

URBIS

CENTRAL COAST QUARTER NORTHERN TOWER SSDA

ENVIRONMENTAL IMPACT STATEMENT

26-30 MANN STREET, GOSFORD

PREPARED FOR

**SH GOSFORD
RESIDENTIAL PTY LTD**

SEPTEMBER 2021



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Andrew Harvey		
Senior Consultant	Edward Green		
Project Code	P28341		
Report Number	01	Draft	01/09/2021
	02	ToA	02/09/2021
	03	Final	07/09/2021

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

urbis.com.au

CONTENTS

1.	Introduction	1
1.1.	Project Background.....	1
1.2.	Project Objectives	3
1.3.	Project Alternatives	4
1.4.	Secretary's Environmental Assessment Requirements.....	5
1.5.	Concept/Stage 1 SSDA – Conditions of Consent.....	17
1.6.	Structure of the EIS.....	26
2.	Project Description	27
2.1.	Site and Surrounding Context.....	27
2.2.	Development Proposal	31
3.	Community and Stakeholder Engagement.....	35
4.	Strategic Context.....	38
4.1.	Future Transport Strategy 2056.....	38
4.2.	State Infrastructure Strategy 2018-2038.....	38
4.3.	Central Coast Local Strategic Planning Statement	39
4.4.	Central Coast Region Plan 2036	39
4.5.	Gosford Urban Design Framework	40
4.6.	Gosford City Centre Development Control Plan 2018.....	41
4.7.	Gosford City Centre TMAP	51
5.	Statutory Context	52
5.1.	Environmental Planning and Assessment Act 1979.....	52
5.2.	Biodiversity Conservation Act 2016	52
5.3.	SEPP (State & Regional Development) 2011	53
5.4.	SEPP (Gosford City Centre) 2018	53
5.5.	SEPP (Infrastructure) 2007	57
5.6.	SEPP (Building Sustainability Index: BASIX) 2004	57
5.7.	SEPP No 65 – Design Quality of Residential Flat Development.....	58
5.8.	SEPP No 55 – Remediation of Land	58
5.9.	SEPP No 64 – Advertising and Signage	59
5.10.	SEPP (Vegetation in Non-Rural Areas) 2017	59
5.11.	SEPP (Coastal Management) 2018.....	59
5.12.	Draft SEPP (Environment).....	61
5.13.	Planning Agreements and Developer Contributions.....	61
6.	Environmental Impact Assessment	62
6.1.	Built Form and Urban Design	62
6.2.	Public Domain and Landscaping	67
6.3.	Visual Impacts & View Sharing.....	68
6.4.	Environmental and Residential Amenity	74
6.5.	Ecologically Sustainable Development.....	79
6.6.	Traffic, Transport and Accessibility.....	79
6.7.	Aviation Impacts.....	81
6.8.	Flooding, Stormwater, Hydrology and Coastal Erosion.....	82
6.9.	Heritage	83
6.10.	Aboriginal Cultural Heritage.....	86
6.11.	Social and Economic Impacts.....	86
6.12.	Noise and Vibration.....	88
6.13.	Contamination & Acid Sulfate Soils	91
6.14.	Biodiversity.....	91
6.15.	Soil and Water	92
6.16.	Construction Management.....	93
6.17.	Waste.....	93

7.	Mitigation Measures.....	95
8.	Section 4.15 Assessment Summary.....	101
9.	Conclusion and Justification	103
	Disclaimer.....	104

Appendix A	QS Report
Appendix B	Architectural Plans
Appendix C	Design Report
Appendix D	Design Guidelines Assessment
Appendix E	CoGDAP Advice
Appendix F	Landscape Report and Drawings
Appendix G	Visual and View Loss Assessment
Appendix H	Acoustic Report
Appendix I	Reflectivity Report
Appendix J	Wind Report
Appendix K	CPTED Report
Appendix L	ESD Report
Appendix M	Traffic Report
Appendix N	Car Parking Assessment Report
Appendix O	Aviation Impact Assessment
Appendix P	Water Cycle Management Plan
Appendix Q	Civil Drawings
Appendix R	Heritage Impact Statement
Appendix S	Aboriginal Archaeology Assessment
Appendix T	Social and Economic Impact Assessment
Appendix U	Contamination Assessment
Appendix V	BDAR Waiver
Appendix W	Arborist Report
Appendix X	Geotechnical Report
Appendix Y	Acid Sulfate Soils Assessment and Management Plan
Appendix Z	Preliminary Construction Management Plan
Appendix AA	Waste Management Plan
Appendix BB	BCA Report
Appendix CC	BASIX Report
Appendix DD	Access Report
Appendix EE	Utility Services Infrastructure Assessment
Appendix FF	Public Art Strategy
Appendix GG	Structural Assessment
Appendix HH	Consultation Summary
Appendix II	Transportation Services Report

FIGURES

Figure 1 – Aerial Photograph.....	27
Figure 2 – Site Photographs.....	28
Figure 3 – Context Map	29
Figure 4 – View of Gosford CBD from Brisbane Water	30
Figure 5 – Photomontages	32
Figure 6 – Staging Plan	34
Figure 7 – Gosford City Centre.....	40
Figure 8 – Sleeving of Parking Area.....	63
Figure 9 – 3D view of Landscape Scheme.....	67
Figure 10 – Key Viewpoints.....	68
Figure 11 – Key plan showing viewpoint locations for the View Sharing Analysis.....	72
Figure 12 – SEPP (Gosford City Centre) Heritage Map.....	84
Figure 13 – Attended and Unattended Noise Locations.....	88

PICTURES

Picture 1 – Looking north from Baker Street	28
Picture 2 – Baker Street interface (looking north)	28
Picture 3 – Baker Street interface (looking south).....	28
Picture 4 – Looking north from existing site entrance	28
Picture 5 – Interface with 32 Mann Street	28
Picture 6 – Looking south at site from Mann Street	28
Picture 7 – View from Gosford Leagues Club Field	32
Picture 8 – View of Podium from Leagues Club Field.....	32
Picture 9 – Ground Level interface with Baker Street	67
Picture 10 – Through Site Link	67

TABLES

Table 1 – Summary of SEARs.....	5
Table 2 – Concept SSDA Consent Condition Matrix.....	17
Table 3 – Numeric Overview of Proposal	31
Table 4 – Summary of Stakeholder Consultation.....	35
Table 5 – DCP Compliance Table	41
Table 6 – SEPP (Gosford City Centre) Compliance Table.....	53
Table 7 – Assessment against SEPP (Coastal Management) 2018 Clause 13(1)	59
Table 8 – Assessment against SEPP (Coastal Management) 2018 Clause 14(1)	60
Table 9 – Assessment of Design Excellence Provisions of SEPP (Gosford City Centre) 2018	64
Table 10 – Assessment of Viewpoints.....	69
Table 11 – Assessment of View Sharing.....	73
Table 12 – Wind Mitigation Measures	76
Table 13 – CPTED Assessment Recommendations.....	77
Table 14 – Heritage Considerations	84
Table 15 – Risk Descriptors	95
Table 16 – Risk Matrix	95
Table 17 – Mitigation Measures and Environmental Risk Assessment Table	96
Table 18 – Summary Section 4.15 Assessment	101

SIGNED DECLARATION

SUBMISSION OF ENVIRONMENTAL IMPACT STATEMENT

Environmental Assessment prepared by:



Names:	Andrew Harvey Bachelor of Town Planning, UNSW Edward Green Bachelor of Planning, UNSW
Address:	Urbis Pty Ltd Angel Place, Level 8, 123 Pitt Street Sydney NSW 2000
In respect of:	Central Coast Quarter – Northern Tower (SSD-23588910)

Applicant and Land Details:

Applicant:	SH Gosford Residential Pty Ltd
Applicant address	Level 3, 8 Windmill Street, Millers Point NSW 2000
Land to be developed:	26-30 Mann Street, Gosford
Legal description:	<ul style="list-style-type: none">Lot 469 DP 821073Lots 2-7 DP 14761Lot 1 DP 1235203
Project Summary	Staged construction of a 25-storey mixed-use building, comprising retail, 136 apartments, 183 car spaces and a publicly accessible through site link.

We certify that the content of the Environmental Impact Statement, to the best of our knowledge, has been prepared:

- In accordance with the Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.
- Contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which that statement relates; and
- The information contained in this statement is neither false nor misleading.

Name/Position:	Andrew Harvey, Director	Edward Green, Senior Consultant
Signature:		
Date:	Tuesday, 7 September 2021	Tuesday, 7 September 2021

GLOSSARY AND ABBREVIATIONS

Abbreviation	Meaning
AHD	Australian Height Datum
BCA	Building Code of Australia
BC Act	Biodiversity Conservation Act 2016
CIV	Capital Investment Value
CMP	Construction Management Plan
Council	Central Coast Council
CPTED	Crime Prevention Through Environmental Design
CTMP	Construction Traffic Management Plan
DPIE	Department of Planning, Industry & Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPA	NSW Environment Protection Authority
ESD	Ecologically Sustainable Design
GANSW	NSW Government Architect's Office
Gosford SEPP	<i>State Environmental Planning Policy (Gosford City Centre) 2018</i>
Gosford UDF	Gosford Urban Design Framework
Gosford CC DCP	Gosford City Centre Development Control Plan 2018
LGA	Local Government Area
GCCDCP	Gosford City Centre Development Control Plan
RMS	Roads and Maritime Services
SDRP	State Design Review Panel
SEARs	Secretary's Environmental Assessment Requirements
SEPP SRD	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development

EXECUTIVE SUMMARY

The Environmental Impact Statement (EIS) has been prepared on behalf of SH Gosford Residential Pty Ltd in support of a State Significant Development Application (SSDA) for a mixed-use tower at Central Coast Quarter, Gosford. This application comprises the first 'detailed' application at the site, following the Concept SSDA approval at the site (DPIE Reference: SSD 10114).

The proposed development has an estimated capital investment value of \$52,133,121 (excluding GST) and accordingly, is classified as a State significant development (SSD) under *State Environmental Planning Policy (Gosford City Centre) 2018*.

The land subject to this application is in Central Gosford, on the waterfront and is known as 26-30 Mann Street, Gosford. It is legally described as Lot 111 DP 1265226, Lot 469 DP 821073 and Lots 2-7 DP 14761. The site comprises an area of 4,255sqm and does not currently accommodate any built structures.

The site is in an excellent waterfront location, has a very large site area, is close to Gosford Railway Station, is in single ownership, has multiple street frontages, harbour and district views, is not heritage listed, and is surrounded by a range of retail, office, and civic uses in Gosford which are reflected in its status as the capital of the Central Coast region. Few sites within Gosford have comparable strategic credentials and attractiveness for mixed use urban renewal and revitalisation.

The Applicant has undertaken significant work during the Concept stage of this project, which was initiated more than two years ago. This has involved collaboration and engagement with various stakeholders, including the NSW Department of Planning, Industry and Environment, the City of Gosford Design Review Panel, Central Coast Council, the Hunter and Central Coast Development Corporation and the Independent Planning Commission.

The result of this extensive engagement – which has included post-approval modifications (improvements) to the Concept envelopes to address conditions imposed by the IPC, together with the endorsement of a revised Design Excellence Strategy, which allows an Alternate Design Excellence pathway for this stage in lieu of an architectural design competition – is a Concept scheme which exhibits 'design excellence' and maintains strong alignment with the key objectives of the suite of State Government released planning documents for Gosford City Centre (i.e. the Gosford SEPP, Gosford UDF, Gosford DCP).

This application is strongly aligned and wholly compliant with the key parameters set out in the Concept approval and has involved further engagement with the CoGDAP (via five meetings) to resolve the design development of the scheme. The CoGDAP have confirmed the scheme is suitable for submission and is capable of exhibiting 'design excellence' in accordance with the relevant criteria contained in the Gosford SEPP.

It is noteworthy that this application is the first 'detailed' application for significant built form using the planning framework introduced by the State Government in 2018 for Gosford CBD. Given its significance as a 'key site', this application will set a benchmark for other sites in Gosford CBD, given the extent of design resolution and public benefit offered.

The key benefits of the project can be summarised as follows:

- The project will catalyse the urban renewal of a key site in Gosford City Centre. The site has been sitting vacant since the decommissioning of the Former Gosford Public School more than five years ago. This application will transform a currently dormant parcel of land, providing a positive redevelopment outcome.
- The tower will deliver high-quality residential dwellings in a convenient, accessible and naturally beautiful location. Future residents will be afforded the opportunity to live in a high-amenity location, with all the benefits of modern apartment living. The proposal provides a variety of apartment types to suit the needs and lifestyles of existing and future residents of Gosford.
- The proposal includes the creation and embellishment of a new public, open-air through site link which will improve pedestrian accessibility to Gosford waterfront and the City Centre.
- The proposal is of high-quality design and will positively contribute to the streetscape, reinvigorating a currently underutilised area of Gosford City Centre. The building has been designed to be consistent with the surrounding built environment and the vision for a vibrant, high-density development in Gosford CBD.

- The Applicant has proactively sought extensive engagement (five preliminary meetings) with the CoGDAP. The proposal has responded positively to the feedback obtained and has been further refined prior to the lodgement of this Concept SSDA. The 31/03/2021 session, the CoGDAP advised the scheme has the ability to demonstrate design excellence and is suitable for submission.
- The provision of retail tenancies will provide an active interface with the recently refurbished Leagues Club Field. The design team invested significantly in ensuring a smooth transition from private to public domain in this location (retail transitioning to park).
- The proposal will boost local employment during both the construction and operational phases. More specifically, the proposal is expected to yield the following economic benefits:
 - Construction Phase:
 - Generation of approx. \$50 million of direct expenditure to the local region and state over the development period commencing January 2022.
 - \$16 million direct and \$25.1 million indirect value added, totalling \$41.1 million.
 - Operational Phase:
 - \$4.9 million in additional retail spending within the Gosford City Centre, supporting the growth of local businesses.
 - Employment generation:
 - Total direct/indirect operational jobs: 23 jobs (FTE).
 - Total direct/indirect construction jobs: 269 jobs (FTE).
- The value of the project will also provide the opportunity for significant contributions (through SIC, s7.11 contributions, VPA) towards local infrastructure both on and off-site.
- The proposal is highly consistent with all strategic planning aims and objectives for the waterfront, Gosford City Centre and the Central Coast region.

The site is strategically unique and has highly sought-after qualities which are currently underutilised. The proposal leverages these qualities in a sympathetic manner through a well-designed scheme and impact mitigation to unlock the site's potential and provide significant community, local and regional social, environmental and economic benefits. In view of the above, we submit that the proposal is in the public interest and that the SSDA should be approved subject to appropriate conditions.

1. INTRODUCTION

This EIS is submitted to the Department of Planning, Industry and Environment (DPIE) on behalf of the SH Gosford Residential and in support of an application for SSD application number 23588910 at 26-30 Mann Street, Gosford. The SSDA seeks consent for:

- Demolition of the existing retaining wall on site.
- Removal of three trees located at the site interface with Baker Street.
- Excavation to a depth of approximately 1.3m to accommodate the proposed ground floor structure.
- Earthworks to level the site in readiness for the proposed building.
- Construction of a 25-storey (26 level) mixed-use building, comprising:
 - 621sqm of retail GFA.
 - 136 apartments, equating to 13,263sqm of residential GFA.
 - Four parking levels for 183 cars, with vehicular access from Baker Street.
 - Storage areas and services.
 - Communal open space.
- Publicly accessible through site link, including stairs, walkways, public lift, public art and landscaping.

The proposed development has an estimated capital investment value of \$52,133,121 (excluding GST) (refer to Appendix A). Accordingly, the proposal is classified as an SSD under *State Environmental Planning Policy (Gosford City Centre) 2018*. The Minister is the consent authority for the proposal in accordance with section 4.5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This EIS has been prepared to support the SSDA and responds to the relevant matters listed within the SEARs issued on 29 July 2021.

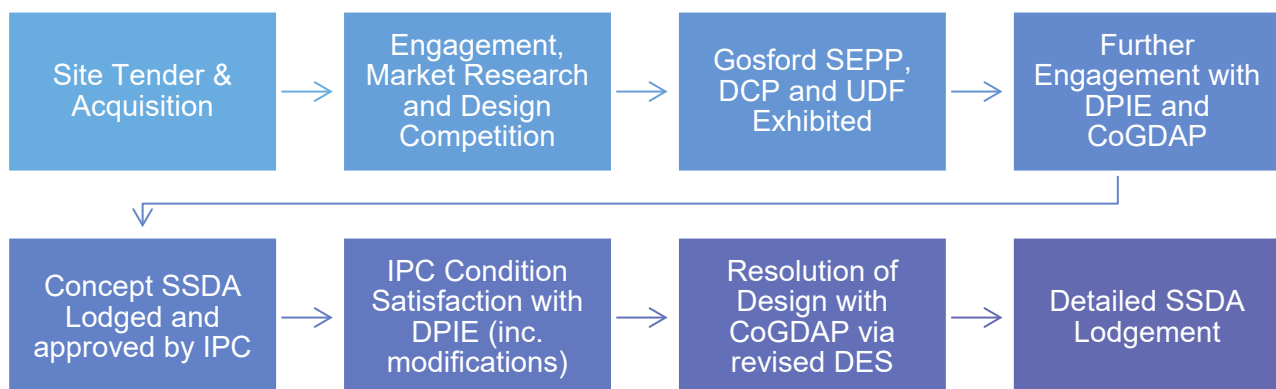
1.1. PROJECT BACKGROUND

St Hilliers purchased the site from Government Property NSW in early 2017 through a competitive tender process. St Hilliers were selected as the most appropriate tenderer due to their proven track record in developing and delivering high-quality mixed-use precincts throughout NSW, including on surplus Government land (e.g. Thornton, Penrith).

In accordance with their contract with Government Property NSW, St Hilliers have since delivered an A-Grade commercial office at 32 Mann Street, which is tenanted to Government leaseholders.

With regard to the southern portion of the site, St Hilliers undertook significant initial work, including undertaking a voluntary architectural design excellence process to select an appropriate architectural firm, whose design vision aligned with their aspirations for a high-quality and iconic response to the site.

The following provides an overview of the project background which shows the proposal has been developed with extensive consultation with key stakeholders and has been subject of ongoing designed refinement.



Concept Approval (SSD 10114) and Ongoing Consultation

After the gazettal of the SEPP (Gosford City Centre), the Applicant undertook further consultation with DPIE and the State Government appointed design review panel. The consultation (together with the introduction of new planning controls under the SEPP) led to a series of design amendments which focussed on the following key principles:

- Maintaining visibility to the natural topography of the area.
- Retention of the prominent *Ficus rubiginosa* at the corner of Mann Street and Vaughan Avenue.
- Ensuring a connection is maintained with the adjoining Leagues Club Field (in concert with future redevelopment plans).
- Providing a visual connection and open-air pedestrian link between Mann Street and Baker Street, which includes active ground floor retail uses.
- Delivering superior public realm outcomes (workshopped with the Design Review Panel), that are achieved through the provision of additional retail, commercial and hotel GFA (enabled by the SEPP controls).
- Designing slender tower footprints, which enables greater building separation, preserves views to the water and reduces shadow impacts to open space.
- Providing of diversity in built form product creating a distinct skyline.

Ultimately, following seven design review meetings over a 12-month period, the scheme was determined to exhibit 'design excellence'. This included the preparation of a Design Excellence Strategy as well as Design Guidelines to guide the future stages of the development.

On 24 August 2020, the IPC granted development consent for a Concept State Significant Development Application at the site (DPIE Reference: SSD 10114).

The scope of this approval included:

- A building envelope including a podium and three towers, comprising:
 - Maximum tower heights including:
 - Northern Tower up to RL 71.3m and RL 81.4m.
 - Southern Tower up to RL 52.6m, RL 58.8m and RL 65.1m.
 - Eastern Tower up to RL 71.3m.
 - Maximum of 34,861sqm GFA for residential, hotel and commercial / retail uses.
 - Site-wide concept landscape plan including through site links.
 - Design guidelines and design excellence strategy.

In issuing the development consent, the IPC made the following concluding remarks in their Statement of Reasons (SoR):

"The Commission has also carefully considered the Material before it and determines that the Application should be approved subject to a condition requiring a reduction in the amount of permissible GFA in the Northern and Southern part of the building envelope. The reasons to reduce the available area for a building within the envelope ... are in order to:

- *Reduce the visual impact of the development from key views to Rumbalara Reserve.*
- *Reduce the bulk of building envelope and reduce the visual impact of the proposal for users of the newly upgraded major open space area, the Leagues Club Field.*
- *Reduce overshadowing of Leagues Club Field between 9 am and 10 am.*
- *Further mitigate the overshadowing of Poppy Park and Memorial Park, consistent with the objective of the control in the DCP.*

- *Increase the width of the through-site-links, by a reduction in the envelope of the podiums.*
- *Reduce overshadowing to the through-site links.*
- *Reduce the loss of views to Brisbane Water from surrounding residential apartment buildings.*
- *Reduce the visual bulk of the future buildings thus improving the visual impact on nearby heritage items.”*

The Applicant has prepared revised Concept drawings responding to Condition B1 of the Concept SSDA, which have been endorsed by DPIE on 9 April 2021. Through the amendments to the drawings, the Applicant has been able to respond positively to the IPCs suggestions, including providing significant additional solar to the publicly accessible through site link and reducing the bulk form of the development. This SSDA is made in compliance with the revised (endorsed) Concept drawings and the terms of the consent.

It is also noteworthy that the IPC imposed the following note as part of Condition C1, regarding future design competitions:

Note: Prior to the lodgement of any future development application(s), the Applicant should conduct a design competition for each development application unless the DAP agrees it is not required.

This condition triggered a series of meetings with the DPIE and the CoGDAP to discuss the terms of a revised Design Excellence Strategy (DES) that responded to this condition. A revised DES was endorsed on 4 December 2020, which allowed an Alternative Design Excellence pathway for this SSDA and Design Competitions for future stages of the development.

The DES also specified that the through site link would be delivered after the OC of the Northern Residential Tower (this SSDA), but before Stage 2 of the development.

Following these initial meetings, and once the design review pathway was confirmed, the Applicant continued to engage with the DPIE Regional Assessments branch on various matters in the lead up to lodgement, Central Coast Council via two separate meetings on 24 March 2021 and 7 April 2021, together with the following program of iterative design review with the CoGDAP:

- DRG 1: 16 December 2020.
- DRG 2: 2 February 2021.
- DRG 3: 24 February 2021.
- DAP: 30 March 2021.

At the 30 March 2021 CoGDAP session, Paulo Macchia (Panel Chair) confirmed that the design had been refined to address specific feedback and was of a standard suitable to a standard suitable for SSDA lodgement, provided further comments were addressed during refinement of the package prior to lodgement.

A comprehensive overview of the engagement undertaken to-date, including with other stakeholders and agencies is outlined in Section 3 below.

1.2. PROJECT OBJECTIVES

The proposal aims to achieve the following key objectives:

- Initiate the urban renewal of a 'key site' in Gosford CBD through a scheme that is consistent with the development outcome envisaged in the Concept approval and Gosford SEPP. The proposal will attract locals and visitors to the site and its surrounds (waterfront and refurbished Leagues Club Field).
- Enliven the precinct through investment in a high-quality ground-plane (activation of Baker Street edge and delivery of the open-air through site link), which improves DDA access and pedestrian permeability from the City Centre to the waterfront.
- Provide a compatible mix of land uses to support local employment generation and stimulate activation at the site. The retail uses adjoining the Leagues Club Field will provide a place catering for pre and post events at nearby venues and will contribute to the late-night economy.
- Ensure the proposed building provides a high level of amenity for future occupants; and that the proposal maintains a positive contribution to the streetscape and surrounding built environment.

1.3. PROJECT ALTERNATIVES

Under the provisions of *Environmental Planning and Assessment Regulation 2000*, Schedule 2, Clause 7 there is a requirement to analyse any feasible alternatives to carrying out the development, including the consequences of not carrying out the development.

Strategic Drivers

The proposal will enable the redevelopment of a strategic site in Gosford City Centre, delivering high quality residential and non-residential space. The SSDA is designed to be consistent with advice from the SDRP in delivering for the needs of the future occupants and users.

The proposal is consistent with the Gosford Urban Design Framework, the Gosford SEPP, and the Concept SSD approval, which earmark the site for development of this nature and scale. The key design objectives relating to investment in public domain, active edges, connection to the park and waterfront together have been respected in the proposal.

The proposal also provides several broader positive benefits such as:

- Urban renewal of an underutilised site.
- Supporting visitor and night-time economies.
- Providing improved accessibility from Mann Street to the Leagues Club Field and waterfront.
- Generating local employment.
- Supporting high amenity lifestyles.
- Providing various improvements to the public domain, both on and off site.

Do Nothing Scenario

If the proposed development is not progressed, the site will remain dormant and not fulfil the strategic objectives outlined in the Gosford Urban Design Framework 2018 and Gosford City Centre Development Control Plan 2018. These documents identify the landholding as a 'key site' and encourage a development outcome of the nature and scale proposed.

Alternative Design

At the outset of this process, SH Gosford Residential undertook a design ideas process which resulted in vigorous examination of options for the site. The proposal has since undergone continuous, independent design review with the CoGDAP, through both the 'Concept' and 'Detailed' stages (10 meetings overall). The scheme has also been presented to Council and DPIE for feedback.

At the 30 March 2021 CoGDAP session, Paulo Macchia (Panel Chair) confirmed that the design had been refined to address specific feedback and was of a standard suitable to a standard suitable for SSDA lodgement, provided further comments were addressed during refinement of the package prior to lodgement.

Given the extensive options analysis and design development undertaken to date, an alternative design is considered unnecessary.

Proposed Design

The design reflected in the drawings submitted for SSDA represents a high-quality urban and public domain design that will positively contribute to the streetscape and reinvigorate an underutilised, tired and declining area of Gosford City Centre. The mix of land uses will attract both locals and visitors to the site, supporting local employment and the night-time economy. The built form will provide high-quality residential dwellings in a convenient, naturally beautiful location; while also improving public pedestrian accessibility from Mann Street to the Leagues Club Field and the waterfront.

