Table 1. Response to Central Coast Council	
Issue	Response
Architectural Design/SEPP 65	
Associated impacts on Kibble Park, including overshadowing, and views to Rumbalara Reserve and Presidents Hill.	The amended design provides for a reduced envelope and massing, as well as a reduced building height. As a result, the proposal delivers an improved solar access to nearby public spaces, including Kibble Park, Rumbalara Reserve and Presidents Hill.
Built form (building height) impacts on overshadowing of public open space. Visual impacts as viewed from sections of Henry Parry Drive.	As above. The amended design package includes a visual impact assessment which assesses the associated built form impact on sections of Henry Parry Drive. The assessment determines that the outcome is reasonable.
Concern regarding the scale and visual prominence of Tower 1 when viewed from Kibble Park. The height of Tower 1 should be reduced by 5 stories and Towers 2 by 3 stories to reducing the scale and visual prominence from Kibble Park.	Tower 1 has been reduced by approximately 6.6m. In doing so, it is believed the visual prominence and scale of the tower is dramatically decreased, providing an appropriate bulk and scale for the site. While Tower 2 has not been reduced in height, Towers 3 and 5 have been reduced by approximately 3.4m and 9m respectively. The reduced building heights, in addition to the revised envelopes result in an appropriate transition of massing across the site, reducing a sense of scale and visual prominence from the surrounding area.
Some exception may be permitted in cases where building height and FSR is non-compliant, subject to demonstrating the design excellence criteria. The resulting visual impacts and overshadowing from the proposal indicates that there has been limited consideration given to design excellence.	The revised design and amended information are supported by a design guideline demonstrating that notwithstanding the height and FSR non-compliances, the proposal is able to demonstrate design excellence. As a result, the proposal will be able to satisfactorily demonstrate that the visual impacts and overshadowing are not unreasonable (refer to amended shadow diagrams and VIA).
Inadequate communal facilities provided for 742 units. No communal facilities have been provided.	Allowance will be made for rooftop communal areas, in addition to landscaped communal areas above each podium. It is expected that these areas will be sufficient to cater for residents.

Table 1. Response to Central Coast Council	
Issue	Response
No overshadowing analysis provided of the future building on the adjoining site.	Amended shadow analysis provided showing overshadowing as a result of the adjoining site. Overshadowing from the adjoining site on the proposed towers and communal areas is deemed to be acceptable and will be further assessed in future detailed applications.
The Architectural Design Report provides insufficient detail with regard to proposed aesthetic.	As the proposal is only for a concept DA, including early works and envelopes, sufficient detail and information has been provided. Detail regarding aesthetics will be provided in a subsequent DA for each proposed tower.
There is no information about how safety is to be provided.	This is a matter for future detailed applications.
Although the proposal includes a mix of 1, 2- and 3-bedroom units, no information is provided on accessible units.	This is a matter for future detailed applications.
Engineering	
Upgrades to Henry Parry Drive/Donnison Street and Henry Parry/William Street intersections should be included in a S7.11 contribution plan. Council does not have a contribution plan for such works nor a mechanism to direct funding to these works. The consent authority should consider that any upgrading of these intersections be undertaken by RMS as a part of contributions received by the State Government for this and future applications related to the proposed masterplan.	These comments are noted and will be considered in future stages for construction works of individuals towers.
A landscaped median approximately 1.2m wide within William Street on the centreline of the road access to the frontage of 'Tower 1' is proposed. This landscaped median is not supported.	The architectural and landscape plans will be updated to remove the landscaped median.
The narrowing of the road pavement in Henry Parry Drive to 12m is no supported.	This comment is noted. The architectural and landscape plans do not propose any modifications to the road pavement along Henry Parry Drive.
Loss of the bus stop in Donnison Street would: a. Require consultation with the local bus companies who utilise the bus stop, b. The proposal does not appear to relocate/replace the stop.	Noted. The architectural and landscape plans will be updated to retain the existing bus stop.
Narrowing of the road pavement within the frontage of the site in Albany Street north between the Albany Street North/Donnison Street intersection and the vehicle crossing in Albany Street north is not supported.	This comment is noted. The architectural and landscape plans will be updated to retain the existing road pavement in this location.
Kerb blisters at the intersections of Henry Parry Drive/Donnison Street and Donnison Street/Albany Street North are not supported.	This comment is noted. The architectural and landscape plans will be updated to retain the existing road pavement in this location.

