

Statement of Environmental Effects – Maclean Community Hall and Associated Signage 48-50 RIVER STREET, MACLEAN



QUALITY ASSURANCE

PROJECT:	SEE – Replacement Community Hall
ADDRESS:	48-50 River Street, Maclean
LOT/DP:	Lot 1 DP 667217, Lot 2 DP536000, Lot 8 DP758631, Lot 1 DP821976, Lot 9 DP 758631
COUNCIL:	Maclean Valley Council
AUTHOR:	Think Planners Pty. Ltd.

Document Management

Date	Purpose of Issue	Revision	Reviewed	Authorised
1 May 2022	Co-ordination	Draft	BC	JOW
2 May 2022	Lodgement Issue	Final	BC	JW

Integrated Development (under S4.46 of the EP&A Act). Does the development require approvals under any of the following legislation?

Coal Mines Subsidence Compensation Act 2017	No
Fisheries Management Act 1994	No
Heritage Act 1977	No
Mining Act 1992	No
National Parks and Wildlife Act 1974	No
Petroleum (Onshore) Act 1991	No
Protection of the Environment Operations Act 1997	No
Roads Act 1993	No
Rural Fires Act 1997	No
Water Management Act 2000	No

Concurrence

SEPP (Industry and Employment) 2021	No
SEPP (Resilience and Hazards) 2021	No
SEPP (Transport and Infrastructure) 2021	No
SEPP (Planning Systems) 2021	No
SEPP (Precincts—Central River City) 2021	No
SEPP (Precincts—Eastern Harbour City) 2021	No
SEPP (Precincts—Regional) 2021	No
SEPP (Precincts—Western Parkland City) 2021	No
SEPP (Biodiversity and Conservation) 2021	No

CONTENTS

EXECUTIVE SUMMARY	5
SITE DESCRIPTION	7
SITE ANALYSIS	7
LOCALITY ANALYSIS	10
PROJECT STAGES	15
DESCRIPTION OF PROPOSAL	18
HERITAGE	22
TRAFFIC IMPACT ASSESSMENT	25
ACCESSIBILITY REPORT	26
BCA REPORT	26
ACOUSTIC ASSESSMENT	26
FLOODING	26
WAYFINDING	27
PLANNING CONTROLS	34
STATUTORY CONTROLS	34
POLICY CONTROLS	34
CONSIDERATION OF PLANNING CONTROLS	35
STATE ENVIRONMENTAL PLANNING POLICY (PLANNING SYSTEMS) 2021	35
STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021	36
STATE ENVIRONMENTAL PLANNING POLICY (BIODIVERSITY AND CONSERVATION) 2021	38
STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021	41
STATE ENVIRONMENTAL PLANNING POLICY (INDUSTRY AND EMPLOYMENT) 2021	43
CLARENCE VALLEY LEP 2011	48
CLARENCE VALLEY BUSINESS DEVELOPMENT CONTROL PLAN	53
CONCLUSION	90

TABLE OF FIGURES

Figure 1: Proposed Community Hall.....	6
Figure 2: Existing Community hall	8
Figure 3: Existing Community hall showing its relationship with the Post Office	8
Figure 4: Shows an aerial view of the subject (Source: Nearmaps 2023).....	9
Figure 5: Shows an aerial view of the subject (Source: Nearmaps 2023).....	9
Figure 6: Key uses surrounding the Community Centre (Source: Bing Maps).....	11
Figure 7: The community hall looking from the South West, from River Road	12
Figure 8: The Community Hall looking north west, from River Street.....	12
Figure 9: Relationship between community hall and post office to the north	13
Figure 10: Rear of the community hall from Wharf Street	13
Figure 11: Car parking area associated with the community hall, located on Wharf .3Street	14
Figure 12: Site plan showing replacement community hall	17
Figure 13: Rendered images showing the proposed Community Hall (River Street)19	
Figure 14: Rendered images showing the proposed Community Hall (River Street)20	
Figure 15: Rendered images showing the proposed Community Hall (MacNaughton Place looking to the hall)	20
Figure 16:Top image is the proposed community hall, and the bottom image is the existing hall. The comparison between the proposed and existing building shows the improved streetscape and setting resulting from the replacement community hall ..	24
Figure 19: Arrival signage concept.....	29
Figure 20: Heritage arrival signage concept.....	30
Figure 21: Heritage signage concept.....	30
Figure 22: Directional signage concepts	31
Figure 23: Site plan showing replacement community hall	31
Figure 24: Entry signage concept.....	32
Figure 25: Zoning Map Extract. (NSW Planning portal)	48

EXECUTIVE SUMMARY

This Statement of Environmental Effects has been prepared to support a Development Application (DA) to replace the existing community hall at No.48-50 River Street Maclean (subject site). The DA seeks approval for demolishing existing buildings and structures on the site, removing vegetation, landscaping works, and constructing the new Maclean Community Hall. In addition to the proposed community hall, the development application also seeks approval for signage associated with the use of the site.

The existing Community Hall at Maclean is no longer fit for purpose and does not adequately meet community needs or expectations. This Development Application seeks to deliver a modern, multipurpose facility that better reflects the broader community's needs for an important town within the Clarence Valley local government area.

The Community Hall will accommodate approximately 288 attendees within a tiered theatre. Along with the main theatre space, the Community Hall will consist of a range of rooms capable of being used for different purposes, including meetings, education, gallery space, etc. A large, covered deck area is provided to the rear of the site, providing views over the Clarence River. It is anticipated to be used by patrons during events at the Community Hall. A Kitchen and cafe with potential future use as a future bar is located adjacent to the large deck.

The Community Hall will be accessible to all and compliant with NCC requirements. An access ramp and stairs are included to ensure that all levels of the building are connected and accessible, providing appropriate ingress and egress. Further enhancing the accessibility of the building is a new lift that connects the basement car park to the Community Hall.

Associated with the site redevelopment is landscaping works to create a new and vibrant public space that can be used for a range of activities. A new open space area will be located between the existing Council Chambers and the Community Hall, including informal seating, new pathways, paving, and a terraced amphitheatre. In addition to opening up the site and providing a greater connection to the Clarence River, the open space, notably the amphitheatre, will cater for outdoor events such as informal performances, ceremonies, cinema nights, and other activities.

No changes of use or operation times are proposed.

The subject site is zoned E1 Local Centre under *Clarence Valley Local Environmental Plan 2011* (CLEP 2011). A 'community facility' and 'signage' are permissible with consent. A minor variation to the building height is attached to this Statement of Environmental Effects. The proposal is also consistent with the requirements of the Clarence Valley Business Development Control Plan.

This Statement of Environmental Effects confirms that there will be no traffic, heritage, environmental or amenity impacts, with the proposed building providing a positive addition to the Maclean Community. Accordingly, it is concluded that the proposed development is consistent with the objectives, planning strategies and detailed controls of all relevant planning documents.

Regarding the community benefits of the proposal and considering the absence of adverse environmental, social or economic impacts, the application is submitted to Clarence Valley Council for assessment and granting of development consent.

Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.

Figure 1: Proposed Community Hall



SITE DESCRIPTION

SITE ANALYSIS

The subject site is located at No.48-50 River Street, Maclean and is legally described as Lot 1 DP 667217, Lot 8 DP 758631, and Lot 9 DP 758631 and Lot 1 DP821976.

The subject site has an irregular shape and an area of approximately 3,369.49 m², with a frontage to both River Street to the east and Wharf Street to the west. The Clarence River is located about 60 m further west, separated from the subject site by Wharf Street.

The site slopes from above 12 m in the south-eastern corner down around the 4 m contour on its north western boundary and the 6 m contour on the northern boundary, with frontage to River Street. The slope of the land, particularly on River Street, ensures that the existing community building presents a bulky and obtrusive frontage. The site is largely covered by buildings, though there are small areas of landscaping with mature trees along both the River Street and Wharf Street frontages.

The property includes a portion of Wharf Street which does not appear to follow the cadastral boundaries. Parking associated with the site is located to the rear and has the appearance of on-street parking.

The context surrounding the site is primarily civic and commercial services, typically expected within an E1 Local Centre zone. However, there are some residential uses, typically in the form of detached housing. Located along the northern boundary is a Telstra exchange and Australia Post Office. To the immediate east on the opposite side of River Road is the former Harwood Shire Council building, now a doctors' surgery, with a mix of residential and commercial uses also evident. To the south of the subject site are the Clarence Valley Council offices. Residential dwellings are located to the west and on the opposite side of Wharf Street.

Figure 2: Existing Community hall



Figure 3: Existing Community hall showing its relationship with the Post Office



An aerial extract of the subject site and its immediate surroundings is below.

Figure 4: Shows an aerial view of the subject (Source: Nearmap 2023).



Figure 5: Shows an aerial view of the subject (Source: NearMap 2023).



LOCALITY ANALYSIS

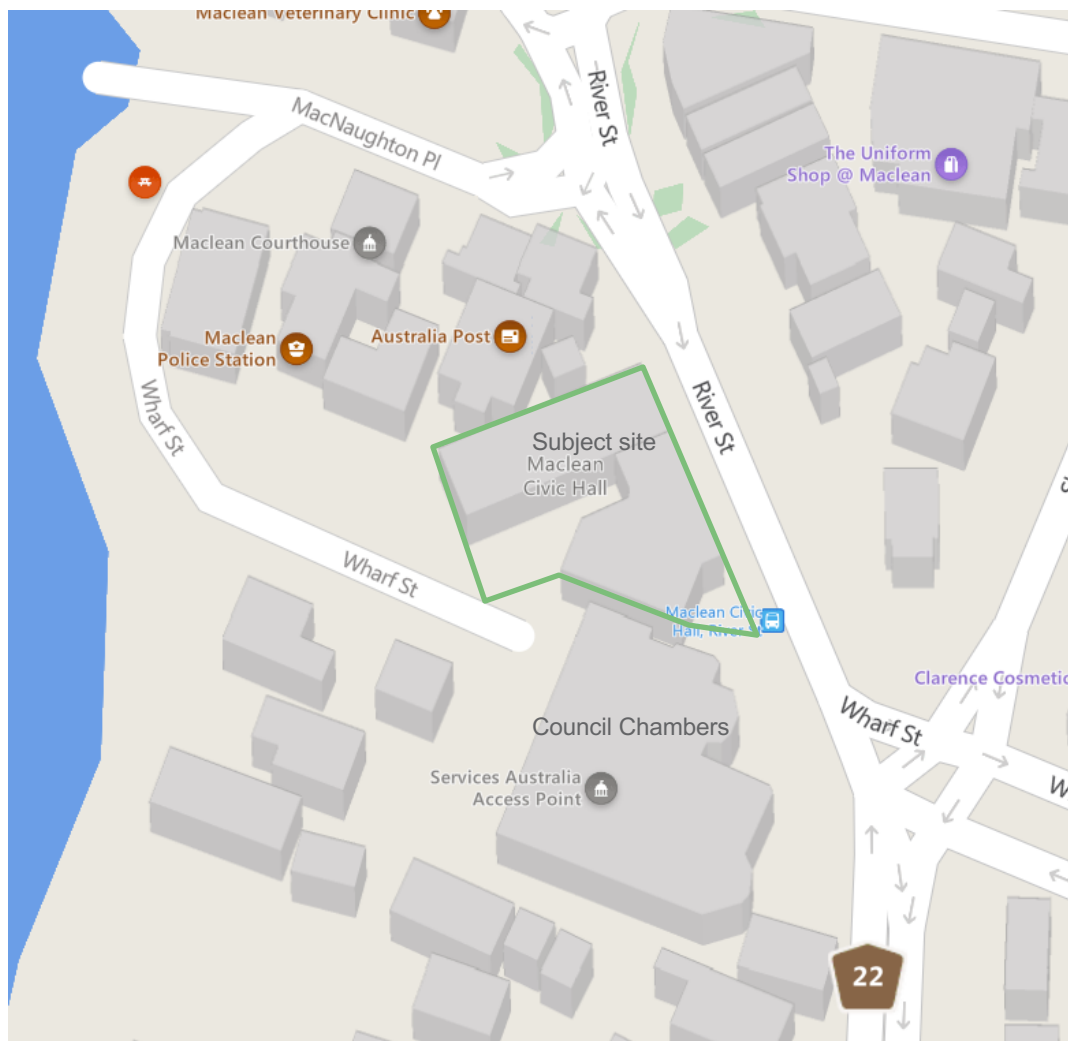
Residing on the western side of River Street and the eastern side of Wharf Street, the subject site is located within an established Civic Precinct of the Maclean Town Centre. Essential land uses in this precinct include the Council Office, Courthouse and Police Station. While some residential uses are in the vicinity, most uses relate to local and state government services, businesses, and church. Further to the north, east, and northeast are schools that will benefit from the upgraded community hall, including the Maclean Public School and St Joseph's Primary School. Likewise, further to the south east is the Maclean High School and TAFE NSW, which will also benefit from the upgraded community hall.

The site is located on the central spine providing access to the town centre via Cameron Street, providing a connection to the M1 Pacific Highway. Cameron Road becomes River Street and is a Classified Road.

The Clarence River, located to the west, provides a strong visual connection and presence to the Maclean Town Centre.

Maclean is serviced by local bus services providing a connection to Yamba or Iluka to the north and Grafton to the South. Bus Service 380 connects Yamba to Grafton via Maclean, and Bus Service 386 connects Maclean to Iluka.

Figure 6: Key uses surrounding the Community Centre (Source: Bing Maps).



Photographs of the site and its surroundings are provided overleaf.



Figure 7: The community hall looking from the South West, from River Road



Figure 8: The Community Hall looking north west, from River Street



Figure 9: Relationship between community hall and post office to the north



Figure 10: Rear of the community hall from Wharf Street





Figure 11: Car parking area associated with the community hall, located on Wharf Street



PROJECT STAGES

Over a two year period, community consultation was undertaken to inform both the design and direction of the proposed Community Hall. In addition to community feedback on this project, there has been consultation on a broader development concept to redevelop a much larger site that includes the neighbouring Council Chambers and Administration offices at No.50 River Street, Maclean.

Given the large scope of potential works, the overall vision has been separated into two components being:

- Phase 1 – Redevelopment of the Maclean Civic Hall (this DA)
- Phase 2 – Redevelopment of Council Chambers and Administration Office site (future DA)

This Development Application directly responds to the immediate needs of the Community for a modern multi-purpose community facility, with their expectations summarised below.

COMMUNITY

The proposed Community Facility is the result of extensive engagement with the Clarence Valley Community between May 2019 and March 2020. This online engagement presented three concept options to the community and was viewed 433 times. Around 30 people provided direct feedback which has informed the design of the Maclean Community Hall to ensure it meets the needs and expectations of residents, along with the broader Clarence Valley local government area.