1.4. SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The following table provides a summary of the SEARs and outlines where the requirements are addressed in the main body of the report or appendices (i.e. specialist consultant report).

Table 1 – Summary of SEARs

Requirement	Location in EIS
General Requirements The Environmental Impact Statement (EIS) must be prepared in accordance with, and meet the minimum requirements of clauses 6 and 7 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (the Regulation).	Throughout EIS and appendices.
Environmental Risk Assessment Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development. Where relevant, the assessment of key issues below, and any other significant issues identified in the risk assessment, must include: <ul style="list-style-type: none"> adequate baseline data; consideration of the potential cumulative impacts due to other developments in the vicinity (completed, underway or proposed); measures to avoid, minimise and if necessary, offset predicted impacts, including detailed contingency plans for managing any significant risks to the environment; and a health impact assessment, using the Health Impact Assessment Guidelines (eHealth, 2017) or Health Impact Assessment: A practical Guide (University of NSW and NSW Health, 2007), of local and regional impacts associated with the development, including those health risks associated with relevant key issues. 	Section 7
Capital Investment Value The EIS must also be accompanied by a report from a qualified quantity surveyor providing: <ul style="list-style-type: none"> a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Regulation) of the proposal, including details of all assumptions and components from which the CIV calculation is derived. The report shall be prepared on company letterhead and indicate applicable GST component of the CIV; an estimate of jobs that will be created during the construction and operational phases of the proposed development; and certification that the information provided is accurate at the date of preparation. 	QS Report at Appendix A
Key Issues: The EIS must address the key issues set out in points (1) to (22) below:	
1. Statutory and Strategic Context	Sections 4 and 5

Requirement	Location in EIS
<ul style="list-style-type: none"> ▪ Demonstrate the proposal's compliance and consistency with State Significant Development (SSD) Concept Approval SSD-10114, including satisfaction of all relevant Part B – Modification to the Concept Proposal and Part C – Future Environmental Assessment Requirements conditions; ▪ Address all relevant Environmental Planning Instruments, plans, policies and guidelines, including (but not limited to those) outlined at Attachment A; ▪ Provide details of the proposed use for each component of the development, and the relationship between the different uses within the building; ▪ Detail the nature and extent of any prohibitions that apply to the development; ▪ Identify compliance with the development standards applying to the site and provide a detailed justification for any non-compliances; and ▪ Address the adequacy of floor space provided for commercial purposes and provide relevant justification. 	
<p>2. Design Excellence</p> <ul style="list-style-type: none"> ▪ Prepare a Design Excellence Statement to demonstrate how the proposal exhibits design excellence and contributes to the natural, cultural, visual and built character values of Gosford City Centre; ▪ In considering whether the development exhibits design excellence, demonstrate compliance with Clause 8.3 of State Environmental Planning Policy (SEPP) (Gosford City Centre) 2018; ▪ The proposal has been reviewed by the City of Gosford Design Advisory Panel – Design Reference Group (DRG) and all issues raised by the DRG must be considered and addressed; and ▪ The proposal should be presented to the City of Gosford Design Advisory Panel prior to lodgement, and the EIS and must demonstrate how the Panel advice has been considered and incorporated into the proposal and address consistency with the advice. 	<p>Section 6.1</p> <p>Section 5.4</p> <p>Design Report at Appendix C</p> <p>CoGDAP Advice at Appendix E</p>
<p>3. Built Form and Urban Design</p> <ul style="list-style-type: none"> ▪ Demonstrate how the proposal is informed by the Gosford Urban Design Framework (GANSW, 2018) and the Gosford Development Control Plan 2018 (DPE); ▪ Address how the proposal is consistent with the approved building envelope and Building Design Future Environmental Assessment requirements required by SSD Concept Approval SSD-10114; ▪ Address the design quality of the proposed development, including consideration of building articulation (including approved articulation zones), street activation and interface with the public domain; ▪ Address section 6.7 (Key Site 6 principles) contained within Chapter 6 of Gosford Development Control Plan 2018 (DPE); 	<p>Section 4.5</p> <p>Architectural Plans at Appendix B</p> <p>Design Report at Appendix C</p> <p>Design Guidelines Assessment at Appendix D</p> <p>Section 4.6</p> <p>Section 6.1</p>

Requirement	Location in EIS
<ul style="list-style-type: none"> Demonstrate how above ground parking and services (including waste management, loading zones and mechanical plant) would be fully integrated into the design of the development. This includes how on-site car parking is provided wholly underground, or otherwise is not visible from, or minimises visual impacts to, the street. 	
<p>4. Public Domain and Landscaping</p> <ul style="list-style-type: none"> Outline the scope of public domain improvements, pedestrian linkages, street activation, and landscaping to be provided as a part of the proposed development. Demonstrate how the proposal considers and integrates with the recently completed Leagues Club Field adjacent to the site; Address all landscaping and public domain requirements of as per the Future Environmental Assessment Requirements of SSD Concept Approval SSD-10114; Demonstrate how the proposal: <ul style="list-style-type: none"> maximises permeability throughout the development and to adjoining sites; maximises street activation within the town centre; provides sufficient open space for future residents; provides access for people with disabilities; and minimises potential vehicle, bicycle and pedestrian conflicts. 	<p>Section 6.2</p> <p>Landscape Report and Drawings at Appendix F</p>
<p>5. Visual Impacts</p> <ul style="list-style-type: none"> Prepare a Visual and View Loss Assessment as required by the Future Environmental Assessment Requirements of SSD Concept Approval SSD-10114; Address all visual and view requirements of SSD Concept Approval SSD-10114; and Photomontages or perspectives should be provided showing the project. 	<p>Section 6.3</p> <p>Visual and View Loss Assessment at Appendix G</p>
<p>6. Environmental and Residential Amenity</p> <ul style="list-style-type: none"> Assess the environmental and residential amenity impacts associated with the proposal, including solar access, acoustic impacts, visual privacy, view loss, overshadowing, lighting impacts and wind impacts as required by the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114. A high level of environmental amenity must be demonstrated; Demonstrate that the proposed building envelopes are consistent with SEPP 65 and the Apartment Design Guide (ADG) and ensure the proposal achieves a high level of environmental and residential amenity; and Demonstrate that the proposal has considered and adopted best practice Crime Prevention Through Environmental Design (CPTED) principles. 	<p>Sections 6.3, 6.4 and 6.12</p> <p>Architectural Plans at Appendix B</p> <p>Design Report at Appendix C</p> <p>Acoustic Report at Appendix H</p> <p>Visual and View Loss Assessment at Appendix G</p> <p>Reflectivity Report at Appendix I</p>

Requirement	Location in EIS
	<p>Wind Report at Appendix J</p> <p>CPTED Report at Appendix K</p>
<p>7. Ecologically Sustainable Development (ESD)</p> <ul style="list-style-type: none"> Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000) will be incorporated in the design, construction and ongoing operation phases of the development. Demonstrate how future buildings would meet or exceed minimum building sustainability and environmental performance standards as required by the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114; Demonstrate how the proposal meets the Water Sensitive Urban Design principles and incorporates Water Sensitive Urban Design practices as required by the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114; and Demonstrate that the proposal has considered and addressed impact on urban heat, including but not limited to: site coverage and shade, site irrigation, passive cooling, alternative energy supply, choice of building exterior materials e.g. cool roofs, cool facades and mitigation of heat expelled from heating, ventilation and cooling systems. 	<p>Section 6.5</p> <p>ESD Report at Appendix L</p>
<p>8. Traffic, Transport and Accessibility (Construction and Operational)</p> <ul style="list-style-type: none"> The EIS must be accompanied by a Traffic, Transport and Accessibility Impact Assessment prepared in accordance with relevant guidelines (see Attachment A). The assessment must address all traffic, transport (including construction pedestrian and traffic management), car and bicycle parking requirements as per the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114; Traffic, Transport and Accessibility Impact Assessments must be prepared in consultation with Transport for NSW (TfNSW) and Central Coast Council with comments addressed prior to lodgement, which is to include (but not be limited to) the following: <ul style="list-style-type: none"> An analysis of the existing traffic network, including the road hierarchy, current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing performance levels of nearby intersections; The anticipated additional vehicular traffic generated from both the construction and operational stages of the project. The predicted transport mode share split for the development. The distribution on the road network of the trips generated by the proposed development. It is requested that the predicted traffic flows are shown diagrammatically to a level of detail sufficient for easy interpretation. 	<p>Section 6.6</p> <p>Traffic Report at Appendix M</p> <p>Car Parking Assessment Report at Appendix N</p>

Requirement	Location in EIS
<ul style="list-style-type: none"> - Consideration of the traffic impacts on existing and proposed intersections, in particular, Central Coast Highway and Dane Drive, Central Coast Highway and Vaughan Avenue, Central Coast Highway and Mann Street, Henry Parry Drive and Donnison Street, and the capacity of the local and classified road network to safely and efficiently cater for the additional vehicular traffic generated by the proposed development during both the construction and operational stages. The traffic impact shall also include the cumulative traffic impact of other proposed developments in the area. - Identify the necessary road network infrastructure upgrades that are required to maintain existing levels of service on both the local and classified road network for the development. In this regard, preliminary concept drawings shall be submitted with the EIS for any identified road infrastructure upgrades. However, it should be noted that any identified road infrastructure upgrades will need to be to the satisfaction of Transport for NSW and Council. - Traffic analysis of any major / relevant intersections impacted, using SIDRA or similar traffic model, including: <ul style="list-style-type: none"> ▪ Current traffic counts and 10 year traffic growth projections ▪ With and without development scenarios ▪ 95th percentile back of queue lengths ▪ Delays and level of service on all legs for the relevant intersections ▪ Electronic data for Transport for NSW review. - Details of car parking provision, having regard to relevant parking rates, specifications and standards; - A vehicular servicing and management plan providing details of proposed vehicular access for off-street, loading, deliveries and servicing arrangements (including garbage collection), and any proposed infrastructure improvements or measures to reduce potential conflicts with pedestrians and cyclists. Swept path analysis for nominated service vehicles must also be provided; - Proposals to improve walking and cycling, such as connections into existing walking and cycling networks, high quality end-of-trip facilities and adequate bicycle parking for visitors, employees and residents (provided in accordance with the relevant rates, specifications and standards); - Measures to promote sustainable travel choices for employees, residents or visitors, such as minimising car parking provision, encouraging car share and public transport, cycling and walking, implementing a green travel plan and providing end of trip facilities; - Any other impacts on the regional and state road network including consideration of pedestrian, cyclist and public transport facilities and provision for service vehicles; - A draft Construction Traffic Management Plan providing details of predicted construction traffic movements, routes and access arrangements, and outline 	

Requirement	Location in EIS
<p>how construction traffic impacts on existing traffic, public transport, pedestrian and cycle networks would be appropriately managed and mitigated and how cumulative construction traffic impacts with other surrounding development would be managed and mitigated.</p> <ul style="list-style-type: none"> - As per the TfNSW response to SSD 10114 dated 28 April 2020: "Potential traffic and transport infrastructure improvements, including examination of left turn deceleration lane into Vaughan Avenue, and additional approach lane on Dane Drive shall be further investigated as part of future Traffic Impact Assessments." 	
<p>9. Aviation Impacts</p> <ul style="list-style-type: none"> ▪ Provide an Aviation Impact Assessment (AIS) as required by the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114. 	<p>Section 6.7</p> <p>Aviation Impact Assessment at Appendix O</p>
<p>10. Flooding, Stormwater, Hydrology and Coastal Erosion</p> <ul style="list-style-type: none"> ▪ Address the following flooding, stormwater and hydrology matters as per the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114 and requirements of the Biodiversity and Conservation Division (BCD) of the Environment, Energy and Science (EES) branch of the Department, including: <ul style="list-style-type: none"> - Assess and map the potential flooding impacts associated with the development and consider the relevant provisions of the NSW Floodplain Development Manual (2005), including the potential impacts of climate change, sea level rise and increase in rainfall intensity; - Prepare a stormwater management report demonstrating how stormwater would be appropriately managed in accordance with Council's requirements; - Describe flood assessment and modelling undertaken in determining the design flood levels for events, including a minimum of the 1 in 10 year, 1 in 100 year flood levels and the probable maximum flood, or an equivalent extreme event; - Model the effect of the proposed development (including fill) on the flood behaviour under the following scenarios: <ul style="list-style-type: none"> ▪ Current flood behaviour for a range of design events as identified in 11 above. This includes the 1 in 200 and 1 in 500 year flood events as proxies for assessing sensitivity to an increase in rainfall intensity of flood producing rainfall events due to climate change. - Modelling in the EIS must consider and document: <ul style="list-style-type: none"> ▪ The impact on existing flood behaviour for a full range of flood events including up to the probable maximum flood. ▪ Impacts of the development on flood behaviour resulting in detrimental changes in potential flood affection of other developments or land. This 	<p>Section 6.8</p> <p>Water Cycle Management Plan at Appendix P</p> <p>Civil Drawings at Appendix Q</p>

Requirement	Location in EIS
<p>may include redirection of flow, flow velocities, flood levels, hazards and hydraulic categories.</p> <ul style="list-style-type: none"> ▪ Relevant provisions of the NSW Floodplain Development Manual 2005 <p>- Assess the impacts on the proposed development on flood behaviour, including:</p> <ul style="list-style-type: none"> ▪ Any detrimental increases in the potential flood affectation of other properties, assets and infrastructure. ▪ Consistency with Council floodplain risk management plans. ▪ Compatibility with the flood hazard of the land. ▪ Compatibility with the hydraulic functions of flow conveyance in floodways and storage in flood storage areas of the land. ▪ Any adverse effect to beneficial inundation of the floodplain environment, on, adjacent to or downstream of the site ▪ Any direct or indirect increase in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses ▪ Any impacts the development may have upon existing community emergency management arrangements for flooding. These matters are to be discussed with the SES and Council. ▪ Whether the proposal incorporates specific measures to manage risk to life from flood. These matters are to be discussed with the SES and Council. ▪ Emergency management, evacuation and access, and contingency measures for the development considering the full range of flood risk (based upon the probable maximum flood or an equivalent extreme flood event). These matters are to be discussed with and have the support of Council and the SES. ▪ Any impacts the development may have on the social and economic costs to the community as consequence of flooding. <p>- Assess water quality and hydrology impacts of the development, including:</p> <ul style="list-style-type: none"> ▪ Water balance including quantity, quality and source. ▪ Effects to downstream rivers, wetlands, estuaries, marine waters and floodplain areas. ▪ Effects to downstream water-dependent fauna and flora including groundwater dependent ecosystems. ▪ Impacts to natural processes and functions within rivers, wetlands, estuaries and floodplains that affect river system and landscape health such as nutrient flow, aquatic connectivity and ▪ access to habitat for spawning and refuge (e.g. river benches). 	

Requirement	Location in EIS
<ul style="list-style-type: none"> ▪ Changes to environmental water availability, both regulated/licensed and unregulated/rules based sources of such water. ▪ Mitigating effects of proposed stormwater and wastewater management during and after construction on hydrological attributes such as volumes, flow rates, management methods and re-use options. ▪ Identification of proposed monitoring of hydrological attributes; ▪ The assessment must specifically demonstrate that the development will not adversely impact water quality in Brisbane Water in the vicinity of the inlet to Gosford Tidal Terrace during construction or operation; and ▪ The EIS must describe the potential effects of coastal processes and hazards (within the meaning of the Coastal Management Act 2016), including sea level rise and climate change: <ul style="list-style-type: none"> - On the proposed development - Arising from the proposed development. ▪ The [EIS/EA] must consider have regard to any certified Coastal Management Program (or Coastal Zone Management Plan) and be consistent with the management objectives described in the Coastal Management Act 2016 and development controls for coastal management areas mapped under the State Environmental Planning Policy (Coastal Management) 2018. 	
11. Heritage <ul style="list-style-type: none"> ▪ Assess any impacts on State and local heritage items, including conservation areas, natural heritage areas, relics, gardens, landscapes, views and trees and recommend mitigation and management measures where required in the form of a detail heritage impact statement as per the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114. 	Section 6.9 Heritage Impact Statement at Appendix R
12. Aboriginal Cultural Heritage <ul style="list-style-type: none"> ▪ Prepare an Aboriginal Archaeological Assessment (AAA) as per the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114. 	Section 6.10 Aboriginal Archaeology Assessment at Appendix S
13. Social & Economic Impacts <ul style="list-style-type: none"> ▪ The EIS must include a Social and Economic Impact Assessment that considers the social and economic impacts of the development as per the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114. This should include consideration of any increase in demand for community infrastructure and services including impacts on health services – hospital and community health services. 	Section 6.11 Social and Economic Impact Assessment at Appendix T
14. Public Benefit and Contributions <ul style="list-style-type: none"> ▪ Outline the contributions and proposed public benefits to be delivered as a part of the proposal including details of any Voluntary Planning Agreement. 	Section 5.13

Requirement	Location in EIS
15. Noise and Vibration <ul style="list-style-type: none"> Prepare a noise and vibration assessment as per the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114; and The assessment must address both construction and operational noise and vibration impacts. 	Section 6.12 Acoustic Report at Appendix H
16. Contamination <ul style="list-style-type: none"> Provide a Stage 2 Detailed Site Contamination report as per the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114. 	Section 6.13 Contamination Assessment at Appendix U
17. Biodiversity <ul style="list-style-type: none"> Assess any biodiversity impacts associated with the proposal in accordance with the requirements of the Biodiversity Conservation Act 2016, including the preparation of a development specific Biodiversity Development Assessment Report (BDAR), except where a BDAR waiver has been issued; Where a BDAR is not required, because a BDAR waiver has been issued provide: <ul style="list-style-type: none"> a copy of the BDAR waiver and demonstrate that the proposed development is consistent with that covered in BDAR waiver; an assessment of flora and fauna impacts where significant vegetation or flora and fauna values would be affected by the proposed development; Assess biodiversity impacts, including the removal of existing vegetation on the site and the requirement to address ecosystem credits in accordance with the Biodiversity Development Assessment Report prepared by Niche Environment and Heritage and dated 29 August 2019; and Ensure the existing Ficus (Port Jackson Fig) on the corner of Vaughan Avenue and Mann Street is preserved. 	Section 6.14 BDAR Waiver at Appendix V
18. Soil and Water <ul style="list-style-type: none"> The EIS shall include a: <ul style="list-style-type: none"> Geotechnical assessment. Acid Sulfate Soils Assessment and Management Plan Groundwater Assessment. The EIS must map the following features relevant to soil and water including: <ul style="list-style-type: none"> Acid sulfate soils (Class 1, 2, 3 or 4 on the Acid Sulfate Soil Planning Map). Rivers, streams, wetlands, estuaries (as described in s4.2 of the Biodiversity Assessment Method). Wetlands as described in s4.2 of the Biodiversity Assessment Method. Groundwater. 	Section 6.15 Geotechnical Report at Appendix X Acid Sulfate Soils Assessment and Management Plan at Appendix Y

Requirement	Location in EIS
<ul style="list-style-type: none"> - Groundwater dependent ecosystems. - Proposed intake and discharge locations. ▪ The EIS must describe background conditions for any water resource likely to be affected by the development ▪ The EIS must assess the impacts of the development on water quality, including: <ul style="list-style-type: none"> - The nature and degree of impact on receiving waters for both surface and groundwater, demonstrating how the development protects the Water Quality Objectives where they are currently being achieved, and contributes towards achievement of the Water Quality Objectives over time where they are currently not being achieved. This should include an assessment of the mitigating effects of proposed stormwater and wastewater management during and after construction; and - Identification of proposed monitoring of water quality. 	
<p>19. Construction Management</p> <ul style="list-style-type: none"> ▪ Prepare a preliminary Construction Management Plan for the proposed works and outline how construction impacts would be appropriately managed and mitigated; ▪ Demonstrate how public health and safety will be maintained during construction and operation, including any public health and safety measures that will be implemented; and ▪ The preliminary construction management plan must also address potential impacts (and appropriate mitigation measures), arising from excavation and dewatering requirements on the adjacent Tidal Terrace water park; and ▪ The preliminary construction management plan is to address all construction matters identified in the Future Environmental Assessment Requirements SSD Concept Approval SSD-10114. 	<p>Section 6.16</p> <p>Preliminary Construction Management Plan at Appendix Z</p>
<p>20. Easements, Restrictions, Staging and Construction</p> <ul style="list-style-type: none"> ▪ Provide details of any easements, restrictions or positive covenants on site ▪ Provide details regarding any proposed staged construction of the proposed development. ▪ Provide details of any temporary (or continued) use or temporary activation of the land during staged construction. ▪ Demonstrate how the staged construction will not adversely impact the local road network or pedestrian connections. 	<p>Section 2.2.4</p> <p>Section 6.16</p> <p>Preliminary Construction Management Plan at Appendix Z</p>
<p>21. Air Quality & Pollution</p> <ul style="list-style-type: none"> ▪ Assess the construction and operation air quality impacts and ensure they meet the requirements of Council and/or the Environment Protection Authority; 	<p>Section 6.16</p> <p>Preliminary Construction Management Plan at Appendix Z</p>

Requirement	Location in EIS
<ul style="list-style-type: none"> ▪ The assessment must detail the proposed management and mitigation measures that would be implemented, and clearly demonstrate that no risk to public health will result during construction and operation; and ▪ Demonstrate whether any activities associated with the proposed development would be a scheduled activity as listed in Schedule 1 of the Protection of the Environment Operations Act 1997 (the POEO Act), or other legislative requirements administered by the EPA. 	
22. Waste <ul style="list-style-type: none"> ▪ Prepare an Operational Waste Management Plan to address storage, collection and management of waste and recycling with the development. 	Section 6.17 Waste Management Plan at Appendix AA
Plans and Documents The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Regulation. Provide these as part of the EIS rather than as separate documents. In addition, the EIS must include the following: <ul style="list-style-type: none"> ▪ High quality files of maps and figures of the subject site and proposal ▪ Survey plan ▪ Overall site plan ▪ Elevations, floor plans and sections of the proposal) ▪ Artist perspectives and photomontages ▪ Civil Designs ▪ Design verification statement ▪ Compliance tables for all relevant planning controls ▪ Structural Report ▪ Public Art Strategy (developed in consultation with Central Coast Council) ▪ Aviation Impact Assessment ▪ Reflectivity Report ▪ Access Report ▪ Overshadowing Impact Assessment ▪ Utility Services Infrastructure Assessment (USIA) ▪ Crime Prevention Through Environmental Design (CPTED) report ▪ Cross ventilation diagrams ▪ Environmentally Sustainable Development Report 	Provided at various Appendices

Requirement	Location in EIS
<ul style="list-style-type: none"> ▪ A table identifying the proposed land uses including a floor-by-floor breakdown of GFA, total GFA and site coverage ▪ Water Cycle Management Plan ▪ Arborist report ▪ Pre-submission consultation statement ▪ Quantity surveyor report 	
<p>Consultation</p> <p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</p> <p>In particular you must consult with:</p> <ul style="list-style-type: none"> ▪ Central Coast Council ▪ City of Gosford Design Advisory Panel ▪ Department of Planning, Industry and Environment – Natural Resource Access Regulator (NRAR) ▪ Heritage NSW (Aboriginal Cultural Heritage) ▪ Ausgrid ▪ Surrounding residents, businesses and local community groups <p>The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p>	Section 3

1.5. CONCEPT/STAGE 1 SSDA – CONDITIONS OF CONSENT

It is noted that the IPC, in their determination, imposed the several conditions which must be satisfied prior to the lodgement of, or as part of, future development applications. These are summarised in Table 2 below.

