



Submissions Report

State Significant Development (SSD-69773460)

Mixed Use Development

35-37 Dwyer Street and 372-374 Mann Street, North Gosford

PLANNING. URBAN DESIGN. HERITAGE

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B.	Amended Architectural Plans (<i>Curzon and Partners</i>)
C.	Amended Visual Analysis (<i>Curzon and Partners</i>)
D.	Amended Landscape Plans (<i>Site Image</i>)
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F.	Addendum Transport Letter (<i>Ason Group</i>)
G.	Amended Civil Engineering Drawings (<i>Smart Structures</i>)
H.	Addendum Stormwater Letter (<i>Smart Structures</i>)
I.	Amended Waste Management Plan (<i>Dickens Solutions</i>)
J.	Amended Services Report (<i>Waterman</i>)

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Abbreviations

Council	Central Coast Council
DFP	DFP Planning Pty Ltd
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
SSDA	State significant development application

1 Introduction

1.1 Purpose of this Report

DFP Planning Pty Ltd (DFP) has been commissioned by Stockbridge Properties Pty Ltd to assist in the planning and design of a State Significant Development Application (SSDA) to be assessed by the NSW Department of Planning, Housing and Infrastructure (DPHI).

The proposed SSDA comprises the demolition of existing structures and construction of a mixed-use development located 35-37 Dwyer Street and 372-374 Mann Street, North Gosford. The proposed development is to include:

- three buildings ranging in height between seven (7) and 21 storeys;
- a total of 249 apartments comprising:
 - 81 x 1 bedroom apartments;
 - 137 x 2 bedroom apartments;
 - 31 x 3 bedroom apartments;
- a ground floor commercial premises (213m²);
- three (3) to six (6) levels of basement including 353 parking spaces; and
- public domain works to Dwyer Street and Mann Street.



Figure 1 Photomontage

DFP prepared an Environmental Impact Statement (EIS) report which accompanied a SSDA (SSD-69773460) which was lodged with the DPHI on 3 September 2025.

Subsequently, the DPHI publicly exhibited the SSDA between 10 September 2025 and 7 October 2025. During that time, twenty-nine (29) submissions were received by the DPHI including a submission from the Central Coast Council, six submissions from the various NSW Government agencies, and twenty-two (22) public submissions.

This Submissions Report has been prepared in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Part 8 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation) to analyse the submissions received and to provide a response to those submissions including, where relevant, provision of additional or amended supporting material to enable the DPHI to finalise their assessment of the proposed

1 Introduction

development and for the Minister (or delegate) to determine the SSDA in accordance with Section 4.38 of the EP&A Act.

1.2 Material Relied Upon

This Submissions Report has been prepared by DFP based on the EIS lodged with the SSDA and additional or amended information listed in the **Contents**.

2 Analysis of Submissions

This section of the report provides an analysis of the submissions received during the public exhibition of the application including the people or groups who made submissions and categorising the issues raised.

2.1 Breakdown of Submissions

DPHI publicly exhibited the SSDA between 10 September 2025 and 7 October 2025. Twenty-nine (29) submissions were received by the DPHI including a submission from Central Coast Council (Council), seven (7) submissions from various NSW government/service agencies and twenty-two (22) public submissions.

Attachment A to this Submissions Report is a Register of Submissions.

The public authorities (Local and State) that made submissions included:

- Council;
- Central Coast Local Health District;
- Department of Climate Change, Energy, the Environment and Water;
- Heritage NSW;
- Environment Protection Authority (EPA);
- Transport for NSW (Roads);
- Transport for NSW (Trains); and
- Ausgrid.

Of the eight (8) submissions from authorities received:

- Five (5) did not object or require a response from the Applicant and the matters in these submissions can be incorporated as conditions of consent as relevant/required (Central Coast Local Health District, Ausgrid, EPA, Transport for NSW (Trains), Transport for NSW (Roads); and
- Three (3) did not object but have requested additional information (Heritage NSW, Central Coast Council and Department of Climate Change, Energy, the Environment and Water) (Note: this Submissions report requests DCCEE requirements are conditioned).

Of the twenty-two (22) public submissions received:

- Two (2) expressed support; and
- Twenty (20) objected.

2.2 Request for Additional Information

On 27 November 2025, DPHI provided a request for additional information (RFI) letter outlining key issues to be addressed.

The DPHI RFI letter requests the key issues be addressed within the Submissions Report, concurrent with the response to the other submissions received.

2.3 Categorisation of Issues Raised

The following sub-sections categorise the issues raised in the public authority submissions (**Section 2.1**) and the DPHI request for additional information (**Section 2.2**). **Section 4** of this report includes a detailed response to these issues. A copy of all submissions received is available at <https://www.planningportal.nsw.gov.au/major-projects/projects/mixed-use-development-north-gosford>

2 Analysis of Submissions

2.3.1 Built Form

Issues in relation to built form were raised by multiple public submissions and in the DPHI RFI.

The built form issues raised in the public submissions primarily relate to building height, the planning controls for building height and the compatibility with the surrounding built-form.

DPHI requested additional details on the Architectural Plans, relating to Sections for Buildings B2 and B3, a public domain staging plan and amended landscaping plans.

A detailed breakdown of these submissions and RFI is provided at **Section 4.1** of this Submissions Report.

2.3.2 Environmental Amenity

Environmental amenity issues were raised in public submissions and by the Central Coast Local Health District and DPHI.

The environmental amenity issues raised through public submissions include noise, overshadowing, privacy and wind tunnelling from the proposed development. Additionally, the Central Coast Local Health District raised environmental amenity issues regarding air quality impacts during construction.

DPHI requested further details clarifying potential wind impacts on pedestrian safety and comfort within the plaza, public domain and communal rooftop. Additional information relating to sun shading, deep soil and tree canopy coverage is also requested as part of the DPHI RFI.

A detailed breakdown of these submissions and RFI is provided at **Section 4.2** of this Submissions Report.

2.3.3 Visual Impact

Visual impact was raised by multiple public submissions. The visual impact issues raised relate to the loss or obstruction of views from nearby residencies.

The DPHI RFI also requested an amended view analysis, which includes topography and future building envelopes of the Gosford City Centre.

A detailed breakdown of these submissions and RFI is provided at **Section 4.3** of this Submissions Report.

2.3.4 Biodiversity

Biodiversity issues were raised in multiple public submissions.

The biodiversity issues raised relate to impacts on nearby endangered species and the reduction in canopy coverage through the removal of trees.

A detailed breakdown of these submissions is provided at **Section 4.4** of this Submissions Report.

2.3.5 Traffic, Transport and Accessibility

Traffic, transport and accessibility matters were raised in multiple public submissions, Central Coast Council, Transport for New South Wales and by DPHI.

Key issues in the public submissions relate to traffic generation, parking considerations and the lack of public transport around the site.

Central Coast Council raised traffic, transport and accessibility issues in relation to car park design, private road functioning, access to adjoining properties, details of the traffic management system, vehicle manoeuvring and impacts on intersection performance.

The Central Coast Local Health District confirmed review of the helicopter flight path assessment and no objection subject to the mitigation measures being a condition.

2 Analysis of Submissions

Transport for NSW requested consideration of a draft strategy cycleway connecting Wyoming and Gosford CBD as the development progresses. This is taken to be co-ordination that can be conditioned.

DPHI has requested that consultation be undertaken with Council on the required design standard of the new road and Council's willingness to accept dedication of the road. Details relating to how the road will operate independently must also be demonstrated.

DPHI also provided comments on the submitted Traffic Impact Assessment, relating to traffic assignment accuracy, model calibration and validation and intersection mitigation measures.

A detailed breakdown of these submissions and RFI's is provided at **Section 4.5** of this Submissions Report.

2.3.6 Noise and Vibration

Noise issues were raised in multiple public submissions. The noise issues raised relate to noise impacts on nearby residencies generated during construction and by future residents.

A detailed breakdown of these submissions is provided at **Section 4.6** of this Submissions Report.

2.3.7 Stormwater Design and Flooding

Stormwater design issues were raised by Central Coast Council and DPHI. The water management issues raised relate to the private road grade and the capacity of Council drainage infrastructure.

It is noted a late submission was made from the Department of Climate Change, Energy the Environment and Water (DCCEEW) but was not published or notified to the applicant on the Planning Portal. DCCEEW state that the EIS complies with the SEARs. It is requested that the compliance overlay be conditioned.

A detailed breakdown of these submissions is provided at **Section 4.7** of this Submissions Report.

2.3.8 Ground and Water Conditions

Ground and water condition issues were raised by Central Coast Council. The issues relate to geotechnical engineering requirements.

A detailed breakdown of these submissions is provided at **Section 4.8** of this Submissions Report.

2.3.9 Contamination

Contamination reporting requirements were raised by Central Coast Council and DPHI.

Both Central Coast Council and DPHI provided comments relating to the provision of a Preliminary Acid Sulfate Soils Management Plan, noting the site's location within 500m of land mapped a Class 5 Acid Sulfate Soils.

Central Coast Council also requested further reporting/certification of the contamination reporting submitted with the SSDA.

A detailed breakdown of these submissions and RFI is provided at **Section 4.9** of this Submissions Report.

2.3.10 Waste Management

Waste management issues were raised by Central Coast Council and DPHI.

The waste management issues raised by Central Coast Council relate to chute design, food and organics waste, basement level waste storage area design, bulk waste storage and frequency of collection.

DPHI requested a review of the proposed operational waste management measures and collection arrangements.

2 Analysis of Submissions

A detailed breakdown of these submissions and RFI is provided at **Section 4.10** of this Submissions Report.

2.3.11 Aboriginal Cultural Heritage

Heritage NSW raised issues in relation to the currency of the Aboriginal Heritage Information Management System (AHIMS) search provided within the EIS.

Additionally, Heritage NSW provided advice in relation to continuous consultation with Registered Aboriginal Parties.

A detailed breakdown of these submissions is provided at **Section 4.11** of this Submissions Report.

2.3.12 Social Impact

Various issues relating to environmental amenity were raised by public submissions and the Central Coast Local Health District. The main contention raised through public submissions involved the failure to adequately consider potential social impacts.

Additionally, the Central Coast Local Health District raised social impact concerns regarding cumulative health impacts and the provision of affordable and appropriate housing.

A detailed breakdown of these submissions is provided at **Section 4.12** of this Submissions Report.

2.3.13 Infrastructure Requirements and Utilities

Infrastructure requirements and utility comments were provided by four (4) public authorities including Central Coast Local Health District, Central Coast Council, Transport for NSW (Trains) and Ausgrid. The comments are largely able to be satisfied by conditions.

A detailed breakdown of these submissions is provided at **Section 4.13** of this Submissions Report.

2.3.14 Construction, Operation and Staging

Construction management issues were raised in the public authority and public submissions. These matters are addressed in previous sections (e.g. construction noise is addressed in Environmental Amenity).

A response in relation to staging is provided at **Section 4.14** of this Submissions Report.

3 Actions Taken Since Exhibition

This section summarises the actions taken by the Applicant and project team since the public exhibition, with a view to addressing certain issues raised in submissions and agency advice.