A further driver of expectations was the 2020 bushfires which consolidated the communities desire for a well-resourced community facility that could offer a base for emergency services to operate from as required. The following summarises the main drivers for a modern and well-appointed community hall as expressed by the local community:

- The current hall is unsuitable for its primary purpose, as a community hall
- A community hall should be the focus point of the town, and a place the community can be proud of.
- The new building should capture and reflect the original design values of the current building.
- A large meeting and performance space is needed in the Lower Clarence area

- A new hall needs to have better access and amenity for users, particularly seniors
- A greater capacity than the current hall
- A hall with good sound quality
- A larger stage and back of house area, including wings where performers can wait, or props stored.
- The new facility and auditorium should be able to accommodate community, school, dance, theatrical and visiting performers.
- The Hall should focus on the Clarence River, rather than turning away from it.
- A licenced café/bar could be incorporated as part of the new hall with views to the river¹
- The new building needs an air conditioning system, preferably throughout the building
- Create an opportunity to display art providing a link between Maclean and the new Grafton Regional Gallery
- Provide male and female changerooms, including facilities for performers to use.
- The public footpath along River Street is quite steep and difficult for the elderly to negotiate, with pedestrian ease of access a critical component of the future hall's design
- Provide more parking, including better accessibility for elderly people and those with a disability
- Create a safe and central open public space for families that is separate from the River Shoreline, making it safer for families with young children
- Pedestrian and bicycle pathway links from the site to Wharf St should be incorporated to allow access to the river from the site and River St.

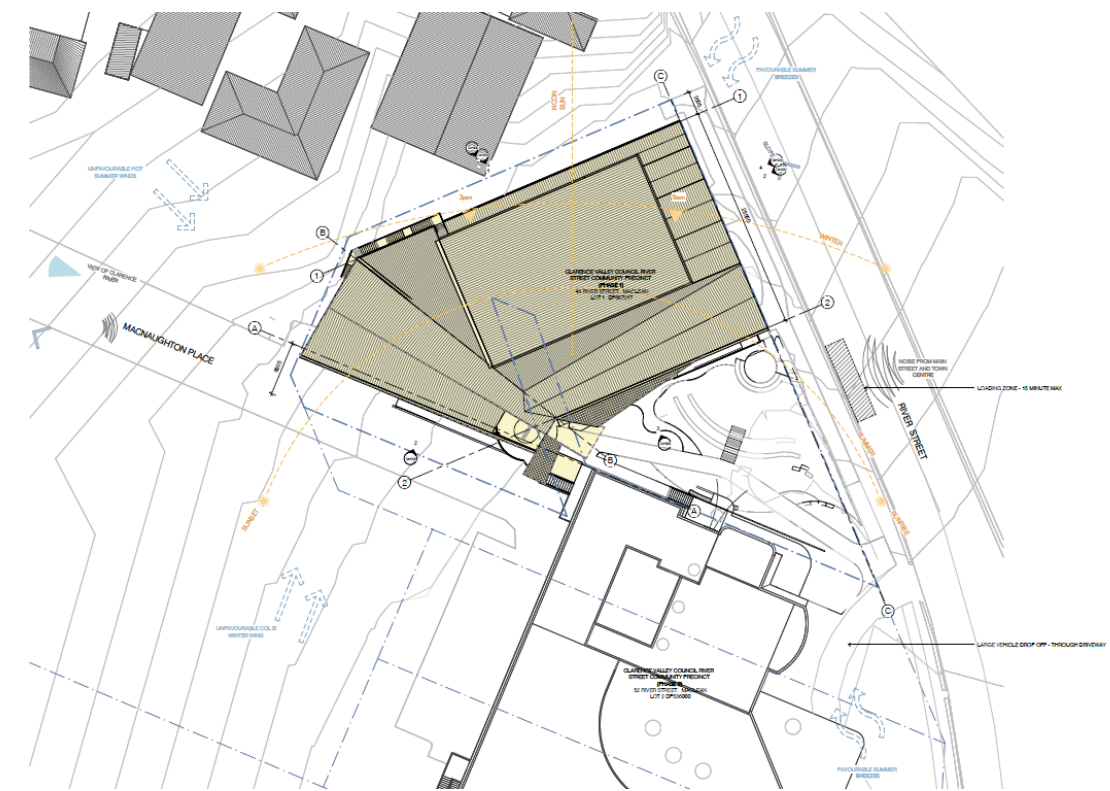
¹ An application for a liquor licence is not included in this Development Application

DESIGN REVIEW

The proposed community facility has responded to community expectations and further rationalised through a design review panel process. This has enabled a rigorous integration of the proposed building, ensuring that it meets community needs and importantly, integrates seamlessly into the future Stage 2 works that will continue the revitalisation of the Civic Precinct.

Design review also included pre-development application meetings with Council staff, with feedback incorporated into the revised building design.

Figure 12: Site plan showing replacement community hall



DESCRIPTION OF PROPOSAL

This Statement of Environmental Effects has been prepared to support a Development Application (DA) to replace the existing community hall at 48 River Street Maclean (subject site). The DA seeks approval for the following works:

- Demolition and removal of the existing community hall, office buildings south of the community hall, adjoining structures to the rear and side of the hall, front hall facade, trees, and vegetation.
- Excavation for footings and foundations is required to support the building and to level the underneath carpark.
- Construction of a new Maclean Civic Hall containing the following components:
 - o Basement carpark underneath main building sufficient for 40 cars
 - o Auditorium with tiered seating for about 288 patrons
 - o Audio Visual control room above the auditorium at the rear of the performance space
 - o Box office
 - o Entry lobby/foyer to include gallery space for display of artworks.
 - o Stage and back-stage access area
 - o Dressing rooms and stage workshop
 - o Back-stage toilet facilities for performers approx.
 - o Two multi-purpose rooms
 - o Multi-purpose storage rooms
 - o Kitchen and bar/cafe
 - o Male/female/accessible amenities to accommodate the capacity of patrons and performers.
 - o Access ramps and stairs connecting all proposed levels.
 - o Supply and installation of loose and fixed furniture throughout
 - o lift connecting the underground carpark to ground level.
 - o Covered deck area for patrons with tables and seating and a view to the river with access to the kitchen and bar/café
 - o Signage.
- Landscaping including:
 - o Creation of a new open public space with informal seating throughout

- Amphitheatre-type terrace with stage area for informal performances, ceremonies, cinemas nights etc.
- Yarning circle
- New open space and amphitheatre terrace area to be located between the new proposed building and the existing Council Chambers.
- New paving, entries, and pathways to and throughout the site
- Bicycle racks, drinking fountains and associated landscaping.

THE COMMUNITY HALL

The Proposed Community Hall has the appearance of a discreet building that is generally proportional to the desired two-storey character within Maclean. The proposed development creatively responds to the land's slope by containing parking underneath the building footprint. This improves efficiency and provides direct access to the building – which is particularly important for older people and people with a disability. The character and form of the proposed community building is shown in Figures 13 through to 15.

Figure 13: Rendered images showing the proposed Community Hall (River Street)



Figure 14: Rendered images showing the proposed Community Hall (River Street)



Figure 15: Rendered images showing the proposed Community Hall (McNaughton Place looking to the hall)



The presentation of the building to River Street is complementary in terms of appearance, bulk and scale to existing buildings, and represents a positive inclusion to the street. The frontage to River Street includes brick blades that provide articulation, whilst allowing surveillance to the car park underneath, in addition to softening and reducing the buildings proportions. Above the blades planter boxes present a green frontage to River Street, further improving the buildings appearance and discreetly continuing on landscape elements within the street context.

The building itself is setback from River Street to allow for the planta boxes, with a descending gable roof providing a link back to the original community building on the site, in addition to providing an attractive and varied roof form. This gable extends base the building line and acts as a shading device and articulation element. The main façade includes glazing between vertical columns that continue to define the building into individual elements, therein allowing it to be read from the street. A clearly defined building entry point is included within the front façade.

The northern elevation of the building has the appearance of a single-storey building above an open undercroft area. The last gable extends along the building edge, forming a skillion roof that descends from the auditorium wall that rises above, providing adequate space for the terraced seating and ceiling clearance above the stage area. By setting back the auditorium wall and its Colourbond material, the building has a scale equivalent to those located further down the hill to the north east.

The main entry to the building is from the southern elevation which typically has a single storey appearance. As with the northern end gable, the roof extends full depth along the building with it intersecting with the rear gable roof. The varying geometries of the roof are evident particularly from this aspect and provide a visually attractive elopement of the buildings design. A landscaped area to River Street is Infront of the building and includes an amphitheatre, gardening and other decretive elements.

A large, covered function area is located along the rear of the building and along the. This area acts as a large verandah and offers highly desirable views across the Clarence River. A range of materials including glazing and louvered and counter balanced windows provide a space that can adapt to the elements as required. Planta boxes soften the edge of the building and provide the potential for a trailing green wall over, increasing the texture of the buildings edge. Whilst remaining simple, the covered verandah is an exciting element of the buildings overall design, combining lightness, with a grand roof form that seamlessly ties into the overall styling to River street and along the southern façade. Access and egress to the 40 vehicle car park underneath the building is also via the rear of the site from Wharf Street.

Significantly, the building supports the circular economy by reusing building materials recovered from the existing structures on the site. This sensible design choice brings sustainability into the overall building design and reinterpreting what was there before.

SITE LANDSCAPING

The Proposed Community Building will be integrated into the landscape through the creation of a new public space with frontage to River Street. This space will include new gardens and an amphitheatre that can be used for outdoor performances, or just for relaxing. New paths will provide direct access to the community hall, along with a stronger connection through the site, opening up views to the Clarence River, and critically, increasing accessibility.

HERITAGE

Virtus Heritage Pty Limited have prepared a Heritage Assessment of the existing Maclean Civic Hall. The building is not itself a listed heritage item however it is located within the heritage conservation area for Maclean and within the vicinity of local heritage items such as the Post Office. Whilst Heritage Study for that the building met the criteria for local significance, further assessment concluded that the social significance would be linked with another structure that has the same purpose for Maclean. In other words, it is the *function* that has significance and *not* the building.

Based on the findings of the 2023 Heritage Assessment and this Statement of Heritage Impact, which has assessed the project in line with the statutory regulations, best heritage practices and NSW heritage management guidelines, the following eight management actions and three recommendations are made to mitigate and manage these works:

1. The dominant colour scheme for the heritage conservation area relates to the 1890s buildings and includes brick, terracotta and cream, white and beige. These colours or neutral colours along the white to beige scheme are included as part of the exterior design and will be complemented by the plants and landscaping on the southern side of the building.
2. The design of the new building and timeframe for construction are to be provided to the public, as part of the scaffolding signage around the site. The demolition and new building will need careful management as this process will have an adverse visual impact on the heritage conservation area.
3. There is one commemorative plaque fixed to the current River Street façade of the building. This needs to be carefully removed and refixed to the building after the works are completed in a location to be finalised with the architects.

Recommendation 1 – Provision of this SOHI to Council’s Heritage Advisor

As Clarence Valley Council is the proponent, client and approval body for the proposed works to upgrade the Maclean Civic Hall, it is recommended that this Sohi addressing the proposed impacts be provided to the CVC Strategic Planner and Heritage Advisor,

Deborah Wray. Ms Wray can retain a copy of the Sohi and provide any further advice in relation to the works and heritage for CVC.

Recommendation 2 – Heritage Interpretation Plan

This has already been commissioned as part of the project. Its completion will be required as part of the DA.

There are a small number of elements that are noted as representing the original and historical building design and/or have heritage value for historical, aesthetic and social significance. They have either been incorporated into the structure or will be incorporated as part of the heritage interpretation plan in discussion with the architects. They are the following:

- a) The weatherboard exterior and the brick sub structure on the northern side appear to be early or original and are being reused as per the current design.
- b) The curved Wunderlich pressed metal ceiling in the hall and stage. This is an impressive element and the only original decorative element retained from the 1903 original building. It is to be protected and retained and reused where appropriate.
- c) The stage lights, although not remarkable appear to be early or original and provide a sense of history in the very plain stage setting.
- d) There are likely to be items in the below stage storage area, as well as the former Maclean Shire Council timber sign from 1957, that would have historical or heritage significance and will need to be retained for display.

An assessment against the LEP and DCP provisions is included further on in this SEE. However, the proposed community facility adopts the recommendations of the heritage study and in addition, the heritage study confirms the suitability of the proposal for the subject site, and importantly, the heritage conservation area.

Figure 16: Top image is the proposed community hall, and the bottom image is the existing hall. The comparison between the proposed and existing building shows the improved streetscape and setting resulting from the replacement community hall



TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment (TIA), prepared by RoadNet and provides a rigorous assessment of the proposal. The TIA confirms that there will be no undue traffic impacts resultant from the site's redevelopment, with the key findings summarised below:

- **Traffic Assessment:**

- *SIDRA Intersection 9 was used to assess the impact of development trips on the MacNaughton Place / River Street Intersection, and the River Street / Stanley Street Roundabout*
- *The results from the SIDRA analysis demonstrate that the intersections both operate within acceptable key performance indicators for a priority-controlled intersection.*

- **Site Access and Layout:**

- *A requirement of 39 car spaces has been calculated in accordance with Councils DCP. A provision of 40 car spaces has been allocated.*
- *It is noted that approximately 10 standard carpark spaces will be lost in Wharf Street as a result of the development and approximately 2 standard carpark spaces lost for the service vehicle space provision.*
- *However, the proposal still provides a net gain of 28 carparking spaces.*
- *Grade of road frontage is approximately 12%. Access can be achieved into the carpark, however grading*

- **Service Bay:**

Service and Loading zones have been confirmed with Clarence Valley Council as follows:

- *Location 1: There will be a 15min max loading zone to the Council Carpark (ex. 2200mm max height), next to the Goods Lift for smaller deliveries (utes, vans etc.)*
- *Location 2: A 15 min max loading zone has been nominated on River Street (taking up 2 parallel parking spots)*
 - *Bay widths will be approximately 2.5m width (the width of existing car spaces) which is less than the 3.5m required. Existing grades on River Street are 8% which are greater than the maximum 4% required.*

- *A relaxation is sought to allow the Service Bay to be located on River Street.*
- *Location 3: The Council Driveway on River Street will be utilised for Large Vehicle drop-offs (and then wheeled to the building through the forecourt)*
- **Refuse:**
 - *Wheelie bins will be placed on Wharf Street for collection by the building manager.*

ACCESSIBILITY REPORT

An accessibility report was prepared by Purely Access to ensure that the design adequately responded to the access requirements for people with a disability. The report concludes that the proposed community facility is capable of meeting the requirements of the Clarence Valley Council Development Control Plan 2011 and the Performance Requirements set out in the National Construction Code Building Code of Australia Volume One 2019 Amendment 1 (BCA) and referenced Australian Standards with respect to access for people with a disability. Further design information focusing on the detailed elements will be developed as the scheme progresses through to the construction phase to ensure compliance is achieved.

BCA REPORT

Atelier Consultancy have provided a BCA Report which forms part of this Development Application. Similar to the Accessibility Report, the design of the Community Facility was assessed at milestone stages, with feedback then incorporated into the finalised design. The BCA Report concludes that the proposed community facility is capable of compliance with the National Construction Code.

