A2.3.

- The proposed tourist redevelopment is a Special Protection development as outlined in Planning for Bushfire Protection (2001).

Electricity Supply

The electricity supply is currently connected to the existing resort by an underground easement.

Adequate Siting of Water Supply
Reticulated water is available to the development and will be supplied through the town mains system in accordance with local water authority, council development control plans (DCP's) or any other relevant polices and procedures.
a) External fire hydrants will be installed and located in accordance with Australian Standard 2419-1, the hydrants shall be installed so as a clear unobstructed path to each designated building envelope, and
b) The fire hydrants shall be installed at a maximum distance of 80m from the furthest extremity of the building/s, and
c) The location of fire hydrants shall be delineated by blue pavement markers in the centre of the road, and
d) All delivery water lines shall be installed underground to a minimum depth of three hundred millimetres (300mm), with all points above ground using metal pipes or raisers with a minimum internal diameter of nineteen millimetres (19mm).

Property Access Roads and Egress

The proposed tourist and residential resort facility shall have the main access via the Pacific Highway which has a two-way trafficable maintained bitumen surface, formed verges with room for off road parking/passing; the property access roads for the proposed redevelopment shall be constructed and maintained to the following standard and complies with Planning for Bushfire Protection section 4.3 (Access);

- Roads should be two-wheel drive, all weather roads.
- Roads should be two-way to allow at least two traffic lane widths (8m minimum reserve) with shoulders on each side, allowing traffic to pass in opposite directions.
- Where possible the access road should be designed as a perimeter road allowing access to the bushfire prone elevation should be linked to the internal road system at an interval of no greater than 500 metres in urban areas.
- Restrict the use of speed humps and chicanes to control traffic.
- Roads should not be through roads. Dead end roads are not recommended, but if unavoidable, dead ends should not be more than 2300m in length, incorporate a minimum 12m radius turning circle, and should be clearly sign posted as dead ends.
- The capacity of the road surfaces and bridges should be sufficient to carry fully loaded fire fighting vehicles (approx 28 tonnes or 9 tonnes per axle).
- Curves should have a minimum inner radius of 6m and be minimal in number to allow for rapid access and escape.
- The minimum distance between inner and outer curves should be 6m.
- Maximum grades should not exceed 15° and preferably not more than 10° or gradient specified by road design standards, whichever is the lesser gradient.
- A minimum vertical clearance of 6m to any over hanging obstacles, including tree branches.
- Roads should be clearly sign-posted (with easily distinguished names) and buildings should be clearly numbered. Bridges should clearly indicate load ratings.
- Roads should not traverse through a wetland or other land potentially subject to periodic inundation.

PBP identifies tourist developments as Special Protection Developments, these type of developments require a secondary emergency access and egress road; a service road which adjoins the development property's northern boundary shall be utilised for the secondary emergency access and egress road once linked to the development's proposed access road. The service road is currently used by Council's maintenance trucks and vehicles and has a bitumen surface which allows access from the eastern portion of the property to the Pacific Highway to the west.

Construction Standards

The bushfire risk management assessment undertaken in relation to the proposed development concluded "Level 1" construction standard in relation to AS3959 will be required for the residential and tourist development.

The bushfire construction standard was derived from;

- An identified Open Forest bushfire vegetation occurring on the southern aspect of the subject property.
- The terrain in relation to the identified dominant vegetation on the southern elevation occurs on an upslope of greater than 10° for a distance of approximately 50m followed by generally flat for a distance greater than 140m.
- The proposed development portion of the property can achieve an Asset Protection Zone (APZ) of greater 60 metres from the assessed Group 1 Open Forest bushfire vegetation occurring on a up slope terrain greater than 10°.
- The proposed tourist redevelopment is a Special Protection development as outlined in Planning for Bushfire Protection (2001).

Extent of Compliance

The proposed redevelopment complies with the requirements for Asset Protection Zones detailed in Table A2.3 (Minimum Specifications for Asset Protection Zones for Special Protection Developments in Bushfire Prone Areas, Access in accordance with section 4.3 (Access) in Planning for Bushfire Protection 2001 and Construction Standards in Compliance with AS3959 (Construction of Buildings in Bushfire Prone Areas).

Additional Recommendations

1. The proposed development comprises of tourist facility with large areas of open space recreation and landscaped areas; therefore the bushfire risk assessment concluded that prior to the issue of a construction certificate, a bushfire management plan is prepared to address the ongoing maintenance of the open space recreation and landscaped areas.
2. Prior to the issue of an occupation certificate for the proposed development a Bushfire Evacuation Plan for proposed development shall be prepared and submitted to the NSW Rural Fire Service for approval/comment.
3. A sprinkler system should be installed throughout the landscaped and open space recreation areas; the sprinkler system shall be utilised for bushfire protection from ember attack.
4. A stand alone diesel pump shall be installed and plumed to the to the facility's swimming pool; the stand alone pump shall have the capacity to supply a sufficient quantity of water to the sprinkler system in case of power failure in a bushfire emergency.
5. All areas within the proposed development not utilised for the construction of buildings and associated infrastructure, shall be maintained to the standard of an Inner Protection Area (IPA).

6.4.2 Acid Sulphate Soils

A Phase 1 Preliminary Site investigation has been carried out by David Lane Associates (Appendix 17), and it concluded that the site does not contain any potential or actual Acid Sulphate Soils.

6.4.3 Site Contamination

A Phase 1 Preliminary Site investigation has been carried out by David Lane Associates (Appendix 17), and it concluded that the soils sampled on the site meet the acceptance criteria of NEHF A – Residential with Gardens and Accessible Soils. Remedial actions are not required on the site.

6.4.4 Coastal Processes and Hazards

The building development is proposed to be sited landward of the 100 year Hazard Line as identified by Coffs Harbour Council. The proposed detention/infiltration basin has been sited such that it will be at least 10m landward of the dune escarpment. Hence, it is outside the immediate Hazard Line.

All buildings within the existing relatively low lying area behind the dune will have a minimum floor level of 7.5m AHD to address coastal inundation. This will provide a 0.5m freeboard above the 7.0m AHD inundation level recommended by Geomarine (1988). This will be achieved by partly filling the low lying area to a height of 6.5m AHD where buildings are to be sited.

A dune revegetation program is also proposed. This will improve the dunes resilience to recession and erosion during storm events.

6.5 Noise

6.5.1 Road Traffic Noise

An Acoustic Study for the development has been carried out and a copy is included in Appendix 14.

The study found that results of noise monitoring adjacent to the Pacific Highway indicated that existing traffic noise is a feature of the ambient environment in the area, and current traffic noise levels exceed ECRTN criteria at the north-western site monitoring location for a new residential development potentially affected by freeway / arterial road traffic noise.