3.1 Consultation

The applicant's traffic consultant discussed the traffic matters with DPHI and Transport for NSW

3.2 Actions Taken in Response to Categories of Issues Raised

3.2.1 Built Form

Additional section drawings have been prepared for Building B2 and B3 in relation to the balcony/shading detail (Refer to new Drawing No. DA-602) (**Attachment B**).

The ground floor terrace on-structure landscaping adjacent to the proposed private road/driveway has been amended to increase soil volume for tree planting by removing a dividing planter box wall and stepping in the palisade front fence. **Figure 2** provides a section of the original and amended planting area. Amended landscape plans are provided at **Attachment D**.

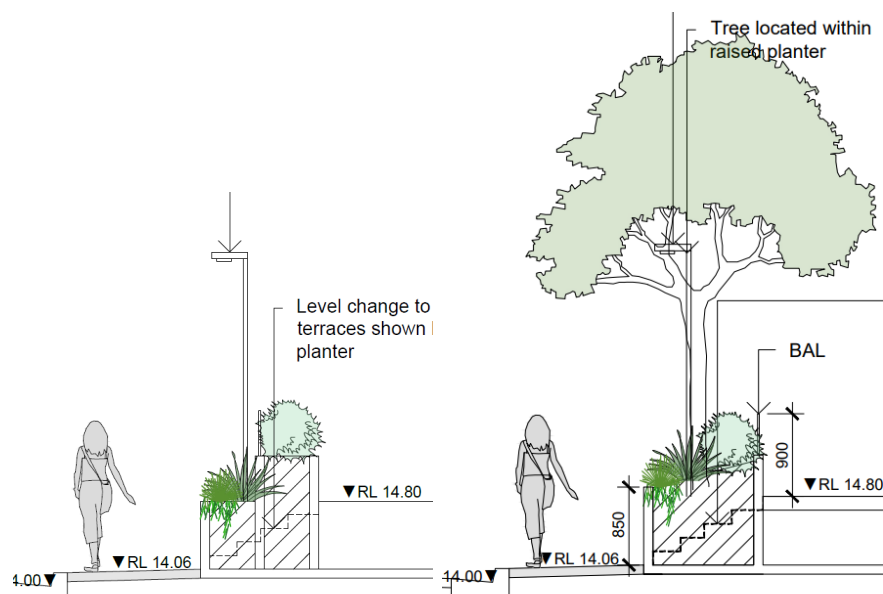


Figure 2 Comparison of Original and Amended On-Structure Landscaping Adjacent to Private Road/Driveway

3.2.2 Environmental Amenity

Amended sectional detail is provided for Buildings B2 and B3 in relation to sun-shading. An excerpt of new architectural drawing no. DA-602 is provided in **Figure 3. Section 4.2** provides a written response to the matters raised.

3 Actions Taken Since Exhibition

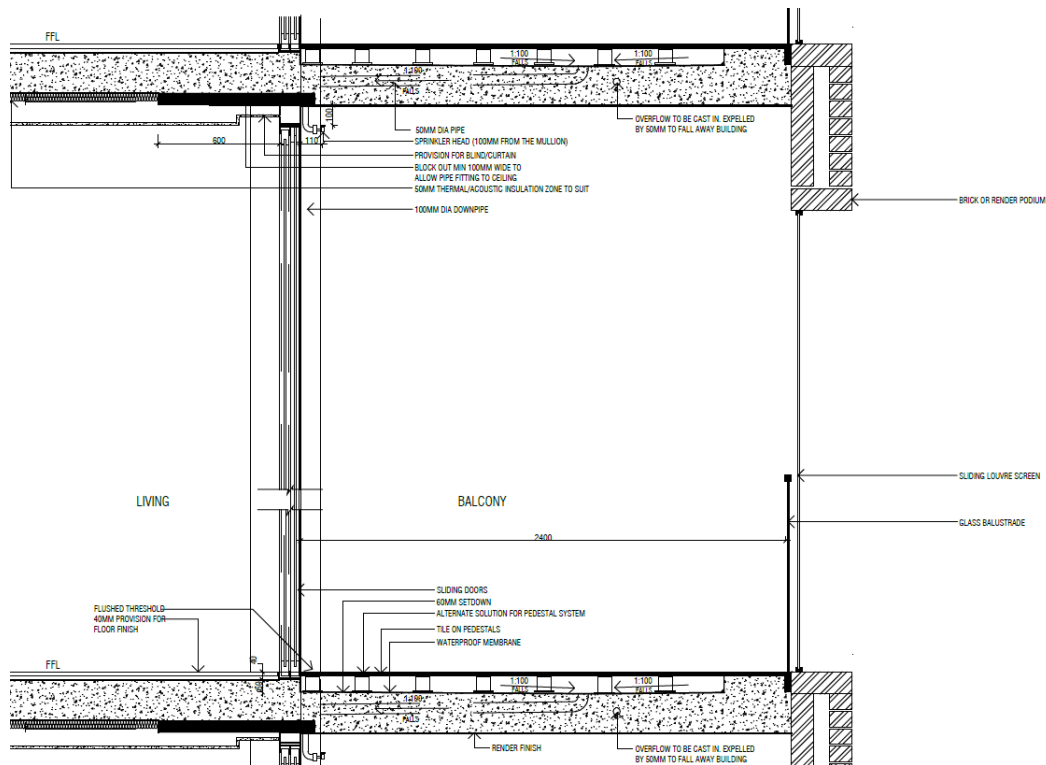


Figure 3 Sun Shading – Podium B2 and B3

3.2.3 Visual Impact

Additional information has been prepared in relation to visual impact including an amended visual analysis and model of the proposed development in the context of the broader topography (**Attachment C**).

The visual analysis has been amended to incorporate future context and show top of the proposed building in each perspective. **Figure 4** provides an example of an amended visual analysis.



Figure 4 Example of Amended Visual Analysis

3 Actions Taken Since Exhibition

In addition, the topography of the surrounding escarpment has been modelled to demonstrate the height of the build fits within that context as envisaged in the original urban design intent for Gosford City Centre (**Figure 5**).



Figure 5 Topographic Context Model (viewed from North)

3.2.4 Biodiversity

No new or amended information is provided in relation to biodiversity. **Section 4.4** provides a written response to the matters raised.

3.2.5 Traffic, Transport and Accessibility

An Addendum Transport Letter has been prepared (**Attachment F**). The statement summarises the basement ramp, service vehicle manoeuvring and SIDRA modelling amendments that have been made in response to comments from Council and DPHI.

The SIDRA model amendments result in the Level of Service (LOS) of the intersection of Mann Street and Dwyer Street remaining LOS C in the AM peak and LOS D in the PM peak with the development at year of opening (**Table 1** and **Table 2**)

Table 1 Year of Opening Base (2028)

Intersection	Peak	DOS	Average Delay(s)	95 th Percentile Queue (m)	LOS
Mann Street / Dwyer Street	AM	0.32	33	9	C
	PM	0.33	45	9	D
Henry Parry Drive / Dwyer Street	AM	0.95	59	157	E
	PM	0.86	24	128	B
Mann Street / Racecourse Road / Etna Street	AM	0.85	33	110	C
	PM	0.91	39	186	C

Table 2 Year of Opening Base plus Development (2028)

Intersection	Peak	DOS	Average Delay(s)	95 th Percentile Queue (m)	LOS
Mann Street / Dwyer Street	AM	0.35	35	9	C
	PM	0.28	52	6	D
Henry Parry Drive / Dwyer Street	AM	0.95	60	161	E
	PM	0.87	25	25	B
Mann Street / Racecourse Road / Etna Street	AM	0.86	34	112	C
	PM	0.94	42	208	C

3 Actions Taken Since Exhibition

Accordingly, no intersection signalisation is required as a result of the development noting the project continues to propose public domain upgrades in accordance with Council's Street Design Guidelines adjacent to the frontage along Dwyer Street and Mann Street to the road centreline.

3.2.6 Noise and Vibration

No new or amended information is provided in relation to noise and vibration. **Section 4.6** provides a written response to the matters raised.

3.2.7 Stormwater Design and Flooding

Amended civil engineering drawings (**Attachment G**) and an addendum stormwater letter (**Attachment H**) have been prepared.

The amended civil engineering drawings provide a crest in the private road/driveway to ensure surface water from Dwyer Street does not enter the site. **Figure 6** provides an excerpt of the original and amended civil engineering drawings to demonstrate the introduction of the crest.

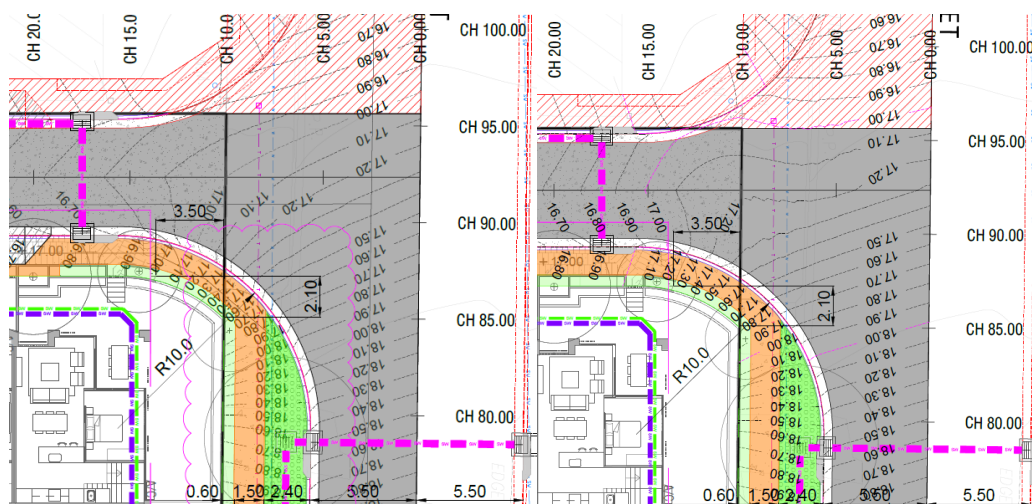


Figure 6 Original (Left) and Amended (Right) Civil Engineering Drawings

The addendum stormwater letter demonstrates that the proposed development provides an OSD that is sized such that the post-developed flow is less than the pre-developed flow in both the 5% and 1% rainfall event. **Table 3** provides an excerpt of the calculations.

Table 3 Pre and Post Developed Flow Rates

	5% AEP	1% AEP
Post-Developed Peak Flow (m3/s)	0.239(0.194+0.045)	0.332(0.26+0.072)
Pre-Developed Peak Flow (m3/s)	0.243	0.384

3.2.8 Ground and Water Conditions

No new or amended information is provided in relation to ground and water conditions. **Section 4.8** provides a written response to the matters raised.

3.2.9 Contamination

No new or amended information is provided in relation to ground and water conditions. **Section 4.9** provides a written response to the matters raised.

3.2.10 Waste Management

An amended Waste Management Plan has been prepared (**Attachment I**) and updated plans provided to clarify the operational waste management.