Table 1. Response to Central Coast Council	
Issue	Response
Changes to parking arrangements in Donnison Street through the provision of indented parking bays and landscaped beds are permitted, provided they are in accordance with the "Gosford City Centre Streetscape Design Guidelines".	Noted. All changes to parking arrangements to be in accordance with the "Gosford City Centre Streetscape Design Guidelines".
A 10-11m long truck is proposed to service the development for garbage/waste servicing. This does not satisfy Council's waste contract and future residential units may not be able to be serviced by Council unless the provision of the truck size is increased.	This comment is noted. The site layout plans will continue to be developed with the loading dock size and layout dependent on the size of Council's garbage truck and the largest service vehicle requiring access. This includes height clearances, access arrangements and manoeuvring areas.
The site is not flood affected; however, there are overland flow paths within the adjoining road reserves. Future stages of the development will need to ensure: a. Suitable crests in rollovers are provided within the development to ensure that flood flows do not enter designated car parking areas within the development; flood gates that rise up to the FPL could be utilised to assist in achieving the above. b. Flood levels for commercial and any habitable areas are to be a minimum of the FPL designates as 0.5m above the flood levels in the adjoining section of the road reserve. c. Building materials below the FPL are to be of a flood compatible type, able to withstand the effects of immersion in water.	Noted. Overland flow paths within the adjoining road reserves will be taken into consideration as part of any future DA.
Council records indicate that a drainage easement in favour of Council exists over these pipelines within adjoining properties. It is unknown if stormwater from these adjacent developments presents connects to the Council stormwater pipeline and easement within these properties which would then flow through the subject site. It is recommended that the consent authority confirm this with the applicant through an additional information request to the applicant.	Noted. DPIE has not advised whether additional information is required. Regardless, this is able to be investigated in detail in future stages.

Table 1. Response to Central Coast Council	
Issue	Response
The 'Engineering Due Diligence Investigation Report' prepared by Northrop is included in the application as Appendix 8. A plan within Appendix 8 of this report includes concept details for a stormwater diversion through and around the subject site whereby stormwater discharging into the site from an adjoining lot is captured and diverted in a northerly direction to William Street and then piped down the William Street and Henry Parry frontages of the site to connect to the stormwater system at the sag low point in Henry Parry Drive. This concept is not compatible with the setbacks proposed in the Masterplan in Appendix 1(A) and the Example Scheme in Appendix 1(B) of this DA in that the details in both Appendix 1(A) and (B) indicate encroachments within the 3m wide drainage easement. No building encroachments are permitted within easements to drain water that benefit Council. It is recommended that these works be undertaken as Stage 1 works associated with the subject DA in conjunction with the proposed demolition works.	It is requested that a condition of consent be included and that this be addressed in Stage 2 DAs.
The site is located within an area that is upstream of an area that is affected by flooding and drainage problems. The following drainage measures are required to be undertaken with future stages of the development to mitigate stormwater drainage in the area: a. OSD to limit post development flows back to pre-development flows for all storms up to and including the 1% AEP storm event. A runoff routing method is to be utilised in the design including a 0% pre-development impervious area for the site as per the requirements of Chapter 6.7 of Council's Gosford DCP 2013. b. Nutrient/pollution controls to achieve the reduction targets contained within Chapter 6.7 of Council's Gosford DCP 2013. c. Retention of rainwater for reuse within the development in accordance with the requirements of Chapter 6.7 of Council's Gosford DCP 2013.	These comments are noted and will be incorporated into any future DA.
Demolition works and/or excavation works for the basement carparks would require dewatering of the site, which will require obtaining appropriate approvals/licences from the NSW Office of Water and Council for any dewatering activities.	To be addressed at construction certificate stage.