With the increased noise effects resulting from predicted future traffic growth, any future building footprints that are situated nearer to the roadway than the site monitoring location, may potentially exceed both the ECRTN external and internal residential criteria to a greater extent. As the ECRTN goals are exceeded, for new residential development with houses situated adjacent to the Pacific Highway, all feasible and reasonable noise control options should be investigated

6.5.2 Mitigation Measures

A detailed CADNA acoustic model will be created for the detailed design phase of the project, optimising the site layout and noise control design measures such as:

- Stage development;
- Final design layout of the site;
- On-site roadways location options;
- Density and array of buildings, offset from adjacent boundaries;
- Potential shielding effects
- Height restrictions upon construction;
- Required minimum architectural design treatments for buildings within areas of equal noise impact zones;
- Relative cost benefit analysis of potentially significant architectural acoustic amelioration measures;
- Detailed traffic noise level prediction using final ground contours, and detailed relative ground heights of the roadway;
- Optimised location, orientation and limiting sound power level emission of mechanical plant items; and
- Car-park location and potentially required acoustic amelioration measures.

As part of the detailed design stage of the proposed development the following will be carried out:

- Detailed monitoring of the night time traffic flow characteristics and maximum noise level in line with the ENMM requirements to attain accurate data to be able to model the potential for sleep arousal at future residential premises;
- For any future licensed premises proposed on the site, that long-term octave frequencies attended background noise monitoring be undertaken so that Liquor Administration Board licensing requirements be met; and
- A detailed investigation be conducted during the site detailed design phase as to whether acoustic barriers are potentially required along the proposed on-site roadways to protect the amenity of proposed dwellings.

Due to the close proximity of adjacent resorts and residential receivers, a site specific Construction Noise and Vibration Management Plan will be undertaken prior to construction activities commencing.

6.6 Integrated Water Cycle Management

6.6.1 Background

The Water Management Report Appendix 13, proposes Integrated Water Cycle Management for the site development. Integrated Water Cycle Management (IWCM) utilises principles of water sensitive urban design (WSUD) within a holistic framework to reduce the impacts of development on all parts of the water cycle. Water Sensitive Urban Design and Integrated Water Cycle Management are critical components in an overall strategy for sustainable development. The major aspects of the water cycle that are typically considered within an IWCM strategy include:

- Stormwater;
- Groundwater (licensed bore on site);
- Potable Water Demand (from the Coffs Harbour reticulated supply);
- Wastewater generation;
- Water Conservation; and
- Water Quality.

6.6.2 Analysis Process

An initial hydrologic assessment was completed to determine stormwater runoff rates and volumes under existing and developed conditions. The assessment utilised 45 years of daily rainfall data for Coffs Harbour between January 1960 and August 2005 as well as design storms as determined from Australian Rainfall and Runoff. A comparison between the highest recorded rainfall data, April 1963, and the design storm events indicated that this event equated to a 100-year storm with a duration of between 24 and 48 hours.

Further to establishing the applied rainfall for the generation of run-off, the soil characteristics of the site were examined. The geotechnical report (Network Geotechnics 2006) contained in the Phase 1 Site Environmental Investigation (Lane 2006) was the basis for determining the infiltration capacity of the soils. The geotechnical information showed that soil types ranged from silty clay to sandy clay, throughout the site with medium to coarse-grained sand and gravel adjacent the dunal area.

Based on this soil profile, it is assumed that infiltrated water would move towards the dune system and discharge to the ocean. Utilising both the daily rainfall data and assumed infiltration rate of the soil, the regularity and volume of run-off was established. From this it was found that run-off was generated on about 4,800 days (29%) of the 45-year assessment period. A further assessment of run-off was then undertaken for the 100-year design storm event. The peak volume of 15,500m3 was generated for the storm duration of 24 hours. This run-off would be contained in the natural depression to the west of the dune system.

It has been estimated that the natural depression area has a storage capacity of 4,500m3. In addition to this above ground storage, there is a corresponding soil store capacity. Based on the surface area and soil profile depth, this storage volume has been estimated as 4,500m3. The total storage capacity of the existing system is therefore estimated at 9,900m3.

Consideration was then given to the volume of this run-off and the corresponding depth of ponding. It was determined that surface ponding of the run-off in the depression would occur on approximately 300 days (2%) of the 45-year assessment period. The average depth of ponding was 0.13m with a maximum depth of 1.25m assuming no discharge to the adjacent northern properties. However, if this maximum depth were achieved discharge would occur over the northern boundary to the adjacent property.

Given the above total storage volume on the site, a potential discharge to the adjacent property of 5,600m3 could occur. This issue will need to be addressed by the development proposal.

6.6.3 Water Sensitive Urban Design

The development is planned to include measures and structures in line with water sensitive urban design principles to sustainably manage water within the development. The Water Sensitive Urban Design (WSUD) initiatives planned for use on the site include:

- Adoption of water conservation measures including dual flush toilets and low flow shower heads to reduce potable water demands;
- Use of water efficient appliances;
- Use of water sensitive landscaping and appropriate species;
- Harvesting of roof water into rainwater tanks with the use of this water for non potable uses (eg toilet flushing and garden watering) to reduce the demand on the potable water supply;
- The rainwater tanks will have their supply replenished, as necessary, from the potable water reticulation to ensure there is always one day's demand available in the tanks;
- The overflow from the rainwater tank will be directed onto the soil surface to encourage water infiltration into the soil;
- Where practical, direction of surface flows over natural grassed and rock surfaces, blended into the landscape form, to maximise opportunities for water infiltration;
- Minimising paved areas to maximise opportunities for water to infiltrate; and
- Use of detention basins that are designed to infiltrate as much stormwater as practical to achieve the dual aims of reducing the stormwater discharge direct to the ocean through the existing stormwater pipe and to recreate the historical groundwater regime.

The use of these design elements, integrated into the built form, will encourage a water conservation and sustainability strategy at the site.

The development is also required to reduce potable water consumption in line with BASIX and rainwater tanks would provide the most efficient means to satisfy this target. It is assumed that rainwater tanks on individual structures with a capacity of approximately 2,500L for houses and 12,000L approximately for apartment buildings (provided through a proprietary tank) will satisfy the BASIX requirements and provide a reduction in stormwater runoff volumes from the site. The final size would be refined in the detailed design stage.

6.6.4 Stormwater Management

As previously discussed, this development will be comprised of 17 dwellings, car parling, additional roads and landscaped areas. This will increase the impervious areas and decrease the percentage pervious from the existing conditions. The result of these changes will be an increase in stormwater run-off. For the 100-year 24 hour storm, this increase is approximately 1,300m3 or 9%. It is anticiapated that this increase will be offset through the inclusion of WSUD features nominated in Section 4.3.1.

The total run-off volume for the post development conditions of 16,800m3 will be catered for by:

- Capturing approximately 400m3 in rainwater tanks on buildings;
- Infiltrating about 7,800m3 into the soil beneath the detention basin; and
- Detaining anout 8,600m3 in the above ground storage.