3 Actions Taken Since Exhibition

Amended Basement Waste Collection Layout

Significant improvements have been made to the waste collection layout including the following:

- Providing **bulky waste storage areas** in accordance with Council requirements on the Basement 1 level within Buildings B1 and B2;
- Providing separate bin tugs to Buildings B1 and B2 including a dedicated **bin tug parking area** within both buildings; and
- Relocating the **residential bin holding area** on the Basement 1 level within Buildings B1 and B2 to improve functionality of waste collection.

A comparison of the original and amended loading area within Building B1 and Building B2 is provided in **Figure 7** and **Figure 8** respectively.

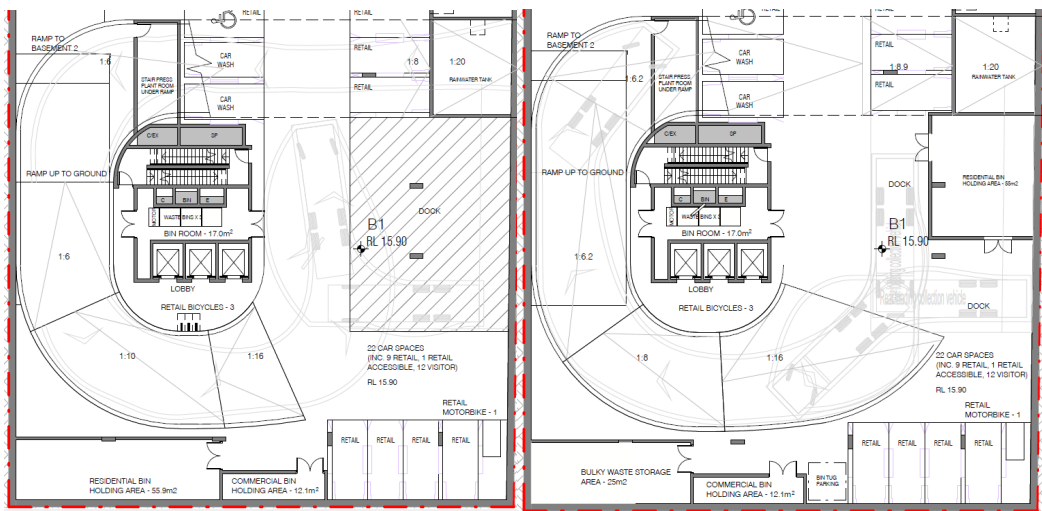


Figure 7 Original (Left) and Amended (Right) Loading Area – Building B1

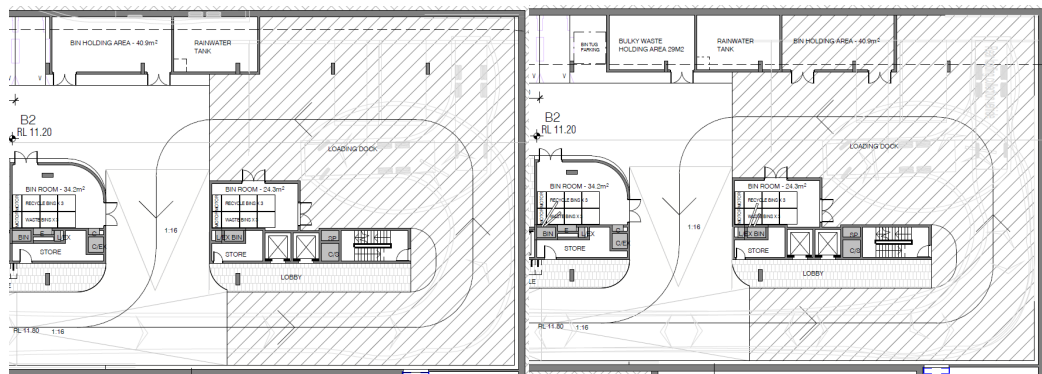


Figure 8 Original and Amended Loading Area – Building B2

3 Actions Taken Since Exhibition

Chute System Detail

Additional chute system detail has been provided within the amended Waste Management Plan (**Attachment I**) and within the amended architectural plans (**Attachment B**).

Waste Vehicle Manoeuvring

Waste vehicle manoeuvring to the loading area within Building B1 has been updated to remove the requirement to stand in the aisle during collection as shown in the amended swept paths within the Addendum Transport Letter (**Attachment F**) as shown in **Figure 9**.

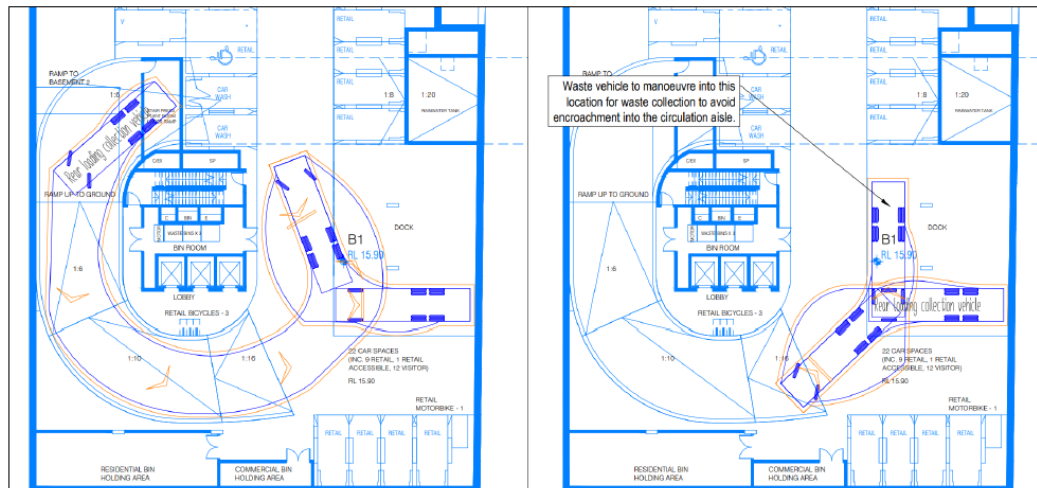


Figure 9 Amended Swept Paths

The servicing will require a traffic management system while the waste collection vehicle is traversing the ramp. The traffic consultant has advised of the principles to be adopted for the traffic management system (laser triggered warning lights, line marking, convex mirrors) which would be subject to detailed design at Construction Certificate stage.

3.2.11 Aboriginal Cultural Heritage

The AHIMS search has been reviewed and found to be current with no update required to the ACHAR.

3.2.12 Social Impact

No new or amended information is provided in relation to social impact. **Section 4.12** provides a written response to the matters raised.

3.2.13 Infrastructure Requirements and Utilities

An Amended Services Report has been prepared (**Attachment J**) to provide an additional diagram showing an indicative sewer re-routing around the basement of Building B2/B3 as shown in **Figure 10**.

3 Actions Taken Since Exhibition

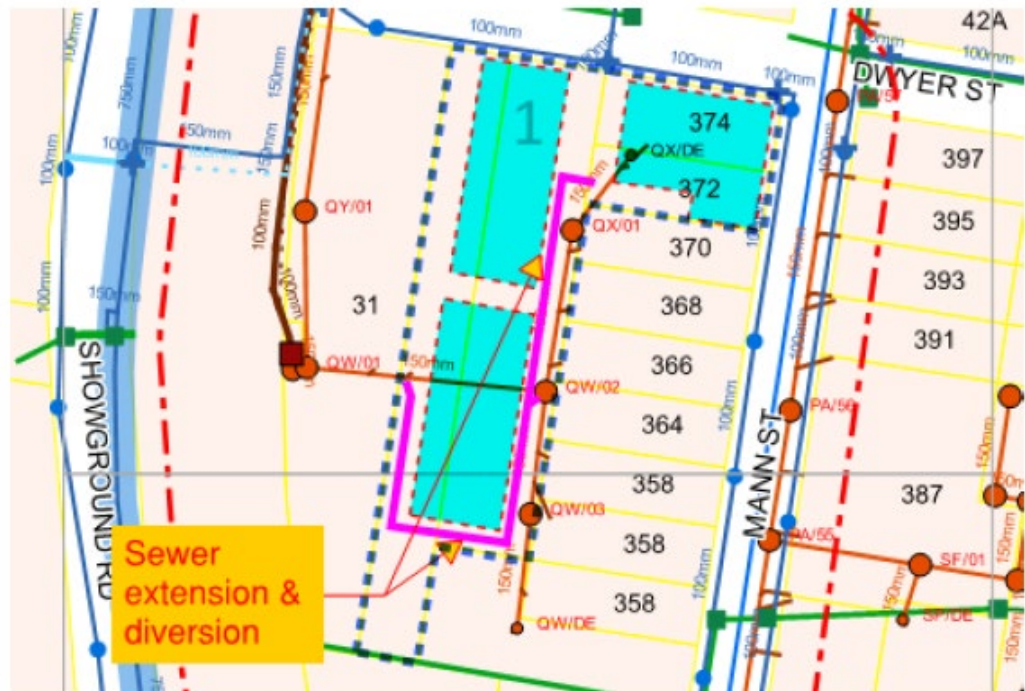


Figure 10 Indicative Sewer Realignment

3.2.14 Construction, Operation and Staging

No new or amended information is provided in relation to construction, operation and staging. **Section 4.14** provides a written response to the matters raised.

4 Response to Submissions

The following subsections provide a detailed response to the issues raised in the agency advices and public submissions received during the exhibition of the SSDA and is structured to respond to the categorised issues identified in **Section 2.3** of this report.

4.1 Built Form

Table 4 provides a summary response to the built form issues raised in public submissions.

Ref.	Summary of Submission Topic	Response	Reference
1.1	Department of Planning, Housing and Infrastructure Please provide the following: • detailed sections for Buildings B2 and B3 (similar to those provided for the tower); • a public domain staging plan that details how and when the proposed public domain works will be delivered; and • amended landscaping plans that detail the proposed landscape staging.	Section drawings generally are already provided for Buildings B1, B2 and B3. Additional balcony sectional detail is provided for the purpose of demonstrating sun shading in new architectural drawing no. DA-602. No public domain or landscaping staging plan is provided as the project does not seek consent for a staged development.	Attachment B
1.2	City of Gosford Design Advisory Panel Detailed sun-shading to the east and west elevations of buildings B2 and B3 and consider additional sun-shading for the western elevation of the tower, noting the proposed shading provides limited coverage and benefit.	Additional sun-shading is detailed in a new architectural drawing No. DA 602 for Building B2 and B3. The lower podium is shaded by a 500mm brick/render edge. Both the lower and upper podium are provided a sliding louvre screen. Additional detail is provided in relation to Building B1 shading as shown on amended drawing Nos. DA-600.	Attachment B
1.3	Public submissions raised concern regarding site suitability including: • Non-compliance with relevant zoning controls and objectives; • Incompatibility with the locality's existing built character; • Limited access to adequate transport, services, and amenities given the location of the site at the periphery of 'Gosford City Centre'; and • Similarities with the refused DA 49565/2016 in 2016 which was found to be unsuitable.	The site is within the mapped Gosford City Centre under <i>State Environmental Planning Policy (Precincts - Regional) 2021</i> (SEPP PR). The proposed development is permissible in the zone. The site area meets the requirements for potential height and FSR uplift which has been sought subject to extensive liaising with the Government Architect's City of Gosford Design Advisory Panel. The design quality and urban design of the project exceeds that of the previous development application on the site. The project is well located in relation to both bus and train services and the provision of housing in this location will support the viability of the commercial core and contribute to the urban renewal of the locality in accordance with the planning framework for the northern part of the precinct.	EIS
1.4	Public submissions raised concern with the height and scale of the proposed development. Concerns regarding height and scale of the proposed development include: • Inconsistency with the maximum height limit of 36m and height of building objectives;	The proposed development seeks additional height and floor space ratio under Section 5.46 of SEPP PR. Consolidation of site areas is the intent of Section 5.46(4)(a) of SEPP PR. The additional floor space and building height has been reviewed by the City of Gosford Design Advisory Panel.	EIS Appendix C