ACOUSTIC ASSESSMENT

Pulse White Noise Acoustic Pty Ltd (PWNA) were engaged to undertake an acoustic assessment of the proposed development of the River Street community Precinct at 48 River Street, Maclean. Subject to implementation of the recommendations from the acoustic assessment, the community hall can operate with little or no impact on the amenity of surrounding businesses or residents. The recommendations within the acoustic assessment can be addressed by a condition of consent and before the issuing of a construction certificate.

FLOODING

BMT has completed the flood assessment for the proposed redevelopment of the River Street

Community Precinct at Lot 1 DP 667217, Lot 8 DP 758631 and Lot 9 DP 758631.

The proposed development of the River Street Community Precinct (Phase 1) is not expected to cause significant impact to flood behaviour in the surrounding areas.

The Site begins to be flood impacted during the 1 in 100 AEP design flood event, however the inundation extent is minor. The proposed development floor levels are above the Extreme event flood levels, therefore there is low flood risk to the Site. The vehicle access to the Site, including the basement car park off Wharf Street, which is flood prone from the 1 in 50 AEP design flood event. Evacuation of the Site should be in line with the Clarence Valley Local Flood Plan and SES guidance during the event. It is recommended that additional triggers around the potential closure of roads out of Maclean also be included, acknowledging that the Parton's of the Site may not be staying locally.

WAYFINDING

A wayfinding strategy and signage is included in this SEE. Signage addresses historical themes of Aboriginal and European history. These form part of the Development Application with the signage themes the result of community engagement.

A full package of sign size and locations are provided in the package attached to this SEE. However, for reference, the indicative size of wayfinding devices are provided below.

Figure 17: Sign typologies and schematics

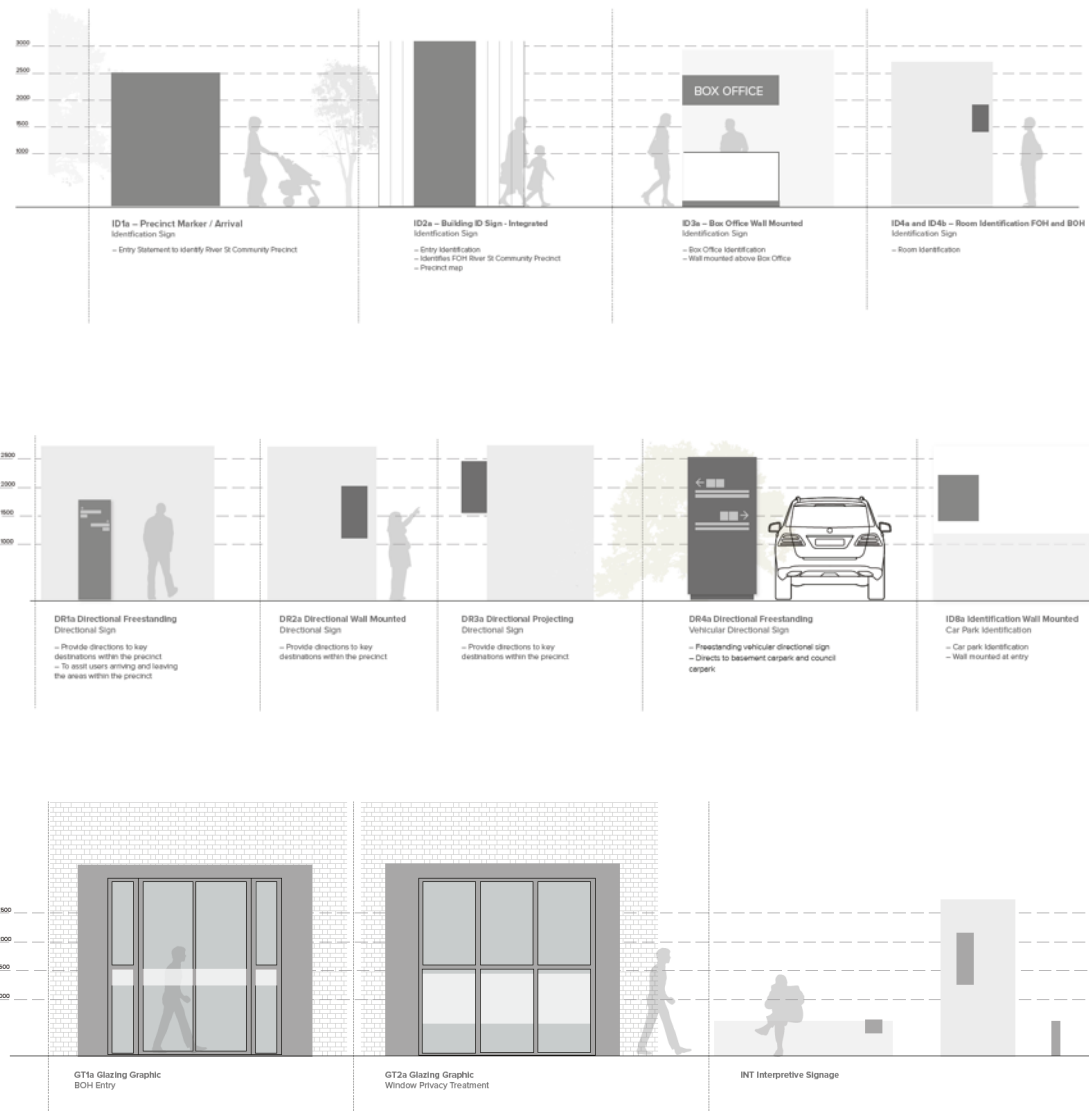


Figure 18: Arrival signage concept

River Street Community Precinct Arrival
Concept 1_Deconstructed Tartan



Figure 19: Arrival signage concept

River Street Community Precinct Arrival
Concept 2_Frames



Figure 20: Heritage arrival signage concept



TOP SECTION



FRONT VIEW - SINGLE SIDED



3D VIEW

Figure 21: Heritage signage concept

River Street Community Precinct Arrival
Concept 3_Heritage



TOP SECTION



FRONT VIEW - DOUBLE SIDED



3D VIEW

Figure 22: Directional signage concepts

River Street Community Precinct Directional

Concept_External Freestanding Directional

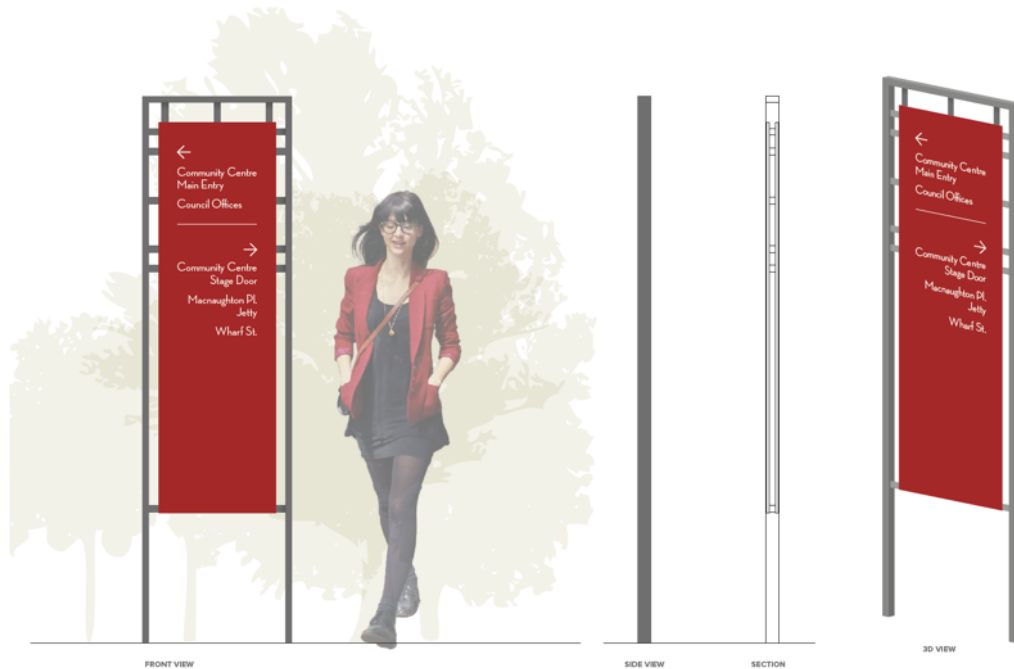


Figure 23: Site plan showing replacement community hall

River Street Community Precinct_Ammenities Identification

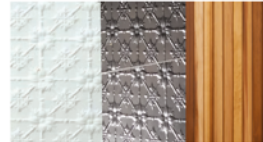
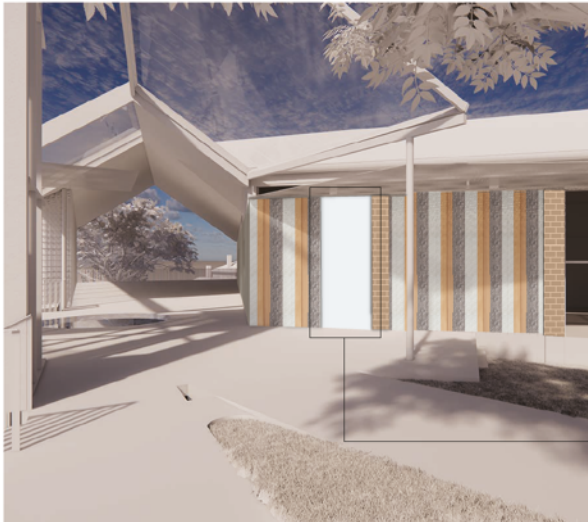
Concept_Box Office & Ammenities



Figure 24: Entry signage concept

River Street Community Precinct Entry

Concept_Entry



Entry Wall

Collage of recycled timber and pressed metal continuing into the River Room



Integrated

A Wayfinding panel will be layered into the recycled cladding and sit flush with the proposed collage.



Mapping

An arrival map provides visitors with a clear overview of the precinct, where they are situated, destinations within the precinct and alternative entry and exit points.

Plans and technical reports

The following plans and technical reports are submitted to Council to assist with its assessment of the Development Application.

Document	Prepared by
Statement of Environmental Effects	Think Planners
Accessibility Report	Purely Access
Acoustic Assessment	Pulse White Noise Acoustic Pty Ltd
Architectural Plans	Nimbus Architecture and Heritage
BCA Report	Atelier Consultancy
Flood Assessment	BMT Commercial Australia Pty Ltd
Heritage Impact Assessment	Virtus Heritage
Landscape Plans	Thirty Three Parallel
QS Report	Berco Consulting
Stormwater Plans	JN Responsive Engineering
Stormwater Management Plan	JN Responsive Engineering
Survey Plan	Abbott & Macro Land and Engineering Surveyors
Traffic Impact Assessment Report	RoadNet
Wayfinding Strategy and Concepts	Dotdash

PLANNING CONTROLS

STATUTORY CONTROLS

The relevant Statutory Planning Controls include:

- SEPP (Industry and Employment) 2021
- SEPP (Resilience and Hazards) 2021
- SEPP (Transport and Infrastructure) 2021
- SEPP (Planning Systems) 2021
- SEPP (Precincts—Central River City) 2021
- SEPP (Precincts—Eastern Harbour City) 2021
- SEPP (Precincts—Regional) 2021
- SEPP (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- Clarence Valley Local Environmental Plan 2011

POLICY CONTROLS

The applicable policy control document is:

- Business Zones Development Control Plan 2011

CONSIDERATION OF PLANNING CONTROLS

STATE ENVIRONMENTAL PLANNING POLICY (PLANNING SYSTEMS) 2021

The Planning Systems SEPP commenced operation of 1 March 2022 where it consolidated and repealed the following three SEPPs:

- SEPP (State and Regional Development) 2011 (State and Regional Development SEPP)
- SEPP (Aboriginal Land) 2019 (Aboriginal Land SEPP)
- SEPP (Concurrences and Consents) 2018 (Concurrence SEPP).

The Department of Planning advise that the SEPP in:

- *‘Chapter 2 – State and regional development’ contains planning provisions from the State and Regional Development SEPP and identifies state or regionally significant development, state-significant infrastructure, and critical state-significant infrastructure.*
- *‘Chapter 3 – Aboriginal land’ contains planning provisions from the Aboriginal Land SEPP, which provides for consideration of development delivery plans by local Aboriginal land councils in planning assessment. •*
- *‘Chapter 4 – Concurrences and consents’ contains provisions from the Concurrence SEPP, which allows the Planning Secretary to elect to be the concurrence authority for certain development that requires concurrence under nominated state environmental planning policies.*

As the development has a value of over \$5 million and is by Council, Schedule 6 of the SEPP identifies it as Regionally Significant Development. Accordingly, the Northern Rivers Planning Panel will determine the Development Application.

STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

This SEPP came into effect on 1 March 2022 and incorporated the provisions of three now repealed SEPP's being:

- State Environmental Planning Policy (Coastal Management) 2018;
- State Environmental Planning Policy No 33—Hazardous and Offensive Development; and
- State Environmental Planning Policy No 55—Remediation of Land.

Chapter 2 of the SEPP contains controls for coastal management and is not applicable to this development.

Chapter 3 of the SEPP contains controls for Hazardous and Offensive Development. This development is not for Hazardous and Offensive development and accordingly this chapter is not applicable to this development.

Chapter 4 of the SEPP contains a state-wide planning framework for the remediation of contaminated land and to minimise the risk of harm.

The following table considers the risk of the site being contaminated:

Matter for consideration	Yes	No
Does the application involve redevelopment of the site or a change of land use?		X The site remains a community facility
Is the development going to be used for a sensitive land use (e.g. residential, educational, recreational, childcare or hospital)?		X
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site?		X
acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment premises, engine works, explosive industry, gas works, iron and steel works, landfill sites, metal treatment, mining and extractive industries, oil production and storage, paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards, service stations, sheep and cattle dips, smelting and refining,		

tanning and associated trades, waste storage and treatment, wood preservation	
Is the site listed on Council's Contaminated land database?	X
Is the site subject to EPA clean-up order or other EPA restrictions?	X
Has the site been the subject of known pollution incidents or illegal dumping?	X
Does the site adjoin any contaminated land/previously contaminated land?	X
Has the appropriate level of investigation been carried out in respect of contamination matters for Council to be satisfied that the site is suitable to accommodate the proposed development or can be made suitable to accommodate the proposed development?	NA.

The initial Tender Package identified that there was the potential for asbestos to be contained on the site. An appropriate condition addressing asbestos can be included as a Condition of Development Consent.

Based on the available information there is nothing to warrant further investigation in relation to contamination at this stage.