Of the 8,600m3, it is estimated that a portion will be discharged directly into the existing stormwater pipe on the southern boundary. As indicated in desighn drawings provided by Coffs Harbour Council (Newham Karl & Partners 1998a, 1998b), this pipe is 750mm diameter and has an expected capacity of 1m3/s. This estimated capacity is considered high and a more conservative capacity 0f 0.5m3/s has been adopted.

Adopting this flow rate for an one hour period gives a discharge capacity of 1,800m3. Applying a further assumption that this pipe would operate at flow full for the first 4 hours of the 24 hour design storm event, approximately 7,200m3 of the 8,600m3 would be discharged. Therefore, the volume required to be store in the detention area is reduced to 1,400m3.

A further examination was undertaken of the estimated volumes of ponding likely to occur on the site for the 100-year ARI design rainfall events for standard durations between 15 minutes and 48 hours. Short duration rainfalls (less than 2 hours) have a high peak flow rate but a modest volume. The surface run-off rate for these events exceeds the capacity of the pipe on the adjacent property, which will result in ponding upstream of the pipe inlet. Due to the soil conditions of the site the amount of ponding will be limited as there will be significant infiltration.

Stormwater events of 24 and 48 hours duration have a reduced peak flow rate and hence reduced ponding as much of the run-off would be able to discharge into the pipe on the adjacent property and also infiltrate into the soil. The greatest amounts of ponding are expected to occur for design rainfalls that are toward the middle of the design durations examined.

Based on the available soil information and an adopted capacity of the existing pipe on the adjacent property of 0.5m3/s, the maximum predicted ponding volume would be in the order of 2,000m3.

An analysis of stormwater run-off volumes for the developed site was alos undertaken using the recorded daily rainfall data. This analysis found the drainage system was able to successfully detain, infiltrate and convey stormwater run-off from the development.

Minimum Floor Level
Minimum habitable floor levels for the development have been determined considering coastal hazards and 100-year flood events as well as minimum freeboard of 0.5m as determined by Coffs Harbour City Council. Geomarine (1998) recommended a minimum inundation level of 7.0m AHD. This is higher than the estimated flood level for the site. Hence, all buildings within the existing relatively low lying area behind the dune will have a minimum floor level of 7.5m AHD.

.

Proposed Detention Layout
A number of constraints were placed on the detention/infiltration system including:

- Minimum 10 m setback from the top of the dune to ensure the detention/infiltration basins are situated outside the immediate coastal hazard line and beyond the area affected by storm bite;
- Minimum 5 m setback from all dwellings; and
- Maximum batter slopes of 1 in 4 in general – which is subject to refinement in the landscaping detail.

The proposed are would have a storage capacity of 3,400m3 and therefore storage depth of between 0.6 and 0.7m would be required to contain the 2,000m3 of stormwater run-off. Allowing for the o.5m of freeboard from the top water level to the nominated floor level, the total basin depth would be in the order of 1.2m below floor level. This will require reshaping of the area to the west of the dune system, the final configuration of which would be determined during detail design.

Utilising both design storm events and 45 years of recorded daily rainfall dtat, the initial hydrologic assessment has shown that the proposed stormwater treatment system will be able to contain the additional run-off generated by the development.

6.6.5 Water Quality

As previously indicated, a number of water sensitive urban design measures will be included in the development. These techniques will act as water quality treatment devices to assist in the removal of pollutants through the treatment of low, or regular, flows. It is these low flows that contain the higher concentrations of nutrient loads.

Rainwater Tanks

Rainwater tanks will be used to harvest roof runoff to minimize the volume of stormwater that needs treatment, as well as reducing the potable water demand, prior to discharge to the detention basins or off site.

Rainwater tanks, together with discharges onto vegetated areas, provide a highly effective means for the removal of pollutants in these smaller storm events. For the treatment of roof water, the first flush flows are directed to the first flush tank. This tank will have the ability to drain to the surrounding soil structure and hence the pollutant removal process is undertaken as the water infiltrates into the soil. Once the first flush storage has reached its capacity, the excess roof runoff is directed to the rainwater storage tank where it can be used to fill the partially depleted storage caused by the household non potable water demands. In the event that this tank is full, the overflows are directed to the proposed detention areas.

Buffers

Impervious surfaces such as car parking, roads and paving will allowed to discharge freely over open vegetated areas often referred to as a buffer. These buffers treat surface flows by reducing the travel time of runoff, reducing the flow velocity and hence reducing the erosion potential and effectively allowing water ponding within the vegetation. This encourages the stormwater to infiltrate into the surrounding soil structure and also improves the opportunity for vegetation to 'take up' the nutrients from the runoff hence reducing the nutrient export load to the downstream system.

Detention Basin

The overflows from the above treatment devices will be directed to the proposed detention basins that are each expected to contain both an inlet area, for any concentrated inflow, and a main detention area. The inlet area will allow runoff from point sources to pond for a short period of time, sufficient to remove the medium to course sediment, and then the water will spill into the main storage area. The configuration of this inlet area would be designed to blend with the landscaping and to ensure ease of access so that the sediment build up could be removed as required and would reduce the likelihood of blockages within the larger detention area.

The detention pond has been sized to cater for the storage of runoff in excess of the capacity of the existing 750mm diameter pipe from the adjacent property, ensuring that the stormwater discharge from the development does not exceed the current site stormwater discharge. In addition to detaining the
stormwater runoff, the ponded water will be able to infiltrate into the existing soil structure removing and residual nutrients.

Some stormwater runoff from the site will be directed to the existing stormwater discharge pipe located to the south of the subject property. This runoff will be from the more elevated areas of the site and will pass through the gross pollutant trap prior to discharge into the pipeline.

Gross Pollutant Trap

While the above treatment devices will remove nutrients in the stormwater runoff, they will not effectively remove any gross pollutants generated on the site. Consequently, it is proposed that a gross pollutant trap will be constructed as part of the outlet system from the detention basin to the existing pipe discharge located in the adjoining property to the south.
This will allow for the removal of gross pollutants from the runoff prior to connection into the existing stormwater drainage system.

Runoff From Other Areas

It has been assumed that any runoff from a catchment area outside of the subject property will receive appropriate water quality treatment before entering onto the subject site.

Summary

The incorporation of the above treatment devices will ensure that there is no increase in pollutant export from the site to the Solitary Island Marine park as a result of the proposed development. Details on the size and configuration of the devices will be determined as part of the detail design process and will require detailed water quality modelling.

6.6.6 Impacts on Solitary Islands Marine Park

The Marine Parks Authority have advised that a permit is not required provided the development is outside the mean high water mark. As this is the case, a permit is not required. The authority also advised that no new stormwater discharge points to the Marine Park can be constructed. However, existing stormwater outlets may be utilised. It has been concluded that the measures which will be implemented in the development and the incorporation of treatment devices as recommended will ensure that there is no increase in pollutant export from the site to the Solitary islands Marine Park as a result of the development.