4 Response to Submissions

Table 4 Summary of Responses relating to Built Form

Ref.	Summary of Submission Topic	Response	Reference
	- Inconsistency with the maximum FSR of 4:1; - The exhibited artists impressions inaccurately depict height - as the comparative building mass to the sites east does not reflect the existing building mass or height limit for that site; - Building scale not respectfully transition from existing structures; - Section 5.46(4)(a) of SEPP PR requires the site area of the development to be at least 5,600m² for additional height and FSR. While the combined Site A and Site B areas total 7,038m² the tower component is situated on only a 1,576 m². This presents an excessive overdevelopment of that portion of the site; - Inadequate commercial floor space is provided contrary to Section 5.46(4)(e) of SEPP PR as only 0.9% of the total GFA is commercial floor space; and - Setting a negative precedent for future developments in North Gosford;	The commercial floor space was discussed with the City of Gosford Design Advisory Panel. The quantum of commercial floor space is appropriate for the location. The focus for the outer areas is for additional housing to support larger commercial floor space in the centre of Gosford City Centre. For further information on the application of SEPP PR see the EIS and Appendix C.	
1.5	Public submissions raised concern with the design quality of the proposed development. Concerns regarding design include: - Inconsistency with the nine design quality principles and the ADG required by SEPP Housing. In particular, principle 1 'context and neighbourhood character', principle 2 'built form and scale' and principle 6 'amenity'; - Design excellence is not achieved in accordance with Section 5.45 of SEPP PR; and - There would be no need for the proposed public spaces as the existing area has low pedestrian foot traffic and that surrounding uses would not support it.	The design quality principles and ADG have been addressed in the Architectural Design Report (Appendix H). Design excellence has been addressed in detailed in the statutory compliance tables within Appendix C. The proposed public space is within private land and will provide activation of the commercial space, weather protection and a sense of residential address.	EIS Appendix C Appendix H

4.2 Environmental Amenity

Table 5 provides a summary response to the environmental amenity issues raised in submissions.

Table 5 Summary of Responses relating to Environmental Amenity

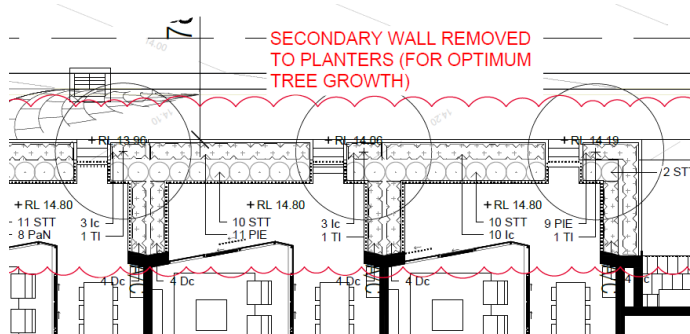
Ref.	Summary of Submission Topic	Response	Reference
2.1	City of Gosford Design Advisory Panel Please provide further details clarifying potential wind impacts on pedestrian safety and comfort within the plaza, public domain, and communal rooftop. This information should include illustrations identifying locations where impacts are most prevalent, along with proposed mitigation measures (e.g. extent of canopies, height of rooftop screens).	A Pedestrian Wind Assessment (Appendix L) has been undertaken by CPP Wind Engineering Consultants which has assessed the wind impacts on pedestrian safety and comfort within the plaza, public domain and communal rooftop. mitigation measures are incorporated into the architectural design and do not require any further specific mitigation.	Appendix L
2.2	The Central Coast Local Health District has provided comments regarding Air Quality:	The Applicant anticipates that DPHI will impose standard conditions relating to construction environmental management.	N/A

4 Response to Submissions

Table 5 Summary of Responses relating to Environmental Amenities

Ref.	Summary of Submission Topic	Response	Reference
	'The EIS does not appear to provide any assessment of potential air quality impacts. We suggest that an assessment is required to identify potential impacts on air quality particularly during construction, with appropriate mitigation measures if required. Without pre-empting this assessment, it appears possible that construction works may give rise to particulate matter (PM) emissions. PM air pollution is associated with health effects. Therefore, an increase in exposure can have an adverse impact on the health of the community, even at levels below the assessment criteria. In addition to PM emissions, the risks presented by hydrocarbon vapours during excavation works and asbestos containing materials should be addressed. Any hazardous materials including asbestos identified during demolition/ removal and excavation works should be dealt with in accordance with the Hazardous Materials Survey (EIS: Appendix X) and Mitigation Measures (EIS: Appendix E). We ask that this advice be considered in determining the current application with appropriate conditions applied to any approval.'		
2.3	City of Gosford Design Advisory Panel The Department notes that deep soil and tree canopy arrangements adjoining the private road provide inadequate amenity, the basement extent limits deep soil and mature plantings, the trees are positioned too close to the fence line of ground-floor dwellings, restricting growth, reducing traffic buffering, and resulting in insufficient footpath width. To address this, it is recommended that consideration is given to: • Reconfiguring the basement to allow deep soil for mature street trees. • Relocating street trees to the kerbside of the pedestrian way. • Demonstrating adequate space for trees and pedestrians consistent with Council's Street Guidelines.	Council has confirmed that the private road/driveway is not sought as a public road. Accordingly, the treatment of this edge of the development is akin a side boundary. The proposed development provides deep soil in accordance with the DCP and ADG. Nonetheless, the landscape plans have been amended to improve soil volume by adjusting the location of the fence line and by removing a internal retaining wall increasing opportunity for meaningful canopy establishment along the western edge of development. Refer to Figure 2 above and Figure 11 below.	Attachment D

4 Response to Submissions

Table 5 Summary of Responses relating to Environmental Amenity			
Ref.	Summary of Submission Topic	Response	Reference
		 Figure 11 Excerpt of Amended Landscape Plans	
2.4	Public submissions raised concern regarding adverse impacts to visual privacy on surrounding residents.	The building has been designed to ensure the privacy of surrounding properties. Building separation exceeds ADG requirements to existing surrounding residents noting the separation afforded by Dwyer Street and Mann Street.	N/A
2.5	Public submissions raised concern regarding overshadowing impacts including: • Inaccurate shadow diagrams in relation to development on Hills Street; and • Obstruction of natural light for nearby residencies.	Shadow diagrams have been included as part of the Architectural Drawings (Appendix B). The Shadow Diagrams show development located along Hills Street would not overshadow the existing residential properties for more than 3 hours between 9am to 3pm each day. The proposed building has been designed to maximise solar access for adjoining residential properties.	Appendix B
2.6	Public submissions raised concern regarding the impacts of the proposed development on wind tunnelling . The advent of large buildings along the entire corridor of Mann St will create a wind tunnel.	A Pedestrian Wind Assessment (Appendix L) has been undertaken by CPP Wind Engineering Consultants which has assessed the wind impacts on pedestrian safety and comfort within the plaza, public domain and communal rooftop. The wind conditions are expected to pass the Lawson safety criterion.	Appendix L

4.3 Visual Impact

Table 6 provides a summary response to the visual impact issues raised in public submissions.

4 Response to Submissions

Table 6 Summary of Responses relating to Visual Impact

Ref.	Summary of Submission Topic	Response	Reference
3.1	City of Gosford Design Advisory Panel An amended view analysis, which includes topography, and: - contains views from the north that include the topography and future building envelopes of Gosford City Centre (2 to 3 views) - provides drawing sections that show the proposed tower height relative to surrounding topography, specifically, localised ridge lines to the east, Presidents Hill and Rumbalara, and - revise the existing views to include the top of the tower.	An updated Visual Analysis has been as outlined in Section 3.2.3 and provided at Attachment C providing the information requested in the submissions. It is further noted that Figure 4 of the DCP on protects vistas along street corridors in this part of the Gosford City Centre. The project maintains the availability of street corridor views.	Attachment C
3.2	Public submissions raised concern regarding adverse impacts to views including: - The blocking of existing views of the Gosford Showground located to the west of the site; - The blocking of views of distant mountains and bushland towards the west of the site;	As above view corridors in this part of Gosford City Centre are limited to street corridor views which are maintained. The western views towards Gosford Showground and bushland/distant mountains will be limited once the eastern side of Mann Street develops in any event and is not solely attributable to the subject project but is part of a Precinct wide urban renewal which will result in some loss of views across private boundaries.	N/A

4.4 Biodiversity

Table 7 provides a summary response to the biodiversity issues raised in public submissions.

Table 7 Summary of Responses relating to Biodiversity

Ref.	Summary of Submission Topic	Response	Reference
4.1	Public submissions raised concern with biodiversity impacts including: - The potential endangering of native species including Masked Lapwings and Grey-Headed Flying Foxes which have been confirmed nearby; and - Excessive tree removal resulting in the permanent reduction in canopy coverage.	A BDAR Waiver has been granted for the project and no further biodiversity reporting is required. The proposal does not result in excess tree removal.	Appendix R

4.5 Traffic, Transport and Accessibility

Table 8 provides a summary response to the traffic, transport and accessibility issues raised in submissions.