Table 2 – Concept SSDA Consent Condition Matrix

Requirement	Location in EIS
Part A – Terms of Approval	
<p>A11 Airspace Protection</p> <p>Prior to the lodgement of any future development application(s) the Applicant shall prepare an Aviation Impact Assessment (AIA) to assess the potential impact of building height(s) and construction crane height(s) on helicopter flight paths including management and mitigation measures where necessary. The AIA shall be prepared in consultation with NSW Central Coast Health.</p>	Aviation Impact Assessment at Appendix O
Part B – Modifications to the concept proposal	
<p>B1 Amendments to the concept proposal</p> <p>Prior to the lodgement of any future development application(s), revised concept proposal drawings shall be submitted to, and approved by, the Planning Secretary that include the following amendments:</p> <p>a) the concept envelope amended in plan and in elevation, but not in height, to show a zone within the envelope that represents 85% of the volumetric fill of the envelope, plus an additional 5% zone beyond that which is the 'articulation zone'. The articulation zone represents the outer permissible limit for any built form.</p> <p>This condition only applies to the 'Southern Building' and 'Northern Building' component of the envelope, as identified in the Proposed Concept Master Plan for Approval Yield Table, Drawing TP606, prepared by DKO Architecture, Revision P2, dated March 2020. The Eastern (Hotel) Building component is approved as shown in the Plan referred to in ToA A3.</p> <p>b) a minimum additional 3m setback for the Northern Tower building envelope (both halves) from the western podium street-wall edge, providing 1for the following minimum setbacks:</p> <p>i) 5.7m setback (northern half of the Northern Tower envelope)</p> <p>ii) 8.7m setback (southern half of the Northern Tower envelope)</p> <p>c) the chamfering of the south-west corner of the Northern Tower podium as shown at page 10 of the Applicant's document titled 'Central Coast Quarter 26 Mann Street Gosford' prepared by DKO Architecture and dated 26 June 2020</p> <p>d) increased solar access to the southern through site link (i.e. the north-west oriented component, located between the Eastern Tower and the Southern Tower) in mid-winter (having regard to any visual, view and heritage impacts of any proposed change), which may include:</p> <p>i) re-orientation, chamfering and/or setback of the Northern Tower envelope above podium level</p>	<p>Revised concept proposal drawings have been approved by the Planning Secretary on 9 April 2021.</p> <p>A copy of these drawings are available on the NSW Major Projects website.</p>

Requirement	Location in EIS
<ul style="list-style-type: none"> ii) reduction of the height of the western end of the Eastern Tower envelope podium from three to one storey iii) other option(s) that may achieve the aim of increasing solar access to the through site link as may be agreed with the Planning Secretary <p>e) amendment to the northern through site link or to the building envelope to show that a view line directly to the waterfront/Leagues Club Field is retained from when standing at the boundary of the site on the footpath on Mann Street.</p> <p>The reason for Condition B1 is to ensure that the future built form of the towers will be more slender to improve impacts of views from the public domain, to improve private views, and to improve environmental impacts including wind, overshadowing, and solar access to the public domain and public open space. The condition is also imposed to increase the width of the through site links and to ensure important view corridors are retained.</p>	
<p>B2 Amendment to GFA</p> <p>The maximum gross floor area (GFA) for the development shall not exceed 34,861 m2, and shall comprise:</p> <ul style="list-style-type: none"> a) a maximum of 22,414 m2 residential GFA b) a maximum of 9,660 m2 hotel GFA c) a minimum of 2,787 m2 commercial/ retail GFA. 	Noted.
<p>B3 Car Parking</p> <ul style="list-style-type: none"> a) Car parking for residential apartments shall be provided at a rate of no more than the requirements of the Gosford City Centre Development Control Plan 2018 and no less than the requirements of the Roads and Maritime Guide to Traffic Generating Developments 2002, to be determined in future development application(s) in accordance with the requirements of Future Environmental Assessment Requirements (FEAR) C21 to C23. b) Car parking for 'commercial activities' as defined in State Environmental Planning Policy Gosford City Centre 2018 (GSEPP) shall be provided at the rate in accordance with clause 8.5 of the GSEPP. 	Noted.
Part C – Future Environmental Assessment Requirements	
<p>Design excellence</p> <p>C1. In addition to the requirements of the State Environmental Planning Policy (Gosford City Centre) 2018, all future development application(s) shall be carried out in accordance with the Design Excellence Strategy titled St Hilliers, Gosford - Design Excellence Strategy prepared by Urbis in March 2020, except as may be amended by this consent, and shall be reviewed by the City of Gosford Design Advisory Panel (DAP).</p>	<p>In consultation with the NSW DPIE and the CoGDAP, a revised Design Excellence Strategy was endorsed on 4 December 2020. This Design Excellence Strategy consists of an Alternate Design</p>

Requirement	Location in EIS
<p>Note: Prior to the lodgement of any future development application(s), the Applicant should conduct a design competition for each development application unless the DAP agrees it is not required.</p>	<p>Excellence Pathway for Stage 1.</p> <p>The CoGDAP have subsequently provided written correspondence dated 1 April 2020 (Appendix E) confirming the Panel recommends the proposal proceed to SSDA lodgement and is capable of exhibiting 'design excellence'.</p>
<p>Building design</p> <p>C2. All future development applications for new built form must include:</p> <ul style="list-style-type: none"> a) detailed plans, elevations and sections b) artist's perspectives and photomontages c) a design statement demonstrating the design quality of the proposed development and having regard to the character of surrounding development d) consideration of the Design Guidelines. 	<p>Architectural Plans at Appendix B, Design Report at Appendix C and Design Guidelines Assessment at Appendix D.</p>
<p>C3. Any proposed built form must be contained within the approved building envelopes illustrated in the approved plans referenced at ToA A3 as amended by Modification B1.</p>	<p>Noted.</p>
<p>C4. Future development application(s) shall demonstrate consistency with the:</p> <ul style="list-style-type: none"> a) advice of the DAP (FEAR C1) b) Design Guidelines. 	<p>Noted. Refer to Letter of Advice from the CoGDAP at Appendix E and the Design Report at Appendix C.</p>
<p>C5. Future development application(s) shall ensure the design of:</p> <ul style="list-style-type: none"> a) all podiums provide active frontages to streets and the through site link and minimises the occurrence of long inactive facades b) the Baker Street podium(s) relates appropriately to the Baker Street extension and the Leagues Club Field redevelopment and provide for an appropriate transition between the Baker Street entrance to the through site link and adjoining public domain and open space. 	<p>Architectural Plans at Appendix B and Design Report at Appendix C.</p>
<p>C6. In the event that a porte-cochere is proposed for the hotel use, future development application(s) for the hotel use shall address the porte-cochere location and design and impact on streetscape, heritage, pedestrian amenity and traffic considerations at FEAR C21.</p>	<p>N/A – this stage does not include a porte-cochere.</p>

Requirement	Location in EIS
C7. Future development application(s) shall include a Reflectivity Analysis demonstrating that the external treatments, materials and finishes of the development do not cause adverse or excessive glare.	Reflectivity Report at Appendix I.
C8. Future development application(s) shall include an Access Report demonstrating that the development achieves an appropriate degree of accessibility.	Access Report at Appendix DD.
<p>Public domain and landscaping</p> <p>C9. Future development application(s) shall include a Public Domain and Landscape Report (Landscape Plan) providing details and justification for the design and treatment of all areas of public domain, through site links and landscaping and the relationship of these spaces with existing and proposed buildings, spaces, structures and connections.</p> <p>The Landscape Plan must:</p> <ul style="list-style-type: none"> a) be generally in accordance with the: <ul style="list-style-type: none"> i) concept landscape report titled 'Central Coast Quarter 26 Mann Street Masterplan Report Issue A ' prepared by Turf Design Studio and dated August 2019 ii) arboricultural report titled 'Arboricultural Impact Assessment' prepared by Urban Forestry Australia and dated December 2019 b) include relevant details of the species to be planted (preferably species indigenous to the area), landscape treatments, including any paving and seating areas, soil depths and volumes and any other relevant information c) consider, and incorporate where necessary, the recommendations of the Public Art Strategy (FEAR C17) d) confirm method(s) / arrangement(s) to ensure the on-site through site links are publicly accessible 24 hours-a-day 7 days-a-week e) demonstrate the Mann Street entrance to the through site link (northern arm) is no narrower than 5m f) show that all publicly accessible areas will have all abilities access. 	Landscape Report and Drawings at Appendix F.
<p>Biodiversity</p> <p>C10. Future development application(s) shall consider biodiversity impacts, including the removal of existing vegetation on the site and the requirement to address ecosystem credits in accordance with the Biodiversity Development Assessment Report prepared by Niche Environment and Heritage and dated 29 August 2019.</p>	Three trees are proposed for removal as part of this SSDA. It is anticipated that the purchase of two ecosystem credits will form a condition of development consent (required to be purchased prior to the first CC). The ecosystem credits will offset tree removal across all three stages of the masterplan.

Requirement	Location in EIS
<p>The Port Jackson Fig Tree</p> <p>C11. Future development application(s) shall include an Arboricultural Impact Assessment (AIA) prepared generally in accordance with the recommendations of the 'Arboricultural Impact Assessment' prepared by Urban Forestry Australia and dated December 2019. The AIA shall:</p> <ul style="list-style-type: none"> a) detail the retention of the existing Port Jackson Fig tree, located adjacent to the intersection of Vaughan Avenue and Mann Street b) demonstrate the location, excavation and construction of the basement would not adversely encroach on the roots of the Port Jackson Fig tree or impact on that tree's vigour or structural condition c) provide detail of the protection of the Port Jackson Fig tree during construction phase of the development including management and mitigation measures. 	<p>Arborist Report at Appendix W</p>
<p>Crime prevention through environmental design</p> <p>C12. Future development application(s) shall include a Crime Prevention Through Environmental Design Report (CPTED) including method(s) / treatment(s) to ensure that all buildings, spaces and places within and around the development are safe and secure and the opportunity for crime has been minimised in accordance with CPTED principles.</p>	<p>CPTED Report at Appendix K.</p>
<p>Overshadowing</p> <p>C13. Future development application(s) shall include an Overshadowing Impact Assessment (OIP), including shadow studies and diagrams showing the likely overshadowing impact of the development on surrounding proposed spaces, existing open spaces and neighbouring residential properties (including existing and approved residential developments). Buildings shall:</p> <ul style="list-style-type: none"> a) be consistent with amendments to the building envelope as endorsed by the Secretary (Modification B1) b) minimise overshadowing to adjoining public open spaces and proposed through site links within the site. 	<p>Architectural Plans at Appendix B and Design Report at Appendix C.</p>
<p>Public and private views</p> <p>C14. Future Development Application(s) shall include a Visual and View Loss Assessment, which assesses public and private view impacts and demonstrates how consideration has been given to minimising such impacts, where feasible.</p>	<p>Visual and View Loss Assessment at Appendix G.</p>
<p>Future Residential Amenity</p> <p>C15. Future development application(s) relating to residential use shall consider residential amenity including any relevant requirements of the:</p> <ul style="list-style-type: none"> a) State Environmental Planning Policy 65 - Residential Apartment Development and the residential guidelines within the associated Apartment Design Guide b) Gosford City Centre Development Control Plan 2018. 	<p>Refer to the SEPP 65 Compliance Table in the Design Report (Appendix C) and the Gosford City Centre DCP compliance assessment in Section 4.6 of this EIS.</p>

Requirement	Location in EIS
<p>Social and Economic Impact</p> <p>C16. Future development application(s) shall include a Social and Economic Impact Assessment (SEIA) that considers the social and economic impacts of the proposal, including cumulative impacts, including health impacts, of the development in context with other existing/approved large developments within the Gosford City Centre. In addition, the SEIA shall investigate the potential for the development to accommodate</p> <ul style="list-style-type: none"> a) affordable housing and/or community facilities b) a childcare centre. 	<p>Social and Economic Impact Assessment at Appendix T.</p>
<p>Public art</p> <p>C17. Future Development Application(s) shall include a Public Art Strategy (PAS) for the inclusion of public art within the development. The PAS shall be prepared in consultation with Council.</p>	<p>Public Art Strategy at Appendix FF.</p>
<p>Heritage</p> <p>C18. Future development application(s) shall include a detailed Heritage Impact Statement (HIS), which considers the heritage impact of the development, including any visual and view impacts on adjoining and nearby heritage items and the need for any additional mitigation measures.</p>	<p>Heritage Impact Statement at Appendix R.</p>
<p>Aboriginal Archaeology</p> <p>C19. Future development application(s) shall include an Aboriginal Archaeological Assessment (AAA) to assess the impacts of the development on the Aboriginal archaeological resources. The AAA shall be prepared in consultation with the Biodiversity and Conservation Division of the Department of Premier and Cabinet, the local Aboriginal communities and shall be generally in accordance with the recommendations of the 'Aboriginal Cultural Heritage Assessment Report' prepared by Streat Archaeological Services and dated February 2020.</p>	<p>Aboriginal Archaeological Assessment at Appendix S.</p>
<p>Environmental performance</p> <p>C20. Future development application(s) for new built form must address the National Construction Code of Australia 2019 and demonstrate how the principles of Ecologically Sustainable Development have been incorporated into the design, construction and on-going operation of the new buildings. The development must meet or exceed environmental standards including those equivalent to the following:</p> <ul style="list-style-type: none"> a) 4-star Green Star Design and As Built rating b) 4-star NABERS Energy and Water rating c) BASIX certification. 	<p>BCA Report at Appendix BB and ESD Report at Appendix L.</p>
<p>Traffic and transport</p> <p>C21. Future development application(s) shall be accompanied by a Traffic Impact Assessment (TIA) that assesses the traffic, transport and pedestrian impacts on</p>	<p>Traffic Impact Assessment at Appendix M.</p>

Requirement	Location in EIS
<p>the road and footpath networks and nearby intersection capacity. The TIA shall also address:</p> <ul style="list-style-type: none"> a) traffic generation impacts and any necessary road infrastructure upgrades to adjoining and nearby roads and intersections b) vehicle and pedestrian safety within and around the site c) loading/ unloading, servicing, coach, pick-up/drop-off arrangements d) on-site car parking provision, location, access and operation e) the impact of the removal of any existing on-street car parking spaces f) pedestrian and bicycle infrastructure and facilities g) the development's relationship to, and impact on, the Baker Street extension h) access, use and safety of any hotel porte-cochere (if proposed) i) any Gosford City Centre Transport Plan (including draft plan). 	
<p>C22. Future development application(s) shall include a Car Parking Assessment Report (CPAR) that includes a detailed assessment of car parking demand and impacts to confirm the most appropriate number of onsite car parking spaces for the development. In proposing the final car parking rate for the site, the CPAR shall:</p> <ul style="list-style-type: none"> a) consider any existing or draft car parking study or guideline applying to the Central Coast Council local government area b) provide on-site car parking for residential apartments at a rate no more than the requirements of the Gosford City Centre Development Control Plan 2018 and no less than the requirements of the Roads and Maritime Guide to Traffic Generating Developments 2002 c) provide parking for 'commercial activities' as defined in the GSEPP at a rate no less than in clause 8.5 of the GSEPP d) undertake a needs-based car parking assessment for the development e) undertake parking surveys (or consider existing recent surveys that may have been undertaken) examining the existing parking pressure on surrounding streets and parking facilities f) analyse existing and projected car ownership details of residents within Gosford and the development g) compare the proposal with other existing and approved developments within Gosford and other similar NSW regional centres h) consider green travel plan initiatives i) consider any Gosford City Centre Transport Plan (including draft plan). 	<p>Car Parking Assessment Report at Appendix N.</p>

Requirement	Location in EIS
C23. Future development application(s) shall propose on-site car parking at a rate consistent with the findings / conclusions of the CPAR (FEAR C22), with the final parking rate to be determined by the consent authority.	Noted. The proposed parking provision is consistent with the CPAR.
C24. Future development application(s) shall include green travel plans, identifying opportunities to maximise the use of sustainable transport choices.	The Traffic Report (Appendix M) includes an Overview Green Travel Plan.
Bicycle parking and facilities	Noted. The SSDA complies with the Gosford City Centre DCP in this regard.
C25. Future development application(s) shall include bicycle parking for residents / employees / visitors and end of trip facilities (toilets, change/locker rooms and showers) in accordance with the Gosford City Centre Development Control Plan 2018. Wayfinding / signage shall be provided as appropriate.	
C26. Future development application(s) shall explore opportunities to exceed the Gosford City Centre Development Control Plan 2018 visitor bicycle parking requirements to encourage sustainable modes of transport.	Noted.
Wind assessment	Wind Impact Assessment at Appendix J.
C27. Future development application(s) shall include a Wind Impact Assessment, including wind tunnel testing, which: <ul style="list-style-type: none"> a) assesses the existing and proposed wind environment including the cumulative impact of existing and proposed (approved) tower developments adjoining and nearby the site b) demonstrates spaces within and around the site are suitable for their intended purpose c) includes mitigation measures to address adverse wind condition where necessary, including amendment to the building elements within the envelope if necessary to provide for planting on the site. In the event that the Wind Impact Assessment recommends landscaping / planting mitigation measures, these shall be shown on the Landscape Plan (FEAR C9). 	
Waste	Waste Management Plan at Appendix AA.
C28. Future development applications shall include an Operational Waste Management Plan to address storage, collection, and management of waste and recycling within the development.	
Utilities	Utilities Services Infrastructure Assessment at Appendix EE.
C29. Future development application(s) shall include a Utility Services Infrastructure Assessment (USIA) which addresses the existing capacity and any augmentation requirements of the development for the provision of utilities, including staging of infrastructure. The USIA shall be prepared in consultation with relevant agencies and service providers.	

Requirement	Location in EIS
C30. Future development application(s) shall consider the location of any existing drainage / sewer infrastructure on the site and the impact of the development on that infrastructure in consultation with Council and/or relevant service owner/provider	Noted. Refer to Water Cycle Management Report at Appendix P and Civil Drawings at Appendix Q.
Operational noise and vibration C31. Future development application(s) shall be accompanied by a Noise and Vibration Impact Assessment (NVIA) that identifies and provides a quantitative assessment of the main noise generating sources and activities during operation. The NVIA shall include details of any mitigations measures to ensure the amenity of sensitive land uses are protected during the operation of the development.	Acoustic Report at Appendix H.
Hydrology C32. Future development application(s) shall consider potential flooding, stormwater, climate change/sea level rise and water quality impacts. Buildings shall be designed to appropriately respond to any constraints and address water sensitive urban design principles and the Gosford Development Control Plan 2013 water cycle management requirements.	Water Cycle Management Report at Appendix P and Civil Drawings at Appendix Q.
Land Contamination C33. Future development application(s) shall include an updated Stage 2 Detailed Site Contamination Report. The Report must review the history of the site prior to 1954 and include a Site Contamination Assessment and, as necessary, a Remedial Action Plan reviewed and approved by a site auditor accredited under the Contamination Land Management Act 1997.	Contamination Assessment at Appendix U.
Structure C34. Future development application(s) shall include a Structural Report that demonstrates the proposal can be constructed in accordance with the Building Code of Australia.	Structural Report at Appendix GG.
Construction C35. All future development application(s) must provide an analysis and assessment of the impacts of construction and include: <ul style="list-style-type: none"> a) Construction Pedestrian and Traffic Management Plan (CPTMP), prepared in consultation with Transport for NSW. The CPTMP must detail vehicles routes, numbers of trucks, hours of operation, access arrangements and traffic control measures and cumulative construction impacts (i.e. arising from concurrent construction activity) b) Construction Noise and Vibration Impact Assessments that identifies and provides a quantitative assessment of the main noise generating sources and activities during construction. Details are to be provided outlining any mitigation measures to ensure the amenity of adjoining sensitive land uses is protected throughout the construction period(s) c) Community Consultation and Engagement Plans 	Preliminary Construction Management Plan at Appendix Z and Acid Sulfate Soils Management Plan at Appendix Y.

Requirement	Location in EIS
<ul style="list-style-type: none"> d) Construction Waste Management Plan e) Air Quality Management Plan f) Water Quality Impact Assessments and an Erosion and Sediment Control Plan (including water discharge and dewatering considerations) g) Geotechnical and Structural Investigation Report h) Acid Sulphate Soil Assessment and Management Plan i) Sediment and Erosion Management Plan. 	

1.6. STRUCTURE OF THE EIS

The EIS provides the following sections:

- **Section 2:** describes the site and provides a description of the proposed development.
- **Section 3:** details the strategic context including the planning policies and guidelines relevant to the site and the proposal.
- **Section 4:** provides a detailed assessment of the State, regional and local strategic planning policies and the development contributions framework.
- **Section 5:** details the community and stakeholder engagement undertaken by the applicant as part of the preparation of this EIS.
- **Section 6:** provides a comprehensive assessment of the existing environment, potential impacts, and mitigation measures for each of the key criteria in the SEARs.
- **Section 7:** provides an assessment of the proposal against the matters of consideration listed in Section 4.15 of the EP&A Act 1979.
- **Section 8:** lists the recommendations and mitigation measures based on the technical studies undertaken as part of this application.
- **Section 9:** provides concluding statements and a recommendation for determination of the application.

2. PROJECT DESCRIPTION

2.1. SITE AND SURROUNDING CONTEXT

The following provides details of the site:

- The site is known as 26-30 Mann Street, Gosford and is located within the Central Coast LGA.
- The site is legally described as Lot 111 DP 1265226, Lot 469 DP 821073 and Lots 2-7 DP 14761.
- The Stage 1 site is 4,255sqm in size and irregular in shape. Note: site establishment works will occur across the masterplan site and will not be limited to the Stage 1 site boundary.
- The site is proximate to Gosford Railway Station (approx. 600m south) and Central Coast Stadium (approx. 180m east).

An aerial photograph of the site is provided at Figure 1.

Figure 1 – Aerial Photograph



Source: Urbis

The site is currently vacant and surrounded by hoardings. It has been used for construction storage, car parking and site office associated with the redevelopment of nearby sites. The principal frontages and access to the site are from Mann Street and Vaughan Avenue. Secondary access is provided via a 7.85m wide access easement adjacent to the northern boundary of the site, which also provides vehicular access to neighbouring 32 Mann Street.

Due to levelling associated with previous development, the western half of the site is generally flat. However, the eastern and southern parts of the site are sloped, rising up to Mann Street, which is approximately 8m higher than the levelled western component of the site.

Existing mature trees are located along the eastern, southern and western boundaries of the site. A large Port Jackson Fig tree is located at the south eastern corner of the site adjacent to the Mann Street and Vaughan Avenue intersection. There are no State or local heritage items located on the site.

Figure 2 – Site Photographs



Picture 1 – Looking north from Baker Street



Picture 2 – Baker Street interface (looking north)



Picture 3 – Baker Street interface (looking south)



Picture 4 – Looking north from existing site entrance



Picture 5 – Interface with 32 Mann Street

Source: Urbis



Picture 6 – Looking south at site from Mann Street

The site is located within a diverse urban context at the southern end of the Gosford City Centre and the buildings and spaces surrounding the site vary in use, form, age height and architectural design. The surrounding development includes:

- **North:** north of the site is a six-storey modern commercial building at 32 Mann Street, including service access road / easement connected to Baker Street. Further north is 99 Georgiana Terrace, which comprises the five storey Australian Tax Office building (ATO Building) on the corner of Georgiana Terrace and Baker Street and the Former School of Arts building (local heritage item) on the corner of Georgiana Terrace and Mann Street.
- **East:** east of the site is a variety of two and three storey commercial buildings fronting Mann Street and including the Gosford South Post Office (local heritage item). Further east, is a 15-storey residential tower at 21-37 Mann Street (currently in the final stages of construction) and older established apartment buildings and houses.
- **South:** south of the site is the Gosford City Park, which includes the Gosford War Memorial (local heritage item) and substantial mature trees and grassed open space areas. Further south is the Brisbane Water foreshore, including the Gosford Wharf, Breakwater and Sailing Club.
- **West:** west of the site is the northern extension of Gosford City Park, commonly referred to as the Leagues Club Field. Beyond this is the Central Coast Highway, Brisbane Water foreshore and Central Coast Stadium.

The surrounding road network consists of a variety of local and State roads. The Central Coast Highway is a State arterial road, which is a divided two-way road (four lanes). Mann Street, Vaughan Avenue and Georgiana Terrace are all two-way local collector roads. Baker Street is a new road, which was constructed to provide access to the ATO Building and 32 Mann Street.

Figure 3 – Context Map



Source: Urbis

Baker Street (south of Georgiana Terrace) was previously constructed to provide access to the ATO Building and the commercial building at 32 Mann Street. This section of Baker Street has recently been converted to one-way and has now been extended through to Vaughan Avenue as part of the Leagues Club Field upgrade. Baker Street is now a one-way (southbound) shared zone, with a 10/kph speed limit.

The site is within walking distance of existing public transport connections including:

- Mann Street bus stop, approximately 50m to the north of the site.
- Gosford Train Station (to Newcastle and Sydney), approximately 600m to the north of the site.

Figure 4 – View of Gosford CBD from Brisbane Water



Source: GA NSW

2.2. DEVELOPMENT PROPOSAL

The proposal comprises the first 'detailed' stage of the redevelopment of the site as outlined below:

- Demolition of the existing retaining wall on site.
- Removal of three trees located at the site interface with Baker Street.
- Excavation to a depth of approximately 1.3m to accommodate the proposed ground floor structure.
- Earthworks to level the site in readiness for the proposed building.
- Construction of a 25-storey (26 level) mixed-use building, comprising:
 - 621sqm of retail GFA.
 - 136 apartments, equating to 13,263sqm of residential GFA.
 - Four parking levels for 183 cars, with vehicular access from Baker Street.
 - Storage areas and services.
 - Communal open space.
- Publicly accessible through site link, including stairs, walkways, public lift, public art and landscaping.

Key numeric aspects of the proposal are summarised below. The proposal is described in further detail within the following sections of this report.

Table 3 – Numeric Overview of Proposal

Descriptor	Proposed
Land Use	Shop top housing
Height of Building	RL 81.4m (maximum).
Gross Floor Area	Retail: 621sqm + Residential: 13,263sqm = Total: 13,884sqm
Dwelling mix	136 apartments are proposed in the following mix: <ul style="list-style-type: none"> ▪ 14 x 1-bedroom apartments ▪ 107 x 2-bedroom apartments ▪ 14 x 3-bedroom apartments ▪ 1 x 4-bedroom apartment
Communal Open Space	1,630 sqm
Parking	<ul style="list-style-type: none"> ▪ 183 car parking spaces ▪ 16 motorbike spaces ▪ 63 bicycle spaces

The estimated capital investment value of the development is \$52,133,121 (excluding GST). A QS Report is attached at Appendix A. A set of architectural plans are attached at Appendix B. Photomontages of the development are provided below. The development will generate the following employment metrics:

- Total direct/indirect operational jobs: 23 jobs (FTE).
- Total direct/indirect construction jobs: 269 jobs (FTE).

Figure 5 – Photomontages



Picture 7 – View from Gosford Leagues Club Field



Picture 8 – View of Podium from Leagues Club Field

Source: DKO

2.2.1. Site Preparation and Civil Works

The following site preparation works will be undertaken to ready the site for the proposed development:

- Demolition of the existing retaining wall on site.
- Removal of three trees located at the site interface with Baker Street.
- Excavation to a depth of approximately 1.3m to accommodate the proposed ground floor structure.
- Earthworks to level the site in readiness for the proposed building.

2.2.2. Landscaping

The existing site consists of cleared areas with planted (native) trees along the western and south-western boundaries. Since the Concept SSDA was approved, various trees adjoining the site have been removed as part of the Leagues Club Field upgrade works.

This SSDA seeks consent to remove three Brush Box trees. An Arboricultural Impact Statement has been prepared, which confirms that the prominent *Ficus rubiginosa* on the corner of Vaughan Street and Mann Street can be viably retained.

The landscaping/public domain concept includes the following key aspects:

- A primary through site link from Mann Street to Baker Street and the Leagues Club Field.
- Embellished communal open space areas on the podium and rooftop levels of the tower.
- Activated ground plane of Baker Street, connecting the park and retail spaces.
- Various opportunities for public artwork, planting and seating areas.

2.2.3. Parking and Access

Vehicular access and parking

Access to the development is proposed through an existing driveway on Baker Street. In future stages, a new access point would be provided from Vaughan Avenue (the basement would then be connected for all stages).