6.7 Traffic and Access

6.7.1 Parking

Standards for provision of car parking at new developments are set out in Coffs Harbour City Council's Off Street Car Parking Development Control Plan. The proposed car parking meets this document with two spaces provided per apartment (using Gross Floor Area greater than 100 m2). The proposed development will have 234 car park spaces. Consultation with the RTA has identified that motorists are parking along the Pacific Highway, which raises safety concerns particularly in peak periods. The closure of the Pelican Beach Resort will remove its contribution to this observed issue, as adequate parking will be provided for residents, guests and staff within the proposed development. Staff numbers are expected to change at the site due to the proposed development. Currently Pelican Beach Resort employs 26 full-time, 3 permanent part-time and between 50 and 70 casual staff depending on occupancy rates. This equates to between 45 and 50 full time equivalent staff. The proponent anticipates that the proposed development would lead to between 3 and 20 jobs being created, dependant on occupancy rates, following completion of the proposed development.
Currently there are a total of 110 car park spaces within Pelican Beach Resort, including three spaces for disabled persons, plus one space for a coach. There are also 24 car park spaces in front of the former restaurant at the front of the site, which are also used by staff and guests of the resort.

6.7.2 Construction Stage Impacts

The construction of the development is proposed over an approximate four-year timeframe with the staged release of approximately 30 apartments/townhouses per year during this period.

General Description of Construction Activities

The first phase will be the demolition of the existing Pelican Beach Resort complex and the preparation of the site for

construction activities. It is anticipated that the removal of materials during the demolition phase will correspond to the peak construction traffic generation. The construction of Phase 1 of the four-stage development would then commence with the construction of drainage, roads and the provision of services. This would be followed by the first release of apartments, townhouses and houses.
It is likely that construction activities would occur from 7am to 6pm Monday to Friday and from 8am to 12pm Saturday with no work on Sunday or Public Holidays.

Access During Construction

Construction traffic would access the site through the intersection of the Pacific Highway with Pelican Beach Resort access. It is reiterated that traffic currently accessing the Pelican Beach Resort would no longer do so, hence whilst there will be an increase in heavy vehicle movements the impacts of this additional traffic would be minimised. Following release of the first stage of the development, it is anticipated that internal light traffic would be separated from construction traffic for subsequent stages. There is limited information available for the assignment of projected traffic generation during the construction period along the Pacific Highway. The disposal location for demolition materials is currently unknown. However it is assumed that the majority of deliveries and staff would travel to site from Coffs Harbour. Therefore it is anticipated that the majority of construction-generated traffic would access the site via a right turn into the Pelican Beach access road and exit the site via a left turn onto the highway.

Traffic Management During Construction

Traffic management controls will evolve throughout construction as staging of work progresses and shall be detailed in the construction stage Traffic Management Plan. The plan should particularly address the impacts of construction vehicles at the intersection with the Pacific Highway during morning and evening peak periods. The control of site access will consist of appropriate traffic management equipment. Security fencing and gates would also be installed to prevent unauthorised access to the site outside of construction hours. Parking for construction equipment and staff vehicles would be accommodated on site during construction in locations clearly separated from areas of work.

6.7.3 Post Development Impacts

Traffic Generation

Traffic volumes obtained for the existing situation were added to the development traffic volumes estimated using RTA (2002) Guide to Traffic Generating Developments based on the description of the development contained in PTW Planning (2006) Sapphire Beach Development, Coffs Harbour - Preliminary Assessment for Concept Plan. The traffic volumes used in the aaSIDRA model are shown in Figure 6 1and Figure 6 2 for the AM and PM peak respectively. Details relating to the calculation of traffic generation and assignment and intersection survey results are shown in Appendix B. It has been assumed that traffic on the Pacific Highway increases at the rate of 3% per year.

Figure 6.1 Post Development (2010) AM Peak Traffic Volumes

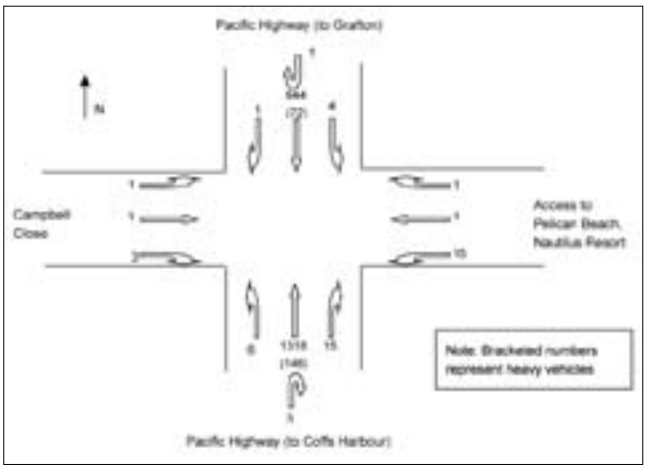
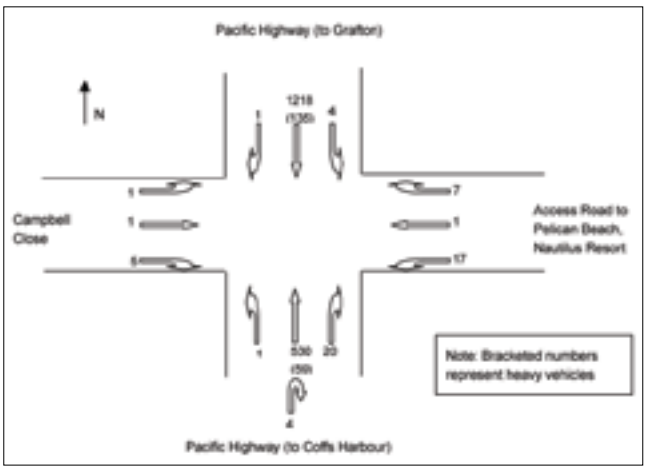


Figure 6 2 Post Development (2010) PM Peak Traffic Volumes



The calculation of traffic generation was based on a preliminary site layout of 151 dwellings comprising 120 one, two and three-bedroom apartments and 31 three-bedroom homes. The development has since been refined to 117 dwellings including apartments, townhouses and houses. The traffic volumes included in Figure 6 1 and Figure 6 2 do not include a reduction in the existing traffic volumes to take into account those vehicles that would no longer use the intersection following the closure of the Pelican Beach Resort. The contribution made by each existing

development (Pelican Beach Resort, Quality resort Nautilus, residential apartments) could not be distinguished from the intersection survey.

Intuitively it was expected that traffic volumes following the completion of the proposed development would be similar to the existing volumes as the 114 room Pelican Beach Resort would be replaced by the proposed 117 dwelling development. However, the traffic volumes presented in Figures 6.1 and 6.2 are valid for the following reasons:

- Calculation assumes 100% occupancy of proposed development: The intersection survey was conducted when the existing Pelican Beach Resort had occupancy of approximately 32%. The calculation of traffic generation assumes 100% occupancy of all dwellings following completion of the final stage of the development;
- Contribution from other developments: It was likely that Quality Resort Nautilus had an occupancy rate similar to Pelican Beach Resort at the time of the intersection survey. The post-development traffic volumes include allowance for increased movements from other developments during peak season; and
- Contribution from visitors and staff: The calculation of post development traffic generation did not include staff or visitors.