STATE ENVIRONMENTAL PLANNING POLICY (BIODIVERSITY AND CONSERVATION) 2021

This SEPP came into effect on 1 March 2022 and incorporated the provisions of eleven now repealed SEPP's being:

- SEPP (Vegetation in Non-Rural Areas) 2017 (Vegetation SEPP)
- SEPP (Koala Habitat Protection) 2020 (Koala SEPP 2020)
- SEPP (Koala Habitat Protection) 2021 (Koala SEPP 2021)
- Murray Regional Environmental Plan No 2—Riverine Land (Murray REP)
- SEPP No 19—Bushland in Urban Areas (SEPP 19)
- SEPP No 50—Canal Estate Development (SEPP 50)
- SEPP (Sydney Drinking Water Catchment) 2011 (Sydney Drinking Water SEPP)
- Sydney Regional Environmental Plan No 20 – Hawkesbury – Nepean River (No 2 – 1997) (Hawkesbury–Nepean River SREP)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Sydney Harbour Catchment SREP)
- Greater Metropolitan Regional Environmental Plan No 2 – Georges River Catchment (Georges River REP)
- Willandra Lakes Regional Environmental Plan No 1 – World Heritage Property (Willandra Lakes REP).

Chapter 2 of the SEPP contains planning rules and controls from the former Vegetation SEPP relating to the clearing of native vegetation in NSW on land zoned for urban and environmental purposes that is not linked to a development application. This chapter seeks to protect the biodiversity values of trees and other vegetation in non-rural areas of the state, and to preserve the amenity of non-rural areas of the State through the appropriate preservation of trees and other vegetation. The application does not seek approval to remove any protected trees that are impacted by the proposal.

Chapter 3 – Koala habitat protection contains provisions from the Koala SEPP 2020 and, as an interim measure, applies in the NSW core rural zones of RU1, RU2 and RU3, except within the Greater Sydney and Central Coast areas. Given the sites location and zoning this chapter is not applicable to the development.

Chapter 4 – contains the land-use planning and assessment framework from the former Koala SEPP 2021 for koala habitat within Metropolitan Sydney and the Central Coast and applies to all zones except RU1, RU2 and RU3 in the short term. The site is not identified as containing koala habitat and accordingly this chapter is not applicable to this development.

Chapter 5 – contains the provisions from the former Murray REP, which establishes a consistent and co-ordinated approach to environmental planning and assessment along the River Murray. Given the sites location, this chapter is not applicable to this development.

Chapter 6 – Bushland in urban areas’ contains the provisions from the former SEPP 19, which seeks to protect and preserve bushland within public open space zones and reservations. The site is not zoned Public Open Space and is not identified as being within a reservation and accordingly this chapter is not applicable to this development.

Chapter 7 – contains the provisions from the former SEPP 50, which aims to prohibit canal estate development. The development does not propose a canal development and accordingly this chapter is not applicable to this development.

Chapter 8 – contains the provisions from the former Sydney Drinking Water Catchment SEPP to support the water quality objectives for this catchment. The site is not identified as being within the Sydney Drinking Water catchment and accordingly this chapter is not applicable to this development.

Chapter 9– contains the provisions from the former Hawkesbury– Nepean River REP to protect the environment of this river system. The site is not identified as being within the Hawkesbury Nepean River catchment and accordingly this chapter is not applicable to this development.

Chapter 10 – contains the provisions from the former Sydney Harbour Catchment SREP to manage and improve environmental outcomes for Sydney Harbour and its tributaries. The site is not identified as being with the Sydney Harbour Catchment and its tributaries and accordingly, this chapter is not applicable.

The proposed development does not detract from the above listed principles given the nature of the development and the environmental safeguards proposed, including the detailed drainage concept and erosion and sediment controls that will be in place throughout the construction phase of the development.

Chapter 11 – contains the provisions from the former Georges River REP to manage and promote integrated catchment management policies along the Georges River and its tributaries. The site is not identified as being within the Georges River catchment and accordingly this chapter is not applicable to this development.

Chapter 12 – contains the provisions from the former Willandra Lakes REP, which seeks to protect, conserve and manage this World Heritage property. The site is not identified as being within the Willandra Lakes Precinct and accordingly this chapter is not applicable to this development.

STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

This SEPP came into effect on 1 March 2022 and incorporated the provisions of four now repealed SEPP's being:

- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017;
- State Environmental Planning Policy (Major Infrastructure Corridors) 2020; and
- State Environmental Planning Policy (Three Ports) 2013.

Chapter 2 – contains planning rules and controls from the former Infrastructure SEPP for infrastructure in NSW, such as for hospitals, roads, railways, emergency services, water supply and electricity delivery.

In accordance with this chapter, it is anticipated that as there is electricity infrastructure nearby, the proposed community facility will be referred to the relevant electricity provider.

In accordance with this chapter, the application is not required to be referred to NSW Trains as the proposal is not in the vicinity of rail infrastructure.

The development site is located within close proximity of a classified road. However as the building is a community facility and not one used for residential purposes, it is not necessary to consider the provisions of this chapter that requires a consent authority to consider the impact of arterial roads.

This chapter identifies a number of types of development that require concurrence from Roads and Maritime Services where development is identified as 'traffic generating development'. The current proposal is not identified as traffic generating development as the site does not trigger the threshold requirements. Therefore, concurrence from the RMS is not required.

Chapter 3 – contains planning provisions from the former Education and Childcare SEPP for child-care centres, schools, TAFEs and Universities. Given the proposed use of the development, this chapter is not applicable.

Chapter 4 – contains provisions from the former Corridor SEPP, including planning controls and reserves land for the protection of 3 corridors (North South Rail Line, South West Rail Link extension and Western Sydney Freight Line). The site is not identified as being within any of these corridors and accordingly this chapter is not applicable to this development.

Chapter 5 – Contains the land-use planning and assessment framework from the former Three Ports SEPP for appropriate development at Port Kembla, Port Botany and Port of Newcastle. The site is not identified as being within any of these port precincts and accordingly this chapter is not applicable to this development.

STATE ENVIRONMENTAL PLANNING POLICY (INDUSTRY AND EMPLOYMENT) 2021

This SEPP came into effect on 1 March 2022 and incorporated the provisions of two now repealed SEPP's being:

- State Environmental Planning Policy (Western Sydney Employment Area) 2009; and
- State Environmental Planning Policy No 64—Advertising and Signage.

Chapter 2 – contains planning rules and controls for the employment land within the former Western Sydney Employment SEPP. The site is not identified as being within the Western Sydney Employment Area and accordingly this chapter is not applicable to this development.

Chapter 3 – Advertising and signage' contains planning provisions from within the former SEPP 64 for advertising and signage in NSW.

The relevant provisions are addressed below.

The aims of Chapter 3 of the SEPP are:

- (a) to ensure that signage (including advertising:*
 - (i) is compatible with the desired amenity and visual character of an area, and*
 - (ii) provides effective communication in suitable locations, and*
 - (iii) is of high quality design and finish, and*
- (b) to regulate signage (but not context) under Part 4 of the Act, and*
- (c) to provide time-limited consents for the display of certain advertisement, and*
- (d) to regulate the display of advertisements in transport corridors, and*
- (e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.*

The current application is seeking consent for the installation of signage associated with the development of the new community hall and are largely business identification and wayfinding signs as they identify the community facility that is operating from the land, in addition to directional requirements.

Given the proposal is not for advertising, identification signage only, Part 3 of the SEPP is not relevant.

Clause 8(b) of the SEPP states that”:

A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied:

(a) that the signage is consistent with the objectives of this Policy as set out in clause 3 (1)(a), and

(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 1.

as shown on the plan is consistent with the objectives of the policy in that the signage:

The proposed signage is consistent with the aims and objectives of the policy in that the signage:

- (i) is compatible with the desired amenity and visual character of an area, and
- (ii) provides effective communication in a suitable location, and
- (iii) is of high quality design and finish.

As required by Clause 8(b), and Clause 3.15, an assessment against the criteria contained in Schedule 5 is provided below:

Clause	Comment
1. Character of the area	
<i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i>	The proposed signage is consistent with the prevailing patterns of signage within Maclean. It provides an effective indication of the nature of the sites use, without adversely impacting on the landscaped character and setting of the locality.
<i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	There is no particular theme for advertising in the locality however as discussed, the proposed signage is consistent with the prevailing patterns of signage within the vicinity of the site. The signage is of a high quality finish, complementing the recent build and quality of the structure.
2. Special areas	
<i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i>	<p>The proposed signage does not detract from the amenity or visual quality of any of the mentioned aspects.</p> <p>The proposed signage is designed to complement and be consistent with the theme, colour and scheme of the development proposed and is also appropriately sized and located.</p>

3. Views and vistas	
<i>Does the proposal obscure or compromise important views?</i>	The signage has a highly artistic quality and sculptural elements. Freestanding signs do not block any views, being located within appropriate positions on the site.
<i>Does the proposal dominate the skyline and reduce the quality of vistas?</i>	The proposed signage is contained below the existing building roof line and does not impact on the skyline or reduce the quality of vistas.
4. Streetscape, setting or landscape	
<i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i>	The scale, proportion and form of the signage is appropriate for the streetscape and setting.
<i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i>	The proposal contributes to visual interest and is designed to be complementary and integrated with the high quality landscape treatment proposed.
<i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i>	Not applicable- the signage is new signage designed in conjunction with the proposed redevelopment of the Maclean Community Hall
<i>Does the proposal screen unsightliness?</i>	Not applicable.
<i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	Signage does not protrude above structures or tree canopies.
<i>Does the proposal require ongoing vegetation management?</i>	No.
5. Site and building	
<i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i>	The signage is compatible with the scale and proportion of the future community hall on the site. The proposal complements and is consistent with the landscape and architectural design elements of the sites redevelopment.
<i>Does the proposal respect important features of the site or building, or both?</i>	Yes.
<i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	The signage is designed to complement the building and landscaped outcome proposed. The proposed colour scheme has also been chosen to effectively match the building schedule, while meeting Aboriginal and European heritage values, distilled from community engagement.

6. Associated devices and logos with advertisements and advertising structures	
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Yes, the proposed signage complies.
7. Illumination	
Would illumination result in unacceptable glare?	No – the proposed signage will not result in unacceptable glare.
Would illumination affect safety for pedestrians, vehicles or aircraft?	No – The signage does not include any flashing or changeable elements which could create traffic-related issues.
Would illumination detract from the amenity of any residence or other form of accommodation?	No.
Can the intensity of the illumination be adjusted, if necessary?	Yes.
Is the illumination subject to a curfew?	No given the site context there are no anticipated impacts to nearby properties and a curfew is not necessary.
8. Safety	
Would the proposal reduce the safety for any public road?	No – Proposed signage does not include flashing or any mechanisms that will detract from road safety.
Would the proposal reduce the safety for pedestrians or bicyclists?	No. As above.
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No. As above.

Given the above, it is considered that the proposed signage satisfies the requirements of SEPP Industry and Employment 2021.

Requirement for Concurrence

It is noted that the provisions of Clause 3.16 states:

3.16 Advertisements greater than 20 square metres and within 250 metres of, and visible from, a classified road

(1) This section applies to the display of an advertisement to which section 3.15 applies, that is within 250 metres of a classified road any part of which is visible from the classified road.

(2) The consent authority must not grant development consent to the display of an advertisement to which this section applies without the concurrence of TfNSW.

(3) In deciding whether or not concurrence should be granted, TfNSW must take into consideration—

(a) the impact of the display of the advertisement on traffic safety, and

(b) the Guidelines.

(4) If TfNSW has not informed the consent authority within 21 days after the copy of the application is given to it under section 3.15(2)(b) that it has granted, or has declined to grant, its concurrence, TfNSW is taken to have granted its concurrence.

(5) Nothing in this section affects section 3.14.

(6) This section does not apply when the Minister for Planning is the consent authority.

The largest sign has an area of approximately 5sqm and accordingly does not require concurrence of TfNSW to be obtained. It is noted that Schedule 5 is considered previously in this statement.

CLARENCE VALLEY LEP 2011

The site is zoned E1 Local Centre under Clarence Valley LEP 2011. Figure 25 shows the zoning of the site.

Figure 25: Zoning Map Extract. (NSW Planning portal)



 - Subject Site

A 'community facility' is permitted with consent within the existing E1 zone, with the proposal consistent with the definition contained within the LEP and outlined below:

community facility means a building or place—

- a) owned or controlled by a public authority or non-profit community organisation, and

b) used for the physical, social, cultural or intellectual development or welfare of the community,

but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation.

The development proposal is also consistent with the prescribed zone objectives which are stipulated as:

E1 Local Centre Zone

Clarence Valley LEP 2011

- *To provide a range of retail, business and community uses that serve the needs of people who live, work or visit the area.*
- *To encourage investment in local commercial development that generates employment opportunities and economic growth.*
- *To enable residential development that contributes to a vibrant and active local centre and is consistent with the Council's strategic planning for residential development in the area.*
- *To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.*
- *To reinforce and support the central business districts of Maclean, Iluka and Yamba as the commercial centres for these towns.*
- *To minimise conflict between land uses within the zone and land uses within adjoining zones.*
- *To enable other land uses that are compatible with and do not detract from the viability of retail, business, entertainment and community uses within the zone.*
- *To reinforce the neighbourhood centres of Coutts Crossing, Glenreagh, Lawrence and Ulmarra as the locations for commercial premises.*

It is noted that the existing and future zone objectives are substantially the same, with the proposed replacement community building remaining consistent. The community facility will continue to provide for a use that adds vitality to the town centre, acting as an attractor and expanding Maclean's economic opportunities and vitality.

Accordingly, the replacement community facility is an important component that contributes positively to the daily needs of the Maclean community.

“Signage” is permitted with consent in the E1 zone, with the proposal consistent with the definition contained within the LEP and outlined below:

Signage means any sign, notice, device, representation or advertisement that advertises or promotes any goods, services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage, and includes any of the following—

(a) an advertising structure,

(b) a building identification sign,

(c) a business identification sign,

but does not include a traffic sign or traffic control facilities.

The table below provides details on the development standards relevant to the current proposal as well as other relevant LEP provisions.