Pedestrian access, bicycle parking and end of trip facilities

Existing footpaths around the site will provide pedestrian access. The scheme includes provision for active traffic modes and EoT facilities.

Loading, unloading and servicing

One centralised loading and waste collection area is proposed for the development. This will be constructed as part of the first stage, with future development stages (i.e. Southern Tower and Hotel) also utilising this loading area following their completion. This loading area will be accessed through the existing driveway on Baker Street at the northern end of the site. The loading area is available for use of vehicles of up to and including 12.5-metre-long heavy vehicles with turntable operation to ensure vehicles can exit the site in a forward direction.

2.2.4. Development Staging and Construction Strategy

The proposal is intended to be undertaken in two main stages as follows:

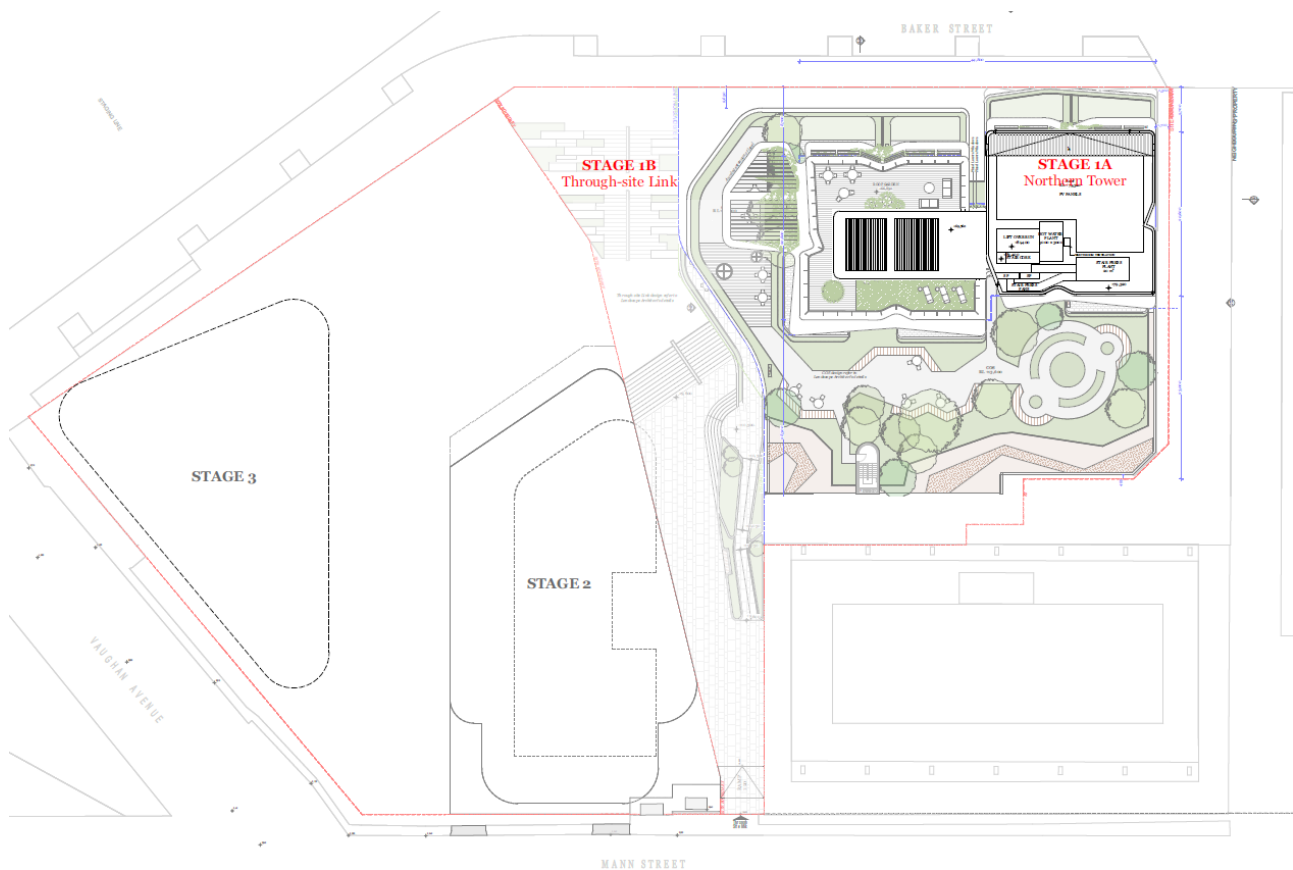
1. Tower.
2. Through site link.

It is intended for the through site link to be constructed following the Occupation Certificate for the tower.

Due to the timing of the works, it is important to ensure there is no impediment to the issue of staged Construction Certificates, and that the consent conditions are triggered for satisfaction at the appropriate time. The Applicant hopes to work openly and collaboratively with DPIE during the assessment phase to ensure staged conditions are suitably worded.

The approach to staging is shown diagrammatically in Figure 6 below:

Figure 6 – Staging Plan



Source: DKO

The Preliminary CMP (Appendix Z) outlines the indicative program, staging and environmental controls associated with the proposed development, including how the site will be managed in between stages. Indicative timing to complete each stage of works will be confirmed by the appointed contractor.

The proposed working hours of the site are:

- Monday to Friday – 7am to 6pm.
- Saturday – 8am to 4pm.
- No work is proposed on Sundays and Public Holidays.

Refer to Section 6.16, which describes the proposed management of noise, vibration and traffic during the construction phase of the development.

It is envisaged that an easement will be placed in the strata plan, to ensure 24/7 public access to the through site link is maintained. The link will not be gated. It is envisaged that the link will be maintained in accordance with the recommendations of the CPTED Report, which includes the provision of CCTV and public lighting.

3. COMMUNITY AND STAKEHOLDER ENGAGEMENT

The SEARs identify that consultation must be undertaken during the preparation of the EIS. In view of this requirement SH Gosford Residential Pty Ltd have undertaken consultation with the following parties:

- Central Coast Council.
- City of Gosford Design Advisory Panel.
- Transport for NSW (former RMS).
- Department of Planning, Industry and Environment – Natural Resource Access Regulator (NRAR).
- Heritage NSW (Aboriginal Cultural Heritage).
- Ausgrid.
- Surrounding residents, businesses and local community groups.

Since obtaining Concept SSDA approval from the IPC in August 2020, the Applicant has continued open dialogue with the NSW Department of Planning, Central Coast Council and the City of Gosford Design Review Panel.

The following table provides a summary of the meetings that have occurred with public authorities during the preparation of this SSDA.

Table 4 – Summary of Stakeholder Consultation

Stakeholder	Comment
Central Coast Council Meeting 1: 24/03/2021 Meeting 2: 07/04/2021	<p>The Applicant met with Council Planning staff twice during the preparation of the SSDA.</p> <p>The first meeting primarily related to a high-level discussion of potential public benefit offers and the interrelationship between the development site and the recently refurbished Leagues Club Field/Baker Street (which is under Council ownership).</p> <p>The second meeting involved a call to Council officer Robert Eyre. Draft plans and information were provided ahead of the meeting. During the meeting, Robert Eyre provided specific comments regarding the building design, waste room configuration, staging and site servicing. This feedback has been incorporated into the EIS package.</p> <p>It is also noteworthy that Council officer Jared Phillips has been a member of the City of Gosford Design Advisory Panel (engagement described further below). This has ensured that Council has been party to the resolution of the design concept and has provided input (where required) on the direction of the scheme.</p> <p>GTA Traffic Consultants have also been in contact with Council regarding the status of the Gosford City Centre Transport Plan. It was confirmed in email correspondence from Scott Stapleton on 24 March 2021 that the Plan is on hold indefinitely.</p>
NSW DPIE Initial Meeting: 15/09/2020 Pre-DA: 08/04/2021 Various informal meetings with Regional Branch	<p>After gaining Concept SSDA consent, the Applicant has proactively engaged with NSW DPIE on various matters. Part of this engagement has been with the Assessment team in preparing revised Concept Proposal Drawings in response to Concept SSDA condition B1. This matter has now been completed, with endorsement provided for the revised drawings on 09/04/2021.</p> <p>Aside from the formal engagement with the DPIE Assessments team, the Applicant has also been in constant dialogue with the Regional branch to facilitate various actions, including the preparation of a revised Design Excellence Strategy (as required by the Concept SSDA conditions, described below).</p>

Stakeholder	Comment
City of Gosford Design Advisory Panel Initial Meeting: 29/10/2020 DRG 1: 16/12/2020 DRG 2: 02/02/2021 DRG 3: 24/02/2021 DAP: 30/03/2021	<p>As noted above, the Concept SSDA consent (Condition C1) required the Applicant to “conduct a design competition for each development application unless the DAP agrees it is not required”. This condition was imposed by the IPC (i.e. was not pre-empted by the Design Excellence Strategy that was prepared in March 2020), and required further engagement with the CoGDAP to ascertain whether a design competition would be a prerequisite for this SSDA.</p> <p>Following initial engagement and written correspondence between the Applicant and CoGDAP, a revised Design Excellence Strategy (DES) was endorsed by the CoGDAP on 4 December 2020, which allowed an Alternative Design Excellence Pathway for this Stage of the project.</p> <p>Following endorsement of the revised DES, the design team set about further engagement (three sessions) with the Design Reference Group (DRG) to obtain feedback on the scheme, with the intention of presenting to the CoGDAP for endorsement to lodge the SSDA.</p> <p>At the 30 March 2021 session, the CoGDAP Chair Paulo Macchia confirmed that the design had been progressed (in response to DES feedback) to a standard suitable for SSDA lodgement, subject to the resolution of:</p> <ul style="list-style-type: none"> • The widening of the through site link (by approximately 2m), from what was shown on the Concept SSDA drawings; and • The resolution of the public domain interface, having regard to Central coast Councils Streetscape Design Guidelines. <p>These matters have since been resolved and incorporated into the revised Concept Proposal Drawings and EIS package. It is anticipated that the CoGDAP will provide further written comments on the EIS package as part of the assessment process.</p>
TfNSW (former RMS)	<p>Consultation was undertaken with TfNSW during the Concept SSDA phase. A follow up email was issued on 12 November 2020 to advise that the Applicant is progressing with the first stage of ‘detailed’ development, while also seeking an update on the Gosford City Centre Transport Plan (and associated traffic modelling).</p> <p>At the time of writing, no response has been elicited from TfNSW, who will be invited to comment on the application during the public exhibition phase.</p>
NRAR	<p>In accordance with the SEARs consultation requirements, the Applicant sent an email to Alistair Drew from NRAR on 12 August 2021, offering a briefing on the project. This email has not elicited a response from NRAR, who will have the opportunity to comment on the EIS during the public exhibition phase, if required.</p>
Heritage NSW	<p>During the preparation of the EIS, correspondence was provided from the Aboriginal Cultural Heritage Regulation – North team on 17 August 2021, confirming that due to the previous ACHAR prepared for SSD-10114, that no further Aboriginal Cultural Heritage Assessment was required beyond what has been nominated in the SEARs requirements.</p>

Stakeholder	Comment
Ausgrid	An application for connection has been submitted to Ausgrid (Ref AP/AC 800197256/1900080147), who advised that a new substation will be required for the development. This was submitted in 2018. This application will be renewed once development approval has been approved.
Surrounding residents, businesses and local community groups.	<p>In accordance with SEARs requirements, community engagement was undertaken by SH Gosford Residential Pty Ltd.</p> <p>In light of the COVID-19 environment, virtual meetings, phone conversations and email correspondence replaced face-to-face engagement. Other methods of engagement with stakeholders included the establishment of a web page to enable enquiries and feedback, promoted by a letterbox drop to 500 surrounding residents and businesses.</p> <p>A summary of the outcomes of this engagement are included in Appendix HH. In short, SH Gosford Residential Pty Ltd did not receive any negative feedback during the consultation that occurred.</p>

4. STRATEGIC CONTEXT

The strategic planning policies and design guidelines identified in the SEARs that need to be addressed include:

- Future Transport Strategy 2056 and supporting plans.
- State Infrastructure Strategy 2018-2038.
- Central Coast Local Strategic Planning Statement (LSPS) 2020.
- Central Coast Regional Plan 2036.
- NSW Government Architect's Gosford Urban Design Framework 2018.
- Gosford City Centre Development Control Plan 2018.
- Gosford City Centre Transport Management and Accessibility Plan.

The proposal is consistent with the following planning strategies, district plans and adopted management plans as detailed below.

4.1. FUTURE TRANSPORT STRATEGY 2056

The Future Transport Strategy is a 40-year vision for the transport system of NSW and seeks to ensure that transport planning is prepared for technological changes and new ways of travel into the future. The Strategy acknowledges the vital role that transport plays in the land use, tourism and economic development of cities and towns with a focus on integrated solutions.

The strategy outlines six state-wide outcomes to guide investment, policy and reform and service provision providing a framework for planning an investment to support a modern, innovative transport network. The strength of the economy supported by an advanced transport system is recognised in the strategy.

The strategy identifies Gosford as a 'satellite city' as part of a hub-and-spoke network that improves transport connections between Greater Sydney and regional centres. Gosford Station has been identified for potential higher speed rail (i.e. turn up and go frequency) in the future, which reflects the CBD's growth ambitions. This proposal is considered to align with these aspirations and can leverage any infrastructure upgrades in the region.

4.2. STATE INFRASTRUCTURE STRATEGY 2018-2038

The State Infrastructure Strategy 2018 sets out Infrastructure NSW's independent advice on the current state of NSW's infrastructure and the needs and priorities over the next 20 years. It looks beyond the current projects and identifies policies and strategies needed to provide infrastructure that meets the needs of a growing population and a growing economy.

The Strategy's project and policy recommendations are estimated to increase the size of the NSW economy by \$11 billion in 2036 and by \$45 billion in 2056; and nominates the Central Coast (between Sydney and Newcastle) as Sydney's fastest growing corridor – where the population is expected to grow to 1.1 Million by 2036. The Strategy sets the following objective for Gosford:

"Gosford will flourish as the region's capital and centre of administrative, civic and commercial services. Improvements to health, transport, education, sporting and civic infrastructure will bolster its expanding cultural, residential and employment functions. Good building design will capitalise on its attractive waterfront setting."

It is considered that the proposal is aligned with the objectives of the State Infrastructure Strategy 2018-2038 because it unlocks improvements to Gosford City Centre's residential and employment functions and advocates for good building design that offers high levels of public and private amenity in a waterfront setting.

4.3. CENTRAL COAST LOCAL STRATEGIC PLANNING STATEMENT

The interim Central Coast Local Strategic Planning Statement (LSPS), which was released in August 2020, provides a land use vision that seeks to guide sustainable growth and development across the Region to 2036 and beyond.

The 'Gosford CBD revitalisation' is nominated as one of 15 key 'enabling projects' across the LGA. The LSPS sets a vision for Gosford to be the principal City serving the Region, providing high and medium density housing supported by public transport connections, walking and cycling amenity and a high-quality public domain.

This proposal will meet the following nominated LSPS 'priorities' for Gosford CBD:

- Support the objectives and design principles of the Gosford City Urban Design Implementation Framework and associated planning controls.
- Encourage a high standard of building design.
- Plan and design a transformational waterfront development.
- Focus on increase in residential development within the city to increase amenity, urban lifestyles and cultural life of the city.
- Long term evolution of transport to reduce dependence on cars, increase public transport, cycle and pedestrian movement around the city.

Overall, the proposal is considered to maintain strong strategic alignment with the Central Coast LSPS.

4.4. CENTRAL COAST REGION PLAN 2036

The Central Coast Regional Plan 2036 sets the vision for the Central Coast region to create a 'healthy natural environment, flourishing economy and well-connected communities'. To achieve this vision, the Government has set four goals:

- Goal 1 – A prosperous Central Coast with more jobs close to home.
- Goal 2 – Protect the natural environment and manage the use of agricultural and resource lands.
- Goal 3 – Well-connected communities and attractive lifestyles.
- Goal 4 – A variety of housing choice to suit needs and lifestyles.

The proposal satisfies these priorities in the following ways:

- It proposes places that are inclusive, well-designed and enhance amenity and attractiveness of the area. In particular, the proposal includes a through-site link and active commercial street frontages capable of accommodating a variety of retail, dining and entertainment uses.
- Provides housing supply and choice within the Gosford City Centre, which is an area supported by a concentration of infrastructure, facilities and services to accommodate residential and employment growth. The provision of high-quality residential dwellings in a convenient, accessible and naturally beautiful location affords future residents the opportunity to live in a high-amenity location. The proposal provides a variety of housing to suit the needs and lifestyles of existing and future residents of Gosford.

Figure 7 – Gosford City Centre



Source: Central Coast Region Plan 2036

4.5. GOSFORD URBAN DESIGN FRAMEWORK

The Gosford Urban Design Framework (UDF) was released in October 2018 and sets a vision for the renewal of the Gosford City Centre. The UDF seeks to provide place-based approaches to strengthening Gosford's role as the regional capital of the Central Coast.

The UDF builds on previous work, plans and strategies undertaken for Gosford City Centre by the NSW Government and the former Gosford City Council (now Central Coast Council), including the 2008 Our City, Our Destiny Masterplan and the 2007 Revitalising Gosford City Centre Plan.

The UDF outlines the following four 'opportunities' for the City South region of Gosford:

- *For Gosford to be more than an 'event city'. There is the opportunity to enliven City South for more times of the day, and for more locals, regional visitors and tourists.*
- *To strengthen the image or identity of the city's landscape setting, particularly as the city is approached from the south by car and train.*
- *To capitalise on the investment in new jobs and homes in City South, helping to bring together the social and economic opportunities in this area.*
- *To create public connections to a unique and evolving water's edge that supports the identity of the regional capital.*

The proposal aligns with these objectives because it:

- Supports an active interface with the Leagues Club Field, providing an attractive place for people to congregate both day and night, and caters for pre and post events at nearby entertainment venues.

- Maintains a sympathetic relationship to its landscape setting, through deliberate design interventions to preserve views to the escarpment from key public vantage points and provide a gesture and visual connectivity to the natural topography through slender tower forms.
- Enables new residential and commercial uses that will provide a boost to the local economy through jobs growth and a larger captive population to service those local economies.
- Delivers an accessible, open-air pedestrian connection from Mann Street to the Leagues Club and the water – providing both a physical and visual connection to the water's edge. The proposal similarly represents a bold design outcome, representative of Gosford's future aspirations.

Overall, the proposal is considered to maintain strong strategic alignment with the Gosford UDF, noting that it has been independently reviewed by the CoGDAP who were (in part) involved in the creation of the UDF.

4.6. GOSFORD CITY CENTRE DEVELOPMENT CONTROL PLAN 2018

The Gosford City Centre Development Control Plan 2018 (the DCP) provides detailed planning controls relevant to the site and the proposal. An assessment against the relevant controls is provided in the table below.

Table 5 – DCP Compliance Table

Control	Comment
3.4 City South Objectives: <ul style="list-style-type: none"> • Maintain strong visual connections and views to Presidents Hill and Rumbalara Reserve. • Continue the established city grid from the Civic Heart and Mann Street through City South. • Provide improved connections to the waterfront. • Promote a diversity of uses and attractors to accommodate a range of uses at all times of the day and week. • Maintain views from the stadium and Leagues Club Field to the water. • Conserve significant local heritage buildings and landscapes which contribute to the character of the City South. 	The proposal maintains strong alignment with the place and character objectives for the City South Area of Gosford because it: <ul style="list-style-type: none"> • Respects the natural topography and allows views through the site to the Rumbalara Reserve behind. • Provides an open-air through site link, improving accessibility from Mann Street to the Leagues Club Field and onto the waterfront. • Advocates for a diversity of land uses that will activate and attract visitors to the site during both the day and night-time (in association with pre and post events at nearby venues). • Maintains key public views and respects the surrounding heritage-listed items.
4.3 Solar Access to Key Public Spaces <ul style="list-style-type: none"> • Buildings must be designed to ensure at least 70% of the Leagues Club Field receives 4 hours of direct sunlight between 9am and 3pm on the winter solstice. • For other existing public open spaces, such as Burns Park, Memorial Park and Gosford Rotary Park (Poppy Park), including Gosford City Park, buildings must be designed to ensure that at least 50% of the 	As demonstrated in the Concept SSDA, the proposal is wholly compliant with the DCP overshadowing controls. The podium level communal open spaces will maintain more than 2 hours direct solar access to 50% of the area. It is also noteworthy that the Stage 1 approval/envelope has been modified, per the IPC imposed conditions, to provide a satisfactory level of solar access to the through site link.

Control	Comment
<p>open space receives a minimum of 4 hours of sunlight between 9am and 3pm on 21 June.</p> <ul style="list-style-type: none"> Buildings are to be designed to ensure that at least 50% (minimum) or 70% (preferred) of the open space provided receives a minimum of 4 hours of sunlight between 9am and 3pm on the winter solstice (21 June). 	
<p>4.5.1 Vehicle Footpath Crossings</p> <ul style="list-style-type: none"> One vehicle access point only (including the access for service vehicles and parking for non-residential uses within mixed use developments) will be generally permitted. Where practicable, vehicle access is to be from lanes and minor streets rather than primary street fronts or streets with major pedestrian activity. Where practicable, adjoining buildings are to share or amalgamate vehicle access points. 	<p>One vehicular access point is provided for the development, via an existing driveway on Baker Street. This driveway is shared with the commercial office building at 32 Mann Street.</p>
<p>5.2.1 Street setbacks and rear setbacks</p> <p>The following controls apply to the site:</p> <ul style="list-style-type: none"> Zero setbacks at ground level & 6m-14m street wall height. Active frontages (across the whole site). Two through-site links. 	<p>The proposal provides zero setbacks, appropriately sized street walls (determined in the Stage 1 approval), active frontages and through site links compliant with the DCP guidance.</p>
<p>5.2.2 Street Wall Heights and Upper Podium</p> <ul style="list-style-type: none"> The street frontage height of buildings must comply with the minimum and maximum heights above mean ground level on the street front (being nil setback up to three storeys, maximum 14m street wall height, for this site). All built form above the street wall height should be set back a minimum of 3m from the building line of the street wall frontage. This may include: <ul style="list-style-type: none"> an 'upper podium' of up to 2 storeys/7m (in height) and side setbacks should be provided consistent with the Apartment Design Guide; and a tower element above this, which is to be consistent with the controls in Section 5.2.5 of the DCP. 	<ul style="list-style-type: none"> The street frontage height to the highest component of street wall in the North Western corner is 12m. The tower setbacks (from podium) are 5.7m and 8.7m. These setbacks are provided in accordance with the Stage 1 Concept approval and the intent of the DCP controls, where a discernible podium and tower arrangement is desired.

Control	Comment
<p>Section 5.2.3 Active Street Frontages and Street Address</p> <p>Objectives</p> <ul style="list-style-type: none"> • Ensure frontages are pedestrian oriented and of high quality design to add vitality to streets. • Provide continuity of shops along streets and lanes within the City Centre and other identified locations. • To promote pedestrian activity and the vibrancy of Gosford. • To provide excellent pedestrian experience in the public domain. • To promote active and safe streets in the Gosford City Centre. • To provide buildings with clear address and direct access to the street. • To promote commercial and retail uses in Gosford 	<p>The proposal includes the provision of retail at key public domain frontages, which together with the open-air through site link, will provide vitality and pedestrian amenity. The link has been carefully designed in concert with CPTED advice, to ensure its safety.</p> <p>The retail frontage to Baker Street is considered to provide a clear and direct address to the street, while also allowing an appropriate transition between public and private domains.</p>
<p>5.2.5 Slender towers with high amenity</p> <ul style="list-style-type: none"> • The maximum floorplate for residential and hotel towers is 750sqm. 	<p>The tower floorplate is less than 750sqm, compliant with this control.</p> <p>The typical floor plate size is approximately 650sqm.</p>
<ul style="list-style-type: none"> • The maximum building length for towers in any direction is 45m. 	<p>The tower complies with this control. The maximum dimension is 44.8m (at the long face of the tower).</p>
<ul style="list-style-type: none"> • All tower forms must be set back a minimum 8m from the street wall frontage, however reductions may be accepted (from 8m to 6m) on some sites where it is demonstrated that this control would compromise the ability to design the podium or tower appropriately. • All building frontages for a tower with a length over 30m should be: <ul style="list-style-type: none"> - expressed as two vertical forms; and - include a clear 'break' of minimum 1m width and 1m depth. - include a stepped height difference of minimum two storeys. 	<p>Condition B1(b) of the IPC consent requires setbacks to the podium of 5.7m and 8.7m which is in line with the requirements of the DCP, where a discernible podium and tower arrangement is provided.</p> <p>The tower is expressed as two vertical forms, includes a clear break (per advice received during the Concept SSDA) and has a stepped height difference of greater than two storeys.</p>
<p>5.2.6 Fine grain frontages</p> <ul style="list-style-type: none"> • The maximum continuous street frontage length of an individual podium (below street wall height) is 40m. Where a podium form exceeds this length, it 	<p>A break in the podium is provided in accordance with this control.</p>

Control	Comment
will be visually broken into two or more podium forms.	
5.2.7 Awnings <ul style="list-style-type: none"> Continuous street frontage awnings are to be provided. 	While awnings are not specifically proposed, appropriate weather protection will be provided at the site, especially where the retail tenancies front the Leagues Club Field.
5.2.8 Building sustainability and environmental performance for key sites, medium sites and large sites <ul style="list-style-type: none"> Measures to improve energy efficiency, water efficiency and waste minimisation should be investigated as part of the enhanced design excellence and design review process. Buildings are to comply with or where possible exceed the Building Sustainability Index (BASIX) by 10% for residential development. To minimise energy use, buildings are to be designed to incorporate various ESD initiatives (i.e. insulation, green roofs, passive design measures, energy efficient appliances and recycled building materials). 	The ESD Report submitted as part of this SSDA sets parameters for how all applicable energy efficiency targets can be met, including Green Star, NABERS and BASIX. The report details measures (aligned with the DCP) that can be incorporated in the design development of the building to maximise building sustainability and environmental performance.
5.2.9 Above ground parking <ul style="list-style-type: none"> Car parking is to be provided wholly underground unless the determining authority is satisfied unique site conditions prevent achievement of parking in basements. Any on site above ground parking should be 'sleeved'. 	<p>The Applicant has sought to avoid excavation works where possible due to the flood constraints of the site.</p> <p>The proposed parking is sleeved/hidden from public view behind/underneath the podium spaces and does not impact the building's active presentation to the public domain.</p>
5.2.11 Internal Amenity <ul style="list-style-type: none"> Building depth, deep soil requirements, communal open space and planting on structures should follow the guidance provided in the Apartment Design Guide that accompanies SEPP 65. For commercial office uses, all areas should be within 10m of a source of daylight. An atrium/lightwell can be provided to ensure that this is achieved in larger floorplate buildings. 	The internal amenity of the apartments has been carefully considered in the proposed design. Building depth is largely determined by the approved envelope and ensured all apartments are a maximum of 8.1m deep (to back of kitchen). Due to the site topography, the first stage of development has little deep soil other than the large tree planting at the base of the steps. The landscape nature is, however, expressed throughout the architecture with extensive communal open space on the podium and rooftop.
5.2.12 Building services and the streetscape <ul style="list-style-type: none"> Substations must be provided wholly within the subject site, either internal to the development or 	An internal chamber substation is provided in the north western corner of the street interface on Baker Street.