4 Response to Submissions

Table 8 Summary of Responses relating to Traffic, Transport and Accessibility

Ref.	Summary of Submission Topic	Response	Reference
5.1	Transport for NSW has provided advice relating to a draft strategy concerning a cycleway connecting Wyoming and Gosford CBD: 'Plans are underway to investigate and develop a cycleway strategy connecting Wyoming and Gosford CBD. This corridor is envisioned along the western side of Mann Street and includes widening of the footpath fronting the subject development site, and a specific active transport crossing at the Mann Street / Dwyer Street intersection. Whilst there are no plans publicly available at this stage, TfNSW would encourage the applicant to consult with TfNSW and Central Coast Council as the development progresses to ensure any infrastructure works associated with the development is consistent with this draft strategy.'	Ason Group have consulted with TfNSW post-exhibition. TfNSW confirmed that the on-road cycleway is planned along the western side of Mann Street along the site frontage and through the Mann Street/ Dwyer Street intersection. There are no plans available at the time of writing to confirm any such layouts and precise alignment however the proposed development would not affect delivery of the cycleway, nor would the cycleway impact project delivery. Should the status of the planned cycleway change, this will be incorporated into the architectural plans, as required and as part of ongoing engagement with TfNSW.	Attachment F
5.2	Department of Planning, Housing and Infrastructure TfNSW is developing a cycleway strategy between Wyoming and Gosford CBD, likely involving a corridor along the western side of Mann Street with footpath widening and an active transport crossing at Mann and Dwyer Streets. Given this, please: • confirm consultation with TfNSW on the corridor and crossing, and • provide updated plans, if required, showing integration opportunities for footpath widening and kerb realignment.	As above.	As above.
5.3	Central Coast Local Health District has provided advice relating to Helicopter Flight Paths and Landing Sites: 'NSW Ambulance Aeromedical Operations colleagues have advised that the aviation contractors are satisfied with the Aviation Risk Assessment provided by AviPro. The Central Coast Local Health District had previously been consulted and had no issues. The Development should comply with the information provided in the EIS and Aviation Risk Assessment.'	NSW Ambulance Aeromedical Operations are satisfied with the Aviation Risk Assessment. Mitigation measures to be implemented, no further action required.	N/A
5.4	Department of Planning, Housing and Infrastructure It is understood that the new private road is intended for future dedication to Council. Therefore, please consult with Council on the required design standard and its willingness to accept dedication. In addition, demonstrate how the road will operate independently before dedication, including the safe functioning of the dead-end section and the provision for vehicle turnaround for misdirected vehicles.	DFP have discussed with DPPI and confirmation has been provided that Council do not want the new road dedicated to them. Furthermore, DPPI have confirmed that easements on adjoining land for the future extension of the new road are not required to be established as part of the SSDA and would be subject to future negotiation should the adjoining site to the west or south redevelop.	N/A

4 Response to Submissions

Table 8 Summary of Responses relating to Traffic, Transport and Accessibility

Ref.	Summary of Submission Topic	Response	Reference
5.5	Department of Planning, Housing and Infrastructure Please address the following in relation to the submitted Traffic Impacts Assessment: <u>Traffic assignment accuracy</u> - provide corrected stick diagrams for AM and PM peaks, ensuring accurate turn volumes (e.g. incorrect number noted for left turn on Dwyer Street west leg) - update legends to clearly differentiate background traffic from development traffic - confirm that assignment reflects adopted assumptions. <u>Model calibration and validation</u> - confirm whether SIDRA models were calibrated and validated. If not, provide a plan to address the gap - update Site Level of Service (LoS) Method to Delay (NSW) and confirm revised outputs - supply missing results for 10-year post-development scenarios and reconcile discrepancies between Tables 5, 12, and Appendix B, and - provide SIDRA electronic files for review. <u>Intersection mitigation measures</u> - Address potential operational and safety concerns at the Mann/Dwyer Streets intersection by: - confirming whether updated SIDRA results indicate unacceptable LoS, degree of saturation, or queue lengths post-development - assessing compliance with TfNSW signal warrant criteria - providing crash history analysis and implications for intersection upgrades - considering development-related pedestrian/cyclist demand and connectivity needs - considering impacts of future Lindsey Street connection and alternative mitigation options.	Ason Group have liaised with the Department and provided an updated SIDRA analysis which results in acceptable intersection performance at Mann/Dwyer Street. Refer to Section 3.2.5, Attachment F and digital SIDRA model provided under separate cover.	Attachment F
5.6	Department of Planning, Housing and Infrastructure Address engineering matters by: - detailing what legal access arrangements exist or are proposed between 370 and 372 Mann Street, noting that the proposed development appears to impact part of the existing driveway access to 370 Mann Street. - demonstrating how the location of the proposed driveway to building B1 opposite a T-intersection achieves compliance with Australian Standard AS2890.1. - confirming that the proposed 1:6.5 ramp grade meets AS2890.1 and other relevant standards. Provide detailed ramp design drawings and transition lengths. - reviewing the grades of the proposed private road to ensure that stormwater flows from Dwyer Street do not enter the site via the private road, noting this may	There are no legal access arrangements between 370 and 372 Mann Street. No. 370 Mann Street will continue to have vehicular access within its own land adjacent to the northern boundary upon completion of the subject project. Having regard to the survey plan (Appendix I) it does not clearly delineate that the hard stand extends from the boundary to the building structure with a width of approximately 3.5 metres which is sufficient for vehicular access. The follow excerpts are provided from the Addendum Transport Letter (Attachment F):	Appendix I Attachment F Attachment G Attachment H Attachment J

4 Response to Submissions

Table 8 Summary of Responses relating to Traffic, Transport and Accessibility

Ref.	Summary of Submission Topic	Response	Reference
	involve changes to footpath levels and development levels in the vicinity of the private road. - providing information that demonstrates how the existing 450mm diameter Council stormwater pipeline that the development proposes to connect to has the capacity to accept additional stormwater flows from the development. - confirming (conceptually) that the development is consistent with Council's Building in Proximity to Sewer Pipeline Policy, noting that there is an existing Council gravity sewer main traversing the development site.	- In relation to the location of the driveway for Building B1, Figure 3.1 in AS2890.1:2004 requires driveways located opposite public roads be offset six metres from any adjacent or opposite road/ property boundary. When measured from the indicative edge of bitumen on Campbell Street, the proposed access driveway is offset about 12 metres, and the driveway splay is offset about 10.4 metres. When measured from the property boundary opposite, the dimensions are 7.0 and 5.5 metres respectively. In this regard, the driveway location is supported, especially having regard to the minor traffic volumes on both Dwyer Street and Campbell Street and given that all site generated traffic will turn left in and right out of the proposed access driveway. - The ramp length has been extended to reduce the ramp gradient reducing the gradient to 1:6.2. As outlined in Attachment F the nature of the traffic management of waste vehicles in B1 will allow them to use the centre of the ramp which will have a gradient of at least 1:6.5. The proposed grade of the private road has been altered to prevent stormwater flowing from Dwyer Street into the site, this has been achieved by raising the driveway by approximately 200mm as discussed in Section 3.2.7 and detailed in Attachment G and Attachment H. In relation to pipe capacity in Dwyer Street, as discussed in Section 3.2.7, the project's post-development flows will be less than the project's pre-development flows. In relation to the on-site sewer pipeline an indicative re-routing is shown in an Amended Services Report (Attachment J).	
5.7	Central Coast Council raised concern with the basement car park design: 'The grades on the access ramp from the Dwyer Street level to Basement 1 level (RL15.90) for Building B1 (Site A) are indicated at 1:6 (i.e. 16.7%). These grades exceed the maximum 1:6.5 (i.e. 15.4%) permitted in AS2890.2018 for access for commercial vehicles (including the proposed service vehicles) proposed to utilise this ramp. The consent authority will need to ensure that the proposal is amended to comply with the maximum grade of 16.7% (1 in 6.5) permitted under AS2890.2:2004.'	As above.	As above.

4 Response to Submissions

Table 8 Summary of Responses relating to Traffic, Transport and Accessibility

Ref.	Summary of Submission Topic	Response	Reference
	'No assessment has been made in relation to the location of the proposed driveway to building B1 opposite a T-intersection and its compliance with Australian Standard AS2890.1.		
5.8	Central Coast Council requested further information on how the private road could provide benefit to adjoining properties (i.e. what legal mechanism): 'The application indicates that the new private road is designed in such a way that should adjoining properties be developed it could be extended south or widened to add a second footpath to the west. It is unclear how this would be achievable or enforceable as it would require right of accesses and other legal instruments to be created between the subject development site and adjoining sites, which involves other owners and may become more difficult to achieve after the subject development is completed and Strata titled.'	The need to negotiate access is acknowledged and will be subject to future negotiation with the owner's corporation once established.	N/A
5.9	Central Coast Council requested further information on the legal access arrangements for No. 370 Mann Street: 'The survey indicates that the driveway for No 370 Mann Street encroaches into No 372 Mann Street. The development will remove part of this existing driveway encroachment. It is unknown if any right of carriageway / right of way exists on Title for No 370 & No 372 Mann Street that legalises these existing reciprocal access arrangements. The Consent Authority would need to ensure that any legal access arrangements for No 370 Mann Street are not compromised by the proposed development.'	As outlined in Row 5.6 above there is sufficient width available to No. 370 Mann Street and no legal access arrangements exist.	N/A
5.10	Central Coast Council raised concern with the Dwyer Street and Mann Street intersection and the assessment in the EIS as follows: - The SIDRA results reported in Table 5 and Table 12 in the report do not match with the SIDRA outputs provided in Appendix B of the report. - The SIDRA outputs provided in Appendix B indicated that Dwyer Street West approach at the intersection with Mann Street under the current traffic condition is operating at a Level of Service C with average delay 23.1sec and 95% back of queue length 2.5m in the AM peak and at a Level of Service E with average delay 40.1sec and 95% back of queue length 5m in the PM peak. - With the proposed development Dwyer Street West approach at the intersection with Mann Street under the proposed traffic condition will operating at a Level of Service F with average delay 58.1sec and 95% back of queue length 22m in the AM peak and at a Level of Service F with average delay 82.5sec and 95% back of queue length 14m in the PM peak.	The SIDRA model has been updated. The SIDRA model completed as part of the Transport Assessment overestimated the delays at the Mann Street/ Dwyer Street intersection. Consultation with DPHI has clarified the minor error in regard to SIDRA outputs. The SIDRA results detailed in the report (Table 5 and Table 12 of the Transport Assessment) were correct. However, it is noted that SIDRA modelling parameters have since been updated following discussions with DPHI, with results detailed in subsequent responses below. The base case scenarios, Mann St and Dwyer St intersection is anticipated to operate at LOS C/D in 2028 deteriorating to LOS D/F in 2038 during the AM and PM peak hours, respectively due to background traffic growth on Mann Street. The additional development is not expected to significantly impact the operation of the intersection.	Attachment F

4 Response to Submissions

Table 8 Summary of Responses relating to Traffic, Transport and Accessibility

Ref.	Summary of Submission Topic	Response	Reference
	- Therefore, as a direct result of this development traffic in Dwyer Street West approach at the intersection with Mann Street will experience significant delays between approximately 1 minute to 1.5 minutes respectively while existing from this approach, which is twice the amount of existing delay at this intersection. - The existing residents and commercial developments in Dwyer Street West and in Campbell Street will be impacted significantly by the proposed development if the intersection of Mann Street and Dwyer Street is not upgraded to an acceptable level of service. Therefore, the proposed development should not be approved without upgrading the intersection of Mann Street and Dwyer Street to an acceptable operating condition post development as well as at a 10 year horizon.'	The Henry Parry Dr/ Dwyer St intersection is anticipated to operate as per existing conditions in all future scenarios both with and without the development. The Mann St/ Racecourse Rd/ Etna St intersection will exceed capacity operating at a degree of saturation greater than one with the addition of background traffic growth to 2038 due to increased volumes on Mann Street and unrelated to the proposed development. The proposed development does not require the upgrading of the Mann Street and Dwyer Street intersection.	
5.11	Public submissions raised concern regarding potential traffic impacts including: - Insufficient information regarding traffic assessment as it is outdated (May 2024) and provides unclear assumptions; - Increase in traffic congestion at Hills Street, Campbell Street and Mann Street during peak hours; and - Failure to consider Campbell Street as part of the traffic assessment;	Revised traffic modelling has been undertaken in consultation with DPHI and the traffic impacts are considered acceptable as outlined in Attachment F .	Attachment F
5.12	Public submissions raised concern regarding parking including: - Insufficient amounts of parking for residents; - Lack of consideration of parking spaces for users of the commercial spaces provided within the development; - General lack of parking will spill into neighbouring streets which are already congested, creating safety hazards.	The proposed development generates the need to provide 352 parking spaces based on the 2018 DCP. The basement carpark contains 353 parking spaces. The proposed development provides compliant car parking.	N/A
5.13	Public submissions raised concern regarding inadequate transport options located within proximity to the site.	The proposed development is within walking distance to bus services and the train station.	N/A
5.14	Public submissions raised concern regarding traffic safety including: - The existing roads surrounding the development are too narrow; - The intersection at Dwyer and Mann St is dangerous and has had multiple accidents. The development would exacerbate potential safety challenges at this intersection. The determination of the TIA that there will be no need for traffic lights at the intersection is incorrect; - There is a lack of suitable infrastructure to promote safe pedestrian movement around the site;	As above, no intersection upgrades are required. The civil engineering plans will upgrade the public domain along the street frontages of the development to comply with the Central Coast Council Street Design Guideline which incorporates pedestrian and traffic safety measures.	N/A

4.6 Noise and Vibration

Table 9 provides a summary response to the noise and vibration issues raised in public submissions.