Table 1. Response to Central Coast Council	
Issue	Response
Any masterplan approval includes the requirement for the provision of the following approvals and works with the DA's for the future stages of this development: a. A Section 307 Certificate under the *Water Management Act 2000* is to be obtained for each stage of the development/ b. Approval by Council of an application under section 138 of the *Roads Act 1993* for the following works: i. Regrading of the footway formation at +2% from the top of kerb to the property boundary, across the full frontages of the site. ii. Reconstruction of the footways within the frontages of the site to comply with the requirements of full width footway treatments in accordance with the "Gosford City Centre Streetscape Design Guidelines". iii. Heavy-duty vehicle access crossings. iv. Replacement of all redundant vehicle laybacks and/or damaged kerb with new kerb and gutter. v. Removal of all redundant vehicular crossings and the footway formation reinstated in accordance with the "Gosford City Centre Streetscape Design Guidelines". vi. The piping of stormwater from within the site to Council's drainage system located in Henry Parry Drive. vii. Reconstruction to current standards of the pram ramps at intersections. viii. If not previously constructed as part of the demolitions works under SSD 9813, the construction and/or reconstruction of the stormwater drainage works within Albany Street North, William Street, and Henry Parry Drive to include: - Trunk drainage pipelines with a design capacity for the 1%AEP storm event; - Reconstruction/upgrade of the stormwater drainage that crosses Henry Parry Drive from the sag low point within the site frontage in Henry Parry Drive to accommodate the 1%AEP storm event and connect to the existing trunk drainage system within Kibble Park; - The existing pipe and pit in the Albany Street North adjacent to Lot 2 DP 270116 is blocked off so that the pipeline in adjacent lots will be decommissioned as a Council stormwater pipelines such that it will then only operate as an inter-allotment drainage pipeline; and - The pipeline within the site frontage in William Street that crosses William Street is blocked off at the pit. Any changes to regulatory signage within the frontages of the site must be approved/endorsed by Council's Traffic Committee, and where relevant the NSW RMS.	Relevant approvals are noted.

Table 1. Response to Central Coast Council	
Issue	Response
Submission of a dilapidation report to Council with the Roads Act application and/or Construction Certificate application.	This is a matter for the construction certificate stage.
Submission of a Construction Traffic and Pedestrian Management Plan prepared by a suitability qualified professional.	A draft CTMP has been provided, and can be updated for future detailed stages.
The following engineering works within the site included in the approval of a Construction Certificate: a) All access driveways/ramps and car parking areas being designed in accordance with the requirements of relevant AS. b) Stormwater detention system to limit post development flows from the proposed development to less than or equal to predevelopment flows for all storms up to and including 1%AEP storm event. The predevelopment analysis is to incorporate the site as 0% impervious. c) Stormwater to comply with relevant AS. d) Nutrient/pollution control measures. e) On-site stormwater retention measures. f) Interallotment drainage measures as required designed to have a minimum capacity for the 1%AEP storm event. g) Piping of all stormwater from impervious areas within the site via an OSD structure to Council's drainage system located in Henry Parry Drive. h) Floor levels of all commercial and habitable rooms being at a minimum of the required FPL. i) All building materials used or located below the FPL being of a type that is able to withstand the effects of immersion.	Noted. Requested information will be provided with the construction certificate.
Traffic	
GTA Consultants have assumed that 60% of vehicles would use the William Street access, 30% the Donnison Street access and 10% the Albany Street North access.	
a. It is suggested that Donnison St (west) cater for 60% of traffic, William St 30% and Albany St North cater for 20%. This assumption should be checked and confirm by GTA. Perhaps GTA could look how the capacity of the Donnison St/Henry Parry Drive intersection can be upgraded (perhaps investigate options)?	The traffic distribution adopted as part of the transport report was based on existing distribution of traffic at the study intersections, and convenience for site generated traffic to access the surrounding road network. Drivers will naturally choose alternative routes should they be perceived to be easier or faster travel routes. This is especially the case for residents. The distribution effectively shows a 'worse case' scenario and is therefore robust. Any distribution that differs from this would result in better intersection operation than that reported to date.

Table 1. Response to Central Coast Council	
Issue	Response
b. Consistent with achieving greater reliance on Donnison St strategy the following suggestions are made: i. Can carpark driveway access for Tower 1 be redirected from William Street to Donnison Street frontage? ii. Can carpark driveway for Tower 2 be connected to Donnison Street? iii. The through site shared road link between William Street and Donnison Street is supported as it is likely to encourage traffic to use Donnison St for access. iv. When does Tower 3 access the road system? v. Perhaps Tower 1 and 2 could be done in one stage, with a majority of carpark access to Donnison St?	The design has considered a range of options for driveway access into the site and is thought to better accommodate approach and departure routes while also not compromising internal operation and queuing. Gradients across the site prevent practical access from Donnison Street to the basement car park with William Street naturally able to facilitate basement car park access and through site link. The through site link also encourages use of Donnison Street by a variety of users. The traffic modelling included in the transport report supports the proposed access arrangements and resultant traffic distribution. Tower 3 will initially access the site via the William Street access prior to Tower 4 opening and the Donnison Street access coming online.
c. Peak periods; Donnison Street/Henry Parry Drive intersection: i. Based on existing traffic survey counts the Donnison St (west) approach to Henry Parry Drive signals appears to have spare capacity. ii. Similar, based on existing traffic survey counts the Erina East west approach to Henry Parry Drive signals appears to have spare capacity. iii. The Donnison Street approach to Henry Parry Drive signals appears to have low existing traffic volumes for through and left into Henry Parry Drive. Due to the difficult topography there are existing right turn bans from Henry Parry Drive into Donnison St (west) and Donnison St (west) into Henry Parry Drive which are likely to be retained.	With the loss of traffic associated with the existing on-site car park, traffic turning right from Henry Parry Drive into William Street will moderately increase or in the case of the weekday AM peak, reduce from existing conditions as a result of the proposed development. SIDRA modelling included in the transport report confirms that this right turn is expected to continue to operate well with spare capacity (LOS C or better) in all 2029 peak periods. 95th percentile queues are expected to be between five metres and 60 metres in any peak hour in 2029, well below the existing available lane storage of circa 100 metres on Henry Parry Drive. It is also noted that sensitivity testing indicates that northbound vehicles on Henry Parry Drive will tend to avoid the centre lane in favour of the kerbside lane. This is not significantly influenced by the right turn volumes themselves.