Control	Comment
<p>suitably located and integrated within the architectural or landscaping design.</p>	
<p>5.2.14 Site cover and deep soil zones</p> <p>Objectives</p> <ul style="list-style-type: none"> To provide an area on sites that enables soft landscaping and deep soil planting, permitting the retention and/or planting of trees that will grow to a large or medium size. To limit building bulk on a site and improve the amenity of developments, allowing for good daylight access, ventilation, and improved visual privacy. To provide passive and active recreational opportunities 	<p>As above, the shortfall of deep soil planting (per ADG guidance) is compensated by other landscape plantings throughout the public domain and within the communal open space area.</p> <p>The proposal complies with natural ventilation criteria nominated in the ADG, with 91% of apartments on the first nine storeys of the tower achieving cross ventilation. 3 hours of solar access is provided to primary living areas and private open space to 80% of the apartments between 8am and 4pm at midwinter. The building does not give rise to any visual privacy issues, as described below in Section 5.7.</p> <p>Significant areas of communal open space are provided throughout the building, well in excess of ADG minimum requirements. This space will enjoy significant natural and physical amenity. Notwithstanding this, the site is located proximate to several areas of regional open spaces, including the refurbished Leagues Club Field and Poppy Park.</p>
<p>5.2.16 Safety and Security</p> <ul style="list-style-type: none"> Address 'Safer-by-Design' principles to the design of public and private domain, and in all developments (including the NSW Police 'Safer by Design' crime prevention through environmental design (CPTED) principles). 	<p>A CPTED Report has been prepared in support of this application. Refer to Section 6.4.5 of this EIS and Appendix K.</p>
<p>5.2.17 Building Exteriors</p> <p>Objectives</p> <ul style="list-style-type: none"> Contribute positively to the streetscape and public domain by means of high quality architecture and robust selection of materials and finishes. Provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower levels and roof tops. Present appropriate design responses to nearby development that complement the streetscape. Clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security. Maintain a pedestrian scale in the articulation and detailing of the lower levels of the building. 	<p>The building exterior is derived from a contextual study of the locality and the Central Coast as a whole. The architecture focuses on smooth, calm lines which are innate in the natural landscape surrounding the site. The materiality is focused on authenticity, with the base of the building constructed from in-situ concrete with an applied finished. This will give the building a beautiful patina.</p> <p>The street edge has been a particular focus during the design process. The edge is clearly defined and provides a colonnade style edge to the development concurrently dealing with the flood mitigation measures.</p>

Control	Comment
<ul style="list-style-type: none"> Contribute to a visually interesting skyline. 	
<p>5.2.18 Public Artworks</p> <p>Major developments in the Gosford City Centre (over 5000sqm in floor space) are required to prepare a Public Art Plan as part of their development proposal.</p> <ul style="list-style-type: none"> Public art is to respond to the particular site of the development as well as the city as a whole. Provide well designed and visually interesting public art made by artists or organisations that are competent in the selected field. Construct public art of materials that are hardwearing, resistant to vandalism and constructed to ensure minimal maintenance. 	<p>A Public Art Plan has been prepared in support of this SSDA. Refer to Appendix FF.</p>
Principles for 'Key Site 6' – 26-32 Mann Street	
<p>1. This is a key site due to its size, location and address to key public spaces, including the Leagues Club Field and Brisbane Water. The site also offers important urban renewal opportunities in the City South and adjoins Baker Street, Mann Street and Leagues Club Field. Accordingly, this site must be subject to a master planning process to ensure holistic consideration of site-specific urban design issues.</p>	<p>Noted. A Concept SSDA has been approved in advocacy of this 'master planned' approach.</p>
<p>2. The provision of visual connections and pedestrian links between Mann Street and Baker Street (to Leagues Club Field) are priorities for development of this site.</p>	<p>Noted. These links are provided in the scheme.</p>
<p>3. Publicly accessible podium open space above Baker Street, at the level of Mann Street and overlooking the waterfront should be considered and integrated into development of the site.</p>	<p>Noted. This is provided in the scheme.</p>
<p>4. The appropriate height for development of this site will be determined through a master planning process, which is to include design testing and consideration of impacts on views and overshadowing. In particular, the master planning process should test options to maximise views between street level on Mann Street through to the park and the water. The development must comply with the view, slender towers, and solar access provisions contained in this DCP. The development must also take into account the potential impacts on</p>	<p>Noted. The urban design considerations, including height and its corresponding environmental impacts have been workshopped with the CoGDAP.</p> <p>It has been demonstrated in this EIS (and supporting documentation) that impacts on views, heritage and solar can be successfully mitigated.</p> <p>It is also noteworthy that the Applicant has maintained an open dialogue and cooperation with the HCCDC throughout the project, which has allowed a superior relationship between the public domain improvements</p>

Control	Comment
existing heritage items in the vicinity of this site including Gosford War Memorial Park, Rotary Park (Poppy Park), and other nearby heritage items.	proposed under this proposal and the Leagues Club Field refurbishment plans.
5. Baker Street (extension) is a desired pedestrian boulevard (emergency vehicle access only).	Baker Street (south of Georgiana Terrace) was previously constructed to provide access to the ATO Building and the commercial building at 32 Mann Street. This section of Baker Street has recently been converted to one way and has now been extended through to Vaughan Avenue as part of the Leagues Club Field upgrade. Baker Street is now a one-way (southbound) road, signposted as a shared zone with a 10/kph speed limit.
6. Vehicular access to the site and servicing should be provided from Vaughan Avenue and not from either Mann Street or the Baker Street extension, which are two of the most important active street frontages in Gosford.	One vehicular access point is provided for the development, via an existing driveway on Baker Street. This driveway is shared with the commercial office building at 32 Mann Street. This is considered to be the most logical position, having regard to the staging of the development and traffic effects.
7. Any development must consider any future plans for the adjoining public spaces and investigate the conversion of the western section of Vaughan Avenue (beyond Baker Street to the Waterfront) to a shared way to improve pedestrian connectivity between the two adjacent public open spaces.	As above, the development has closely considered future plans in the locality and has sought to create positive connections to adjoining public domain.
7.2 Pedestrian Access and Mobility Objectives <ul style="list-style-type: none"> To provide safe and easy access to buildings to enable better use and enjoyment by people regardless of age and physical condition, whilst also contributing to the vitality and vibrancy of the public domain. To ensure buildings and places are accessible to people with a disability. To provide a safe and accessible public domain. 	The proposal is consistent with the objectives and controls contained within Chapter 7.2 of the DCP because: <ul style="list-style-type: none"> It will provide DDA access to / through the site. Building entrances will be visible from primary street frontages. Various CPTED measures can be incorporated to ensure the space is safe and active at both day and night times. It is compliant with the Disability Discrimination Act 1992.
7.3 Vehicular Driveways and Manoeuvring areas Objectives: <ul style="list-style-type: none"> To minimise the impact of vehicle access points on the quality of the public domain. To minimise impact of driveway crossovers on pedestrian safety and streetscape amenity. 	The proposal is consistent with the objectives and controls contained within Chapter 7.3 of the DCP because: <ul style="list-style-type: none"> It has located vehicular entry points away from key public domain areas, in accordance with CoGDAP feedback and DCP guidance.

Control	Comment
<ul style="list-style-type: none"> Minimise storm water runoff from uncovered driveways and parking areas. 	<ul style="list-style-type: none"> A Stormwater Management Report has been prepared which provides parameters to ensure compliance with the relevant stormwater quality targets. A Traffic Impact Assessment has been prepared which confirms that the reference scheme can comply with the relevant Australian Standards.
<p>7.4 On-Site Parking</p> <p>Objectives:</p> <ul style="list-style-type: none"> To facilitate an appropriate level of on-site parking provision in the city centre to cater for a mix of development types. To minimise the visual impact of on-site parking. To provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles). To promote Gosford City Centre as a more lively and vibrant place by providing parking incentives for certain developments in the city centre. To encourage economic growth in the city centre. To enable the conversion of above ground parking to other future uses. To recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking. 	<p>The proposal is consistent with the objectives and controls contained within Chapter 7.4 of the DCP because:</p> <ul style="list-style-type: none"> The parking provision is considered adequate having regard to the SEPP (Gosford City Centre) 2018 controls, the relevant RMS guidance and the requirements of the FEARs. See further commentary on this in Section 6.6 of this EIS. All parking is visually screened from the public domain. Entrances to parking areas has been strategically located away from key public domain interfaces. A Traffic Impact Assessment has been prepared which confirms that the proposal complies with the relevant Australian Standards. The scheme includes various active travel modes. Level 1 triggers a minor non-compliance with the requirement for a 3.1m floor to ceiling height (for car parking above ground level). This is considered acceptable given the unlikelihood of this space ever being converted to a different use in the future (i.e. residential not possible due to the level being 'sleeved' from solar; commercial/retail not feasible due to access and floorplate depth constraints).
<p>7.5 Site Facilities and Services</p> <p>Objectives:</p> <ul style="list-style-type: none"> To ensure that site facilities (such as clothes drying areas, mail boxes, recycling and garbage disposal units/areas, screens, lighting, storage areas, air conditioning units and communication structures) are effectively integrated into the development and are unobtrusive. To ensure that site services and facilities are adequate for the nature and quantum of development. 	<p>A Site Servicing Strategy document has been prepared (Appendix EE), which confirms the adequacy of current/planned services. Site facilities can be readily integrated into the development at CC stage.</p>

Control	Comment
<ul style="list-style-type: none"> To establish appropriate access and location requirements for servicing. To ensure service requirements do not have adverse amenity impacts. 	
8.2 Energy Efficiency and Conservation Objectives: <ul style="list-style-type: none"> To reduce the necessity for mechanical heating and cooling. To minimise greenhouse gas emissions. To use natural climatic advantages of the coastal location such as cooling summer breezes, and exposure to unobstructed winter sun. 	<p>Refer to Section 6.5 of this EIS and the ESD Report (Appendix L), which details an energy efficiency / sustainability strategy in compliance with Condition C20 of the Stage 1 consent.</p> <p>By combining the design initiatives and strategies noted in the ESD Report, the proposal can reduce its environmental impact, providing a suitable sustainability outcome in accordance with the various targets (i.e. BASIX, Green Star and NABERS).</p>
8.3 Water Conservation Objectives: <ul style="list-style-type: none"> To reduce per-capita mains consumption of potable water. To harvest rainwater for use and reduce urban storm water runoff. To reduce wastewater discharge. To reuse wastewater where appropriate. To safeguard the environment by improving the quality of water run-off and to mimic pre-development flows where appropriate. To ensure infrastructure design is complimentary to current and future water use. To protect public health. 	<p>Refer to 6.5 of this EIS and the ESD Report (Appendix L), which details an energy efficiency / sustainability strategy in compliance with Condition C20 of the Stage 1 consent.</p> <p>By combining the design initiatives and strategies noted in the ESD Report, the proposal can reduce its environmental impact, providing a suitable sustainability outcome in accordance with the various targets (i.e. BASIX, Green Star and NABERS).</p>
8.4 Reflectivity Objective: <ul style="list-style-type: none"> To restrict the reflection of sunlight from buildings to surrounding areas and buildings. 	<p>A Reflectivity Report (Appendix I) has been prepared, which confirms (subject to the incorporation of façade treatments) that adverse glare impacts to motorists, pedestrians, boat drivers and occupants of neighbouring buildings will be prevented. Refer to Section 6.4.3 of this EIS for further information.</p>
8.5 Wind Mitigation Objectives: <ul style="list-style-type: none"> To ensure that new developments satisfy nominated wind standards and maintain comfortable conditions for pedestrians. 	<p>A Wind Assessment (6.4.4Appendix J) has been prepared by Windtech. The assessment confirms the proposal will satisfy the nominated wind standards and maintain comfortable conditions for pedestrians, subject to the incorporation of specified mitigation measures –</p>

Control	Comment
<ul style="list-style-type: none"> To ensure that the moderate breezes are able to penetrate the streets of Gosford City Centre. 	<p>which have been incorporated into the architectural scheme.</p>
<p>8.6 Waste and Recycling</p> <p>Objectives:</p> <ul style="list-style-type: none"> To minimise waste generation and disposal to landfill with careful source separation, reuse and recycling. To minimise the generation of waste through design, material selection, building and best waste management practices. To plan for the types, amount and disposal of waste to be generated during demolition, excavation and construction of the development as well as the ongoing generation of waste. To ensure efficient storage and collection of waste and quality design of facilities. 	<p>An Operational Waste Management Plan has been prepared by Elephants Foot (Appendix AA) to ensure the scheme has accounted for the correct types and amount of waste to be generated during the operational phase of the development.</p> <p>A Preliminary Construction Management Plan has been prepared by SH Gosford Residential Pty Ltd (Appendix Z) which outlines how the construction process will be managed, including the separation, reuse and recycling of waste, where possible.</p>
<p>8.7 Noise and Vibration</p> <ul style="list-style-type: none"> To ensure development is designed so noise and vibration from new businesses, light industrial and leisure/cultural/entertainment venues and other noise generating activities do not unacceptably affect the amenity of nearby residential and other noise or vibration sensitive uses. To ensure development is designed and constructed so that noise and vibration impacts from existing neighbouring activities do not unreasonably compromise the amenity of occupants of the proposed development. To ensure noise and vibration impacts between different uses and occupancies within a development provide reasonable amenity to all occupants of the development. 	<p>Noise and Vibration impacts are considered in the Acoustic Report (Appendix H). The Report provides parameters, based on the applicable noise criteria.</p> <p>The report demonstrates that noise compliance can be readily achieved subject to the recommendations proposed by Acoustic Logic.</p>
<p>9.1 Housing Choice and Mix</p> <p>To achieve a mix of living styles, sizes and layouts within each residential development, comply with the following mix and size:</p> <ul style="list-style-type: none"> Provide a mix of bed-sitter/studio, one bedroom, two bedroom and three bedroom apartments. Bed-sitter apartments and one bedroom apartments must not be greater than 25% and not less than 10% 	<p>The building provides a mix of apartments in various orientations and aspects. There is a total of:</p> <ul style="list-style-type: none"> 10% 1-bed apartments. 79% 2-bed apartments. 11% 3-bed+ apartments. <p>Whilst this is a minor non-compliance its resultant in market feedback which suggests that there is a need for 2-bedroom product in this location. The 3 bedroom+</p>

Control	Comment
<p>of the total mix of apartments within each development.</p> <ul style="list-style-type: none"> Two bedroom apartments are not to be more than 75% of the total mix of apartments within each development. 	<p>apartments are at the top of the building where the views are most expansive.</p>
<p>Section 10.1 Heritage Items</p> <ul style="list-style-type: none"> For development that affects a heritage item, information addressing relevant issues must be included in a Statement of Heritage Impact submitted with the development application (DA). The SOHI must be prepared in accordance with the guidelines published by the NSW Office of Environment and Heritage. To facilitate the conservation and protection of heritage items and heritage conservation areas and their settings. To conserve, maintain and enhance existing views and vistas to buildings and places of historic and aesthetic significance. 	<p>Heritage impacts are considered in the Heritage Impact Statement (Appendix R).</p> <p>The proposal has been deemed to have no adverse heritage impacts. It is considered that the size, bulk, scale, and design of the proposal does not impact the heritage significance of surrounding heritage items.</p>

Based on the above, it is considered that the proposal generally complies with the relevant provisions within the DCP.

4.7. GOSFORD CITY CENTRE TMAP

The Gosford City Centre Transport Management and Accessibility Plan (TMAP) outlines various public transport improvements to encourage greater modal shift to sustainable transport options (i.e. public transport, walking, cycling) in the Greater Gosford area to provide greater connectivity and mobility in the city. The proposal is considered to align with the TMAP in that it will encourage active transport through provision for bike lockers and end of trip facilities, while providing an adequate supply of parking that meets the minimum RMS standards.

5. STATUTORY CONTEXT

As noted in the SEARs, the following local and state-wide statutory planning instruments are to be considered in relation to the proposed development:

- Environmental Planning & Assessment Act 1979.
- Biodiversity Conservation Act 2016.
- State Environmental Planning Policy (State & Regional Development) 2011.
- State Environmental Planning Policy (Gosford City Centre) 2018.
- State Environmental Planning Policy (Infrastructure) 2007.
- State Environmental Planning Policy (Building Sustainability Index BASIX) 2004.
- State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development.
- State Environmental Planning Policy No 55 – Remediation of Land.
- State Environmental Planning Policy No 64 - Advertising and Signage.
- State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017.
- State Environmental Planning Policy (Coastal Management) 2018.
- Draft State Environmental Planning Policy (Environment).
- Contributions Plan for Gosford City Centre.
- Gosford City Centre Special Infrastructure Contribution.

The following sections assess the proposed development against these planning instruments as relevant.

5.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The proposed development is classified as State Significant Development in accordance with the provisions of Part 4 Division 4.7 of the EPA Act, because the development:

- Has been declared to have state significance.
- Is not prohibited by an environmental planning instrument; and
- Has been evaluated and assessed against the relevant heads of consideration under section 4.15(1).

Under Section 4.38 of the EP&A Act, the Minister for Planning (or delegate) is the consent authority for SSD. Section 4.12(8) requires that a DA for SSD is to be supported by an EIS (this document).

5.2. BIODIVERSITY CONSERVATION ACT 2016

SSD 10114 included a Biodiversity Development Assessment Report (BDAR), which assessed the proposal in terms of biodiversity impacts in accordance with the BC Act.

As the site has been significantly disturbed, the BDAR assessment concluded the principal plant community type on the site does not comprise a threatened ecological community and no threatened flora were identified during surveys. The site was not considered to contain habitat for threatened species and limited foraging habitat for mobile species.

The Biodiversity Assessment Method determined that two ecosystem credits are required to offset the direct impact of the tree removal proposed (as part of the entire master planned development). No species credits are required. It is also noteworthy that 872sqm of landscaped area, including 78 trees will be planted as part of this SSDA.

The proposal seeks consent for the removal of three Brush Box trees. It is anticipated that the purchase of two ecosystem credits (as described above) will form a condition of development consent.

In view of the above, the Applicant was granted a BDAR Waiver (Appendix V) by DPIE on 17 August 2020.

5.3. SEPP (STATE & REGIONAL DEVELOPMENT) 2011

State Environmental Planning Policy (State and Regional Development) 2011 was gazetted on 1 October 2011 and identifies various types of development and sites upon which certain development is defined as Stage Significant Development (SSD).

The proposal is SSD because it is development that has a capital investment value of more than \$10 million on land identified development in Gosford City Centre, pursuant to clause 15 of Schedule 2 of the SEPP SRD.

5.4. SEPP (GOSFORD CITY CENTRE) 2018

SEPP (Gosford City Centre) 2018 (the SEPP) is the primary environmental planning instrument applying to the site and the proposed development. The site is zoned B4 Mixed Use in accordance with the SEPP. The proposed development is defined as 'shop top housing' in accordance with the SEPP. The proposed land use is permitted with development consent in the B4 zone.

The aims of the Gosford City Centre SEPP are copied below. The proposal is considered to meet and achieve all relevant objectives, as highlighted in bold.

- (a) *to promote the economic and social **revitalisation of Gosford City Centre**.*
- (b) *to strengthen the regional position of Gosford City Centre as a multi-functional and innovative centre for commerce, education, health care, culture and the arts, while creating a highly liveable urban space with design excellence in all elements of its built and natural environments.*
- (c) *to protect and enhance the vitality, **identity and diversity** of Gosford City Centre.*
- (d) *to promote **employment, residential, recreational and tourism opportunities** in Gosford City Centre.*
- (e) *to encourage responsible management, development and conservation of natural and man-made resources and to ensure that Gosford City Centre achieves sustainable social, economic and environmental outcomes.*
- (f) *to protect and enhance the environmentally sensitive areas and natural and cultural heritage of Gosford City Centre for the benefit of present and future generations.*
- (g) *to help create a mixed use place, with activity during the **day and throughout the evening**, so that Gosford City Centre is safe, attractive and efficient for, and inclusive of, its local population and visitors alike.*
- (h) *to **preserve and enhance solar access** to key public open spaces.*
- (i) *to provide direct, **convenient and safe pedestrian links** between Gosford City Centre and the Gosford waterfront.*
- (j) *to ensure that development **exhibits design excellence** to deliver the highest standard of architectural and urban design in Gosford City Centre.*

The following table assesses the compliance of the proposed development with other relevant clauses in the SEPP.

Table 6 – SEPP (Gosford City Centre) Compliance Table

Provision	Proposal	Compliance
Zoning B4 Mixed Use	The proposed land use (shop top housing) is permitted with consent in the B4 zone.	Complies
Clause 4.3 Building height 48 RL (m)	The maximum building height is compliant with the approved envelope under the Concept SSDA (which allowed stepped heights up to RL 81.4m and RL 71.3m).	Complies with Concept SSDA approval

Provision	Proposal	Compliance
<p>Clause 4.4 Floor Space Ratio</p> <p>3.5:1</p>	<p>In accordance with the requirements of the SEPP, this building height has been arrived at via a program of consultation with the CoGDAP, a detailed assessment of environmental impacts, together with the other matters for consideration under clause 8.4.</p> <p>The total approved FSR across the entire site (under SSD 10114) is 3.92:1, which allows for 34,861sqm of GFA.</p> <p>Specifically, this approved GFA is broken down per land use as follows:</p> <ul style="list-style-type: none"> • Max. 22,414sqm of residential GFA. • Max. 9,660sqm of hotel GFA; and • Minimum 2,787sqm of commercial / retail GFA. <p>The proposed GFA breakdown for this first (of three) stages of development are as follows:</p> <ul style="list-style-type: none"> • 13,263sqm of residential GFA. • 621sqm of retail GFA. <p>This GFA allocation is compliant with the SSD 10114 consent.</p> <p>As with the height of buildings control, the proposed FSR has been devised via a program of consultation with the CoGDAP, a detailed assessment of environmental impacts, together with the other matters for consideration under clause 8.4 of the SEPP.</p>	<p>Complies with Concept SSDA approval</p>
<p>Clause 5.10 Heritage Conservation</p> <p>Consent authority may require a heritage assessment on land that is within the vicinity of a heritage item(s).</p> <p>Consent Authority must consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object.</p>	<p>In accordance with the FEARs, the following heritage reporting will be submitted with the EIS:</p> <ul style="list-style-type: none"> • Heritage Impact Statement. • Aboriginal Archaeological Assessment. <p>The results of these assessments have been incorporated into the SSDA scheme, with mitigation measures adopted where required.</p>	<p>Complies</p>
<p>Clause 7.1 Acid sulfate soils</p> <p>Development cannot disturb, expose or drain acid sulfate soils and/or cause environmental damage.</p>	<p>The site is located on Acid Sulfate Soil Class 2.</p> <p>As part of SSD 10114, Coffey undertook a preliminary acid sulfate soils assessment which found there is a relatively low likelihood of widespread presence of acid sulfate soils.</p>	<p>Complies</p>

Provision	Proposal	Compliance
	Notwithstanding, Coffey recommend the implementation of an Acid Sulfate Soil Management Plan at 'detailed' DA stage. This is included at Appendix Y.	
Clause 7.2 Flood Planning Development must be compatible with the flood hazard of the land	A Water Cycle Management Plan has been prepared (Appendix P). The grading proposed by this application will eliminate the risk of overland flooding. The Stormwater Management Report also provides parameters regarding FFLs of ground floor retail tenancies and carpark entries to mitigate flood issues.	Complies
Clause 8.3 Design Excellence All development must exhibit design excellence.	The EIS includes a full assessment against these provisions at Section 6.1 below. The proposal is considered to exhibit design excellence in accordance with the SEPP control.	Complies
Clause 8.4 Exceptions to Height and Floor Space Development consent may be granted to development that exceeds the maximum height or floor space ratio if: <ul style="list-style-type: none"> the site area of the development is at least 5,600 square metres, and 	The Concept SSDA site has an area of 8,884sqm, triggering this control.	Complies
<ul style="list-style-type: none"> a design review panel reviews the development, and 	As noted elsewhere in this EIS, the proposal has undergone rigorous design review by a panel of State Government appointed experts.	Complies
<ul style="list-style-type: none"> if required by the design review panel, an architectural design competition is held in relation to the development, and 	The CoGDAP endorsed an Alternative Design Excellence Strategy for this project on 4 December 2020, which did not mandate an architectural design competition occurring for this SSDA.	Complies
<ul style="list-style-type: none"> the consent authority takes into account the findings of the design review panel and, if held, the results of the architectural design competition, and 	DPIE have been party to the various design review panel sessions undertaken for this project. At the 31/03/2021 session, the CoGDAP were comfortable the scheme exhibited sufficient merit to proceed to SSDA lodgement.	Complies
<ul style="list-style-type: none"> the consent authority is satisfied with the amount of floor space that will be provided for the 	In approving SSD 10114, DPIE (and the IPC) were satisfied that the amount of commercial floor space being provided (throughout the development) was	Complies

Provision	Proposal	Compliance
<p>purposes of commercial premises, and</p> <ul style="list-style-type: none"> the consent authority is satisfied that the building meets or exceeds minimum building sustainability and environmental performance standards. 	<p>suitable. As discussed above, this SSDA is made in compliance with these parameters.</p> <p>The ESD Report submitted for this application describes a strategy towards superior sustainability and environmental performance outcomes that meets minimum requirements and standards, including:</p> <ul style="list-style-type: none"> 4-star Green Star Design and As Built rating. 4-star NABERS Energy and Water rating. BASIX certification (exceeding minimum energy and water targets). 	<p>Complies</p>
<p>Clause 8.5 Car parking in Zones B3 and B4</p> <p>Development consent must not be granted on B4 zoned land unless</p> <ul style="list-style-type: none"> at least 1 car parking space is provided for every 75 square metres of the gross floor area of the building that is to be used for commercial activities, and at least 1 car parking space is provided for every 40 square metres of the gross floor area of the building that is to be used for the purpose of retail premises 	<p>The proposal includes 621sqm of retail premises.</p> <p>Per the SEPP, this attracts a parking rate of 1 space per 40sqm of GFA.</p> <p>Overall, this requires 16 parking spaces to be dedicated for retail purposes.</p> <p>The basement car park accommodates this requirement and accordingly the SSDA complies with this clause.</p>	<p>Complies</p>
<p>Clause 8.6 Active Street Frontages</p> <p>Development consent must not be granted to the erection of a building, or the change of use of a building, on land identified as “Active street frontage” on the Active Street Frontages Map unless the consent authority is satisfied that the building will have an active street frontage after its erection or change of use.</p>	<p>The building has been designed to provide active interfaces at all applicable frontages.</p> <p>Baker Street has been considered in concert with the future development plans for the Leagues Club Field and the proposal is considered to integrate harmoniously with the desired future character of the space.</p>	<p>Complies</p>
<p>Clause 8.10 Solar access to key public open spaces</p> <p>The development must not result in any more than 30 per cent of Leagues Club Field receiving less</p>	<p>Solar diagrams provided by DKO at the Concept SSDA stage demonstrate that the proposal complies with this control. The built form proposed under this application is within the approved envelope, and therefore maintains compliance.</p>	<p>Complies</p>

Provision	Proposal	Compliance
than 4 hours of sunlight between 9 am and 3 pm at the winter solstice.		
Clause 8.11 Key vistas and view corridors The objective of this clause is to protect and enhance key vistas and view corridors in Gosford City Centre.	Key views and vistas have been assessed in accordance with the FEARs, as part of a Visual and View Loss Assessment (refer to Appendix G).	Complies

Based on the above, it is considered that the proposal complies with the relevant provisions within the SEPP.