4 Response to Submissions

Table 9 Summary of Responses relating to Noise and Vibration

Ref.	Summary of Submission Topic	Response	Reference
6.1	Public submissions raised concern regarding adverse impacts to noise levels arising from the proposed development. Concerns regarding noise include: - Increases of noise levels from construction; - Increases of noise levels by future occupants;	Construction and operational noise impacts have been assessed and impacts can be managed or mitigated as outlined in the original Noise and Vibration Impact Assessment (NVIA) (Appendix S), Mitigation Measures (Appendix E) and standard conditions to be imposed by DPHI.	Appendix E Appendix S

4.7 Stormwater Design and Flooding

Table 10 provides a summary response to the water management issues raised in submissions.

Table 10 Summary of Responses relating to Stormwater Design and Flooding

Ref.	Summary of Submission Topic	Response	Reference
7.1	Central Coast Council has requested the following amendment to road drainage: 'The design of the intersection of Dwyer Street and the new Private road as indicated on the Civil Engineering Plans prepared by Smart Structures (Appendix V) indicates that the private road grades away from Dwyer Street resulting in bypass flows from the kerb inlet pit entering the site via the Private Road. The design is to be modified to ensure that the private road grades towards the kerb line in Dwyer Street to ensure that stormwater flows from Dwyer Street do not enter the site via the Private Road. These amendments also have the potential to alter the levels on the Architectural plans in the vicinity of the Private Road and connectivity to the footpath levels adjacent to the private road as well.'	The driveway design has been raised approximately 200mm to prevent stormwater flows from entering the site via the private road, the stormwater is redirected to the kerb in Dwyer Street (see Section 3.2.7 of this Submissions Report).	Attachment G Attachment H
7.2	Central Coast Council has requested additional information in relation to existing drainage capacity: 'The development proposes to connect a 450mm diameter stormwater pipeline into an existing 450mm diameter Council stormwater pipeline. This Council pipeline also conveys stormwater from a much larger catchment. Concerns are raised in relation to the ability of this existing stormwater pipeline to accept additional stormwater flows from the proposed development. The developer's engineer is to undertake an analysis of the Council pipeline that stormwater from the development is proposed to connect into, to ensure that this stormwater pipeline has the capacity to accept and convey the additional piped stormwater flows from the development.'	The proposed development drains to an OSD system and will not result in additional flows to the 450mm stormwater pipe. The OSD has been designed to attenuate the discharge flows from the proposed development including the hard-stand areas, roads and driveways to less than pre-development flow levels up to the 1% AEP storm event (See Section 3.2.7 and Table 3 of this Submissions Report for calculations).	Attachment G Attachment H

4 Response to Submissions

4.8 Ground and Water Conditions

Table 11 provides a summary response to contamination issues raised in submissions.

Table 11 Summary of Responses relating to Ground and Water Conditions			
Ref.	Summary of Submission Topic	Response	Reference
8.1	Central Coast Council has provided advice in relation to planning requirements under the WM Act: 'The proposed development will potentially involve the removal of groundwater and may require a controlled activity approval under the Water Management Act 2000. You will need to identify the development as 'Nominated Integrated Development' unless evidence is provided to the contrary.'	The proposed development has been designed with tanked basements, the expected impacts of the proposed development on groundwater are expected to be negligible.	N/A
8.2	Central Coast Council has provided comment on the geotechnical report: 'It is noted that Section 4 of the 'Addendum to Geotechnical Investigation' dated 15 May 2025 (Appendix T) states: <i>When considering the depth of the boreholes with regard to the levels for the proposed basement excavation, there is insufficient geotechnical information relating to founding conditions. Further geotechnical investigation would be required to inform the design of the building foundations (particularly piles).</i> The Consent Authority needs to take this into consideration in their assessment as to whether any further Geotechnical Engineering Reports are required for the subject proposal with the assessment of the SSD application.'	To support the detailed design of the proposed development, it is recommended that additional geotechnical investigations be carried out to the proposed basement depth, to inform the design of piled shorting walls and foundation piles. It is requested that this requirement be included as a condition of consent, with the additional investigations informing the detailed design of the proposed buildings. The applicant request a review of any draft condition prior to determination.	N/A
8.3	Central Coast Council has provided comment in relation to support anchors: 'Where support anchors are proposed to encroach within adjoining private properties, the Consent Authority must gain concurrence for the anchors from all affected adjoining property owners prior to the issue of a development consent.'	Support anchors are not specifically proposed.	N/A

4.9 Contamination

Table 12 provides a summary response to contamination issues raised in submissions.

Table 12 Summary of Responses relating to Contamination			
Ref.	Summary of Submission Topic	Response	Reference
9.1	Department of Planning, Housing and Infrastructure	A Detailed Site Investigation (DSI) has been undertaken by Douglas Partners (Appendix Y). The DSI has referenced published acid sulfate	Appendix Y

4 Response to Submissions

Table 12 Summary of Responses relating to Contamination

Ref.	Summary of Submission Topic	Response	Reference
	Please provide a preliminary acid sulfate soils management plan prepared in accordance with Acid Sulfate Soils Manual, noting that the proposal involves works within 500 metres of lands mapped as potential acid sulfate soils Class 3.	soils (ASS) risk maps that indicate that the site is mapped as having no known occurrence of ASS material. The nearest known occurrence of ASS material is approximately 220m west of the site, with a probability of occurrence between 1-3m below ground surface level. Given the elevation of the subject site, comparative to the land 220m to the west of the site, the geology of the site, and the referenced ASS risk mapping, the DSI has determined that assessment of ASS is not warranted in this instance.	
9.2	Central Coast Council requested additional information in relation to acid sulfate soils : 'Provide a Preliminary Acid Sulfate Soils Assessment. The lots are mapped as Class 5 ASS (<i>Works within 500m of adjacent Class 1, 2, 3 or 4 land that is below 5m Australian Height Datum and by which the watertable is likely to be lowered below 1m Australian Height Datum on adjacent Class 1, 2, 3 or 4 land</i>) and within 250 metres of Class 3 ASS land (<i>Works more than 1m below the natural ground surface. Works by which the watertable is likely to be lowered more than 1m below the natural ground surface</i>).'	See above.	See above.
9.3	Central Coast Council outlined the following contamination reporting requirements: • Provide a Site Audit Statement and Site Audit Report prepared by a New South Wales Environment Protection Authority (NSW EPA) Accredited Contaminated Site Auditor. The Detailed Site Investigation (Douglas Partners, 2023), Detailed Site Investigation (Contamination) Addendum (Douglas Partners, 2025), Remedial Action Plan and Validation Report must be reviewed by an NSW EPA Site Auditor. The Statement and Report must be prepared in accordance with the NSW EPAs Guidelines for the NSW Site Auditor Scheme (3rd Edition 2017). This advice may also be provided by the Site Auditor in the form of a letter of Interim Advice. • Provide a Detailed Contaminated Site Investigation and Site-Specific Risk Assessment and Modelling prepared by a suitably qualified contaminated land consultant that is accredited by the Certified Environmental Practitioners Scheme-Site Contamination (CEnvP(SC)) and/or the Certified Professional Soil Scientist-Contaminated Site Assessment and Manager (CPSS CSAM). Such investigation must be undertaken in accordance with Managing Land Contamination – Planning Guidelines SEPP 55 – Remediation of Land (1998) and NSW Environment Protection Authority's Contaminated Land Guidelines - Consultants Reporting on Contaminated Land 2020 and Contaminated Sites – Sampling Design Guidelines	The contamination provided is satisfactory with respect to SEPP RH as outlined in the EIS and Appendix C . DPHI is to determine the appropriate remediation conditions.	N/A

4 Response to Submissions

Table 12 Summary of Responses relating to Contamination

Ref.	Summary of Submission Topic	Response	Reference
	(2022) and the National Environment Protection (Assessment of Site Contamination) Measure (ASC NEPM, 1999 as amended 2013). • Provide a Remedial Action Plan prepared by a suitably qualified contaminated land consultant that is accredited by the Certified Environmental Practitioners Scheme- Site Contamination (CEnvP(SC)) and/or the Certified Professional Soil Scientist- Contaminated Site Assessment and Manager (CPSS CSAM). Such investigation must be undertaken in accordance with Managing Land Contamination – Planning Guidelines SEPP 55 – Remediation of Land (1998) and NSW Environment Protection Authority’s Contaminated Land Guidelines - Consultants Reporting on Contaminated Land 2020 and Contaminated Sites – Sampling Design Guidelines (2022) and the National Environment Protection (Assessment of Site Contamination) Measure (ASC NEPM, 1999 as amended 2013). • Provide a Validation Report, Environmental Management Plan and Ongoing Monitoring Report prepared by a suitably qualified contaminated land consultant that is accredited by the Certified Environmental Practitioners Scheme- Site Contamination (CEnvP(SC)) and/or the Certified Professional Soil Scientist- Contaminated Site Assessment and Manager (CPSS CSAM). Such investigation must be undertaken in accordance with Managing Land Contamination – Planning Guidelines SEPP 55 – Remediation of Land (1998) and NSW Environment Protection Authority’s Contaminated Land Guidelines - Consultants Reporting on Contaminated Land 2020 and Contaminated Sites – Sampling Design Guidelines (2022) and the National Environment Protection (Assessment of Site Contamination) Measure (ASC NEPM, 1999 as amended 2013).		

4.10 Waste Management

Table 13 provides a summary response to the waste management issues raised in submissions and request for further information from the DPHI.