The traffic volumes in Figures 6.1 and 6.2 are representative of peak season conditions that represent a 'worse-case' scenario.

Intersection Performance

The intersection at the Pacific Highway operates extremely poorly during AM and PM peak periods on the highway. The poor performance is due to insufficient gaps for traffic turning at the intersection caused by high through traffic volumes on the highway. The results of the modelling indicate that the capacity of the access road to Pelican Beach Resort and Quality Resort Nautilus is being exceeded during the both the AM and PM peak periods. The restriction to movements at the intersection or an alternative form of control is required as modelling indicates that it would not function adequately following construction of the proposed development.

Consultation with RTA

Preliminary consultation has been undertaken with the RTA in regard to access issues to the Pacific Highway. The RTA is currently formulating the Coffs Harbour Pacific Highway Planning Strategy and has prepared a number of options for improvements to the highway. These were presented to members of the project team on 25 May 2006 at Coffs Harbour City Council.

Since the meeting consultation has occurred primarily by telephone and email. The RTA has not selected a preferred option or construction staging methodology at the time of writing this report. It is understood that the upgrade program may also be staged over a number of years leading to the implementation of the ultimate strategy.

The provision of interim and long-term access to the highway will be formulated through ongoing consultation with the RTA and representatives of other properties that utilise the intersection.

Potential Intersection Upgrade Options

Preliminary estimates indicate that commencement of the upgrade of the Pacific Highway at Sapphire Beach may commence in 2010. At this time it is envisaged that construction of the proposed development would commence in 2007 with the first release of 30 dwellings in 2008. This would therefore lead to finalisation of the proposed development in 2011. Hence it is likely that any upgrade of the intersection could be incorporated into the development of the RTA's Coffs Harbour Pacific Highway Planning Strategy. Interim measures may be required, particularly if a delay occurs with the development and implementation of the RTA's planning strategy. Interim measures have not been formally discussed with the RTA at the time of writing, however options identified by GHD include:

- Construct a continuous median at the intersection to provide left-in, left-out movements for Campbell Close and Pelican Beach Resort access. Consideration is to be given for U-turn facilities either side of this location;
- Restrict movements from Campbell Close and Pelican Beach Resort access to left only. Again, consideration is to be given for U-turn facilities either side of this location, and;
- Provide a "seagull" intersection layout. This would eliminate the cross highway movement at the intersection in addition to limiting access to/from Campbell Close to left in, left out. The provision of this arrangement is included in one of the two upgrade options developed by the RTA as part of the Coffs Harbour Pacific Highway Planning Strategy.

6.7.4 Public Transport. Pedestrians and Cyclists

Bus services

In the event that a review of the operation of the proposed development highlights a need for improved bus services, the following options would be pursued:

- The operator of the development would liaise with Coffs Harbour City Council and local bus operators for the provision of a formalised bus stop and shelter for use predominantly by permanent residents.
- The operator of the development would liaise with other tourist accommodation providers in the area for the provision of a courtesy bus. It is envisaged that this service would provide links to the Coffs Harbour Central Business District and airport.

Pedestrian and Cyclist Facilities

The following measures will be undertaken to cater for pedestrians and cyclists:

- Provide cycle parking for residents and guests;
- Maintain public pedestrian access to the beachfront via the northern access road (Road EX1). This will inturn provide access to the planned Coffs Harbour Coastal Walk, and;
- Provide off-road pedestrian access between the proposed development and Coachman's Close.

6.8 Infrastructure Provision

6.8.1 Existing Capacity

The site is already developed with a 114 suite resort and the proposed development is not expected to make any significant additional demands on the existing service systems available to the site.

- Water

  As the development consists of 117 dwellings which is only three more than the existing 114 suites at the resort the total water supply requirements of the development will be similar to those at present. It is understood that there will be adequate water supply for the development
- Sewerage

  It is considered that the existing sewerage infrastructure will be adequate for the proposed development.
- Electricity

  The existing infrastructure will be adequate for the proposed development
- Telecommunications
  Alterations to the existing telecommunications infrastructure will be required to service the development and Telstra intends to pre- provide the network for the development.

6.8.2 S94 Provisions

The relevant S94 Contribution Plans for this development are:

Regional, District and Neighbourhood Facilities – Developer Contribution Plan 2005

Provides for :

- Coordination and Administration
- Regional Libraries
- Beach Protection Works
- Regional Open Space
- Coffs Harbour District Open Space

Coffs Harbour Road Network – Developer Contributions Plan 2005

- Residential Contribution – Sector A

Surf Rescue Equipment – Developer Contributions Plan 2005

- Rescue Equipment

Wastewater Treatment and Carrier System – Development Servicing Plan 2003 (Interim)

Credits will be given in relation to the existing development on the site when the contributions are calculated.

6.9 Heritage

6.9.1 Aboriginal Cultural Heritage Significance

Both the Heritage Study which was carried out of the site and the local Aboriginal Land Council concluded that there were high levels of ground disturbance on the site and therefore there were unlikely to be any objects of significance on the site. However, the hind dune area does have low potential to contain archaeological deposits and that workers should be made aware of the possibility when the site is being developed. Should any stone/bone and/or shell materials be located then work should cease and the Coffs Harbour and District Local Aboriginal Land Council should be notified immediately to enable inspection of materials and the all clear given for works to recommence.

6.9.2 Heritage Items

The Heritage Study concluded that the site does not have a level of significance that would warrant its conservation or listing on the State Heritage Register or on the schedule of heritage items in the Coffs Harbour Local Environmental Plan.

6.10 Social and Economic Environment

6.10.1 Potential Impacts of Closure of Pelican Beach Hotel

The closure of the Pelican Beach Hotel will lead to the loss of about 45 – 50 direct jobs. However, as other hotels in the region are currently operating below capacity, it is expected that this will be largely taken up by increased employment in other hotels. The net loss of jobs is likely to be about 10 but with a loss of a few relatively higher paid management and supervision jobs and a little change in casual service jobs.

Total tourist visitation to Coffs Harbour is unlikely to be affected. The closure of the resort represents the loss of 1.6% of hotel establishments and 6.2% of the rooms in hotels, motels and serviced apartments with 5 rooms or more. There are adequate numbers and variety of other hotels in Coffs Harbour to meet the requirements of most visitors. There are very few days when all hotels are at or near capacity. Many hotels in Coffs Harbour are operating at occupancy levels that are marginally viable. The additional clientele gained by the remaining hotels may contribute to their ability to reinvest and upgrade their establishments.

The conference and events sector will lose 9% of establishments but only 3-4% of the delegate days capacity. It is anticipated that most of the events lost can be captured by the remaining venues, although some users may be lost. This is expected to represent less than 1% of the current activity in the sector. As total visitor numbers are not expected to be affected significantly by the closure, employment and turnover in restaurants, attractions, transport, retail and other tourism supported activities are likely to remain unchanged.