5.5. SEPP (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 came into force in December 2007 and aims to facilitate the effective delivery of infrastructure across the State. The SEPP identifies matters for consideration in the assessment of types of infrastructure development, including all new development that generates large amounts of traffic in a local area.

The following clauses are relevant to this application:

Clause 102 – Impact of road noise or vibration on non-road development

According to the relevant RTA maps, the proposal is located adjacent to a road specified under clause 102 of the SEPP (Infrastructure). Accordingly, an assessment of noise intrusion has been undertaken in accordance with the requirements of the SEPP and accompanying guidance. The Acoustic impacts of the development are summarised at Section 6.12 of this EIS.

Clause 104 – Traffic-generating development

The proposal is of a relevant size or capacity per Schedule 3 of the SEPP (Infrastructure) and therefore triggers the traffic generating development provisions (clause 104) – meaning the application will be referred to the RMS.

5.6. SEPP (BUILDING SUSTAINABILITY INDEX: BASIX) 2004

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 was gazetted on 25 June 2004. The policy applies to any building that contains one or more residential dwellings (but not a hotel). The intent of the policy is to encourage environmentally sustainable residential development by setting targets that measure the efficiency of buildings in relation to water, energy and thermal comfort.

A BASIX Certificate (Certificate Number: 1186192M_02) is included at Appendix CC. The certificate confirms that the proposed development meets the NSW government's requirements for sustainability. The BASIX assessment indicates that the proposal achieves the water and thermal performance ratings required. The following targets have been achieved:

- Water – 40 (Target: 40).
- Thermal Comfort – Pass (Target: Pass).
- Energy – 25 (Target: 20).

5.7. SEPP NO 65 – DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT

State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development (SEPP 65) applies to development for the purposes of a building that comprises three or more storeys and four or more self-contained dwellings. In determining a development application for residential flat development, a consent authority is to consider:

- (a) the advice (if any) obtained from the design review panel.
- (b) the design quality of the development when evaluated in accordance with the design quality principles.
- (c) the Apartment Design Guide.

The Design Verification Statement (Appendix C) provided by DKO outlines how the design quality principles are achieved and demonstrates how the objectives of Parts 3 and 4 of the ADG have been addressed. A compliance summary against the key amenity criteria of the ADG is provided below:

- **Minimum apartment size:** All apartments meet the minimum requirements of the ADG.
- **Solar access:** 80% of apartments achieve the ADG recommendation for solar access to primary living areas and private open space between 8am and 4pm at midwinter. While 63% of apartments achieve the ADG design criteria if the 9am to 3pm window is used, this is on the basis of Gosford not being in the Sydney Metropolitan Area and therefore requires 3 hours of solar access. The future density is not dissimilar to LGA's within Sydney and therefore we believe the proposed arrangement is acceptable. It is also noteworthy that the Draft Design and Place SEPP seeks to provide greater flexibility in solar calculations (in terms of increasing the measurement period beyond the current 9am to 3pm window).
- **Natural ventilation:** All apartments are naturally ventilated. Of that, 91% of apartments achieve the recommendation for cross ventilation on the first 9 storeys of the tower – compliant with the ADG.
- **Building separation:** the building generally complies with the separation distance guidance in the ADG (including to 32 Mann Street and other buildings approved in Concept on site). The northern interface to the ATO building (99 Georgiana Terrace) is below podium level and therefore should only be considered where there is a direct interface. In this situation, there are only two windows facing this building (in units 205 and 305) and these are to secondary study rooms.
- **Communal open space:** The proposal includes 1,630sqm of communal open space, totalling 52% of the site area, compliant with the ADG requirement of 25%.
- **Private open space:** All apartments exceed the ADG recommended areas for balconies.
- **Deep soil zone:** Deep soil planting is limited in this stage, with a total of 51sqm provided in the form of planters at the base of the through site link steps, together with planters at the entry to the residential lobby. This is due to the nature and topography of the site, which is very difficult to traverse with deep soil pockets. The design team have sought to enhance the landscape character of the overall precinct by retaining major trees (i.e. the *Ficus rubiginosa* on the corner of Mann Street and Vaughan Avenue) together with various plantings on-deck throughout the through site link. It is also noteworthy that 872sqm of landscaped area, including 78 trees will be planted as part of this application.
- **Storage:** Apartments are provided with storage facilities meeting or exceeding the ADG criteria.

5.8. SEPP NO 55 – REMEDIATION OF LAND

State Environmental Planning Policy No.55 – Remediation of Land provides a state-wide planning approach for the remediation of land and aims to promote the remediation of contaminated land to reduce the risk of harm to human health or the environment. Clause 7(1) requires the consent authority to consider whether land is contaminated prior to the consent of a development application.

EDP Consultants have undertaken a Detailed Site Investigation (DSI) (Appendix U) which confirms that the site is suitable for the proposed works, subject to the implementation of an Asbestos Management Plan that is to be implemented prior to the commencement of earthworks. Refer to Section 6.13 for more information.

5.9. SEPP NO 64 – ADVERTISING AND SIGNAGE

State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) aims to ensure that advertising and signage is compatible with the desired amenity and visual character of an area and provides effective communication in suitable locations and is of high-quality design and finish. It does not regulate the content of signs and advertisements. This proposal does not include any signage or signage zones.

5.10. SEPP (VEGETATION IN NON-RURAL AREAS) 2017

SEPP (Vegetation in Non-Rural Areas) 2017 aims to protect the biodiversity values of trees and other vegetation in non-rural areas and was prepared to regulate the clearing of native vegetation for activities which do not require consent in non-rural areas.

The proposal seeks consent for the removal of three Brush Box trees, which is consistent with the proposed tree removal outlined in the original AIA (submitted with the Concept SSDA).

Impacts to local ecology were assessed through a BDAR application, prepared as part of the Concept SSDA. The Biodiversity Assessment Method determined that two ecosystem credits are required to offset the direct impact of the tree removal proposed (as part of the entire master planned development). It is also noteworthy that 872sqm of landscaped area, including 78 trees will be planted as part of this application.

It is anticipated that the purchase of two ecosystem credits (as described above) will form a condition of development consent.

5.11. SEPP (COASTAL MANAGEMENT) 2018

State Environmental Planning Policy (Coastal Management) 2018 (Coastal SEPP) aims to ensure that future coastal development is appropriate and sensitive to coastal environments, public access to beaches and foreshore areas is protected and enhanced. The SEPP categorises land into a variety of coastal management areas. The site is categorised as 'Coastal Environment Area' and 'Coastal Use Area'.

Coastal Environment Area

This includes all coastal waters mapped as state waters from the boundary of a Local Government Area and areas 100m landward. Development in the coastal environment area aims to protect and improve biophysical, hydrological (surface and groundwater) and ecological environments, coastal environmental values, natural coastal processes, marine environments, public open spaces, foreshore access, and aboriginal cultural heritage. An assessment against the relevant controls within Clause 13(1) is provided below:

Table 7 – Assessment against SEPP (Coastal Management) 2018 Clause 13(1)

Control	Comment
(1) Development consent must not be granted to development on land that is within the coastal environment area unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on the following:	
(a) the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,	The stormwater engineers (Northrop) have confirmed via MUSIC modelling that pollutant traps can treat stormwater runoff in accordance with Council's requirements. Accordingly, no adverse impacts are expected to the ecological environment surrounding the site.
(b) coastal environmental values and natural coastal processes,	The environmental values and natural coastal processes are not expected to be impacted by the proposal, as the site is located approximately 110m north-east of the Brisbane Water foreshore and is separated from the foreshore by intervening parkland.

Control	Comment
(c) the water quality of the marine estate (within the meaning of the Marine Estate Management Act 2014), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1,	N/A – the site is not located near any sensitive coastal lakes.
(d) marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,	As noted above, MUSIC modelling has confirmed that stormwater runoff can be treated in accordance with Council's requirements. Accordingly, no adverse impacts are expected to marine vegetation, native vegetation and/or fauna surrounding the site.
(e) existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,	The proposal does not provide a direct connection to the land/water interface and will be impinge on any existing access arrangements.
(f) Aboriginal cultural heritage, practices and places,	An Aboriginal Archaeological Assessment has been prepared for the project in accordance with the relevant guidelines and requirements. This is considered to represent an appropriate strategy to mitigate any risk to Aboriginal cultural heritage values.
(g) the use of the surf zone.	N/A

Coastal Use Area

The Coastal Use Area includes land adjacent to coastal waters. Any development in the coastal use area is to be in the public interest and is to maintain public access and respect the scenic nature of the coast. The proposal is assessed against the relevant controls within Clause 14(1) below:

Table 8 – Assessment against SEPP (Coastal Management) 2018 Clause 14(1)

Control	Comment
(1) Development consent must not be granted to development on land that is within the coastal use area unless the consent authority: (a) has considered whether the proposed development is likely to cause an adverse impact on the following:	
(i) existing, safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,	Access to the foreshore is not impacted by the proposal.
(ii) overshadowing, wind funnelling and the loss of views from public places to foreshores,	Shadow diagrams prepared by DKO demonstrate the impact of the proposal will not cause additional shadowing of the waterfront area. A wind report has been prepared for the project, which assesses site-specific impacts and provides mitigation measures to ensure suitable wind conditions from both public and private spaces. A comprehensive Visual and View impact Assessment has been prepared by Corkery Consulting, which

Control	Comment
	concludes, based on the relevant L&E Court case law, that the view sharing proposed by the development is reasonable.
(iii) the visual amenity and scenic qualities of the coast, including coastal headlands,	Key views and vistas have been assessed in accordance with the FEARs, as part of a Visual and View Loss Assessment (Appendix G).
(iv) Aboriginal cultural heritage, practices and places,	An Aboriginal Archaeological Assessment has been prepared for the project in accordance with the relevant guidelines and requirements. This is considered to represent an appropriate strategy to mitigate any risk to Aboriginal cultural heritage values.
(v) cultural and built environment heritage, and	The Aboriginal Heritage Assessment and Heritage Impact Statement have confirmed appropriate mitigation measures to protect cultural and built environment heritage.

Overall, it is considered that the proposal does not unduly impact the coastal area. The proposal encourages the ongoing access and use of the Gosford waterfront/foreshore; has been designed to mitigate overshadowing; and suitably mitigates view and visual impacts as outlined further below in Section 6.3.

5.12. DRAFT SEPP (ENVIRONMENT)

The Explanation of Intended Effect for the draft Environment SEPP was exhibited from the 31 October 2017 until the 31 January 2018. The draft SEPP proposes revisions to current SEPPs to remove unnecessary or outdated policy and locate provisions in the most appropriate level of the planning system. The new SEPP will repeal and replace seven current SEPPs.

The SEPP will deliver a new policy instrument that is consistent with the Standard Instrument Local Environmental Plan Order 2006 and contains a single set of planning provisions for catchments waterways bushland and protected areas.

Further comment on compliance with the Draft SEPP (Environment) can be provided once detailed provisions are released by the NSW Department of Planning & Environment.

5.13. PLANNING AGREEMENTS AND DEVELOPER CONTRIBUTIONS

The contributions framework that applies to the proposal is as follows:

- Gosford City Centre Special Infrastructure Contribution (SIC) Levy – 2% of development cost.
- Central Coast Council 7.12 Contributions Plan for Gosford City Centre – 1% of development cost.

It is the Applicant's intention to enter into a VPA with Central Coast Council, in order to improve areas directly surrounding the site (i.e. upgrade and embellishment of the public realm along Baker Street). Initial discussions have occurred via two separate meetings with Council staff.

It is the Applicant's intention for the cost of these works to be offset from the contributions payable under Central Coast Council's Section 7.12 Contributions Plan for Gosford City Centre.

It is expected that this SSDA will be conditioned so that development contributions are determined in accordance with any VPA, or if no VPA is entered into, the relevant contributions framework that applies to the development at the time of approval.

6. ENVIRONMENTAL IMPACT ASSESSMENT

6.1. BUILT FORM AND URBAN DESIGN

Introduction

As illustrated in the Design Report (Appendix C), the design strategy has been developed around the following principles:

- Providing appropriate building articulation, in view of how the building will appear from the public domain.
- Designing a slender tower floor plate that delivers efficiency and mitigates off-site environmental impacts.
- Delivering high amenity apartments that capitalise on the site's natural beauty.
- Establishing a connection with nature through an integrated approach to landscape and architecture.
- Connecting the public and private domains in a synergistic way, especially at the Baker Street interface.
- Designing a through site link that provides a visual and physical connection from Mann Street to the park.
- Ensuring positive/compliant DDA and CPTED outcomes are achieved at the through site link.
- Responding to key environmental factors such as wind and solar.
- Offering a plan that provides a diversity of apartment types, to meet the future needs of Gosford.
- Creating high quality communal spaces to encourage social interaction between residents.

The design statement prepared by DKO provides the following comments regarding the design intent:

"The vision for the proposed building is of a form that is scaled and articulated to fit the context of its local environment and the role it will play in the future context. The proposed design addresses the significant view towards Brisbane Water and this can be read from the curved-building facade along the future Baker Street extension.

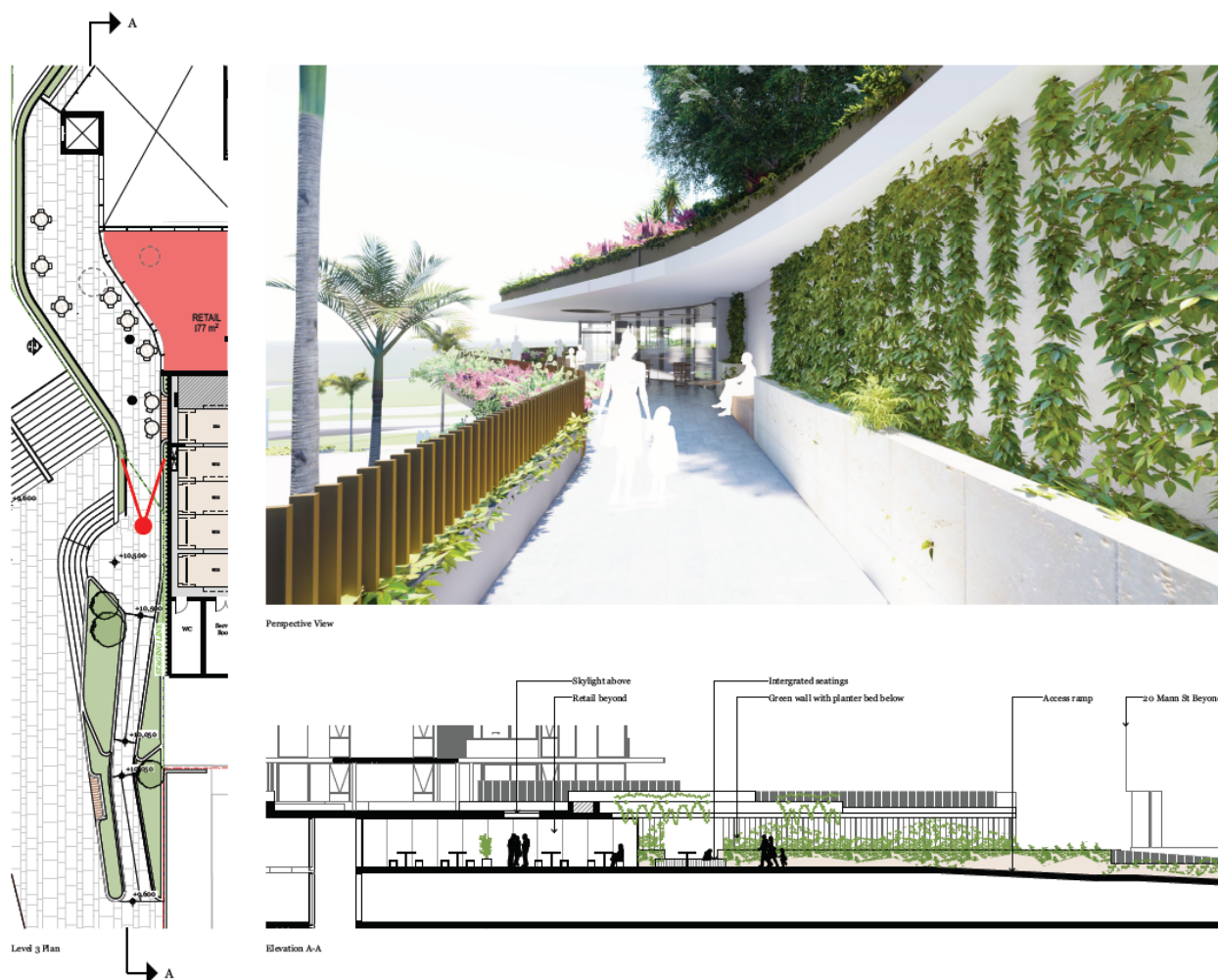
The frontage area is accentuated by vegetation to soften the entire design. The colour choices utilise bronze colour framings with light colour underlay to create strong contrast and to sculpt the building, giving a sense of depth to the facade presentation. Similar language is applied to most of the elevations to allow the design to flow simultaneously.

As for northern and southern façade where window openings are minimal, changes in texture and undulating forms are used to break down the scale."

In response to CoGDAP feedback, DKO have ensured the integration of above ground parking and services within the ground plane design – refer to Figure 8 below, which shows how this will occur in relation to the upper level of the through site link.

The design team have had ongoing engagement with the CoGDAP in relation to building articulation, street activation and interface with the public domain. It is considered that the proposed scheme is well-resolved in this regard. Ongoing engagement with Central Coast Council is occurring to ensure alignment of public domain levels/concepts at the Baker Street interface.

Figure 8 – Sleeving of Parking Area



Source: DKO

Design Excellence

Following the approval of the Concept SSDA, the Applicant engaged with the CoGDAP to understand the pathway forward regarding 'design excellence', in response to the IPC consent. This process of initial engagement resulted in the preparation of a revised Design Excellence Strategy (DES), which was endorsed by the CoGDAP on 4 December 2020. The revised DES outlines an Alternative Design Excellence pathway for this first stage of development, with design competitions required for future stages.

The DES also specifies that the through site link will be delivered post OC of the Northern Residential Tower but before Stage 2 of the development (i.e. brought forward in the development program to expedite the public benefit offer to Gosford).

Subsequently, in approving the Concept SSDA, the IPC imposed a condition requiring amendments to the Concept envelope drawings. Through various workshops and correspondence, DPIE have endorsed the revised drawings (on 9 April 2021). These revisions/improvements provide:

- A reduction in bulk form (i.e. 85% volumetric fill + 5% articulation condition).
- Setbacks and chamfering – which allow greater solar to the through site link (southern portion).
- Adjustment to through site link levels, to allow direct sight lines from Mann Street to the Brisbane Water.

The built form proposed as part of this DA maintains alignment and compliance with the approved envelopes.

As noted elsewhere in this SEE, the Concept SSDA underwent a significant process of engagement with stakeholders, including the CoGDAP. Following seven meetings, the CoGDAP formed a view that the Concept scheme exhibited 'design excellence', per the below correspondence dated 20 March 2020:

"The Panel has reviewed your response to advice provided at its 31 October 2019 meeting and additional design advice provided by the Department's Regional Assessments Branch in our meeting 3 March 2020 which built on the Panel's previous advice. The Panel is satisfied you have worked to address each of these issues and considers that, for a concept masterplan process, your proposal now exhibits Design Excellence. The Panel comments you for your willingness to participate in the design review process and respond to the comments and suggestions raised."

The engagement with the CoGDAP has continued through this 'detailed' phase of the project through five additional meetings. The design team have responded positively to the feedback obtained and have explored various options relating to materiality and expression, floor plate arrangements and the resolution of landscape and public domain features. In correspondence dated 1 April 2021, the CoGDAP have confirmed:

1. *The proponent and the design team are commended for their commitment and responsiveness to the design review process. Specific design issues raised at the DRG workshops have been well addressed and resolved;*
2. *The Panel is unanimous and forms the opinion that the development has the ability to demonstrate Design Excellence and should proceed to the development assessment (DA) pathway, subject to addressing the following points, below:*
 - *The Stage 1 development plans are to incorporate the widening of the through site link (approx. 2m), as presented to the Panel;*
 - *The design team continues to explore opportunities to further integrate the development with the public domain interfaces with Baker Street. The design team liaise with Central Coast Council regarding its Streetscape Design Guidelines and other relevant Council Guidance; and*
 - *The proponent continues to liaise with the Regional Assessment Team to ensure compliance with the Independent Planning Commission's determination.*

Regarding the three matters above, the through site link has been widened by 2m, and this forms part of the package of amended envelope drawings the DPIE Regional Assessment Team have endorsed in response to the IPC conditions. Following the meeting, the landscape team have also considered the relevant Council design standards in the resolution of the concept for DA submission.

Table 8 below demonstrates how the proposal meets the design excellence provisions outlined within Clause 8.3 of the SEPP (Gosford):

Table 9 – Assessment of Design Excellence Provisions of SEPP (Gosford City Centre) 2018

Clause	Response
(4) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters:	
(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved.	<p>The CoGDAP process has demonstrated that a high level of design has been achieved.</p> <p>The CoGDAP have provided written correspondence dated 1 April 2020 (Appendix E) confirming the Panel recommends the proposal proceed to DA lodgement.</p>

Clause	Response
(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain.	<p>Street level activation will be generated through the ground level/podium retail that will provide a successful transition from the site to the Leagues Club Field.</p> <p>The public domain improvements offered by the site also include an open-air through site link that provides a physical and visual connection between Mann Street and the waterfront.</p> <p>Various strategies are included within this DA relating to public art and landscape/hardscape embellishments to provide a positive public domain outcome.</p>
(c) whether the development is consistent with the objectives of clauses 8.10 and 8.11.	<p>It has been demonstrated through the overshadowing and visual impact assessments prepared at Concept SSDA stage that the proposal is consistent with Clause 8.10 and 8.11 of the SEPP (Gosford).</p> <p>An updated View and Visual Impact Assessment has been prepared to assess the detailed architecture of the building (updated from Concept envelope stage).</p>
(d) any relevant requirements of applicable development control plans.	<p>An assessment against the Gosford City Centre DCP 2018 has been provided above, which demonstrates that the proposal is generally compliant with the applicable DCP controls. Where variations are proposed, the objectives and intent of these provisions have been met.</p>
<p>(e) how the development addresses the following matters:</p> <p>(i) the suitability of the land for development.</p>	<p>The land is considered highly suitable for the proposed development. It is noted that the site has been earmarked for redevelopment since 2010. The tender process conducted by the NSW Government considered a range of options for the site and the gazettal of the SEPP (Gosford) reinforces a desired future character aligned with what is proposed under this application.</p> <p>Environmental impacts associated with the proposal have been considered in Section 8 of this SEE, with appropriate mitigation measures and conditions imposed where required.</p>
(ii) existing and proposed uses and use mix.	<p>The proposed site is currently vacant of any built structures after the demolition of the (former) Gosford Public School. The proposal provides for land uses that are permitted with consent, are approved under the Concept SSDA and are considered to align with the Government's vision for the site.</p>

Clause	Response
(iii) heritage issues and streetscape constraints.	Detailed analysis has been undertaken of all the streetscape conditions with various strategies to provide activation and connection between the site and the Civic Heart of Gosford. Heritage advice has confirmed the proposal will not have an adverse impact on listed items.
(iv) the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form.	The proposal has been designed to accommodate adjacencies with other developments on adjacent sites. Environmental impacts associated with the site have been considered in Section 8 of this SEE.
(v) bulk, massing and modulation of buildings.	The bulk, massing and modulation of the building has been guided by the parameters established in the Concept SSDA approval (i.e. envelopes, Design Guidelines, CoGDAP process). It is considered that the design package represents an appropriate outcome in this regard.
(vi) street frontage heights.	As above in (v).
(vii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity.	Refer to Section 8.11 (ESD), 8.5.2 (Overshadowing), 8.5.3 (Wind) and 8.5.1 (Reflectivity), which demonstrate that the proposed envelopes can be accommodated to perform to environmental standards.
(viii) the achievement of the principles of ecologically sustainable development.	Refer to Section 8.11 of this SEE which details how the proposal meets (and exceeds) the relevant ESD parameters.
(ix) pedestrian, cycle, vehicular and service access, circulation and requirements.	The proposal advocates for an efficient access strategy that is consistent with the guidance contained in the Gosford City Centre DCP 2018. Vehicular access and services zones will not impinge on the desired street activation strategies. Pedestrian movements are prioritised by the provision of through site links that mediate the 8m level difference across the site; and this DA will accommodate compliant levels of bicycle parking to encourage active transport.
(x) the impact on, and any proposed improvements to, the public domain.	The proposal includes various public domain improvements on site (through site link, public access, activated street edges); and off-site (integration with the future Leagues Club redevelopment).