Table 13 Summary of Responses relating to Waste Management

Ref.	Summary of Submission Topic	Response	Reference
10.1	Department of Planning, Housing and Infrastructure • Please review the proposed operational waste management and collection arrangements and provide further information on:	An amended waste management plan has been prepared (Attachment I) which includes the following response to submissions:	Attachment B Attachment F Attachment I

4 Response to Submissions

Table 13 Summary of Responses relating to Waste Management

Ref.	Summary of Submission Topic	Response	Reference
	- storage and transfer of food and organic waste from each floor to the storage area - how waste from chute discharge points at B1, B2, and B3 will enter the system - bulk waste storage areas, ensuring compliance with the DCP requirements. Please mark these areas on the architectural plans. - the measures proposed to manage traffic and prevent vehicle queuing in Dwyer Street when waste collection vehicles (and other heavy vehicles) enter and exit the basement and loading/unloading areas. Note that private waste collection is generally not supported. - clarification of residential waste and recycling collection locations, addressing inconsistencies between the EIS and architectural plans. - logistics for ramp use during waste collection - specifications for signal and traffic management systems - clearance for rear-load trucks and address encroachment risks, and - demonstrate compliance with Council's operational requirements.	- A food and organic waste bin has been provisioned on each residential floor to be transferred to the basement by building management. - Chute details on each residential floor have been provided. - Bulk waste storage areas have been added to the plans. - Traffic management for heavy vehicles has been considered and in particular the standing for the waste vehicle is now clear of the aisle in Building B1. - Waste collection areas and ramp have been redesigned. - The traffic management system includes flashing warning lights to alert drivers of manoeuvring waste vehicles, convex mirrors to aid intervisibility and additional signage/ line marking. Further, with low volumes of cars passing when the waste truck is in the dock (about 34 cars or one every two minutes in any peak hour), the risk of conflict remains low. Waste collection is also anticipated to occur outside peak hours, thereby further reducing any such risk of conflict.	
10.2	Central Coast Council raised concern with the common waste collection and storage system: - Information is required for the future implementation of FOGO waste and collection and how this will be managed within the building. Where on each floor will it be stored, how will it be transferred from each floor to the central consolidation area? - More detail is required for the proposed Chute access on each floor – currently the drawings to do not show how the chutes will be accessed. - More detail is required within the chute discharge rooms located on the basement level 1 for B2 and B3. The exact layout of the proposed linear track system and the actual chute discharge point need to be demonstrated. It is unclear how the material will enter the bin system that is further away from the chute. - The consolidation area (residential bin holding area) for B1 appears to be obstructed by the proposed driveway ramp and a retail carpark, the location of the bin holding areas raises safety concerns for the staff required to move large heavy bins out into a trafficable area at the base of a vehicle ramp. - The supplied WMP indicates a bin tug will be used to move bins from the chute discharge rooms to the bin holding area and back again, the 2-basement level holding areas do not appear to be connected internally? How does the one bin tug get to B1 from B2/3?	As above. In addition the residential holding area for Building B1 has been located into a more accessible location and two bin tugs are now provided (one for Building B1 and one for Building B2/B3).	Attachment B Attachment I
10.3	Central Coast Council raised concern with bulky waste storage:	Bulky waste has been provided to Council sizing requirements and shown on the amended architectural plans (Attachment B) and as detailed in the amended waste management plan (Attachment I).	Attachment B Attachment I

4 Response to Submissions

Table 13 Summary of Responses relating to Waste Management

Ref.	Summary of Submission Topic	Response	Reference
	- The plans do not show a bulk waste storage area, the supplied WMP (5.6.10 Bulky Waste Storage) "The BWSA is located in Basement 1 as indicated on the Architectural Drawings. It measures 2.80m x 2.35m, with an area of approximately 6.58sqm." the plans need to clearly indicate where this storage area is, how many Bulk waste storage areas there are and their size. It should be noted that Council requires a minimum of 10m2 of bulky waste storage and an additional 2m2 for every 10 units above 40, e.g. B1 with 114 units will require 25m2, B2 and B3 (if sharing a storage area) will require 29m2 of bulk waste storage. - Any bulk waste storage area must be located within 5m of a collection point and be accessible by residents and collection staff. The bulk waste storage areas must be clearly identified on the plans.		
10.4	Central Coast Council raised concern with waste vehicle movements: - The proposed collection point for B1 indicates that the truck will be parked partially on the driveway, this is a safety issue and is not supported. The entire truck must be parked out of any lane of traffic in a safe location with sufficient clearance to allow the safe collection of bins. - Item 5.7.6 in the supplied WMP indicates that "As required by Council all collection vehicles will reverse into the site and exit the building in a forward direction. Collection activities will take place as follows: - a) The Collection vehicle will enter the building from the New Private Road Pacific as indicated on the Architectural Drawings," Council requires that all collection vehicles enter the site in a forward direction and exit in a forward direction, the plans indicate that the commercial section of the building is located in B1 and access to the B1 loading dock is from Dwyer Street, this point needs to be checked and clarified by the applicant to ensure it accurately reflects the plans. - How does the waste collection vehicle gain access to the loading dock through any access gates etc, what happens if there is another vehicle on the ramp at the same time? - It is to be conditioned as part of any consent granted that it is conditioned that a Section 88b instrument will be required to provide Council and its contractor indemnity to provide any onsite waste collection activities.	All vehicles, including service vehicles and waste vehicles will enter and exit the site in a forward direction at all times. An alternative waste collection arrangement has been considered. The waste vehicle would manoeuvre parallel to, and stand outside of, the circulation aisle. This would be supported by flashing warning lights to alert drivers of manoeuvring waste vehicles at such times, convex mirrors to aid intervisibility and additional signage/ line marking. Further, with low volumes of cars passing when the waste truck is in the dock (about 34 cars or one every two minutes in any peak hour), the risk of conflict remains low. Waste collection is also anticipated to occur outside peak hours, thereby further reducing any such risk of conflict. A stop/ go signal system will be required to facilitate service vehicle access to both basement level loading docks. These are common for mixed-use and residential developments where resident basement car park access and loading dock access are consolidated into a single access. The security roller shutter has been recessed to allow trucks to trigger the system (push button, loop detector or laser at height) and allow them to temporarily wait should a car already be on the ramp exiting the basement. There is space at the top of each ramp to allow these vehicles to pass in this unlikely event. On exit, a push button or similar in the loading dock will allow service vehicles to exit while entering cars are temporarily held. With the site A ramp being about 7.8 metres wide and site B ramp six metres wide, these vehicle combinations can pass on the ramps, if occasionally required.	Attachment F

4 Response to Submissions

Table 13 Summary of Responses relating to Waste Management

Ref.	Summary of Submission Topic	Response	Reference
T	Central Coast Council raised concern with the Waste Management Plan: - The supplied WMP indicates that “All residential waste and recycling services to the development will take place from a loading bay located in Basement 1 as indicated on the Architectural Drawings” however the plans indicate 2 loading docks. - The supplied WMP chapter 5.2.17 Assumptions: “A licensed private waste and recycling contractor will be provided all residential waste and recycling services to the development.” contradicts point 5.2.14 “The Central Coast Council will provide all residential waste and recycling services to the development.” this needs to be clarified and corrected – it should be noted that Council does not support private contractors to collect residential waste. - The proposal for a once weekly collection is not efficient given the proposed number of bins; Council can provide more frequent servicing for larger Multi Unit Dwellings, this will reduce the overall number of bins required by the development and provide a more efficient collection arrangement. - Council’s Resource and Waste Management Guidelines should be used to help determine the amount of waste, recycle and FOGO material likely to be generated, information on how much FOGO material and the number of bins, collection frequency is to be included in any Resource and Waste Management Plan. - Council requires that applicant use the correct forms within the Guidelines to ensure continuity and consistency in applying the intentions of the guidelines across a diverse range of development applications and associated activities. The forms provided support to applicants and ensure that all applications address the Council requirements in a uniform manner.	The number of FOGO bins is 10 x 240-litre based on fortnightly collection. The waste and recycling services for the residential component of the development will be provided by Central Coast Council. The amended plans do not reduce the number of bins and maintain once weekly collection as the proposed frequency. Any negotiation in relation to increasing collection frequency can occur between the future owners corporation and Council. The amended waste management plan is suitable for Council and DPHI to assess waste servicing of the development.	Attachment I
10.6	Central Coast Council raised concern with waste management and apartment layout design: - The proposed B1UG1 unit – where does the waste from this property go? Will there be chute access in the lobby? - More detail on B2 L1-14 and the proposed chute location and the interaction with this unit (and each floor plate above) how is this going to work the proximity of the chute to the entry to this unit is not ideal.	B1UG1 will have access to a chute in the lobby (Attachment B) and the chute locations within Building B2 are detailed. The chutes will be behind a door and odour management is reasonably achievable within the residential lobbies.	Attachment B

4.11 Aboriginal Cultural Heritage

Table 11 provides a summary response to the aboriginal heritage issues raised in submissions and request for further information from the DPHI.

4 Response to Submissions

Table 14 Summary of Responses relating to Aboriginal Cultural Heritage

Ref.	Summary of Submission Topic	Response	Reference
11.1	Heritage NSW has provided the following concern regarding the Aboriginal Heritage Information Management System (AHIMS) search: Heritage NSW notes that the Aboriginal Heritage Information Management System (AHIMS) search is greater than 12 months old at the time of submission. As per Requirement 1b of the Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (DECCW 2010), AHIMS searches must be contemporaneous with the project (less than 12 months). Please update the AHIMS search and review for currency.	An updated AHIMS Search has been undertaken. The updated AHIMS search does not identify any new Aboriginal sites or places located within the site or within a 200m radius of the site.	N/A
11.2	Heritage NSW has provided the following advice regarding consultation with Registered Aboriginal Parties: Heritage NSW requires that consultation with Registered Aboriginal Parties (RAPs) is continuous throughout the assessment and application process. Under our policy and guidelines, breaks in consultation of over six months may not constitute continuous consultation. We note that the last date of consultation recorded in the ACHAR is 7 August 2024. In future, please ensure that consultation with RAPs is maintained and remains active throughout the assessment /application process. All project update letters must be included in the submitted ACHAR.	Consultation with the RAPs will be maintained and continually updated as the proposed development progresses.	N/A
11.3	Heritage NSW has provided the following advice regarding draft conditions for Aboriginal cultural heritage: Below are our recommended draft conditions for the protection of Aboriginal heritage. Aboriginal Heritage • All reasonable steps must be taken to avoid harm, modification, or other impact to Aboriginal objects. • The Registered Aboriginal Parties must be kept informed about the SSD. The Registered Aboriginal Parties must continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the SSD. • Prior to carrying out any development, the Applicant must ensure Aboriginal heritage management procedures are prepared for the development and included in the Project's Construction Environmental Management Plan (CEMP). The Aboriginal heritage management procedures must include a contingency plan and reporting procedure for the management of Unexpected Aboriginal Heritage Finds and Human Remains that is prepared by suitably qualified and experienced heritage specialist, in consultation with the Registered Aboriginal Parties and in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (2010). The Unexpected Heritage Finds	The Applicant notes Heritage NSW requested draft conditions for DPHI consideration.	N/A

4 Response to Submissions

Table 14 Summary of Responses relating to Aboriginal Cultural Heritage

Ref.	Summary of Submission Topic	Response	Reference
	and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction.		

4.12 Social Impact

Table 15 provides a summary response to the social impact issues raised in submissions and request for further information from the DPHI.