Clarence Valley LEP 2011			
Clause	Controls	Comment	Complies
Land Use Table	E1 Local Centre	Community Facilities are permitted with consent Signage is permitted with consent	Yes
Part 2 Permitted or Prohibited Development			
2.3	Zone Objectives and Land Use Table	The proposal is consistent with the zone objectives	Yes
2.6	Subdivision requires consent	No subdivision is proposed.	N/A
2.7	Demolition requires consent	The development proposal seeks to demolish the existing buildings on site.	Yes
Part 4 Principal Development Standards			
4.3	Height of Buildings: 9m	The development proposes a maximum building height of 13.475 m	No See variation request.
4.4	Floor Space Ratio: 0	No FSR applies to the site.	N/A

4.6	Exceptions to development standards	The development seeks to vary the height of buildings on the site. A section 4.6 Request is included in this Statement of Environmental Effects .	A variation request is included in this application
Part 5 Miscellaneous Provisions			
5.1	Land reserved for acquisition	The site does not contain land identified for acquisition.	YES
5.7	Development below mean high water mark	The site does not contain land below the mean high water mark.	N/A
5.10	Heritage Conservation	<p>The site does not contain a heritage-listed item but is located within a Heritage Conservation Area. Heritage items are located near the proposal; accordingly, a heritage study forms part of this development application.</p> <p>The heritage study confirms that the proposed community hall is appropriate, with recommendations included to ensure the original building is interpreted within the site. The heritage study is attached to this SEE</p>	Yes
5.12	Infrastructure development and use of existing buildings of the Crown	The development is permitted with consent in the E1 Zone	N/A
5.21	Flood Planning	<p>A flood assessment has been undertaken by BMT. This has confirmed that <i>...the proposed development of the River Street Community Precinct (Phase 1) is not expected to cause significant impact to flood behaviour in the surrounding areas. The Site begins to be flood impacted during the 1 in 100 AEP design flood event, however the inundation extent is minor. The proposed development floor levels are above the Extreme event flood levels, therefore there is low flood risk to the Site.</i></p> <p>The assessment is included within the package of supporting documents associated with this SEE.</p>	Yes
Part 7 Additional Local provisions			
7.1	Acid Sulfate Soil	A geotechnical study submitted with this application has assessed the acid sulfate risk associated with the site. The study confirms that there will be no detrimental impacts.	Yes

7.2	Earthworks	Earthworks will have minimal adverse environmental or amenity impact.	Yes
7.4	Floodplain risk management	<p>A flood assessment has been undertaken by BMT. This has confirmed that <i>...the proposed development of the River Street Community Precinct (Phase 1) is not expected to cause significant impact to flood behaviour in the surrounding areas. The Site begins to be flood impacted during the 1 in 100 AEP design flood event, however the inundation extent is minor. The proposed development floor levels are above the Extreme event flood levels, therefore there is low flood risk to the Site.</i></p> <p>The assessment is included within the package of supporting documents associated with this SEE.</p>	Yes
7.5	Coastal risk planning	The site is not coastal land.	N/A
7.6	Development on land subject to riverbank erosion	The site is not subject to riverbank erosion.	NA

CLARENCE VALLEY BUSINESS DEVELOPMENT CONTROL PLAN

The DCP does not contain specific controls for a place of public worship. The following table address potentially relevant controls.

Clarence Valley Business DCP - Part C: General Controls for Business Zones			
Clause	Controls	Comment	Complies
C3: Streetscape/ Town Character			
C3	a) Proportions the façade of the building should demonstrate vertical proportions and contain no greater than equal proportions of glass to masonry.	Material selection, landscaping, façade articulation and roof form appropriately breaks up the mass, thereby reducing the overall proportions of the building.	Yes
C3	b) Rooflines. The use of parapets and varied roof forms are encouraged to create an interesting skyline. Unbroken roof lines on large buildings are not acceptable. Large roof areas may need to be broken up into smaller elements to enable them to integrate successfully with the streetscape. Parapet heights need to be varied to reflect historic divisions of the street frontage on larger frontages or combined new buildings.	The roof form is appropriately articulated with a range of devices to create an interesting skyline, whilst at the same time reducing the visual mass of the building.	Yes
C3	c) Frontages. It is important that buildings across wide frontages do not dominate the streetscape due to their bulk and scale. The proposed building should be 'broken up' to appear as smaller individual tenancies. Glass curtain walls or large areas of featureless blank walls will not be permitted. The visual impact of such elevations needs to be articulated. Verandahs, awnings, cornice detailing, and sill alignment, can be introduced to define horizontal lines, while verandah posts, false windows or windows, and entrances define vertical elements.	The proposed community hall includes the following design elements to break up the proportions of the building: <ul style="list-style-type: none"> • Vertical columns to break up the façade at ground level and above ground level into smaller components. • Glazing elements between vertical columns • Planter boxes to green and soften the presentation to the street • A mix of materials including timber, bricks and windows and doors • A rhythmic descending gable that reduces in height and width, following the slope of the site 	Yes

C3	Corner buildings	The site is a midblock and not on a corner	N/A
C4: Disabled Access and Facilities			
C4.1	<p><u>New Buildings</u></p> <p>NSW Building legislation requires new buildings to be fully compliant with the Building Code of Australia (BCA) and Australian Standard 1428.1. This includes the provision of disabled access via the principal public access, accessible toilet facilities, tactile ground surface indicators, hearing augmentation and Braille and tactile signage where appropriate.</p>	A NCC report is included with this development application, along with a separate accessibility report. The proposed building can comply with all relevant Australian Standards	Yes
C5: Awnings and Verandahs			
C5	<p>Awnings or verandahs should be provided for all new developments or redevelopments in main streets and should be compatible with the height of adjacent commercial development where appropriate.</p> <p>The style of the awning or verandah should relate to the design of the building. Simple skillion verandahs or cantilevered awnings are appropriate for most new buildings.</p>	Not applicable, though an awning element is included	N/A
C6 Building height			
Table C1	Maximum Height 9 m in B1 zone	Building height is a key provision of Clarence Valley LEP 2011. A 4.6 Variation has been submitted	Justified
Table C2	Maximum height to the top plate of the building: 6.5m	The building is a community facility with a multi-purpose concert hall and associated terraced seating for attendees. In addition, the site slopes steeply, making it difficult to achieve the intent of the control. Strict compliance with this control is therefore considered both impossible and unnecessary.	Justified
C7: Variation to the Maximum Height of a Building height			
C7	A variation to the maximum height of buildings as identified on the CV LEP 2011 Height of Buildings Map may be achieved by using clause 4.6 (2) <i>Exceptions to development standards</i> in the following circumstances.	A 4.6 Variation Request has been submitted	N/A

- (a) To meet flood control requirements of Part D of this DCP only if the fill required is less than 1 metre in height, or
- (b) To enable development to be stepped down a steep slope where a 6.5 metres maximum building height applies.

C8: Setbacks

C8 **C8.1** New buildings or additions to existing development are required to be built to the front boundary (zero setback) in order to define the street pattern in the business zones. The building is built to the street alignment. Yes

C8 **C8.4 Setbacks from Services**
Buildings should not be built over any registered easement, sewer main or water main.

All buildings should be setback a minimum of 1.5 metres from any sewer main that is less than 1.5 metres. Where the sewer is between 1.5 metres and 3 metres deep, the minimum setback for buildings should be 2.5 metres. Where the sewer is greater than 3.0 metres in depth, the minimum setback for buildings will be determined by Council staff following an assessment of maintenance and access requirements.

For detailed engineering requirements for setbacks to sewer lines see Council's policy for Building in Close Proximity to Sewer.

Consult with Council's Engineering staff when the proposed development is close to any easement or required easement setback. Council staff have provided design advice over during the development design phase. This has confirmed that the building is appropriately located, with access still available to the sewer main. Yes

C8.6 Where land in a business zone adjoins a residential zone, development in the business zone must be setback 900mm along the boundary to the residential zone. No residential properties are adjacent to the site. However, setbacks to the nearest side boundary is 3m Yes

C9: Landscaping, Paving and Street Furniture			
C9	C9.1 – C9.6	A landscape plan and colour scheme, consistent with DCP provisions is submitted with this development application	Yes
C10: Colour			
	<p>C10.2 Inland Towns and Villages</p> <p>The heritage colour palette should be used for heritage items and contributory period buildings within Conservation Areas.</p> <p>For contemporary buildings within Conservation Areas, colours which are sympathetic to this palette are to be used. A base colour for walls should be selected which will blend with the streetscape, and highlight colours for joinery and trims should be selected which will distinguish the building from its older neighbours.</p> <p>Primary, bold, intense or vivid colour schemes will not be approved.</p>	The proposed colour palette of the building is consistent with DCP requirements.	Yes
C11: Crime Prevention			
	<p>Crime within commercial areas should be minimised by building design and landscaping elements. For example:</p> <ul style="list-style-type: none"> (a) All entrances should be well lit, well defined and visible to public and patrol vehicles. (b) Parking areas should be visible to patrol cars, pedestrians, parking attendants and building/personnel. (c) automatic movement detectors should be provided near back alleyways and in storage yards. <p>Details of any crime prevention measures such as lighting, fencing etc. should be included with the Development Application. Major development proposals may be referred to the NSW Police for comment and consideration under</p>	<p>The proposal complies:</p> <ul style="list-style-type: none"> (a) Entrances retain clear entrances to the entry from the public domain. Appropriate lighting will also further improve safety for users. (b) The undercroft parking area is visible as it is not enclosed. The car park will be well lit to ensure that safety is not compromised. (c) not relevant 	Yes

the Safer by Design: Crime Prevention Through Environmental Design Guidelines.

C12: Development on Flood Prone Land

C12

Yes

C12.1. Development of flood prone land must comply with the requirements of Part D of this DCP.

A flood assessment has been undertaken by BMT.

This has confirmed that ...the proposed development of the River Street Community Precinct (Phase 1) is not expected to cause significant impact to flood behaviour in the surrounding areas. The Site begins to be flood impacted during the 1 in 100 AEP design flood event, however the inundation extent is minor.

The proposed development floor levels are above the Extreme event flood levels, therefore there is low flood risk to the Site.

The vehicle access to the Site, including the basement car park off Wharf Street, which is flood prone from the 1 in 50 AEP design flood event. Evacuation of the Site should be in line with the Clarence Valley Local Flood Plan and SES guidance during the event. It is recommended that additional triggers around the potential closure of roads out of Maclean also be included, acknowledging that the Parton's of the Site may not be staying locally.

C13: Air, Water and Noise Pollution

Activities in business zones should not create a pollution problem by the discharge of an unacceptable level of air, water or noise emissions. Applicants may need to consult with Council staff and the Department of Environment and Conservation concerning acceptable levels of pollutant and management of air, water and noise emissions.

The building is replacing an existing community hall. Therefore there is no change to existing use and operating conditions. However the more modern design will improve containment of sound from functions and events. This improvement, in addition to the location within the Civic precinct of the town centre, ensures no amenity impacts to residential properties.

Yes

Storage of chemicals, paints and the like should be in suitably bunded areas. Bunded areas should have a capacity of 1.2

N/A

times the volume of the goods stored within them.

Yes

Details of hours of operation should be provided with any application. Where there is likely to be any adverse impact on adjoining uses measures to overcome potential problems, particularly noise pollution, should be included with the Development Application.

There will be no change to the existing hours of operation.

A detailed report may be required for some developments to assess potential pollution and justify the likely impacts of the development proposal.

N/A

C14: Waste Management

C14.1

Any waste that is generated must be disposed of in accordance with the Protection of the Environment & Operations Act 1997 and Regulations and the Local Government Act 1993.

A Waste Management Plan is provided with this DA.

Yes

Waste management must be based on the principles of waste avoidance and maximising reuse and recycling of materials. Details of the waste management strategy for a development (including demolition, construction and operational phases) must be submitted to Council when a development application is lodged.

All applications for development, except for minor construction and demolition works involving a construction footprint of less than 50m², must be accompanied by a Waste Management Plan addressing the requirements of Council's *Waste Not Development Control Policy* (available on Council's website at

www.clarence.nsw.gov.au). The waste management facilities proposed as part of the development must also be clearly illustrated on the plans of the proposed development.

Provision must be made for storage of garbage and recycling material in a location accessible to

users and access available for waste collection vehicles. Waste collection points must be appropriately screened.

C14.2

Liquid Waste

Any processes that generate liquid wastes must have measures in place to dispose of the waste. A trade waste application must be made to Council under section 68 of the Local Government Act when liquid trade waste is proposed to be discharged to Council's sewer. Application forms are available from Council and provide details that must accompany the application prior to any work being undertaken. Typically such waste will need pre-treatment to remove oils, greases etc., using an approved device.

Noted. This can be included as a condition of consent if required

C14.3

Solid Waste

Provision must be made for waste to be disposed of in a safe, tidy and environmentally responsible manner. The principles of waste avoidance, reuse and recycling must be followed to develop a sustainable approach to waste management.

N/A

N/A

C18: Sites Subject to Land Slip /Geotechnical Hazard

C18

Council's Geotechnical Risk Management Policy, including specific geotechnical report requirements, must be complied with where:

- a) Land has a potential for landslip due to natural slope and/or soil conditions (geotechnical hazards); and/or
- b) Land has a potential for landslip due to coastal forces or river flow conditions; and/or
- c) Land is identified as being of particular concern due to geotechnical hazards; and/or
- d) Any developments that will or may generate a geotechnical hazard due to the work proposed, developments such

A geotechnical report submitted with this application confirms that there is no geotechnical hazard or risk. Accordingly the site is suitable for the proposed redevelopment and creation of a new community facility. The report noted:

All samples from the assessed soil profile (existing surface to 2m below) were beneath the site's adopted net acidity action criteria of ≥ 18 mole H^+/t and $\geq 0.03\%S$ (sulphur equivalent) indicating that there is no need for management of acid sulfate soils at this site.

Yes

as those involving excavation close to another property or near a large tree, deep excavations that may impact on adjoining property, deep filling or any other activity that will or may significantly increase the geotechnical risk to another property.

Part D Floodplain Management Controls

D3.1

Performance Criteria

All development requiring Council consent must comply with the following performance criteria:

- a) The proposed development should not result in any increased risk to human life.
- b) The additional economic and social costs which may arise from damage to property from flooding should not be greater than that which can reasonably be managed by the property owner and general community.
- c) The proposal should only be permitted where effective warning time and reliable access is available for evacuation from an area potentially affected by floods to an area free of risk from flooding. Evacuation should be consistent with any relevant flood evacuation strategy.
- d) Development should not detrimentally increase the potential flood effects on other development or properties either individually or in combination with the cumulative impact of development that is likely to occur in the same floodplain.
- e) Motor vehicles are able to be relocated, undamaged, to an area with substantially less risk from flooding, within effective warning time.
- f) Procedures would be in place, if necessary, (such as warning systems, signage or evacuation drills) so that people are aware of the need to evacuate and relocate motor vehicles during a flood and are capable of identifying

A flood assessment has been undertaken by BMT.

This has confirmed that *...the proposed development of the River Street Community Precinct (Phase 1) is not expected to cause significant impact to flood behaviour in the surrounding areas. The Site begins to be flood impacted during the 1 in 100 AEP design flood event, however the inundation extent in minor.*

Yes

The proposed development floor levels are above the Extreme event flood levels, therefore there is low flood risk to the Site.

The vehicle access to the Site, including the basement car park off Wharf Street, which is flood prone from the 1 in 50 AEP design flood event. Evacuation of the Site should be in line with the Clarence Valley Local Flood Plan and SES guidance during the event. It is recommended that additional triggers around the potential closure of roads out of Maclean also be included, acknowledging that the Parton's of the Site may not be staying locally.

The assessment is included within the package of supporting documents associated with this SEE.

- an appropriate evacuation route.
- g) Development should not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (e.g. by unsympathetic house-raising) or by being incompatible with the streetscape or character of the locality.
 - h) Proposed development must be consistent with Ecological Sustainable Development (ESD) principles.
 - i) Development should not prejudice the economic viability of any Voluntary Acquisition Scheme.

D6

Are There Other
Considerations Development
Floodplain?

When assessing proposals for development or other activity within the floodplain, Council will take into consideration the following specific matters.