Table 1. Response to Central Coast Council	
Issue	Response
d. There appears to be little discussion on likely active trips impacts at both adjacent intersections on Henry Parry Dr at William Street and Donnison Street. Discussion of the likely pedestrian movement impacts for each peak is requested.	The transport report tested the 10-year post development scenario with significantly increased pedestrian volumes (400 pedestrians) on the southern leg of the Henry Parry Drive/ William Street intersection to understand the impact of increased pedestrian movements travelling between the site, Gosford city centre and public transport facilities. The results of the assessment are detailed in Table 1. The results indicate that increased pedestrian volumes do not have a material effect on intersection operation during any peak hour. This is mostly due to the existing weekday pedestrian volumes being greater than 50 per hour, hence SIDRA modelling already triggers the pedestrian phase on each cycle. Increasing the pedestrian volumes to 400 therefore requires no more green time than existing. This will also maintain an appropriate level of pedestrian amenity. It is noted that very few pedestrians use this crossing on Saturdays. This results in a somewhat larger impact associated with increased pedestrian activity. That said, and as suggested by Council, traffic is likely to respond positively to any such short term and/ or immediate congestion. For example, traffic exiting the site can use Donnison Street on exit rather than William Street to access Henry Parry Drive. Should this be the case, SIDRA modelling confirms that pedestrians would have a negligible impact on the operation of the intersection, including the left turns from William Street into Henry Parry Drive.
e. If possible, for each stage of development some off-street parking should be retained rather than being demolished altogether. Council is concerned that the demolition stage could be the only stage of development and no further stages of development occur in the future? This would be a very unfortunate outcome in maintaining a minimal level of service for a significant existing parking asset in the city centre.	Noted. This has been addressed in a staging plan provided with the RTS. Off-street parking is to be provided during each stage of development.

Table 1. Response to Central Coast Council	
Issue	Response
f. As outlined in the SEAR's Attachment A Strategic Plan "Gosford City Centre Transport Management and Accessibility Plan"; the Donnison Street railway overbridge requires major upgrading now for improved bus, vehicle, pedestrian and cyclists' access across the railway corridor.	This comment is noted. This detail is likely to be incorporated into the traffic model being prepared by Council.
g. The location of proposed driveway to Tower 1 on William Street appears to be very close to the Henry Parry Drive/William Street signals. William Street has two storage lanes that could be impacted, creating queuing concerns causing congestion and safety issues. i. The Applicant is requested to clarify and possibly address these concerns by: - Relocating the driveway further west away from the existing traffic storage lanes. - If possible, relocate driveway access to Donnison Street frontage. - Alternatively, a physical central median could be constructed in William Street to ban right turns. Car into Tower 1 carpark are then likely out u-turns in William Street and arrive via Donnison St or Erina Street.	The access driveway is proposed to be located around 45 metres east of the Henry Parry Drive/ William Street intersection. To understand the potential impact of the proposed driveway, the 10-year post development SIDRA intersection scenario has been tested with the access driveway included in the network model. The results indicate that the driveway location does not impact operation of the intersection during any road network peak hour. The site access driveway (including the right turn in) operates well with a LOS A, with the Henry Parry Drive south approach right turn and north approach left turn into William Street not affected. There is also nominal (less than five metres) queuing for the west approach to the proposed access driveway. Queuing on William Street is therefore not expected to extend as far as Henry Parry Drive in any peak hour as a result of the proposal.
Waste	
Any future Development Application designed to comply with all matters detailed in the Gosford DCP 2013, Chapter 7.2 – Waste Management.	Noted. Any future Development Application will ensure compliance with Gosford DCP 2013, Chapter 7.2 – Waste Management.
Any proposal will require residential and commercial waste to be stored separately with residential waste serviced by Councils contractor in accordance with the current Domestic Waste Contract provisions.	As above.
Waste vehicle entry/exit from the site must be in a forward direction without crossing the centre line of the public road access Is provided from.	As above.