6.2. PUBLIC DOMAIN AND LANDSCAPING

The Public Domain and Landscape Report has been prepared by Turf, which outlines a vision for the scope of public domain improvements at the site. The strategy comprises the following key components:

- Provide an open air through site link, which will provide site activation and a rich pedestrian experience. The link will include a lift to deliver universal access and a key physical and visual connection from Mann Street to the Leagues Club Field (which has been improved via the amendments to the Concept envelope drawings). The link will be embellished with areas for seating, planting and public art.
- The communal open spaces provided as part of the tower are larger than minimum ADG requirements and will benefit from high standards of visual, solar and physical amenity. The planting palette has considered the local climate and its Indigenous history.
- The Ground Level space fronting Baker Street has been workshopped extensively with the CoGDAP, and meets Council's desired future character by providing a seamless transition between the proposed retail tenancies and the Leagues Club Field. The area will be provided with bleacher seating, bicycle parking and plantings to deliver high levels of public amenity.
- A Public Art Strategy has been prepared, which outlines the intent to deliver three projects, including a 'Journey Through Country' artwork that will be delivered as part of the through site link. This project will comprise small artworks in the landscaper of the through site link, which describes the everyday experience of Indigenous people, their relationship to country, flora & fauna and cultural interpretations, in collaboration with the Darkinjung Local Aboriginal Land Council.

Figure 9 – 3D view of Landscape Scheme



Picture 9 – Ground Level interface with Baker Street



Picture 10 – Through Site Link

Source: Turf

6.3. VISUAL IMPACTS & VIEW SHARING

As part of the Stage 1/Concept SSDA, a comprehensive View and Visual Impact Assessment was undertaken. This was based on the 'envelope' scheme and therefore represented the 'worst case scenario' in terms of potential bulk and scale.

Because of Stage 1 Condition B1, which requires future built form to fit within 85% of the approved envelope, the 'actual' bulk of the northern tower has been significantly reduced from the Concept stage. This reduction in bulk improves view sharing and visual impact outcomes. The reduction in bulk is shown visually on the renders within the VIA, which include a coloured wireline (illustrating the Concept envelope) alongside the detailed architectural scheme.

6.3.1. Visual Impact

Visual impacts have been assessed by Corkery Consulting in accordance with the viewpoints identified in the Concept SSDA SEARs. The assessment has been based on the RMS Guidelines EIA-N04 which evaluate each viewpoint with regard to the magnitude of visibility and sensitivity of the viewer. The visual impact assessment matrix provided within the report define the level of visual impact having regard to the Guidelines for Landscape and Visual Impact Assessment prepared by the Landscape Institute and Institute of Environmental Management and Assessment in the UK (2002).

Figure 10 – Key Viewpoints



Source: Corkery Consulting

The below table provides a summary of the visual impacts at the nominated viewpoints:

Table 10 – Assessment of Viewpoints

Viewpoint	Visual Impact	Comment
1. Presidents Hill Lookout	Negligible	While visitors to the lookout enjoy panoramic views at some locations on the hilltop these views do not include the 26-30 Mann Street site.
2. Brian McGowan Bridge	Moderate / Low	The proposed Northern Tower will be seen as part of a cluster of high-rise buildings at the southern end of Gosford commercial centre.
3. Gosford Waterfront	Moderate	Most waterfront users direct their view toward Brisbane Water with attractive views that include boating activity and are generally not looking towards the development site.
4. Leagues Club Field	Moderate / High	Visitors to the Park will generally be focused on recreation activities and attractions in the Park, rather than views to adjoining urban development.
5. Poppy Park	Moderate	Visitors are generally engaged in passive recreation, sitting or picnicking but views generally are towards the public art installation in the Park or to Brisbane Water, rather than towards the proposed tower.
6. War Memorial Park	Moderate / Low	Mature trees create a high level of visual enclosure and while a small portion of the upper levels of the Northern Tower will be visible, most visitors have their attention focused on the memorial.
7. Mann Street – Georgiana Terrace intersection	Moderate / Low	Although part of the upper levels of the proposed Northern Tower will be visible to pedestrians and motorists at the intersection, the visual impact will be relatively low as most pedestrians and motorists will be focused on their line of movement and avoiding collisions.
7a. Mann St and Donnison St Intersection	Low	Although part of the upper levels of the proposed Northern Tower will be visible to pedestrians and motorists at the intersection, the visual impact will be low due to the relatively long view distance and most pedestrians and motorists being focused on their line of movement and avoiding collisions.

Viewpoint	Visual Impact	Comment
8. Gosford Railway Station	Low	<p>While the upper levels of the proposed Northern Tower will initially be visible to pedestrians using the bridge, the visual impact will be relatively low due to the long distance of the view and the focus of most pedestrians on where they are walking.</p> <p>In the longer term the proposed 'Waterside' development will block views of the Northern Tower and reduce the visual impact to Negligible.</p>
9. Kibble Park	Moderate / Low	<p>Although part of the upper levels of the proposed Northern Tower will be visible to park users, the visual impact will be low due to the long distance of the view and the fact that most park users are focused on recreation activities or socialising.</p>
10. Rumbulara Reserve	Moderate / High	<p>Views from the Reserve are generally blocked by tree canopies but there is one location where a gap in the tree canopy allows a view to the 26-32 Mann Street site and Brisbane Water beyond.</p> <p>The Northern Tower will be visible, but the long distance of the view and the limited extent of the viewing area makes the visual impact low.</p>
11. Brisbane Water & Point Clare to Gosford Railway Crossing	Low	<p>The visual impact of the proposed Northern Tower is predicted to be low due to the long distance of the view and the fact that the tower will form part of a cluster of existing and proposed high rise building when viewed from the railway crossing.</p> <p>Most of the views will be long distance and the attention of people on the train will generally be focussed on activities within the train, such as reading or using digital devices.</p>
12. Gosford Wharf	Low	<p>The visual impact of the proposed Northern Tower is predicted to be low due to combination of a long-distance view and the fact that the tower will form part of a cluster of existing and proposed high rise buildings.</p> <p>The attention of most people engaged in recreation boating on Brisbane Water are generally focused on sailing or boating activities.</p>
12a. Gosford Wharf	Moderate	<p>The visual impact of the proposed Northern Tower is predicted to be moderate due to visual screening by mature trees of the podium and lower levels of the tower.</p> <p>The upper levels will be seen in the context of other multi-storey buildings adjoining the project site.</p>

Regarding visual impact, Corkery Consulting provide the following conclusions:

- The potential visual impact of the proposal on the nominated viewpoints ranges depending on the distance of the view, extent of screening by other buildings and vegetation, as well as the level of visual sensitivity of the potential viewers. Given the location of the proposal, and its scale, impacts are expected.
- Corkery Consulting conclude that mitigation of potential visual impacts of the proposal will be achieved through the following design initiatives:
 - Responding to design refinements from the CoGDAP (and Stage 1 conditions), which have resulted in a reduced bulk and increased articulation of the built form to produce a slender and visually less prominent structure.
 - The landscape and public domain drawings include extensive planting on the podium and along the through site link which will provide shade and visually soften the structural surfaces.
 - Tree planting along the Baker Street frontage and within the Leagues Club Field redevelopment result in visual screening of the podium and lower levels of the tower in views from the west.

6.3.2. View Sharing

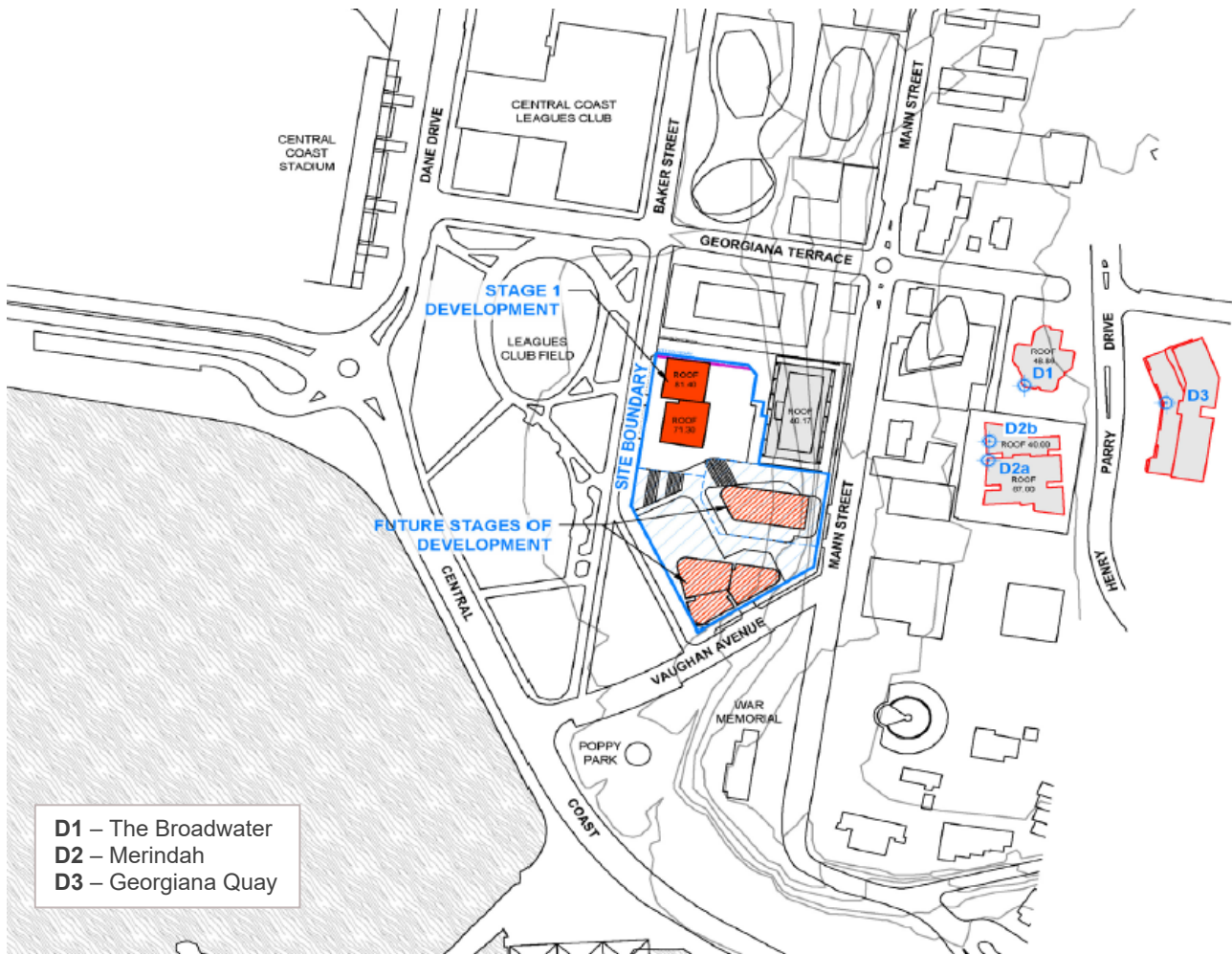
A View Sharing Assessment has been included in the Visual Impact Assessment prepared by Corkery Consulting (Appendix G). View sharing principles set out in the Land and Environment Court of NSW Judgment *Tenacity Consulting Pty Ltd v Warringah Council* [2004] have been referenced in addressing potential view loss as a result of the proposed development.

The Judgement noted that view sharing is invoked when a property currently enjoys views and a proposed new development would share that view by transferring some of it to the occupants of the new development. In order to determine if the extent of view sharing would be reasonable a four-step assessment process was set out in the Judgement.

In the context of the subject development, consideration has been given to the impact on views of Brisbane Waters from four adjoining multi-story residential buildings. These buildings include:

- *'The Broadwater'* – an apartment complex located on Georgiana Terrace adjoining Henry Parry Drive that is occupied at 127-129 Georgiana Terrace.
- *'Merindah'* – a multi-level residential apartment building, which has recently achieved practical completion.
- *'Georgiana Quay'* – an apartment complex located at 107-115 Henry Parry Drive that is currently occupied.
- *17 Mann Street* – a proposed development (not yet constructed), comprising two multi-level residential blocks.

Figure 11 – Key plan showing viewpoint locations for the View Sharing Analysis



Source: Corkery Consulting

To demonstrate the level of impact on these buildings, an assessment has been undertaken in accordance with the four steps outlined in Tenacity. The four-step view sharing analysis process includes the following components:

- Determine the characteristics of the view to be shared.
- Identify what part of the existing buildings the view is currently available from.
- Assess the extent of the view sharing, both quantitatively and qualitatively.
- Assess the reasonableness of the view sharing that would result from the proposed development.

In accordance with the Tenacity judgement, the significance view sharing has been assessed qualitatively by applying a rating that ranges from negligible to minor, moderate, severe and extreme – as follows:

- *Negligible* – only a very small portion barely perceptible.
- *Minor* – the proposed development would result in a small portion of the water being blocked and transferred to the new development.
- *Moderate* – the proposed development would result in some water views being blocked and transferred to the new development.
- *Severe* – most of the current water views from the existing apartments would be blocked by the proposed new development.
- *Extreme* – all of the currently available water views from the existing building would be blocked by the proposed development and wholly transferred to the new apartment building.

The below table provides a summary of the visual impacts at the nominated neighbouring developments:

Table 11 – Assessment of View Sharing

Viewpoint	View Impact	Comment
The Broadwater		
Upper Floors – Level 6, 7, 8	Minor	<p>Potential water views to the south from the upper floors are already blocked by the 'Merindah' development. The proposal would reduce portions of the view to the west, leaving open water views to the south-west.</p> <p>Some of the water view will be transferred to the proposal, the majority of which is from the living room and balcony of the southwest facing apartments. The significance of the predicted view reduction and transfer falls within the category of Minor.</p>
Lower Floors – Level 5 and below	Negligible	<p>The existing development located at 32 Mann Street has a height of RL 40.17m, therefore views from apartments on Level 5 and lower are already blocked. The proposal would therefore not result in any additional blocking of views.</p> <p>Existing water views from lower floors of 'The Broadwater' to the south of the existing building on the project site would be maintained. The significance of the view reduction and transfer would therefore be Negligible.</p>
Merindah		
Upper Floors	Negligible	<p>Upper level views from Viewpoint D2(a) comprise existing urban development in the foreground with waterfront open space, land/water interface, Brisbane Water and forest covered slopes and ridge beyond. The proposed development will block only a small portion of the water view. Views to the south will largely be unaffected by the proposal.</p> <p>In view of this analysis, the significance of the predicted view reduction and transfer associated with the upper floors of 'Merindah' has been assessed to be Negligible.</p>
Podium and Lower Levels	Minor	<p>The podium level Viewpoint D2(b) on Floor 7 is located on the western face of the northern face of the 'Merindah' building and presents similar views to the upper-level apartments, although due to the lower height, less water is visible and there is no view to the land/water interface.</p> <p>The existing building on the project site at 26-30 Mann Street has a top level of RL 40.17m, which means that views of Brisbane Water from the podium of 'Merindah' at standing eye height of 40.15m are blocked. Views from apartments on floors below the podium are also blocked by the existing building.</p> <p>The analysis confirms that views from 'Merindah' to the west and southwest will be largely unaffected by the proposal. Some of the view to the forest covered ridge to the west will be transferred to the proposal from the Podium on the northern portion of the 'Merindah'</p>

Viewpoint	View Impact	Comment
		building, while a large portion of the view to the southwest will be unaffected by the proposal. The significance of the predicted view reduction and transfer would fall within the category of Minor.
Georgiana Quay		
Podium Level	Minor	<p>A View Loss and View Sharing Assessment has been previously prepared for the 'Merindah' development (DA 46272/2014). An additional assessment was carried out to determine the potential (additional) view reduction.</p> <p>The original assessment indicates that the 'Merindah' development blocks a substantial portion of the water views from Georgiana Quay while retaining a water view to the south and a glimpse to the west.</p> <p>The second assessment identified that a large portion of the view is already blocked by the 'Merindah' development.</p> <p>The proposal's arrangement would result in a reduction of the water glimpse to west but have no impact on the water view to the south.</p>
17 Mann Street		
Whole of Development	Negligible	Future occupants of apartments in Block A will not have existing water views blocked by the proposal. Occupants of the apartments fronting Mann Street will retain views to the south west over the tree canopies in War Memorial and Poppy Park and extending to Brisbane Water.

Regarding view sharing, Corkery Consulting provide the following conclusions:

- Results of the view sharing analysis indicate that a portion of the existing water views from existing multi-storey residential buildings adjoining the site will be transferred to apartments located along the western side of the proposal.
- The significance of the predicted view reduction and transfer generally falls into the category of 'Minor' as defined in the VIA (using the four step 'Tenacity' principle). Given the site (and multiple others in the vicinity) permit multi-storey development, it is expected that a portion of the existing water views would be transferred, in accordance with the orderly development of the land, the Gosford SEPP controls and the Concept SSDA approval.

The overall view and visual impact of the proposal is considered consistent with the orderly development of the site within its context. For further information refer to Appendix G.

6.4. ENVIRONMENTAL AND RESIDENTIAL AMENITY

6.4.1. Solar Access and Overshadowing

Solar Access

Consideration of solar access to the communal open spaces, public open spaces and residential apartments is provided below.

- The communal open spaces receive more than two hours of direct sunlight to 50% of the areas between 9am and 3pm at midwinter and are therefore consistent with the requirements of the ADG.
- The public open space located between the buildings receives sufficient solar access, in accordance with the revised drawings prepared as part of satisfying the Concept SSDA consent. The site is also

proximate to high-quality, sunlit public open spaces, including the refurbished Leagues Club Field and Poppy Park. It is noteworthy that the shadow impact (generally) is less than Concept envelope.

- 80% of apartments achieve the ADG recommendation for solar access to primary living areas and private open space between 8am and 4pm at midwinter. While 63% of apartments achieve the ADG design criteria if the 9am to 3pm window is used, this is on the basis of Gosford not being in the Sydney Metropolitan Area and therefore requires 3 hours of solar access. The future density is not dissimilar to LGA's within Sydney and therefore we believe the proposed arrangement is acceptable. It is also noteworthy that the Draft Design and Place SEPP seeks to provide greater flexibility in solar calculations (in terms of increasing the measurement period beyond the current 9am to 3pm window).

Overshadowing

- The proposal is wholly compliant with the approved Concept/Stage 1 envelopes approved at the site, which:
 - Comply with the SEPP control relating to solar access to the Leagues Club Field.
 - Comply with the DCP control relating to solar access to other public open spaces; and
 - Will not have significant or consequential impacts on surrounding residential properties.

For clarity, shadow drawings have been prepared which show an outline of the approved envelope, to demonstrate compliance (and the improved solar outcome) of this DA.

Accordingly, the DA is not anticipated to have any detrimental overshadowing impacts.

6.4.2. Visual Privacy

The building generally complies with the separation distance guidance in the ADG (including to 32 Mann Street and other buildings approved in Concept on-site). The northern interface to the ATO building (99 Georgiana Terrace) is below podium level and therefore should only be considered where there is a direct interface. In this situation, there are only two windows facing this building (in units 205 and 305) and these are to secondary study rooms.

6.4.3. Lighting (Reflectivity) Impacts

A Solar Light Reflectivity Study (SLRS) has been prepared by Windtech for the proposal (Appendix I). The SLRS responds to Condition C7 of the Stage 1 Conditions of Consent requiring a Reflectivity Analysis to be prepared for future applications, demonstrating that the proposal will not cause adverse or excessive glare.

The study identifies possible glare conditions affecting motorists, pedestrians boat drivers and occupants of surrounding buildings. The study has also considered the requirements of the ADG and the Gosford City Centre DCP.

To avoid adverse glare impacts, the following mitigation measures are recommended for incorporation:

- Either include vertical sun-shade elements or very low-reflectance glass on Levels 14-18 for the glazing at the northern end of the eastern aspect of the southern component of the development.
- A maximum normal specular reflectance of visible light of 8% is recommended for the glazing at the northern end of the eastern aspect of the southern component of the development at Levels 11-13 and 19-20.
- Either include vertical sun-shade elements or very low-reflectance glass on Ground Level to Level 10 for the glazing on the western aspect of the development.
- A maximum normal specular reflectance of visible light of 8% is recommended to be used on the glazing, windows and glass balustrades on Levels 11 to 17 for the western aspect of the development.
- A maximum normal specular reflectance of visible light of 12% is recommended to be used on the glazing, windows and glass balustrades on Levels 18 to 24 for the western aspect of the development; and
- All other glazing (windows and balustrades) should have a maximum normal specular reflectance of visible light of 20%.

The study concludes that subject to the incorporation of the above recommendations, the proposal will not cause adverse solar glare to motorists, pedestrians, or boat drivers within the local surrounding area, or to occupants of neighbouring buildings, and will comply with Concept SSDA condition C7, and in turn addressing SEAR #6 relating to environmental and residential amenity.

6.4.4. Wind Impacts

A Pedestrian Wind Environment Study (Wind Study) has been prepared by Windtech for the proposal (Appendix U). The Wind Study responds to Condition C27 of the Stage 1 Consent requiring a Wind Impact Assessment be prepared for future applications, including wind tunnel testing. The Wind Study investigates the wind environment of the proposal and provides mitigation measures to minimise impacts.

A wind tunnel study has been undertaken to determine wind speeds at selected critical outdoor trafficable areas within and around the subject development. A scale model of the development was also prepared, including the surrounding buildings and land topography. Testing was performed at Windtech's wind tunnel facility. The result of the study indicates that most trafficable outdoor locations will experience strong winds exceeding the relevant criteria for comfort and/or safety. As such, treatment options were tested to mitigate the strong winds.

The following measures recommended to be implemented for above-ground areas of the proposal that are anticipated to experience strong winds to ensure they will be suitable for their intended uses (and are shown on the architectural and landscape drawings, where applicable):

Table 12 – Wind Mitigation Measures

Level	Mitigation Measures
Ground	<ul style="list-style-type: none"> 2m high 30% porous screen along southern edge of stairs leading from ground floor to Level 2. 3-4m high densely foliating evergreen trees in the planter area at the southern end of stairs between ground floor and Level 1. 2.4m high impermeable screen at between the two southern columns, north of the stairs. 50% Porous façade for the carpark perimeter at the north-east corner of the development (Ground to Level 3 inclusive). 2.4m high impermeable screens extending from each column.
Level 2	<ul style="list-style-type: none"> 2m high 30% porous hoarding until southern towers are built. Incorporate impermeable screen on top of southern planter box for a combined height of 1.8m. Increase intertenancy screen height to at least 2m.
Level 3	<ul style="list-style-type: none"> Increase intertenancy screen height to at least 2m. Retain screen on top of planter for a total height of 1.3m Retain south-west corner as non-accessible to occupants.
Level 4	<ul style="list-style-type: none"> Incorporate 3m baffle screen arrangement throughout communal area on eastern side of towers. Retain screen on top of planter for a total height of 1.2m. Retain canopy structure at the southern terrace.

Level	Mitigation Measures
	<ul style="list-style-type: none"> Remove access from private terrace into public terrace at south-west corner.
Level 21	<ul style="list-style-type: none"> Retain screen on top of perimeter planter for a total height of 1.8m Include 1.5-2m high densely foliating evergreen vegetation at the east and west of the communal open space.
Level 24	<ul style="list-style-type: none"> Retain standard height impermeable balustrade for the western balcony.

The use of loose glass-tops and light-weight sheets or covers is not recommended on high-rise outdoor terraces and balconies, and lightweight furniture is not recommended unless it is securely attached to the balcony or terrace floor slab.

While the site is subject to the effects of wind, incorporation of the above measures will ameliorate the wind effects and ensure the proposed can function as intended.

6.4.5. CPTED

Urbis has prepared a CPTED Report (Appendix K) in accordance with the Crime Prevention Legislative Guidelines, the Gosford City Centre DCP, the requirements of Stage 1 Condition C12 and SEAR #6. The CPTED assessment employs four key principles, including:

- Surveillance.
- Access Control.
- Territorial reinforcement.
- Space and activity management.

To assess the different uses and areas, the proposed development has been divided into the following three priority areas detailed in Table 13 below.