- (a) Measures employed to mitigate the potential impact of flooding (e.g. house raising) must be undertaken in a manner which minimises the impact upon the amenity and character of the locality.
- (b) The design of car parking (enclosed or uncovered) and associated driveways should not result in unacceptable environmental or amenity impacts. Unacceptable impacts may include visual intrusion from elevated driveways and parking structures and overshadowing of adjoining residential properties in excess of Council's relevant standards.
- (c) The proposal must not constrain the orderly and efficient utilisation of the waterways for multiple purposes
- (d) The proposal must not

(a) No mitigation measures are Yes
required.

(b) Parking is within the undercroft of Yes
the building and due to the natural
slope of the site, will not result in
any undue amenity impacts.

(c) The proposal complies. Yes

(d) The proposal complies. Yes

adversely impact upon the recreational, ecological, aesthetic or utilitarian use of the waterway corridors, and where possible, should provide for their enhancement.	(e) N/A	N/A
<p>(e) Proposals for house raising must provide appropriate documentation including:</p> <p>(i) a report from a suitably qualified engineer to demonstrate that the raised structure will not be at risk of failure from the forces of floodwaters in a 100 year flood; and</p> <p>(ii) the provision of details such as landscaping and architectural enhancements which ensure that the resultant structure will not result in significant adverse impacts upon the amenity and character of an area.</p>		
<p>(f) Notwithstanding any other provision where a property is identified within a Voluntary Acquisition Scheme area, Council will only consent to further development being “concessional development”; provided:</p> <p>(i) the development is for only minor works such as small awnings over existing balconies or in-ground swimming pools; and</p> <p>(ii) the capital investment intended for the property is, in the opinion of Council, not greater than the minimum required to satisfy acceptable standards.</p>	N/A	N/A
<p>D7.2 Applications for ‘Concessional Development’ (which includes alterations and additions to existing developments or minor development – see Schedule D2) to an existing dwelling on Flood Prone Land shall be accompanied by</p>	Not relevant	N/A

documentation from a registered surveyor confirming existing floor levels.

D7.3 Development applications affected by this plan shall be accompanied by a survey plan showing:-

- (a) The position of the existing building/s and all proposed building/s;
- (b) The existing ground levels to Australian Height Datum around the perimeter of the building and contours of the site; and
- (c) The existing or proposed floor levels to Australian Height Datum.

The proposal includes a survey plan

Yes

D7.4 Applications for earthworks, filling of land and subdivision shall be accompanied by a survey plan (appropriate to the topography of the site or with a contour interval of 0.5m) showing relative levels to Australian Height Datum.

Whilst the 1 in 100 year flood event makes a minor encroachment into the site, the proposed community facility is outside this area.

All earthworks associated with the construction of the replacement building remain compliant with relevant flood planning levels.

D7.5 For large scale developments, or developments in critical situations, particularly where an existing catchment based flood study is not available, a flood study using a fully dynamic one or two dimensional computer model may be required. For smaller developments the existing flood study may be used if available and suitable (e.g. it contains sufficient local detail), or otherwise a flood study prepared in a manner consistent with the "Australian Rainfall and Runoff" publication, any relevant Council Drainage Design Code and the Floodplain Development Manual, will be required. From this study, the

N/A

N/A

following information shall be submitted in plan form:

- (a) water surface contours (including the 100 year flood and PMF extents)
- (b) velocity vectors;
- (c) velocity and depth produce contours;
- (a) delineation of Flood Management Areas relevant to individual floodplains; and
- (b) show both existing and proposed flood profiles for the full range of events for total development including all structures and works (such as revegetation /enhancements).

This information is required for the pre- developed and post-developed scenarios.

D7.6	<p>Where the controls for a Particular development proposal require an assessment of structural soundness during potential floods, the following impacts must be addressed:</p> <ul style="list-style-type: none"> (a) hydrostatic pressure; (b) hydrodynamic pressure; (c) impact of debris; and (d) buoyancy forces. <p>Foundations need to be included in the structural analysis.</p>	<p>A flood assessment has been undertaken by BMT.</p>	N/A
		<p>This has confirmed that <i>...the proposed development of the River Street Community Precinct (Phase 1) is not expected to cause significant impact to flood behaviour in the surrounding areas. The Site begins to be flood impacted during the 1 in 100 AEP design flood event, however the inundation extent in minor.</i></p> <p><i>The proposed development floor levels are above the Extreme event flood levels, therefore there is low flood risk to the Site.</i></p> <p><i>The vehicle access to the Site, including the basement car park off Wharf Street, which is flood prone from the 1 in 50 AEP design flood event. Evacuation of the Site should be in line with the Clarence Valley Local Flood Plan and SES guidance during the event. It is recommended that additional triggers around the potential closure of roads out of Maclean also be included, acknowledging that the Parton's of the Site may not be staying locally.</i></p>	

Part E: Heritage Conservation

E4	Development Information and Matters for Consideration	Application Requirements	Matters for Consideration
	<p>Applicants will be required to include information with a Statement of Environmental Effects (SEE) addressing the following matters when submitting a development application for works to a heritage item or within a Conservation Area. These matters will be assessed by Council when determining the application.</p>		
	<p>a) The heritage significance of the item.</p>	a)	<p>A Statement of Heritage Impact, prepared by Virtus Heritage (2023) is included with this development application. This assessment concludes that the proposed building will have a positive impact and pleasing addition to the streetscape and therefore conservation area.</p>
	<p>b) The extent to which the carrying out of the proposed development would affect the significance of the heritage item and its setting, or the heritage significance and heritage character of the Conservation Area</p>	b)	<p>A heritage impact assessment is submitted with this SEE. The report notes that the new design will be a welcome and therefore positive addition to the heritage conservation area.</p>
	<p>c) Whether any stylistic, horticultural or archaeological features of the building or item or its setting should be retained.</p>	c)	<p>The building has no value for retention, through the HIA identified that materials should be reused where possible, in addition archival recording. The plans submitted with this SEE show building materials that have been reused.</p>
	<p>d) The scale, height, bulk, setbacks, the pitch and form of any roof and proportions of the proposed development and how it relates to its streetscape context.</p>	d)	<p>A heritage assessment of the proposal confirms that it is appropriate in its setting and will provide a positive addition to the HCA.</p>

	<p>e) The colour, texture, style, size and type of finish of any materials (including signage) to be used on the exterior of the building</p> <p>f) The style, proportion and position of openings for any windows and doors which will result from, or be affected by, the carrying out of the development.</p> <p>g) The appropriate management, establishment or reinstatement of landscape features; and the style, type and height of any fencing.</p> <p>h) Whether the building or work constitutes a danger to the users or occupiers of that item or to the public.</p>	<p>e) Consistent with DCP requirements and approved by heritage advisor.</p> <p>f) Not applicable as a new building</p> <p>g) Not applicable as the site is not a listed heritage item.</p> <p>h) Not applicable</p>	<p>e) Yes</p> <p>f) N/A</p> <p>g) N/A</p>
E5	<p>Statement of Heritage Impact and Conservation Management Plans</p> <p>In some cases, applicants may be required to submit a Statement of Heritage Impact and/or a Heritage Conservation Management Plan, prepared by an appropriately qualified specialist, to enable the Council to fully consider the significance of the building and the impact of the proposed development on the item and its setting.</p>	<p>The proposal includes a Heritage Impact Assessment, prepared in accordance with Department of Environment and Heritage Guidelines</p>	
E6	<p>Demolition Controls</p> <p>F6.1 An application to demolish a heritage item or a building or work within a heritage conservation area must be accompanied by:</p> <p>a) a Statement of Heritage Impact prepared by a suitably qualified specialist endorsed by NSW Heritage Office, unless consultation with Council's Heritage Officer</p>	<p>a) The proposal includes a Heritage Impact Assessment, consistent with the requirements of this DCP. It</p>	<p>a) Yes</p>

	confirms that the building or work proposed to be demolished is not of a contributory nature; and	confirms that the building is not of a contributory nature.	
	b) detailed plans of the building which is proposed to take its place. Council will have regard to this proposal in considering the application for demolition.	b) Detailed plans for the proposal are included in this Development Application	Yes
E8 Development in the vicinity of a Heritage Item or within a Heritage Conservation Area			
8.2	<p>1. Development on land adjacent to, or within the vicinity of a heritage item or a heritage conservation area should not detract from the identified significance or setting of the heritage building or the heritage conservation area.</p> <p>2. Where development is proposed adjacent to or within the vicinity of a heritage site or heritage conservation area, the following matters must be taken into consideration: -</p> <p>(a) The character, siting, bulk, scale, height and external appearance of the development;</p>	<p>The proposal has a modest scale and successfully replaces an existing hall with a heavily detracting façade.</p> <p>The replacement hall represents a scale and rhythm to the street that is typical of the town centre. Further the breaking up of the building's roof form and its stepping down the street successfully reduces its overall presence. This design response ensures that the proposed building is successful in how it addresses the conservation area, including nearby heritage buildings.</p> <p>Accordingly, it is considered to provide a positive contribution to the overall streetscape and heritage conservation area.</p> <p>(a) The new River Street façade will present a contemporary version of the original historical Maclean Civic Hall in relation to the rooflines selected. The repeating pattern of pitched roofs will form a complementary and pleasant addition to the streetscape. Overall, the rectangular arrangement of the new building is a suitable development for the site and also aids in preserving a similar siting, bulk, scale and height as the existing building including its additions within the HCA.</p> <p>Visible changes for the site include the removal of the current two- storey tiled façade which was an adverse addition to the timber building and its removal is a positive impact. The new façade is a better design for this location and allows for the building to step down the</p>	<p>Yes</p> <p>a) Yes</p>

slope of River Street and retain a small-scale character using the pitched roofline, vertical wall treatments and plantings to screen the new underfloor carpark.

Another positive change associated with the new building is the viewing area at the foyer above Wharf Street which takes in the Clarence River and provides this much needed connection for a civic hall in Maclean. The extended pitch to the roofline here complements the roof lines of the buildings on Wharf Street and MacNaughton Place. This elevation with its extended brick piers (for the carpark) and foyer lined with fixed and opening windows and glass louvres along the side elevations is a most welcome design and embraces both views to the historical buildings and the Clarence River.

(b) The visual relationship between the proposed development and the heritage item or heritage conservation area;

(b) Due to the location of the site and the adjacent buildings within the heritage conservation area, the new Maclean Civic Hall will present similar visual relationships as the existing Hall. Of course, visible changes for the site include the removal of the current two-storey tiled façade which is a positive impact.

b) Yes

The new Maclean Civic Hall will be a visible presence in the River Street streetscape, and in views from below (town centre) looking upslope, as well as from the rear of the site on Wharf Street. The new design will be a welcome addition to the civic centre and the HCA. This positive visual relationship will be enhanced by the exterior materials and colour selections which consist of similar (if not same) roof colours and materials and use of alternate glazing, brick columns and wall cladding in a neutral cream or off-white. Please refer to the architectural rendering at Figure 26 as an illustration of how well the new building will sit within the River Street streetscape with views including the heritage listed post office building.

(c) The potential for overshadowing of the adjoining heritage item or any building within a heritage conservation area;

(c) The new Maclean Civic Hall will add a higher roofline along its length. The architectural plans shows that overshadowing will not take place for the adjacent buildings due to the alignment of the site and the new rooflines. The highest section surround the auditorium and it is set

c) Yes

back on all sides to prevent overshadowing, as well as lessen the scale and bulk of this new design.

- | | | |
|--|---|---------------|
| <p>(d) The colours and textures of materials proposed to be used in the development;</p> | <p>(d) The exterior colours and texture of materials reflect the heritage conservation area and surrounding buildings in Maclean. They combine glazing, interspersed with brick columns and wall cladding in a design that breaks up the wall spaces and reflects the smaller scale of the earlier buildings. The colour palette includes pale to mid brown bricks, off-white to cream wall cladding and same coloured guttering with clear glazed panels and glass louvres complemented by series of planter boxes on the River Street frontage and the southern side of the building above MacNaughton Place.</p> <p>The new building will have a roof of corrugated metal in 'Surfmist' colour which will appear very similar to the existing roof of the Maclean Civic Hall and blend in with the surrounding buildings.</p> <p>To blend with the roof panes, Colourbond cladding in 'Windspray,' see colour swatch overleaf, will be used on the sides of the extended pediment above the auditorium, the 'theatre box'.</p> | <p>d) Yes</p> |
| <p>(e) The landscaping and fencing of the proposed development;</p> | <p>(e) There is no fencing currently at the Maclean Civic Hall, and no fencing is proposed as part of the design for the new building.</p> <p>There is new landscaping, vegetation and paving proposed as part of the new design, referred to above in this table. The landscaping will replace existing landscaping and vegetation at the southern side of the new building. It will enhance the new entry and will be an improvement to the civic precinct streetscape.</p> | <p>e) Yes</p> |
| <p>(f) The location of car parking spaces and access ways into the development;</p> | <p>(f) An important part of the new design is to provide better access facilities for public benefit including undercover car parking. The public pedestrian access is a noticeable change for the building, with the main entry to the Maclean Civic Hall to be located via a flat or gently sloping landscaped path from River Street.</p> | <p>f) N/A</p> |

Car parking spaces and access is greatly as the design incorporates underfloor car parking for 40 cars with stairs and a lift. This is a goods lift, but it will be available for the community. The stairs will access the covered deck / foyer space with a kitchen and bar. This space provides an accessible spill-over area during large events at the Hall. There are additional stairs on the northern side of the building to directly access the audio-visual area above and at the rear of the stage.

- | | | |
|---|---|--------|
| (g) The impact of any proposed advertising signs or structures; | (g) There will be temporary signage across the scaffolding of the demolition and works area that should provide information about the new Hall and its stages of delivery. This will assist in mitigating the disruption to the streetscape, civic area and township in general. | g) Yes |
| (h) the maintenance of the existing streetscape, where the particular streetscape has significance to the heritage site including impact on grassed verges in the road reserve; | (h) This is not an issue for the current proposal as the existing streetscape does not have significance to the identified heritage significance and history of the existing building, Maclean Civic Hall, nor to the adjacent heritage items within this heritage conservation area. | h) N/A |
| (i) The impact the proposed use would have on the amenity of the heritage site; and | (i) The use of the building will not change, as the purpose of the project is to provide better facilities in a brand-new Maclean Civic Hall on the site. This will not have an adverse impact on the HCA or for the site. | i) N/A |

There will be temporary disruption while the existing building is demolished, and the new building constructed. This will need careful signage and management as noted above.