Table 1. Response to Central Coast Council	
Issue	Response
Wall waste vehicle entry/exit and internal manoeuvring must be demonstrated by swept turning path overlays to AS2890.2 for a rear loading HRV. A min 4.0m vertical height clearance must be provided.	As above.
Future residential waste to be stored in 1.1m^3 bulk waste bins. The residential waste storage enclosure must be located to provide read roll out of bulk waste bins to the rear of the waste collection vehicle.	As above.
The waste servicing location must not impede other vehicle access while servicing of bulk waste bins is undertaken.	As above.
Commercial waste to be serviced by a private, commercial waste contractor.	Noted. Any future Development Application will ensure compliance with Gosford DCP 2013, Chapter 7.2 – Waste Management.
The commercial waste storage enclosure to be similarly located as per the residential waste storage enclosure.	As above.
All DAs will require a detailed comprehensive signed and dated WMP for all site preparation, construction, use of premises and on-going management of waste.	As above.
All major construction components are required to be identified with an estimated volume of waste indicated.	As above.
Ensure a figure is provided for residual waste to cover those materials that are unable or not feasible to separate.	As above.
Water & Services	
The developer shall be required to submit an application to Council under Section 305 of the Water Management Act 2000, to obtain a Section 307 Certificate of Compliance. The Application for a Section 307 Certificate under Section 305 Water Management Act 2000 form can be found on Council's website www.centralcoast.nsw.gov. Early application is recommended. A Section 307 Certificate must be obtained prior to the issue of any Construction Certificate. Section 307 developer contributions shall apply. The development shall impact an existing Council sewer main currently located centrally within the development site. The sewer main, which services land to the east of the development site, will be required to be relocated prior to commencement of demolition of existing structures on the land. Engineering details for relocation of this sewer main must be submitted to Council for approval. Relocation of this sewer main shall be at the developer's full cost.	Noted as required for future works.
Environmental Health	

Table 1. Response to Central Coast Council	
Issue	Response
The construction management plan does not include any specific details on how demolition works will be controlled to reduce the risk of negatively impacting on the surrounding areas air quality.	The amended package is supported by an updated CMP addressing how demolition works will be controlled to reduce the risk of negatively impacting on the surrounding areas air quality.
The current building was constructed in approximately 1978 and is expected to contain ACM.	Noted. It is requested that any relevant conditions of consent be applied addressing this.
The Construction Management Plan does not include any specific details on how demolition works will be controlled to reduce the risk of causing offensive noise to the surrounding land.	The amended package is supported by an updated CMP addressing how demolition works will be controlled to reduce the risk of causing offensive noise to the surrounding land.
The area of disturbance is approximately 13,988m^2. Section 6.3 of the Gosford DCP requires a soil and water management plan, which has not been provided by the applicant.	Noted. It is requested that should DPIE require this, then a condition of consent be applied requesting so.
Landscaping	
The Landscape Master Plan July 2019 shows retention of most existing trees located on road reserve Henry Parry Drive and Donnison Street. The most prominent trees are planted Eucalypt that are out growing the available which is evident by the visible uplifting of pavement. Other undesirable features of the existing trees were extensive cambium (bark) damage due to passing vehicles, poor condition and bracket fungus. Such a development provides an opportunity to remove existing trees reaching the end of their useful life and plant new advanced trees in accordance with Gosford City Centre Streetscape Guidelines 2011. Removal of the trees and replacement at the end of construction would also reduce constraints during demolition and the redevelopment. It is also considered unlikely that removal and replacement of civil infrastructure around existing trees could be undertaken without adverse impacts. It is recommended that the plans be amended to show removal of all trees and show additional street tree planting in those vicinities in accordance with Gosford City Centre Streetscape Guidelines 2011.	As requested by Council, an assessment of the health of the trees along street boundaries was undertaken which has recommended their removal.