Given the small overall change from the closure, the multiplier effects of the closure are also expected to be negligible.

6.10.2 Impacts of the New Development:

The new development is likely to create 3 – 20 jobs associated with visitor accommodation, essentially offsetting the 10 direct jobs lost in the hotel not picked up by other hotels. The new $65-$70 million development will create about 225 direct jobs during a two year construction period and about the same number of indirect jobs. These jobs do not represent a net economic growth, as the development will, at least in part, substitute other construction activities due to crowding out effects.

The new development will provide housing or accommodation for approximately 235 persons, depending on the time of year and proportion of units permanently occupied and those used for visitors. This will provide for additional holiday unit capacity, a sector in the Coffs Harbour market that has been growing recently in contrast to the hotel sector.

The new development will permit flexibility of use, allowing units to be occupied by permanent or short term rentals or transferred to owner occupiers according to the relative demand in these different sectors. This has the ability to reduce over capacity or to generate additional capacity according to changes in demand. The new development represents about 15% of the additional dwellings constructed in the LGA each year or about 25% of apartments approved in 2005. The proposed apartments are expected to be of a premium standard and will represent a major part of that market sector when developed until sold.

If the new development attracts additional high net worth individuals including business owners relocating to Coffs Harbour, it will further contribute to the economic development of the region. This development is considered to be more likely than market median developments to attract new residents of this type. However, market median developments are also required for the associated additional employment generated. As this outcome is expected but speculative, no net gain in employment or population is directly attributed to it.

To the extent that population gain would be housed in other developments should this one not go ahead, no gain in population is directly attributed to development.

Generally, as a result of the above the new development of the site is expected to have positive economic and social impacts in the Coffs Harbour area.

KEY ISSUES

Justification for the proposal 7

7.1 Options Considered

Several options were considered in relation to the future development of this site. These included:

- The Refurbishment of the existing resort
- The conversion of the existing resort to another use
- The development of a new hotel on the site
- A residential development on the site

The current resort on the site is trading well below its capacity and part of the reason for this is the run down state of the buildings and the fact that they do not offer up to date state of the art resort accommodation for guests .As a result, it was necessary to consider options for the future of the site. The refurbishment of the existing resort would be an expensive option and it would be unlikely to increase proportionally the visitation rates to the resort for the amount of money spent. The Economic Study (Appendix 12) , has shown that there is currently no growth in the tourism market in the area and that many hotels in the area are operating below capacity. As a result, it seemed that the investment in the refurbishment of the resort would not provide economic benefits to the area.

The possibility of converting the resort to a residential use was also investigated but the layout and location of the existing buildings is such that this was not a viable alternative for the site.

As the Economic Study had shown a downturn in tourism in the area and a change in the type of accommodation tourists sought, away from hotels and more towards apartments, it was decided that the construction of another hotel on the site would not provide for demand and would detract from the trade of the existing hotels in the Coffs harbour area.

A residential only development was also considered but the land is within the Residential Tourist zone and such land is zoned to encourage tourism development. There are 391 ha of land zoned in this way in Coffs Harbour and all of this is located primarily along the Pacific Highway. The site represents 1% of the land zoned in this way and is part of the waterfront land zoned for these purposes. As a result it was decided that a residential only development would not satisfy the objectives of the zone and that tourism accommodation should be included. The economic Study indicated a demand for rental apartments from tourists in the area and as a result it was decided that a mixed residential tourist development would be the most appropriate for the site.

7.2 Suitability of the Site

It is considered that the site is suitable for this type of development. It is situated between the Pacific Highway and the waterfront and as such offers high amenity to both tourists and residents. It is close to the urban centre of Coffs Harbour where all the infrastructure is available for the new residents and tourists. The site is currently zoned to permit such development and the proposal for the site complies with all the relevant planning controls relating ot the site.

7.3 Consequences of Not Proceeding

The existing property was built in 1986 as a ‘full service’ resort. There are 114 hotel style rooms, built over 5 levels, a large restaurant and function rooms detached from the reception area by 4 levels, recreation facilities (including one large pool, gym tennis courts and games rooms) further removed again from the reception and a second restaurant separated from the main resort building once run independently but now shut.

Twenty years on, the cost structure to run such a property, combined with poor occupancy, declining room rates and changing tourist demand to unit or apartment style products, have meant the returns on capital are not acceptable. The property is very rundown and out dated, which would not be fixed by a superficial redecoration.

The options investigated to fully strip back and renovate the existing building, either into hotel rooms or apartments, proved uneconomic, costing more than starting again with brand new purpose designed buildings.

Half the site is vacant land. The existing building is located in a position on the site that restricts vehicle access to the lower section of the vacant parcel of land. There is no other environmentally acceptable access point, because of the steep environmental protection zone directly north of the existing hotel between the top and bottom halves of the vacant site.

Many hotels in Coffs Harbour are operating at occupancy levels that are marginally viable. The additional clientele gained by these remaining hotels, as a result of Pelican Beach being redeveloped, may contribute to their ability to reinvest and upgrade their establishments. The proposal will provide both tourist and residential product that will meet the modern demand for apartments and units at a cost to the consumer that meets their budget while providing services and facilities to satisfy their needs.

The new $80m development will create about 225 direct jobs during the construction period and about the same number of indirect jobs. The total number of visitors, to Coffs Harbour, are not expected to be significantly affected by the redevelopment, employment and turnover in restaurants, attractions, transport, retail and other tourism supported activities are likely to remain unchanged.

The development is anticipated to attract individuals with high net worth or owners relocating businesses to Coffs Harbour, it will therefore contribute to the economic development of the region.

The level of direct long term employment will depend on the number of units rented and the season, but it is expected to range between 3 and 20. The new development will house approximately 235 persons, depending on the time of year and proportion of units permanently occupied and those to visitors, adding to the local economy

If the redevelopment doesn't proceed it is very likely the property will continue to run down, the occupancy and room rates will decline and ultimately the resort would close with loss of direct employment of about 45-50, however as other hotels in the region are currently operating below capacity, it is expected that this will be largely taken up by increased employment in other hotels. The net loss of jobs is likely to be about 10.

The closing of the hotel is not likely to have any impact on the total tourist visitation to Coffs Harbour as there are adequate rooms numbers and a variety of other hotels in Coffs Harbour to meet the requirements of most visitors.

THE PROPOSAL

Executive summary 8

8.1 Compliance with Planning Instruments

A detailed assessment has been carried out of the compliance of the proposed concept plan with the planning controls applying to the site. This is included in Appendix 3. It shows that the proposal either complies or can comply with all the controls apart from a min or inconsistency with the Coffs Harbour Subdivision DCP relating to cut and fill. This control cannot be complied with because of the flood level requirements of the Council and the fill required is not likely to cause any adverse environmental impacts.