The new building will include better facilities for a civic hall. New amenities will replace those that are insufficient and do not comply with disability access standards. The seating capacity in the auditorium will be increased from 172 to 288. The stage and back-stage areas will be made larger and be an improved version on the existing arrangements. Onsite and undercover car parking allows for 40 cars. The kitchen facilities will also be upgraded to serve larger numbers and will include a bar. Essentially, the new building will provide improved and

	increased facilities for performances for Maclean and the Clarence valley communities.	
(j) The effect the construction phase will have on the wellbeing of a heritage building.	(j) The construction phase will have an adverse visual impact on the heritage significance of the adjacent items and within the heritage conservation area. There will be temporary signage across the scaffolding of the demolition and works area that should provide information about the new Hall and its stages of delivery. The Heritage Impact Assessment can be included as a condition of consent to facilitate its recommendations moving forward.	j)N/A
3. Development in the vicinity of a heritage item should give strong regard to any significant views to and from the heritage item or heritage conservation area and any public domain area.	<p>The proposed design will not result in negative impacts on views to and from the heritage items in the immediate vicinity. A new roofline will be added to the streetscape; however its pitched design complements the existing rooflines of the earlier adjacent buildings. The significant views along River Street will be improved by removal of the current two-storey brown tile façade of the Maclean Civic Hall. The new building will be a better design and scale for this street frontage.</p> <p>The northern elevation of the building will be a new addition and will be visible behind the heritage listed Post Office, police Station and Courthouse. The new building incorporates a variety of finishes along its northern elevation, which will ensure it is not a dominant element in views that include the smaller scale heritage items on this northern and western alignment.</p> <p>The combination of pitched rooflines, glazing, wall cladding and plants will soften the visual impact of this new building within the HCA for Maclean.</p>	Yes
4. Where subdivision is proposed in the vicinity of a heritage item, the impact of future development of the lots should be considered.	Not relevant	N/A

E9 General Principles for Heritage Conservation			
E9.1	Planning Stage		
	(a) Survey and document the existing condition of the building. Photographs are acceptable.	The proposal has been prepared in Yes accordance with this DCP requirement. A heritage report prepared by Virtus Heritage (2023) forms part of this development proposal.	
	(b) Research old photos and documents about the building.		
	(c) Assess its significance (prepare a Conservation Management Plan or Statement of Heritage Impact if appropriate.)		
	(d) Obtain approvals.		
	(e) Schedule works/staging.		
E9.2	Works	Not applicable	N/A
	(a) Stabilise problem areas.		
	(b) Repair rather than replace.		
	(c) Make reversible alterations.		
	(d) Make a visual distinction between old and new.		
	(e) Ensure alterations are sympathetic.		
	(f) Avoid precise imitation of architectural detail in new additions.		
	(g) Respect the ageing process.		
	(h) Record works carried out.		
E10 Policies for New Development Alterations and Additions			
E10.1	General Context	Not applicable	N/A
	The design elements outlined below need to be carefully considered in the design of new development to enable it to integrate successfully with the old. This does not require a copy of a historic building, but encourages new development which is sympathetic to its context.		
	Understanding this context provides a good basis for the design of new extensions and structures. Basic principles to be observed are		
	(a) Keep it simple – do not use a mixture of features from different eras.		
	(b) Use design elements that		

- exist in the streetscape or area to guide the design of the new structure
- (c) Ensure that the size and scale is compatible with neighbours and the general streetscape.

E10.2

Roof Pitch and Form

The pitch and form of a roof has a major effect on the overall appearance of a building and has a strong relationship to its proportions. The style of the roof will have an important bearing on whether or not a new building fits comfortably within an existing streetscape in a conservation area.

Roof pitch is traditionally steeper in older buildings than in conventional modern buildings and often involves more complex forms, even on a small building. Roofs with a low pitch or angle will look out of place in an area where traditional roof pitches are in the order of 30° to 35°.

Roofs of new buildings need not be exact copies of historic building stock but should be of similar pitch, proportion, orientation and materials to traditional roofs to ensure compatibility. Uncoloured galvanized steel or zincalume is recommended where it raises no conflicts with reflectivity otherwise, grey coloured colourbond is recommended. Concrete tiled roofs are not compatible within the Conservation Areas and should be avoided.

The use of correct gutters for maintenance and new work is also an important part of maintaining historic character. Ogee, half-round and quad gutters are the most appropriate profiles and should be used in preference to perforated box gutters on historical buildings.

The roof of the future community centre Yes includes a repetitious gable that reduces in width and height, relative to the slope of the land.

To the rear a larger gable roof opens up views towards the scenic Clarence River landscape and is discretely located to the rear of the building, and is not overly apparent from the main street. Further its light construction and open appearance ensures that it settles into the landscape, rather than dominating.

Set further within the building's footprint is a sloping roof to the rear which aligns with the auditorium area. To the norther edge a slight skillion is evident to ensure that the massing of the building along this elevation is reduced.

These design interventions ensures that the roof pitch and form is appropriate.

E10.3	Verandahs	The proposal complies	Yes
	1. Verandahs for new development should be straightforward and simple in style.		
	2. Avoid the use of styles and features which have no historical context. For example, bullnose style verandahs with cast iron balustrade should not be added to modern buildings.	The proposal complies	Yes
	3. Large round posts and thick masonry columns are too heavy in aesthetic character in the context of a Conservation Area and should not be used.	The proposal complies	Yes
	4. Verandah posts should be located 300mm from the pavement edge.	Not relevant	N/A
E10.4	Windows and Doors		Yes
	<p>Window and door proportions have a major impact on the individual character of a building and its relationship with neighbouring buildings, and are also very important in the design of a new extension or infill development. Many heritage buildings have double-hung timber framed windows which provides a strong vertical element to the window proportions.</p> <p>Strong vertical proportions are recommended to maintain the historic character within Conservation Areas. Timber windows should be used in restoration of historic buildings.</p> <p>Aluminium windows with a suitable frame size and proportions can be considered for new development but have a different aesthetic character and limit the ability to vary colour schemes in the future.</p>	<p>The proposal complies with the building utilising a range of materials and design responses to highlight vertical proportions and a rhythm typically found in HCA.</p> <p>Windows successfully integrate into the building design and are complemented by recycled brickwork and timber from the existing community hall.</p> <p>Combined all these interventions retain the desired strong vertical proportions.</p>	

E10.5	Building Materials	Yes
	<p>To maintain the local vernacular character, the use of traditional building materials such as timber weatherboards and metal roofing is strongly encouraged for new development. Commercial development will need to comply with fire rating and may require masonry walls.</p> <p>In a mixed street frontage of timber and masonry, the use of masonry would be acceptable. However, in a frontage dominated by timber buildings, it would be recommended that the infill development use a similar material. Other materials such as compressed sheeting/hardiplank cladding in weatherboard style, vertical cladding, rendered brick or masonry may be considered.</p> <p>Where brick or masonry construction is proposed, the brickwork should be painted and/or rendered, or it should be of a plain colour and texture to blend with existing construction and finish.</p> <p>White, light, multi-coloured and double height bricks are inappropriate for use in a conservation area or in the vicinity of heritage items.</p>	<p>The proposal complies by using a range of materials including brick, recycled brick, colourbond, glazing and recycled timber.</p>
E10.6	Setbacks	
	<p>Setbacks for new development in commercial areas should accord with the established pattern of development in the street which in CBD main streets is usually to the site frontage. However, some commercial areas on the periphery of the CBD, retain a more residential character and include many dwellings converted for professional, medical and office uses. In these cases, Council can require the development to be designed to meet the predominant pattern of setbacks in the street frontage and maintain a residential front and side setback.</p>	<p>The proposal is consistent with DCP Yes setback requirements to the front side and rear.</p>

E10.7 Garages and Carports

Garages must not detract from the historic character of a building or its neighbours and the streetscape.

The parking garage is wholly contained Yes underneath the building footprint.

- (a) Locate garages and carports towards the rear of allotments, or at least set back from the front building line.
- (b) As far as possible matches the roof pitch, form and materials of the main building.
- (c) Respect vertical proportions – do not use wide horizontal doors.
- (d) Respect traditional materials and aim to integrate the new structure with the existing building. Pre-fabricated coloured metal sheds are not considered appropriate where visible from street frontages and should be avoided.
- (e) A simple car port under a continued roof line may be preferable as it has less visual impact.

E10.8 Colour Schemes

F10.8.1 A colour scheme appropriate to the age of the building should be used. Buildings can be broadly classified into 4 groups,

The colour scheme has been considered Yes in the Heritage Impact Assessment and is considered appropriate for the setting and context within the Heritage Conservation Area.

Victorian 1837 - 1901

Edwardian /

Federation 1901 - 1914

Inter-War 1914 – 1945

Post War 1945
- present

Council can offer advice on an appropriate colour scheme for your property and there are many paint charts available.

E10.8.2 Colour Scheme Policies			
1.	Use an appropriate colour scheme for the age of the building.	Not relevant as a new building	N/A
2.	If possible, base colour schemes on original colours which can be revealed by paint scrapes or found in concealed areas.	Not relevant as a new building	N/A
3.	Use old photographs where appropriate to gauge the previous use of dark and light tones	Not relevant as a new building	N/A
4.	Generally, restrict dark colours to joinery, doors, and trims on architectural features, (unless shown otherwise originally).	Not relevant as a new building	N/A
5.	External walls should generally be painted in a matt finish, while doors and joinery should be painted with a gloss finish.	Not relevant as a new building	N/A
6.	Brickwork on historical buildings must be left unpainted. If it has been previously painted and removal is desired, this should be done by stripping and gentle water washing, not sandblasting to avoid damage to the brickwork and mortar. Precautions must be taken to avoid lead hazard and contamination from old lead based paint.	Not relevant as a new building	N/A
7.	Buildings divided into separate shops should be painted in a consistent/harmonious colour scheme to unify rather than divide the building e.g. parapets and first floor.	Not relevant	N/A
8.	New buildings should use colours which are sympathetic to the streetscape without being a traditional colour scheme. A base colour for walls should be selected which will blend with the streetscape and highlight colours for joinery and trims should be selected which will	The colour scheme has been considered in the Heritage Impact Assessment and is considered appropriate for the setting and context within the Heritage Conservation Area.	Yes

	distinguish the building from its older neighbours.		
9.	Corporate identity requirements often use harsh primary/vivid/bold or intense colours which do not blend well with the historic context of the street. In the interests of visual amenity and the values of the Conservation Area, Council will require a subtle version of the colour scheme, or restriction of corporate signs to small and distinct areas of the building.	Not relevant	N/A
E10.9	<u>Advertising</u> All advertising is to be compatible with the heritage character of the Conservation Area. Full details of advertising policies including exempt signage and signage requirements are outlined in Part J of this Plan.	There is no advertising	N/A
Part E Schedule 1: Heritage Conservation Areas - Maclean Heritage Conservation Area			
	Statement of Significance New and infill development needs to be very sympathetic to the heritage values of this conservation area.	An assessment of the impact of the proposal on the HCA has been prepared by Virtus Heritage. The assessment confirms the suitability of the new building and its positive contribution to the heritage conservation area.	Yes
Part F: Parking and Vehicular Access Controls			
F2: Number of Car Parking Spaces			
1.	The number of car parking spaces required for different land uses should be provided in accordance with TABLE F1.	40 parking spaces are provided, exceeding DCP requirements	Yes
2.	When calculating the number of car spaces required, any part spaces must be rounded up the nearest whole number.	The proposal complies	Yes
3.	When a land use is not included in TABLE F1 consult Council for requirements, which will usually be based on the RTA publication, "Policies, Guidelines and Procedures for Traffic Generating Developments".	The proposal complies	Yes

4. All car parking spaces must be provided on-site.	The proposal complies	Yes									
5. Large scale development may require a Parking Study to determine the number of car parking spaces. Where developments are subject to a parking study, the applicant will be required to undertake a parking study of a similar type of development, in a similar location, to determine the number of parking spaces required for the proposed development. Also see clause F10.	A TIA is included with this proposal which confirms the need for 40 parking spaces on site.	Yes									
6. Car parking for disabled persons must be provided where disabled access to the building is required. The minimum number of car spaces to be provided for people with access disabilities must meet the requirements of the Building Code of Australia (BCA).	The proposal provides two accessible parking spaces.	Yes									
7. Car parking standards apply to extensions to an existing building and to a change of the use of a building or land. If the number of spaces required exceeds that provided by the existing use, then the additional spaces must be provided.	Not relevant	N/A									
8. Where the proposed development incorporates multiple uses, the parking requirement for the total development will be the sum of the parking spaces required for each of the individual land uses.	The proposal complies.	Yes									
9. Stacked car parking will not be accepted.	Parking is not stacked	Yes									
10. Adequate spaces for service vehicles likely to be located on-site need to be provided according to relevant vehicle types and sizes. The number of delivery/service vehicles required should be provided in accordance with TABLE F2.	Servicing the site is from River Street with Council confirming in pre-development discussions that this is appropriate. Further discussion is within the traffic report.	Yes									
<table border="1"> <thead> <tr> <th></th><th>thereafter.</th><th></th></tr> </thead> <tbody> <tr> <td>Retail premises, including restaurants</td><td>1 per 400m² of gross floor area up to 2000m², plus 1 per 1000m² thereafter.</td><td></td></tr> <tr> <td>Industry</td><td>1 per 800m² of</td><td></td></tr> </tbody> </table>				thereafter.		Retail premises, including restaurants	1 per 400m ² of gross floor area up to 2000m ² , plus 1 per 1000m ² thereafter.		Industry	1 per 800m ² of	
	thereafter.										
Retail premises, including restaurants	1 per 400m ² of gross floor area up to 2000m ² , plus 1 per 1000m ² thereafter.										
Industry	1 per 800m ² of										

F4. Car Parking Space Dimensions

1. Car parking spaces and aisle widths must be designed in accordance with Australian Standard 2890.	Complies	Yes
2. Parking spaces to be provided for disabled persons in accordance with AS 2890.	Complies	Yes
3. Two way aisles are not recommended for parking angles other than 90 degrees. The most efficient parking is generally 90 degree parking with 2-way access aisles.	Complies	Yes
4. The use of blind aisles is not permitted where the aisle is longer than 15 metres from the nearest circulation aisle, unless provision is made for cars to turn around at the end and drive out forwards. In blind aisles the end spaces must be made 1 metre wider than the adjacent spaces.	Complies	Yes
5. Parking space dimensions and aisle widths must also be in accordance with the class of user, as identified in Table 1.1 of AS 2890.1	Complies	Yes

F5: Manoeuvring, loading and unloading

1. All business development must provide on-site loading and unloading facilities in designated loading bays.	The building is a community facility and not a business.	Yes
2. Loading bays must be designed to cater for the needs of a particular development proposal, taking into consideration the type of development and the anticipated types of service vehicles.	<p>Council in pre-development discussions have confirmed that there is the following loading zones:</p> <p>Location 1: There will be a 15min max loading zone to the Council Carpark (ex. 2200mm max height), next to the Goods Lift for smaller deliveries (utes, vans etc.)</p> <p>Location 2: A 15 min max loading zone has been nominated on River Street (taking up 2 parallel parking spots)</p> <p>Location 3: The Council Driveway on River Street will be utilised for Large Vehicle drop-offs (and then wheeled to the building through the forecourt)</p>	Yes