Table 15 Summary of Responses relating to Social Impact

Ref.	Summary of Submission Topic	Response	Reference
12.1	Central Coast Local Health District has provided concern regarding cumulative health impacts: 'Cumulative social impacts need to be considered in respect to this proposed development in combination with past (built) and future developments that are anticipated (under construction, approved etc.) or reasonably foreseeable. Cumulative social impacts have the potential to impact the health and wellbeing of future residents of Gosford and the Central Coast. On page 43 of the Social Impact Assessment (EIS Appendix AA) it states: "Cumulative impacts associated with the development of the Gosford Town Centre are likely to have been considered, in detail, when planning for the Gosford Town Centre was undertaken." This statement appears presumptuous and dismissive of potential cumulative social impacts of this development and other similar developments. Accordingly, we request attention to this issue.'	The proposed development provides for a Floor Space Ratio in close proximity to the planned base FSR and accordingly does not provide for residential densities beyond that planned for in Gosford City Centre.	N/A
12.2	Central Coast Local Health District has provided concern regarding the need for affordable and appropriate housing for families with children: 'Provision of affordable housing is needed in Gosford and the Central Coast. To meet the needs of current and future residents, including families with children we recommend, and refer the developer to, Western Sydney Local Health District's Healthy Higher Density Living for Families with Children: An Advocacy, Planning and Design Guide. The Guide has won the Planning Institute of Australia's 2025 State and National Award for Community Wellbeing and Diversity, and the 2025 National Urban Design Forum Award for Research and Advocacy. The Guide offers timely, actionable solutions at the building and neighbourhood levels to inform policy and design, and support the health of families with children, living in high-density	Affordable housing is not applicable to the project albeit it is understood regional market housing can provide more affordable housing than that available within metropolitan centres. In terms of apartment design, the design has been reviewed by the City of Gosford Design Advisory Panel on a number of occasions and the internal floor layouts and internal/external amenity of the project has been deemed capable of achieving design excellence.	Appendix C

4 Response to Submissions

Table 15 Summary of Responses relating to Social Impact

Ref.	Summary of Submission Topic	Response	Reference
	housing. For more information and to access the Guide, please visit Healthy housing – WSLHD'		
12.3	Public submissions raised concern regarding the inadequate consideration of social impacts. Some of these concerns include: • Inadequate consideration of Section 4.15(1)(b), (c) and (e) of the EP&A Act within the EIS; • Inadequate and insufficient measures employed by the Social Impact Assessment to determine social impacts; • Failure of the proposal to implement concerns of the community raised through the engagement process into the proposal. Engagement was undertaken retrospectively and reactively rather than adopting a proactive approach;	The Social Impact Assessment has been prepared by a suitably qualified person. The Social Impact Assessment has considered the following: • Way of life • Community • Accessibility • Culture • Health and wellbeing • Surroundings • Livelihood • Decision-making systems • Issues raised during community engagement • Cumulative impacts • Public interest benefits The community concerns included: • Traffic Impacts • On-street parking impacts • Noise impacts • Height • Visual impact • Population density • Character of the area • Crime and safety • Pollution, environmental impacts • Psychological impacts • Habitat impacts • Flooding • Ongoing consultation All of the concerns raised have been considered and addressed/responded to.	

4.13 Infrastructure Requirements and Utilities

Table 16 provides a summary response to the infrastructure and utilities issues raised in submissions.

4 Response to Submissions

Table 16 Summary of Responses relating to Infrastructure and Utilities

Ref.	Summary of Submission Topic	Response	Reference
13.1	Central Coast Local Health District has provided comment regarding health service planning: 'The proposed development includes a significant residential development in the Gosford area. The proposed 249 apartments will increase the population in the Gosford area and hence increase the demand for local services and facilities including health services. The proposed development is one of several significant developments proposed for the Gosford area. Given this, the developer is encouraged to consider the cumulative impact of multiple developments on health services within the Gosford area including Gosford Hospital.'	The increase in population will result in increased demand on health services. The project will likely be subject to the State housing and productivity contribution which is collected to deliver essential state infrastructure such as schools, hospitals, major roads, public transport infrastructure and regional open space. The Central Coast Local Health District can discuss the matter further with the NSW Government and is not a matter for the developer.	N/A
13.2	Central Coast Council has provided the following comment in relation to water requirements: 'Due to the proposed height of the development, the applicant will be required to replace the existing 100mm C/CL water main along Dwyer Street into 150mm and extend this water main along Dwyer Street and connect into Council existing 150mm water main along Hills Street. This will ensure sufficient serviceability to the proposed development. It is recommended to obtain a Flow and Pressure statement from Council to assist internal hydraulic design.'	The existing water supply is located in the footpath along Dwyer Street and Mann Street. Both are 100mm water mains. The services report recommends that the water main is augmented to 200mm. The applicant will need to obtain approval through a Section 307 certificate. The Section 306 requirements are necessary to determine the water services infrastructure.	N/A
13.3	Central Coast Council has provided the following comment in relation to sewer requirements: 'There is an existing Council gravity sewer main traversing the development site. As per Council Building in Proximity to Sewer Pipeline Policy, Council will not support any sewer main to be located within the proposed underground car parking area. Any structure proposed in close proximity to Council sewer main shall be designed in accordance with Council policy. Sewer relining is required from the proposed development.'	The proposed development will augment the existing 150mm sewer line to a 225mm sewer line to the requirements of Central Coast Council. The new 225mm sewer line is designed to divert around the development. The connection to the existing downstream line will require further investigation to determine the size of the pipes.	Attachment J

4.14 Construction, Operation and Staging

Table 17 provides a summary response to the construction, operation and staging issues raised in the submissions.

Table 17 Summary of Responses relating to Construction, Operation and Staging

Ref.	Summary of Submission Topic	Response	Reference
14.1	A public domain staging plan that details how and when the proposed public domain works will be delivered.	The public domain is not staged.	N/A

5 Updated Project Justification

5.1 Introduction

This section provides a justification and evaluation of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecological sustainable development.

5.2 Summary of Assessment of Potential Impacts

5.2.1 Environmental Impacts

The environmental impact of the project has been assessed in detail in **Section 6** of the project EIS with key matters summarised, as follows:

- Visual Privacy – Visual privacy is provided to future adjoining residential development through building separation in accordance with the Apartment Design Guide and to adjacent existing residential development through the road reserve width.
- Overshadowing – Solar access to the existing dwellings to the north is not impacted. Solar access to existing commercial and future residential development is considered reasonable with adequate solar access available at mid-winter.
- Aviation – The proposed building height does not impact the aviation height plane from the Gosford Hospital Helicopter Landing Site.
- Pedestrian Wind Environment – The project will alter the existing pedestrian wind environment within and adjacent to the project site. The wind impacts are within the acceptable comfort criteria with suitable mitigation incorporated into the design.
- Visual Analysis – The project does not give rise to adverse visual impacts having regard to the site context and the visual analysis undertaken. The project site at the northern gateway to Gosford City Centre can sustain taller buildings at the corner of Mann Street and Dwyer Street as proposed. The built form of Building B steps down from Building A reflecting the lower density residential area to the north.
- Biodiversity and Trees – The project will result in the removal of 19 trees. Tree removal has been assessed as being acceptable from a biodiversity perspective.
- Canopy Coverage – The project will enhance canopy coverage.
- Sustainability – The project will meet or exceed minimum building sustainability targets.
- Traffic – The project is provided with compliant parking and will result in minor impacts to existing intersection performance.
- Noise and Vibration – Impacts of noise from Mann Street and the rail line on the project are capable of being mitigated. Criteria for noise emissions from the project has been established and is capable of being achieved. Some exceedance of the noise management level is anticipated during construction.
- Water Management – The project provides rainwater tanks and on-site stormwater detention in accordance with Central Coast Council requirements.
- Flooding – The project site is subject to overland flow and the project has been suitably designed to mitigate flood impacts and not increase overland flow on adjoining sites.
- Aboriginal Heritage - The project site is in an area of nil to low Aboriginal heritage potential and consultation has occurred in accordance with the relevant Guidelines.
- Environmental Heritage – The project site is not a heritage item or within a conservation area. The project is not considered to impact the significance of heritage items proximate to the project site including Gosford Showground or Gosford Hospital.
- Contamination - Some asbestos containing material was identified. The project site is capable of being made suitable for the proposed use subject to remediation.

5 Updated Project Justification

- Waste Management - The project provides for suitable on-site waste storage and collection within the basement in accordance with Central Coast Council requirements.

5.2.2 Economic Impacts

The project will likely have positive economic impacts as it will cater for population growth to support the Gosford City Centre commercial core, provides an economic use of land, and will provide employment opportunities during construction and operation.

5.2.3 Social Impacts

The project is unlikely to result in any long term negative social impacts. The project will contribute to the revitalisation of Gosford City Centre with any negative impacts likely to be temporary during construction.

5.3 Mitigation of Impacts

The impacts of the proposed development can be mitigated, minimised or managed as assessed in **Section 6** of the EIS. Mitigation measures are outlined in **Appendix E** of the EIS.

5.4 Consistency with Strategic Context

The project is consistent with the strategic context as outlined in **Section 2** of the EIS including State, regional and local plans and policies.

5.5 Compliance with Statutory Context

The project complies with the relevant statutory planning considerations as summarised in **Section 4** and **Appendix C** of the EIS. In summary:

- The proposal is consistent with the Objects of the EP&A Act;
- The proposal is State significant development pursuant to SEPP PS;
- This EIS has been prepared in accordance with the SEARS;
- The proposal complies with SEPP PR Chapter 5 – Gosford City Centre;
- The proposal qualifies for additional height and FSR under Section 5.46 of SEPP PR;
- A BDAR waiver request has been prepared and accompanies the EIS;
- The proposal is traffic generating development pursuant to SEPP TI requiring referral to TfNSW;
- The proposal is accompanied by a NVIA to address noise from the rail line and a classified road (Mann Street) to satisfy SEPP TI;
- The proposal is accompanied by a design verification statement for the residential apartments to satisfy the EP&A Regulation and SEPP Housing;
- The proposal is accompanied by a DSI report to satisfy SEPP RH; and
- A DCP does not apply to SSD. Notwithstanding, the proposal is generally consistent with GCC DCP 2018.

5.6 Consultation

The project team has carried out consultation in accordance with the SEARS including with community and public authorities. The process and outcome of this consultation is provided in **Section 5** of the EIS.

5 Updated Project Justification

5.7 Compliance Monitoring

Subject to the implementation of the mitigation measures in **Appendix C** it is not considered necessary for this project to be subject to ongoing compliance monitoring.

5.8 Impact Assessment Uncertainties and Resolution

The EIS and supporting documentation responds in full to the SEARS. The potential impacts of the proposal have been documented and the DPHI has sufficient information to be able to assess and determine the SSDA.

5.9 Concluding Justification

The project has responded to the submissions raised during public exhibition and made necessary adjustments to the project which do not warrant the preparation of an amendment report given the minor nature of the amendments. The project demonstrates consistency with both the strategic and statutory planning frameworks for Gosford City Centre and DPHI is requested to assess and determine the SSDA.

6 References

State Significant Development Guidelines (Department of Planning and Environment, October 2022)

State Significant Development Guidelines – Preparing a Submissions Report (Department of Planning and Environment, October 2022)