8.2 Likely Impacts

The likely impacts of the concept plan have been assessed in this Environmental Assessment and it has been concluded that there will be no adverse impacts on the environment as a result of the development. In fact there will be positive impacts in relation to the protection and improvement of the significant vegetation on the site and the protection and revegetaion of the dune area. The conclusions in relation to environmental issues are as follows:

Design, Visual and Amenity

The development will be constructed to the highest standards of design and the proposals have adopted the principles of sustainability both in relation to the layout of the site and the design of the buildings. The buildings will be predominantly light weight with generous overhangs and sun shading devices. Colours used will complement the tropical vegetation.

A Landscape Master Plan has been prepared for the proposal, which will provide for landscaping which will soften the built form and contribute to the overall setting of the proposal. The landscaping will be carried out in distinct zones related to the natural features of the site. The 7A area and the dune area have been integrated into a vegetated core which runs through the site with fingers stretching along the access ways to the buildings..

Although the development will have some visual impact it will be seen in the context of the landscaping on the site and the green escarpment behind. There will not be any blocking of views of the beach and the water from public viewpoints around the site.

Flora and Fauna

The proposal will not result in any loss of native vegetation and no threatened species will be impacts on by the proposals. A Management Plan has been prepared to provide for the revegetation and on going management of the 7A area and the dune area on the site.

The desired outcomes of the plan are:

- To conserve biodiversity and maintain ecosystem function of the reserve
- To rehabilitate and maintain the land to its natural state and setting;
- To provide for appropriate linkages with vegetation & access corridors;
- To ensure that the use and management of the foreshore and 7(a) areas is in keeping with NSW Coastal Policy 1997, The Guiding Principles of Ecologically Sustainable Development and other relevant legislation and policies
- To provide for community use of and access to the land in such a manner that will facilitate the ecologically sustainable use of the foreshore and to minimise and mitigate any disturbance on the foreshore caused by community use;
- To maintain the foreshore as a transition area between the aquatic and the terrestrial environment, and to protect and enhance all functions associated with the foreshore's role as a transition area;
- To ensure the principal values of the foreshore are protected and enhanced environmental, cultural heritage, recreational, visual, scenic tourism

Coastal Foreshore and Public Access

The Management Plan has set out a process for the restoration and ongoing management of the foreshore areas on the site. This will be an ongoing process in consultation with the Council and the local community. Public access will be provided along the northern boundary of the site to the beach to join to the coastal walk along the beach area.

8 PLANNING ASSESSMENT

Natural Hazards

A Bushfire Risk Management Plan has been prepared for the development of the site and it concludes that the development can be safely carried out on the site and that it complies with the requirements for Asset Protection Zones and that access is in accordance with the requirements in Planning for Bushfire Protection 2001.

There are no acid sulphate soils on the site and the site is considered to be suitable for the proposed development in terms of contamination issues.

The building development is proposed to be sited landward of the 100year Hazard Line as identified along the coastal area by Coffs Harbour Council.

Noise

The only sources of noise likely for the development are traffic on the Pacific Highway and wave noise. It has been concluded that construction measures can be adopted to deal with these matters.

Integrated Water Cycle Management

A system of Integrated Water Cycle Management has been proposed for the site and this will utilise the principles of water sensitive urban design within an holistic framework. to reduce the impacts of the development on all parts of the water cycle. The major aspects of the water cycle that are considered within the strategy include:

- Stormwater;
- Groundwater (licensed bore on site);
- Potable Water Demand (from the Coffs Harbour reticulated supply);
- Wastewater generation;
- Water Conservation; and
- Water Quality.

The strategy provides for the incorporation of detention basins, rainwater tanks, buffers and gross pollutant trap into the design. The incorporation of these treatment devices will ensure that there is no increase in pollutant export from the site as a result of the development. As a result there will be no additional impacts on the Solitary Islands Marine Park as a result of the proposal.

Traffic and Access

The current access to the site is shared with other development and it is propose d that this will continue to be the access point to the site. Although it is unlikely that there will be significant increase in traffic generated by the site over that at present, there is currently an issue with the operation of the intersection of the site and the Pacific Highway. This intersection operates extremely poorly during the am and pm peak periods which is due to insufficient gaps for traffic turning at the intersection. The RTA is currently formulating the Coffs Harbour Pacific Highway Planning Strategy and has prepared a number of options for improvements to the highway. The upgrade programme will be staged over a number of years. The improvements proposed to this intersection will be formulated as part of this process. The timing of work in this area could coincide with the proposed development. However, interim measures may be required and options for this need to be discussed with the RTA. These include:

- Construct a continuous median at the intersection to provide left-in, left-out movements for Campbell Close and Pelican Beach Resort access. Consideration is to be given for U-turn facilities either side of this location;
- Restrict movements from Campbell Close and Pelican Beach Resort access to left only. Again, consideration is to be given for U-turn facilities either side of this location, and;
- Provide a "seagull" intersection layout. This would eliminate the cross highway movement at the intersection in addition to limiting access to/from Campbell Close to left in, left out. The provision of this arrangement is included in one of the two upgrade options developed by the RTA as part of the Coffs Harbour Pacific Highway Planning Strategy.

As the planning of this development progresses, ongoing discussions will be held with the RTA in relation to this issue.

Infrastructure Provision

As the site is already developed with 114 tourist suites and associated facilities infrastructure is available to the site. This is considered sufficient for the development proposed in the concept plan.

Heritage

There are n o heritage items on the site and it is unlikely that there will be any items of cultural heritage on the site. However, if any are found during construction measures will be adopted to deal with the finds.

Social and Economic Environment

The new development will create 3 – 20 jobs associated with the visitor accommodation after completion offsetting the 10 direct jobs lost in the existing Pelican Beach hotel and not picked up by other hotels. There will be 225 direct jobs created during the construction of the development.

The new development will provide housing for up to 235 persons and will provide additional holiday unit accommodation in Coffs Harbour which is a growth sector of the holiday accommodation market.

The development may attract high net worth individuals and this will further contribute to the economic development of the region.

Generally the redevelopment of the site is expected to have positive economic and social impacts in the Coffs Harbour area.

8.3 Suitability of the Site

The site is considered to be suitable for the development. It is a site which is already developed for a tourist resort which has become run down and currently cannot achieve high occupancy rates. The site is zoned for the development and the areas of environmental sensitivity have been protected in the proposals.

8.4 Submissions

There have been no submissions on this matter at this stage.

8.5 The Public Interest

It is considered that the proposal is in the public interest as it will provide a residential tourist development of high design standards on this important beach front site in Coffs Harbour. The concept for the site has been designed to incorporate the environmentally sensitive areas of the site and to provide for the improvement of these areas.

The proposal will have positive environmental, economic and social impacts in the Coffs Harbour area.

Draft statement of commitments 9

Introduction

In accordance with the Director General's requirements for the preparation of this Environmental Assessment, this section provides a draft Statement of Commitments which details the measures proposed by Sapphire Beach Development Pty Ltd ('the Proponent') for environmental mitigation, and management of the proposed project. The Director-General specified the requirement for a draft Statement of Commitments in the Environmental Assessment Requirements for the project in accordance with section 75F(6) of the Environmental Planning and Assessment Act 1979.