3.	On-site loading and unloading facilities must comply with Australian Standard 2890.	Site council in pre-development discussions have confirmed that there is the following loading zones: Location 1: There will be a 15min max loading zone to the Council Carpark (ex. 2200mm max height), next to the Goods Lift for smaller deliveries (utes, vans etc.) Location 2: A 15 min max loading zone has been nominated on River Street (taking up 2 parallel parking spots) Location 3: The Council Driveway on River Street will be utilised for Large Vehicle drop-offs (and then wheeled to the building through the forecourt)	N/A
4.	The number and size of loading bays will be assessed by Council on the type and scale of the development proposal. The applicant must submit details of the estimated frequency of deliveries and the type of service vehicles proposed to be used.	Council in pre-development discussions have confirmed that there is the following loading zones: Location 1: There will be a 15min max loading zone to the Council Carpark (ex. 2200mm max height), next to the Goods Lift for smaller deliveries (utes, vans etc.) Location 2: A 15 min max loading zone has been nominated on River Street (taking up 2 parallel parking spots) Location 3: The Council Driveway on River Street will be utilised for Large Vehicle drop-offs (and then wheeled to the building through the forecourt)	N/A
5.	For small scale retail, commercial and industrial developments one loading bay, 3.5m x 7.5m, must be provided.	Not relevant	N/A
6.	The use of loading bays must not conflict with the safe and efficient circulation of other vehicles and pedestrians.	Council in pre-development discussions have confirmed that there is the following loading zones: Location 1: There will be a 15min max loading zone to the Council Carpark (ex. 2200mm max height), next to the Goods Lift for smaller deliveries (utes, vans etc.)	N/A

		<p>Location 2: A 15 min max loading zone has been nominated on River Street (taking up 2 parallel parking spots)</p> <p>Location 3: The Council Driveway on River Street will be utilised for Large Vehicle drop-offs (and then wheeled to the building through the forecourt)</p>
7.	<p>Loading bays must provide sufficient manoeuvring areas and allow all service vehicles to enter and leave the site in a forward direction.</p>	<p>Council in pre-development discussions N/A have confirmed that there is the following loading zones:</p> <p>Location 1: There will be a 15min max loading zone to the Council Carpark (ex. 2200mm max height), next to the Goods Lift for smaller deliveries (utes, vans etc.)</p> <p>Location 2: A 15 min max loading zone has been nominated on River Street (taking up 2 parallel parking spots)</p> <p>Location 3: The Council Driveway on River Street will be utilised for Large Vehicle drop-offs (and then wheeled to the building through the forecourt)</p>
8.	<p>For large development, (determined by Council), loading bays should operate independently of other parking areas; i.e. separate access points.</p>	<p>N/A</p> <p>N/A</p>
9.	<p>Service vehicles must be able to sufficiently manoeuvre to and from loading bays in accordance with AUSTROADS Design Vehicular and Turning Templates.</p>	<p>Council in pre-development discussions N/A have confirmed that there is the following loading zones:</p> <p>Location 1: There will be a 15min max loading zone to the Council Carpark (ex. 2200mm max height), next to the Goods Lift for smaller deliveries (utes, vans etc.)</p> <p>Location 2: A 15 min max loading zone has been nominated on River Street (taking up 2 parallel parking spots)</p> <p>Location 3: The Council Driveway on River Street will be utilised for Large Vehicle drop-offs (and then wheeled to the building through the forecourt)</p>

<p>10. Where redevelopment of existing premises is proposed, and the loading, unloading and manoeuvring provisions cannot be met, Council may consider a variation to the DCP requirements where the applicant can demonstrate that public safety will not be compromised.</p>	<p>Council in pre-development discussions have confirmed that there is the following loading zones:</p> <p>Location 1: There will be a 15min max loading zone to the Council Carpark (ex. 2200mm max height), next to the Goods Lift for smaller deliveries (utes, vans etc.)</p> <p>Location 2: A 15 min max loading zone has been nominated on River Street (taking up 2 parallel parking spots)</p> <p>Location 3: The Council Driveway on River Street will be utilised for Large Vehicle drop-offs (and then wheeled to the building through the forecourt)</p>
<p>F6. Access to the Site</p>	
<p><u>Vehicle access</u></p>	
<p>1. All vehicles must enter and leave the site in a forward direction.</p> <p>2. Access points are to be located where they cause the least interference to pedestrian and vehicle movement.</p>	<p>1) The proposal complies. 1) Yes</p> <p>2) Access and egress is from Wharf Street and completely separated from pedestrian movements. 2) Yes</p>
<p>3. The width and location of access driveways must be in accordance with the requirements of AS2890.</p>	<p>The proposal complies Yes</p>
<p>4. Also consult the NR Design Manuals.</p>	<p>The proposal can comply Yes</p>
<p>5. Access points must not be closer than 6 metres to an intersection measured from the property boundary.</p>	<p>The proposal complies Yes</p>
<p>6. The potential for on-street queuing should be eliminated by providing an adequate standing area within the car park.</p>	<p>The proposal complies Yes</p>
<p>7. Where more than 50 parking spaces are required, or a high traffic turnover is likely, e.g. Service stations, a separate entrance and exit are to be provided.</p>	<p>A total of 40 parking spaces is provided Yes</p>
<p>8. Where access to the development site is possible from a road other than a main or arterial road, then this access is to be used.</p>	<p>Access is from Wharf Street, located to the rear of the site Yes</p>

9. The potential for on-street queuing should be eliminated by providing an adequate standing area within the car park.	The proposal complies	Yes
<u>Gradients of Ramps and Access Driveways</u>		
1. At entry and exit points, the ramp or access driveway should be graded to minimise problems associated with crossing the footpath and entering the traffic in the frontage road.	Grade of road frontage is approximately 12%. Access can be achieved into the carpark, however grading of access driveway to be refined during design to ensure grades are complaint with relevant standards.	Yes
2. The maximum gradient on ramps or access driveways must be 1 in 20 (5%) across the property line or at the building alignment and for at least the first 6 metres into the car park.	Grade of road frontage is approximately 12%. Access can be achieved into the carpark, however grading of access driveway to be refined during design to ensure grades are complaint with relevant standards.	Yes
3. All gradients of car parking surfaces, ramps and access driveways must be in accordance with AS2890.	Grade of road frontage is approximately 12%. Access can be achieved into the carpark, however grading of access driveway to be refined during design to ensure grades are complaint with relevant standards.	Yes
	Gradients for parking areas complies.	
4. Also consult the NR Design Manuals.	The proposal can comply	Yes
<u>Sight Distances</u>		
5. Design of parking areas and vehicles access must ensure that there is adequate sight distances to traffic on the frontage road and to pedestrians on the frontage road footpath.	The proposal complies	Yes
6. The minimum sight distances must be in accordance with AS2890.1 – Off-Street Car Parking, Figure 3.2.	SSD achieved to the right SSD not achieved to the left, however there is an existing underground carpark preventing SSD being achieved. The speed from the existing carpark is considered to be 20km/h, requiring a 28m SSD for a 5 second gap.	Minor Variation
<u>Pedestrian access</u>		
7. Adequate pedestrian access to the site is required.	The proposal complies	Yes

F7. Car Park Design

<u>Design and Safety</u>		
1. Car parks must be designed to provide a safe environment for users. The design of the car park and surrounding landscape should provide clear sightlines into and throughout the car park.	The basement plan which includes vehicle turning and circulation movements shows the vehicles can enter, park and leave safely	Yes
2. The layout of the car park should make it easy to enter, leave and drive around the parking area. The design should minimise the probability of vehicle/vehicle conflict and vehicle/pedestrian conflict.	The basement plan which includes vehicle turning and circulation movements shows the vehicles can enter, park and leave safely	
3. Parking area must be designed to reflect the specific requirements of the particular development proposal, the nature of the existing and anticipated surrounding development and the characteristics of the site.	The parking area is wholly contained within the building footprint and has no amenity impacts on surrounding uses. It represents an improvement on the existing situation by removing at grade parking, located outside the building	Yes
4. A parking area should be integrated into the development so that does not dominate the streetscape. This can be achieved by appropriate design and landscaping.	The parking area is designed to be wholly contained in the building footprint.	Yes
<u>Parking directions and signs</u>		
5. Parking spaces should be clearly line marked and signposted where appropriate.	The proposal complies	Yes
6. Where designated car spaces are provided, such as, visitor and disabled persons parking signposting must clearly indicate these spaces.	The proposal complies	Yes
7. Arrow marking on the surface of aisles and driveways should be used to indicate the circulation pattern and whether one-way or two-way movement.	The proposal complies	Yes
8. Car park entries and exits must be clearly marked.	The proposal complies	Yes
<u>Lighting and Ventilation</u>		
9. Covered or enclosed car parks must have adequate lighting and ventilation.	The proposal complies	Yes
10. Where car parks are to be used at night, adequate artificial lighting must be provided for the whole parking area.	The proposal complies	Yes

11. Lighting should be positioned so as to minimise shadows from landscaping and other obstructions	The proposal complies	Yes
F8: Pavement construction		
1. All parking areas must be constructed with a base course pavement of an adequate depth to suit the type of expected traffic, both number and type of vehicles.	This can be included as a condition of consent.	Yes
2. All parking areas must be surfaced with either two coat bitumen seal, asphaltic concrete, concrete or interlocking pavers.	This can be included as a condition of consent.	Yes
3. All vehicle crossings are to be constructed in concrete or interlocking pavers.	This can be included as a condition of consent.	Yes
4. In choosing the pavement type suitable for the proposed development the following factors should be considered: a) Anticipated vehicle volumes and types: b) Run-off gradients, drainage and stormwater management requirements. (Refer to PART G for Sustainable Water Controls). c) Construction constraints. d) California Bearing Ratio (CBR) of subgrade (natural soil).	This can be included as a condition of consent.	Yes
5. Pavement thicknesses for parking areas will be assessed on a site specific basis and must be to the satisfaction of Council.	Noted	Noted
6. Parking areas surfaced with bitumen or asphaltic concrete are to be designed and constructed in accordance with the Northern Rivers Development and Design Manual, Sections D1 and D2.	This can be included as a condition of consent.	N/A
7. Concrete interlocking paver parking areas and vehicle crossings are to be designed and constructed in accordance with guidelines published by the Cement and Concrete Association of Australia.	This can be included as a condition of consent.	N/A

F9. Car parking on flood liable land

Basement level car parking on flood liable land will need to be justified. This justification will need to address the need for pumps and protection from inflow waters based on design flood levels.

The car park is in the undercroft area of an existing building. It is above the 1 in 100 year flood level, but remains partially within the PFM.

The car park has an open design with no barriers that would trap water or people.

F10. Traffic impact of large-scale development

Large scale development or development located on land adjacent to a classified road may require a Traffic Impact Assessment prepared in accordance with the RTA Guidelines for Traffic Generating Development. For details refer to the State Environmental Planning Policy (Infrastructure) 2007.

For large scale developments the provision of the following facilities may be required:

- A drop-off and pick up point for taxis and community buses.
- A parking bay for a community bus.
- Bicycle racks.

A traffic report submitted with this development application has confirmed all parking and drop off requirements for the subject site

Part G: Sustainable Water Controls

G1 – G4

The proposal includes sustainable water features including rainwater tanks, and planta boxes that facilitate reuse of water on the site. .

Part H: Erosion and Sediment Control

Either an Erosion and Sediment Control Plan (ESCP) or a Deemed to Comply Statement must be submitted with a Development Application.

An Erosion and Sediment Control Plan (ESCP) is a document/plan which details control measures to be implemented on a site to minimise the potential for erosion and sedimentation to occur.

Clause H6 General Principles of Erosion and Sediment Control and clause H7 General Erosion and Sediment Controls must be used when preparing an Erosion and

Submitted with this DCP

Yes

Sediment Control Plan (ESCP) for a site.

An ESCP can vary from a simple standard sketch with accompanying notes for minor activities to complex engineering plans and associated documentation for major activities.

The detail required will depend on the scale of the proposed development. Council officers are available for advice if required.

See clause H5 for 'deemed to comply requirements'.

The conditions of consent that are to be applied to Development Applications that include building works are listed in clause H8 and for conditions for subdivision creating more than 2 lots see clause H9.

TABLE H1 identifies what type of ESCP is required.

Any request to vary the erosion and sediment control requirements must be in writing and must be justified

A copy of an example 'standard' ESCP is provided as SCHEDULE H1, and copies are available at Council offices.

PART J ADVERTISEMENTS AND ADVERTISING STRUCTURES

J3	Assessment of Development Applications for Advertising and Signage Structures	An assessment against the provisions of Chapter 3 – Advertising and signage' of the Industry and Employment SEPP 2021 is included in this SEE. The assessment confirms the proposed signage is appropriate and therefore suitable for its context.	Yes
J5	Advertisements and Advertising Structures in Heritage Precincts	The proposed signages identify the site as a Community Hall and essentially are wayfinding. They are not advertising structure. Regardless, signs are appropriately located and integrated into both the building design and site landscaping	Yes
J6	Pole signs	All signage is included within the development proposal.	Yes

J7	Advertisements and Advertising Structures fronting classified roads	Whilst signage does front River Street, this signage is more appropriately described as wayfinding to assist people navigate through the precinct and to the building itself. It is not advertising	Yes
	SCHEDULE J1 ASSESSMENT CRITERIA	This criteria has been addressed during the assessment under the signage provisions of the Industry and Employment SEPP 2021. The proposal complies.	Yes
PART O MACLEAN TOWN CENTRE CONTROLS			
Precinct 5: The Civic Precinct			
	Precinct 5 Policies	Thought the community hall is being replaced, the precinct remains the same as the use does not change.	Yes
1.	This precinct should remain essentially unchanged. Careful maintenance of these important heritage assets must be ongoing.		
2.	Any change to the use of these buildings must follow the 'Adaptation' guidelines as defined by the Burra Charter.	Not applicable	N/A
3.	The site on the corner of McNaughton Place and River Street would benefit from the development of a building which addresses the corner of the site with a two-storey element. The building also needs to address the frontages to River Street and McNaughton Place. This would provide an anchor point between the retail and civic precinct and a counterpoint to the Argyle Hotel building which anchors the opposite end of River Street, visible from this site. Any development on this site must also compliment the Post Office building, particularly with respect to its bulk and form, colours and materials.	Not applicable	N/A
4.	It is suggested that the road width of McNaughton Place be reduced and the relationship with the river strengthened by appropriate landscaping. Tree planting should be established on both sides of McNaughton Place (rather than only the southern side as in the master plan) to create an avenue, and	Not applicable	N/A

frame the view to the river. A simple, formal style of landscaping and paving is appropriate for this precinct, complimentary to works in Precinct 1.

- | | | | |
|----|--|----------------|-----|
| 5. | An avenue of trees in Stanley Street is suggested to be planted to provide a frame for the important vista from River Street to the Catholic Church. | Not applicable | N/A |
|----|--|----------------|-----|

CONCLUSION

Following a review of the relevant planning controls, it is concluded that the proposed development is consistent with the objectives, planning strategies and detailed controls of these planning documents.

Consideration has been given to the potential environmental and amenity impacts that are relevant to the proposed development and this report addresses these impacts.

Having regard to the benefits of the proposal and taking into account the absence of adverse environmental, social or economic impacts, the application is submitted to Council for assessment and granting of development consent. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.