The draft Statement of Commitments identifies those matters which will be dealt with in the next stage of the proposed project in order to minimise impacts on the environment. Those matters arise from the detailed analysis of the project proposals which has been carried out and documented in this report and the accompanying expert reports.

If approval is granted under Part 3A of the Environmental Planning and Assessment Act 1979 the Proponent will commit to the following controls for the construction and operation of the proposed project.

The Project

The proponent will undertake the subsequent stages of the proposed project generally in accordance with:

- The Environmental Assessment Report dated August 2006, prepared by PTW Planning;
- All supporting technical reports included in the Appendices to the above report;
- The concept plans dated August 2006 prepared by Cox Richardson; and
- This Statement of Commitments.

If there is any inconsistency between the conditions of this draft Statement of Commitments and a document listed above the conditions of this draft Statement of Commitments shall prevail to the extent of the inconsistency.

Statutory Requirements

- All approvals, licences and permits required by legislation will be obtained from the relevant Government authority and kept current as required.
- The proposal will generally comply with the planning controls which relate to the site.

Consultation

- The Community Consultation Programme prepared by Brian Elton and Associates will be implemented prior to commencement of construction of the proposed project.
- Consultation will continue throughout the project process with Coffs Harbour City Council and relevant Government departments as necessary.

Site Security

- To prevent the unauthorised entry of people into the construction site and prevent damage to the environment, security for the construction site(s) will include

  - Lockable security gates;

  - A security fence around the perimeter;
  - security lighting within the site; and

  - controlled access to the site through the site control office, visitor reception area and site management personnel.

9 DRAFT STATEMENT OF

General Project Design Requirements

Design

- The design philosophy of the project shall be within the parameters set out by Cox Richardson in the Urban Design Report which appears at Appendix 5 of this EAR.
- Architectural input will be continued in the project of the proposals for the site to ensure that high standards of design excellence are achieved.
- It will be an objective of the design process to provide a safe and secure environment within the project.

Vegetation Management

- The Draft Sapphire Management Plan prepared by Bushfiresafe Services will be completed and adopted in relation to the future of the site prior to commencement of construction.
- Prior to finalisation of the Management Plan, Coffs Harbour City Council,relevant Government Authorities and the community will be consulted.
- The Management Plan will provide for the rehabilitation of the hind – dune area and any areas which are zoned Environment Protection.
- The Management Plan will provide for public access through the site and to the beach area.

Bushfire Protection

- A Bushfire Plan of Management will be prepared for the proposal to address the ongoing maintenance of the open space and landscaped areas on the site.
- A Bushfire Incident and Evacuation Plan will be prepared for the proposal and submitted to the New South Wales Rural Fire Service for approval.

Landscape

- Landscaping of the site will be carried out in accordance with the Landscape Management Plan prepared by Jackie Amos Landscape Architect set out at Appendix16 of this EAR.
- A Landscape Architect will be retained to oversee the project and planting of the landscaped areas on the site. The Landscape Architect will ensure that all landscaping is carried out in accordance with the Landscape Management Plan.

Coastal Issues

- The stormwater system for the site will be designed to ensure that there is no increase in run-off to the Solitary Islands Marine Park once the project of the site is completed.
- The dune area will be revegetated in accordance with the Sapphire Management Plan as part of the project proposal.
- All buildings behind the dune will have a minimum floor level of 7.5m AHD. This will provide a 0.5 metre freeboard above the 7.0m AHD inundation level recommended by Geomarine (1998) and Coffs Harbour City Council. This will be achieved by partially filling the low-lying area to a height of 6.5m AHD where the buildings are to be sited.
- All building development will be landward of the 100 year Hazard Line as noted on the Willings and Partners (1999) drawing of the Campbells Beach Hazard Lines provided by Coffs Harbour City Council.

Integrated Water Cycle Management

- A Water Management Plan which adopts the principles of Water Saving Urban Design will be prepared for the site prior to the commencement of any construction which will address the following issues:

  - Detailed design of the stormwater management system
  - Detailed design and landscaping of the detention basins
  - Detailed Implementation of water saving measures for the site
  - Plans for the maintenance of water quality on the site

Traffic and Access

- All parking proposals and the design of parking areas on the site will comply withthe Coffs Harbour City Council Planning Controls.
- The proponent will continue to liaise with the RTA in relation to any proposed upgrade of the Pacific Highway by the RTA.
- The proponent will continue discussions with the RTA in relation to the operation of the intersection with the Pacific Highway and possible changes to the operation of the intersection.

COMMITMENTS

- Prior to the commencement of any construction, the proponent will develop a Traffic Management Plan for the site which provides for the ongoing operation of the proposed project in accordance with the requirements of the RTA.

- The proponent will liaise with the RTA and Coffs Harbour City Council in relation to the provision of a Bus Stop and Shelter on the Pacific Highway.

Heritage

- A watching brief will be maintained during excavation of the site for any Aboriginal relics or signs of items of cultural heritage..

- The procedures to be adoptedshould any Aboriginal relics or items of cultural significance be discovered shall be approved by local Aboriginal Land Councils prior to commencement of any excavation of the site.

Acoustics

- Prior to commencement of construction an Acoustic Model will be prepared for the site todetermine the measures to be implemented in the design of the buildings to achieve satisfactory acoustic levels.

- Acoustic levels must not exceed levels specified in Environmental Criteria for Road Traffic Noise (DEC, June 1999) and Noise Guide for Local Government (DEC, 2004).

Environmental Management

- A Waste Management Plan will be submitted to Coffs Harbour City Councilfor approval prior to commencement of building works.project

- The Waste Management Plan is to specify the arrangements for the servicing of the site in liaison with the service and supply authorities.{? necessary?]

Construction

- Prior to the commencement of construction works a Construction Management Plan is to be prepared covering the following:

  - Traffic access to the site during construction.
  - Demolition of the existing buildings on the site and a programme for the recycling of materials from them.
  - Plan for the disposal of waste from the site.
  - Acoustic and vibration management plan.
  - Plans for the protection of vegetation on the site during construction.

Social and Community

- Prior to the commencement of any construction, the proponent will submit for approval appropriate s94 contributions for the proposed project with Coffs Harbour City Council.

Monitoring/Auditing and Reporting

- An Annual Environmental Management Report will be prepared for the 12 month period from the date of commencement of construction and for each 12 month period thereafter until the final occupation certificate is issued for the site detailing the proponent's performance in relation to these commitments.

- The site manager will maintain a daily logbook identifying the location, contractor and description of all earthworks, construction and environmental management activities undertaken. The logbook is to be made available to Coffs Harbour City Council upon request with a summary of then logbook included in the annual report to Council.

- Communication protocol between Site Manager and contractors to be established to ensure compliance with these commitments.