Table 13 – CPTED Assessment Recommendations

Priority Area	Recommendations
Car Parking	<ul style="list-style-type: none"> Implement a lighting strategy within the car park and adjacent areas, including the garbage holding areas, so they are well lit at all times of the day and night. Implement CCTV and security signage to provide 24/7 surveillance of the car park and to deter crimes related to stealing from motor vehicles. Provide wayfinding signage throughout the car park to help drivers navigate to the correct parking area (visitor, retail and residential) and help pedestrians navigate to the lifts. Provide directional arrows within the car park to manage the two way traffic flow and reduce conflicts between vehicles. Install a security door at the ramp situated on the ground floor, which provides vehicular access to residential car spaces. This will restrict unauthorised access to residential spaces and deter crimes such as steal from motor vehicles and malicious damage to property. Implement safety mirrors at the car park entry and ramps to enhance sightlines for drivers in oncoming vehicles and manage interaction with surrounding pedestrian movement.

Priority Area	Recommendations
	<ul style="list-style-type: none"> Consider implementing access control measures to the service loading area (i.e. security gate, keypad, swipe card) to restrict public access to this area. Implement signs at the entrance to the loading dock and at the driveway on Baker Street to instruct vehicle movement and deter pedestrian access to these areas.
Retail Tenancies and Public Domain Areas	<ul style="list-style-type: none"> Provide ample lighting throughout the public domain areas to ensure the area is well lit at all times of the day and night. This includes lighting to the south of the retail tenancies to help reduce potential opportunities for concealment. Provide wayfinding signage at Baker Street and Mann Street to assist residents and visitors move through the site. Provide CCTV at retail tenancies and public domain areas to provide 24/7 surveillance and deter crime. Provide bins outside retail tenancies to reduce littering from patrons. Undertake regular maintenance of public domain areas (i.e. rubbish removal, cleaning of furniture, landscaping maintenance) to ensure the space is well looked after and safe for residents. Consider reorientating planting on levels three and four towards walls to increase opportunities for passive surveillance onto through site link.
Residential Uses	<ul style="list-style-type: none"> Provide access control measures (e.g. swipe cards, pin codes, intercom) to control resident and visitor entry to residential apartments. Provide CCTV at lobby and lift entries to provide 24/7 surveillance and help deter crime. Provide residential lobby signage visible from Baker Street to assist residents and visitors with access to the building. Provide ample lighting within the communal areas to ensure the areas are well lit at all times of the day and night. This includes lighting within the Indigenous bushtucker garden area to assist with reducing potential opportunities for concealment. Undertake regular maintenance of the communal areas on levels four and 21 (i.e. landscaping care and rubbish removal) to ensure the space is well looked after and safe for residents. Consider enclosing the fire pit located at the rooftop garden on level 21 to reduce the likelihood of a fire spreading beyond the pit.

The CPTED assessment has identified potential risk areas and provided recommendations to help reduce crime and anti-social behaviour. The assessment found that the proposal incorporates the four CPTED principles: surveillance, access control, territorial reinforcement, and space management.

The implementation of the recommendations above will contribute to the development being a safe, activated and attractive environment for residents, visitors and the public.

6.5. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

S4B have prepared an ESD Report (Appendix L) in accordance with Condition C20 of the Stage 1 Conditions of Consent. The report identifies the design initiatives and features of the development that have the potential to reduce the environmental impact of the DA.

Energy and water consumption and building amenity has been given consideration in the following areas:

- Building envelope.
- Air conditioning.
- Lighting.
- Water.
- Noise; and
- Waste and recycling.

In accordance with the requirements of the Stage 1 Conditions, S4B confirm the project can achieve:

- 4-star Green Star Design and As Built rating.
- 4-star NABERS Energy and Water rating.
- BASIX certification.

Combining the design initiatives and strategies noted in the ESD Report, the proposal can reduce its environmental impact, providing a suitable sustainability outcome.

6.6. TRAFFIC, TRANSPORT AND ACCESSIBILITY

A Transport Report (TIA) (Appendix M) and Car Parking Impact Assessment (CPIA) (Appendix N) have been prepared by GTA Consultants for the proposal. The TIA has been prepared in response to Conditions B3, C21, C22, C23, C24, C25 and C26 of the Stage 1 Conditions of Consent; together with the SEARs requirements.

6.6.1. Traffic Generation

For the purposes of the proposal, the traffic generation estimates have been sourced from the RMS Guide to Traffic Generating Developments (2002) and the RMS Technical Direction (TDT 2013/04). The proposal is estimated to generate up to 103 and 75 vehicle movements during the AM and PM weekday peaks.

Traffic generation and intersection performance has been assessed based several different scenarios, reflecting the staging of the proposed development and a 10-year horizon (for the purpose of the assessment, the anticipated year of completion is 2023), this included:

- 2023 Base (including surrounding approved development).
- 2023 Completed Development.
- 2033 Base (including surrounding approved development).
- 2033 Completed Development.

An annual growth rate of two percent was applied.

The surrounding road network during peak periods for the 2023 growth scenarios (including the surrounding approved development) are expected to continue to operate well with spare capacity, except for the intersection of the Central Coast Highway and Dane Drive which is expected to operate over capacity in both AM and PM peaks based on the 2023 Base Models. Noting this, it is apparent that this intersection will remain at overcapacity in 2023 combined with the completed development. As such, this intersection has been excluded from further analysis. All other intersections will continue to operate with spare capacity once the proposal is complete.

The 2033 Base Model also notes that all intersections will operate with spare capacity, except for the intersection of Georgiana Terrace and Baker Street which will be operating to near capacity in the PM and

Central Coast Highway and Mann Street which will be operating over capacity in the PM. The 2033 base combined with the proposal indicates that the intersections of Georgiana Terrace with Dane Drive and Mann Street will continue to operate satisfactorily with some spare capacity. The intersection of Georgiana Terrace and Baker however will be overcapacity in the PM peak at service level D, as will the intersection of Mann Street and Vaughan Avenue operating at near capacity service level D.

Road network improvements to assist in mitigating these issues include:

- The 'No Stopping' distances at the intersection of Vaughan Avenue and Mann Street be increased. This would result in the removal of a total of two on-street car parking spaces, but would provide improvements to the existing intersection.
- Removal of the left turn only restriction on Baker Street at Vaughan Avenue, to improve the intersection performance at the Vaughan Avenue/Mann Street intersection in the ten-year horizon scenario.
- TfNSW and Council should consider infrastructure improvements to the intersection of Central Coast Highway and Dane Drive.

Additionally, the Baker Street shared zone has been analysed. It has been determined given Baker Street has only recently opened, combined with the impacts of COVID and workers still working from home, undertaking traffic surveys at present would not be considered representative. The TIA has recommended that Council monitor the operation of the street post-development to ensure it is still operating as an appropriate shared zone in the future.

6.6.2. Parking

Car Parking

The relevant parking rates for retail and commercial development are contained within the *State Environmental Planning Policy (Gosford City Centre) 2018*; and that the relevant parking rates for residential development are contained within the Transport for NSW *"Guide to Traffic Generating Developments"*, per the NSW Apartment Design Guide (ADG). This is consistent with Condition B3 of the Stage 1 SSDA, which specifies these rates (combined) equate to the minimum required carparking provision for the proposal. Using these rates, the minimum car parking provision for the project is 168 spaces.

The Gosford City Centre Development Control Plan 2018 (DCP) specifies a higher car parking rate for the LGA, which would equate to 208 spaces for the proposed development (for all land uses). In line with Condition B3 of the Stage 1 SSDA, this would equate to the maximum number of spaces required for the proposal.

Considering the minimum and maximum requirement, combined with the findings of the Car Parking Assessment Report and in light of the site being located 650m from Gosford train station and within proximity to frequent bus services, the proposed parking count of 183 spaces is considered to be a satisfactory provision of car parking for this stage of the development. This total number includes 17 accessible spaces.

It should also be noted that future residents are within walking distances to most amenities with the CBD and as such are not expected to travel by private vehicle or utilise spaces within the CBD. Similarly, given the site's location, the retail/commercial related activity would complement similar land uses within the CBD, with linked trips common.

Motorcycle and Bicycle Parking

The DCP provides the provisions for both motorcycle and bicycle parking. 16 motorcycle spaces are proposed, meeting the minimum requirement of 10 spaces. 63 bicycle spaces are proposed, meeting the minimum bicycle requirement of 63 spaces.

A total of eight bike racks have recently been provided as part of the Leagues Club Field redevelopment. The Applicant will consult with Council (as part of future stages of development) to investigate the potential for additional bike racks to be provided (in the public domain), to encourage further bicycle usage.

End of Trip Facilities

The DCP outlines the requirement to provide end of trip facilities for commercial and retail uses for 20 or more people. The DCP does not provide specific numeric requirements, therefore the Austroads Research Report AP-RS28-16 has been drawn upon. The proposal provides one shower and one change room to comply with this requirement.

Car Parking Layout

The TIA confirms that the car parking layout has complies with the relevant Australian Standards.

6.6.3. Loading and Waste Collection

The proposal will provide a loading area within the ground level car park that will be constructed as part of the first stage, and subsequently service the other stage of the development following their completion.

Access will be provided via the existing driveway that will be connected to the new extension of Baker Street. The loading bay will have the ability to care for up to 12.5m long heavy rigid vehicles, and the loading dock will include a turntable to allow vehicles to enter and exit in a forward direction.

Waste collection, bulky goods retail deliveries/despatching and day-to-day servicing demand of the residential uses will also be provided.

6.6.4. Sustainable Transport

The Gosford City Masterplan provides a development framework to guide the revitalisation of Gosford City Centre. Where achievable, the proposal will provide localised pedestrian, bicycle and public transport only roads will be used to achieve a fully permeable, safe environment for residents, workers and visitors will be provided.

Additionally, the site is well serviced by public transport and the TfNSW Future Transport Plan identifies that Gosford will continue to establish itself as a satellite city with future connections to Greater Sydney. There is also the intent to improve the bus network east-west connectivity.

A Green Travel Plan (GTP) has been prepared for the proposal and is located within the TIA. The GTP identifies that the site has a walk score of 83 out of 100 therefore is considered to be very walkable. Due to this, and the sites proximity to public transport, an aspirational mode change between 5-10% from car to public and active transport for residents and staff can be achieved by providing active transport facilities and the implementation of a GTP. Refer to Appendix S for more information.

6.6.5. Pedestrian and Bicycle Connectivity

Pedestrian infrastructure is well-established surrounding the site, particularly given the location near to Gosford town centre. The proposal focuses on supporting strong pedestrian connectivity through the site by providing attractive and active connections from the CBD through to Baker Street, the Gosford City Park and the waterfront.

The site and its occupants are well located to integrate and utilise the existing cycle network as identified in Gosford Bike Strategy 2014

6.6.6. Construction Traffic Management

Construction will typically occur Monday – Friday 7am-6pm; and Saturday 8am to 4pm. No works are expected on Sunday and public holidays. Temporary access to the site is to be provided on Vaughan Avenue via the existing temporary accessway.

The estimated number of construction vehicles per day is:

- 122 vehicles on average per day (102 light vehicles and 20 heavy vehicles).
- 240 total peak movements per day on average (120 arriving and 120 departing per day); and
- 14 total peak vehicle movements per hour.

Generally, most construction workers finish prior to the afternoon road network peak therefore it is expected that the construction phase will not have an adverse impact on the road network. A construction traffic management plan will be prepared prior to works commencing on-site.

6.7. AVIATION IMPACTS

An Aviation Impact Assessment (AIA) has been prepared by AviPro for the proposal (Appendix O). The AIA has been prepared in response to Condition A11 of the Stage 1 Conditions of Consent and in consultation with the Central Coast Local Heath District (CCLHD); and in accordance with SEAR #9.

The report concludes:

- The development will have no adverse impact on the approach and departure paths to and from the Helicopter Landing Site, accounting for all potential approaches.
- No management or mitigation measures are required to ensure aviation safety.
- Aviation obstruction lighting is not required on this building once developed, and
- Aviation lighting in accordance with relevant NSW Health Guidelines will be required on cranes during construction.

For further information, refer to the AIA at Appendix O.

6.8. FLOODING, STORMWATER, HYDROLOGY AND COASTAL EROSION

A Water Cycle Management Plan (WCMP) has been prepared by Northrop for the proposal (Appendix P), together with Civil Drawings at Appendix Q. the WCMP has been prepared in response to Condition 32 of the Stage 1 Conditions of Consent stating that potential flooding, stormwater, climate change/sea level rise and water quality impacts are to be addressed in future applications. Buildings are also to be designed to respond to any constraint and address water sensitive urban design principles and the DCP water cycle management requirements. It has also addressed the detailed requirements of SEAR #10 (refer specifically to Appendix B of the Water Cycle Management Plan for a tabulated response).

6.8.1. Stormwater Strategy

The onsite stormwater management system has been designed to replicate the processes which would occur naturally on site. The proposed development will incorporate a number of devices and measures aimed at providing adequate and responsible management of stormwater runoff for minor and major storm events.

Runoff from the proposal will be captured via a conventional roof drainage system, then conveyed to the rainwater harvesting tank. Balcony and podium runoff will also be captured in a similar way, conveyed to the stormwater system on the south-western side of the proposal, bypassing the rainwater tank. Vehicular access road runoff on the eastern side will be captured and conveyed to a stormwater pump out pit equipped with a backup power source, then pumped to the stormwater system on the south-western side of the development. Installation of a stormwater system on the southern side of the proposal will drain via gravity to the Baker Street frontage where a new drainage connection is proposed to the existing stormwater pit on Baker Street.

6.8.2. Stormwater Quality

The proposed stormwater management strategy performance was assessed against the required water nutrient and pollution reduction targets using MUSIC modelling. The proposed development footprint and usage was considered significant to the design therefore impacted what stormwater quality improvement devices (SQIDs).

The proposed treatment train incorporates:

- Primary treatment via a proprietary sediment trap and GPT devices, rainwater harvesting tank and proprietary pit filter inserts; and
- Secondary treatment via a proprietary SPEL Hydrosystem device.

The following water quality treatment devices have been utilised in the proposed treatment train:

- Rainwater Harvesting Tank.
- SPEL Stormsack.
- SPEL Hydrosystem device; and
- Ecosol Storm Pit Type 1 device.

The MUSIC Modelling prepared as part of the Water Cycle Management Plan demonstrates that the proposed stormwater quality management strategy will achieve the required load reduction targets.

6.8.3. Water Conservation

The proposal's objective is a 40% reduction in potable water demand by utilising the BASIX provisions. Water efficient fixtures for shower heads, toilet cisterns, toilet taps, and kitchen taps are proposed to be used, as well as water efficient dishwashers, landscaping plant species that require minimal water and irrigation and harvesting rainwater from part of the roof to be collected and reused for hardstand washdown, carwash bay and irrigation of landscaping areas are all proposed to assist in reducing potable demand to meet the intent of the water conservation target.

Runoff from the roof will also be captured and harvested in a single 76kL rainwater tank located under the ground floor retail slab. The water will be reused for washdown, car wash bay and landscape irrigation.

6.8.4. Flooding

Central Coast Council has prepared detailed flood studies for the subject site area, including the Brisbane Water Foreshore Flood Risk Management Study (2013) and the Gosford CBD Local Overland Flow Flood Study (2013). The studies investigate the flood behaviour of the site both because of local overland runoff and Brisbane Water foreshore flooding. Both studies considered the potential impacts of climate change, by assessing an increase to rainfall intensity as well as sea level rise.

Upon review of these studies, it was concluded that the site was not impacted by local overland flow and as such will have no impact on the flood behaviour of this type of flood event.

6.8.5. Sea Level Rise

The amount of sea level rise is dependent of the design life of the development, therefore an increase to design life will result in an increase in the expected sea level rise.

The minimum ground floor level has been determined to be RL 3m to mitigate any flood planning impacts. The proposal complies with this level except for the existing right of way, as the crest has been constructed at RL 2.71m AHD. As such, flood gates will be required to be installed to achieve flood protection to at least RL 3.00m AHD.

6.8.6. Conclusion

Based on the assessment provided by Northrop, the proposed stormwater management design discussed in the report has been prepared to comply with the DCP, as well as industry best practice. The system has been designed to cater for frequent and infrequent storm events. Overall, the proposal can adequately manage and address all items concerning stormwater runoff.

6.9. HERITAGE

A Statement of Heritage Impacts (SHI) has been prepared by John Carr Heritage Design (Appendix R). The SHI has been prepared to respond to condition C18 of the Stage 1 Conditions of Consent requiring a detailed Heritage Impact Statement to be prepared for future DA's addressing heritage impacts and visual and view impacts on surrounding heritage items; and in accordance with SEAR #11.

As the site is within the vicinity of heritage items, per the DCP, an assessment of the proposal on surrounding heritage items has been undertaken.

The site itself is not heritage listed, but there are various heritage items within the locality. Four heritage items of local significance surround the site including the Gosford South Post Office (I35), the former School of Arts (I36), Creighton's Funeral Parlour (I37) and the former Courthouse and Police Station (Conservatorium of Music) (I38).

The Council Administration building is also a listed item and located directly north of the previously mentioned items. Items A8 and A9 hold archaeological importance but are not affected by the proposed development. The report outlines that the proposal will not adversely impact these surrounding heritage and archaeological sites. Figure 12 demonstrates the location of the subject site (indicated in red) from the surrounding heritage items.

Figure 12 – SEPP (Gosford City Centre) Heritage Map



Source: Urbis

The four closest items of Local heritage significance (Figure 11) include:

- Gosford South Post Office (I35).
- The former School of Arts (I36).
- Creighton's Funeral Parlour (I37).
- The former Courthouse and Police Station (Conservatorium of Music) (I38).

Other listed items within the locality include the Council Administration Building and the former Brisbane Water County Council building. Gosford City Centre has no items of state heritage significance. The DCP requires certain criteria be considered when developing in the vicinity of heritage items:

Table 14 – Heritage Considerations

Criteria	Response
Scale	<p>The new six-storey commercial building visible from the Creighton Funeral Parlour provides an effective screen hiding direct view to the residential northern tower, providing a “step-down” effect to Mann Street.</p> <p>Existing trees and new landscaping will assist in masking the scale of the proposal by filtering the view to Mann Street and Vaughan Street footpaths, as well as from the Leagues Club. This also assists in cutting the overall height of the towers viewable from Mann Street.</p>

Criteria	Response
	<p>The aspect of the proposal viewable from Mann Street and the small group of listed heritage items in that vicinity will be reasonably screened to minimise any impact on their heritage significance. Utilising the existing buildings for screen assists in mitigating the bulk and scale of the proposal, allowing it to remain largely hidden from areas containing heritage significance when viewed from Ground Level.</p> <p>Importantly, the proposal does not obstruct significant views to the heritage items.</p>
Siting	The site is not heritage listed therefore considerations concerning changes to the façade are not applicable. The proposal has however been setback off Mann Street and screened to minimise any potential impacts from the building's façade.
Architectural Form	The proposal has utilised a contemporary form as it does not link to or form any heritage items. The recently completed commercial building, as discussed previously, assists in screening the proposal.
Architectural Detailing	The site is not heritage listed therefore this consideration is not applicable.
Materials and Finishes	<p>The design for the podium levels on Barker Street was influenced original by the design of heritage listed Creighton Funeral Parlour building, developed into the current design which provides a more modern and simpler podium detailing. While the heritage item has influenced the design, the design has been developed to not copy or replicate the detail. This design will assist the proposal in fitting into the surrounds of the Gosford City Centre, blending into the current built form while maintaining a modern twist.</p> <p>The SHI confirms that the materials and colour selections have been chosen for the contemporary design of the building are relatively conservative. The selection will not impact the significance of the nearby heritage items as they complement the character of the proposal.</p>
Use	N/A – as site is not heritage listed.
Original Fabric	N/A – as site is not heritage listed.
The Ageing Process	N/A – as site is not heritage listed
Curtilage	The nearby heritage items curtilage has been considered and is within each items own site boundaries. Heritage NSW consider this to be reasonable and does not impact the proposal. The proposal does not impact the views to and from the surrounding heritage items.
Lot Boundary	All heritage items within the surrounds of the subject site are assessed as satisfying the Lot Boundary Heritage Curtilage requirements.
Reduced Curtilage	N/A – to the heritage items within the surrounds of the subject site as the proposed development is not sited on a listed heritage allotment.
Expanded Curtilage	None of the listed heritage items near the subject site satisfies the criteria for an expanded curtilage.
Infill Development	N/A

6.9.1. European Archaeology

Two sites within the vicinity of the site of archaeological importance include the site of the original Gosford Wharf (A8) and the Rotary Club, fountain, garden and original site of the Gosford Wharf (A9) but neither will be impacted by the proposal. The site itself is not known to have potential archaeological deposits, primarily as documentary evidence indicates little use of the area throughout the mid-late nineteenth century.

6.9.2. Conclusion

The SoHI makes the following concluding statements:

- The use of differing heights to visually divide the tower into two linked buildings will help soften the bulk and scale of the building. In addition, the development and landscaping of the Leagues Club Field will provide further softening and screening of the proposed development from the foreshore.
- The materials and colours selections have been chosen for the contemporary design of the building and are relatively conservative. The choice of materials, finishes and colours will not impact on the heritage significance of the nearby heritage listed items as they complement the character of the proposed North Tower design.
- The proposed North Tower development has been found to have minimal affect on the heritage significance of the listed heritage items in the surrounding area of Mann Street primarily due to distance and effective screening by existing buildings and surrounding trees.
- In addition, these listed items are of Local heritage significance and are grouped facing Mann Street. The proposed development is assessed as forming a backdrop to Mann Street when viewed at footpath eye level.

The SHI recommends that future site development continues to preserve and maintain the existing Fig Tree on the corner of Vaughan Avenue and Mann Street. It is considered that the size, bulk, scale, and design of the proposal does not provide for heritage impacts to the surrounding heritage items.

6.10. ABORIGINAL CULTURAL HERITAGE

Archaeological Management and Consulting Group (AMAC) and Streat Archaeological Services Pty Ltd have prepared an Aboriginal Archaeological Assessment (Appendix S), which has drawn on the previous work undertaken at the site for the Concept SSDA approval. The report is based on:

- Aboriginal consultation – undertaken in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW 2010); and
- Test excavation – undertaken over two days (05/12/19 – 06/12/19), in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales.

The test excavation found that the majority of the site has been disturbed due to past land use, with no Aboriginal objects and/or deposits, or features of cultural/archaeological significance present. AMAC concluded that further investigation is not warranted, and the works may proceed with caution.

Mitigation measures have been formulated after consultation with the Environment, Energy and Science Group (EES Group) of the Department of Planning, Industry and Environment (DPIE) and Aboriginal stakeholders. These are listed (in detail) within the Aboriginal Archaeological Assessment submitted at Appendix S and are expected to form conditions of consent.

It is noted that correspondence was provided from Heritage NSW on 17 August 2021 which confirms that an ACHAR is not required for this SSDA, in view of the ACHAR which was prepared for the Concept SSDA (and considered the whole site). The Aboriginal Archaeological Assessment addresses the requirements of Concept SSDA Condition C19 and SEAR #12.

6.11. SOCIAL AND ECONOMIC IMPACTS

A Social and Economic Assessment (SEA) has been prepared by Urbis for the proposal (Appendix T). The SEA responds to SEAR #13 and Condition C16 of the Stage 1 Conditions of Consent, copied below:

The social and economic impacts of the proposal, including cumulative impacts, including health impacts, of the development in context with other existing/approved large developments

within the Gosford City Centre. In addition, the SEIA shall investigate the potential for the development to accommodate

- a) affordable housing and/or community facilities*
- b) a childcare centre.*

This SEA has reviewed the SEA prepared for the Concept SSDA, and the same approach has been undertaken in projecting the population for the North Tower as was done for the original SEA, as well as the audit undertaken of existing community infrastructure and services for the original SEA.

Additionally, benchmarks were sourced from the Government Architect Draft Open Space for Recreation Guide and NSW Growth Centres Code as used within the original SEA. Economic Benefits have been determined by using REMPLAN to model potential benefits. The *Central Coast Affordable and Alternative Housing Strategy* (the Strategy) has also been reviewed.

The following has been concluded within the SEA:

- The proposal will not generate the demand for:
 - A new childcare centre. It is likely that any additional demand can be catered for within the existing childcare centres.
 - An additional neighbourhood or multipurpose centre. It is however noted that there is an existing gap in the supply of a contemporary multipurpose space in Gosford.
 - A performing arts/cultural centre.
 - An additional primary or high school under the incoming resident population generated for Stage 1.
 - A new community health centre or additional hospital beds.
 - Additional sport and recreation facilities. It is possible that some pressure will be placed on existing local open space such as Kibble Park and Gosford City Park although future plans to upgrade both parks will likely alleviate some pressure. The Concept Plan also includes plans for a publicly accessible plaza, through site links and areas of private open space for residents.
- The proposal will generate the need for a very small amount of additional library space (approx. 11sqm), although this demand is likely to be absorbed by the existing Gosford Library and any plans for the Gosford Regional Library to expand on current services. The proposal will not require a new or expanded library.

Based on the above, this SSDA does not trigger the need for additional social infrastructure (including hospital beds, or a community health centre). Future applications will re-assess whether any 'triggers' for additional social infrastructure are met, in accordance with SSD 10114 Condition C16.

Regarding 'cumulative impact', the Applicant is committed to paying the relevant local and State government contributions that apply to the site/project (totalling 3% of the development CIV). It is the role of the contributions plans to assess the cumulative impacts of development in Gosford CBD and to identify/cost the infrastructure upgrades required to mitigate any pressure caused by additional development. This enables both a 'whole of CBD' approach and the equitable apportionment of cost.

Additionally, potential economic benefits of the proposal include expenditure generation and employment creation throughout the construction and operational phases. This includes:

- Construction Phase:
 - Generation of approx. \$50 million of direct expenditure to the local region and state over the development period commencing January 2022.
 - \$16 million direct and \$25.1 million indirect value added, totalling \$41.1 million.
- Operational Phase:
 - \$4.9 million in additional retail spending within the Gosford City Centre, supporting the growth of local businesses.
- Employment generation:

- Total direct/indirect operational jobs: 23 jobs (FTE).
- Total direct/indirect construction jobs: 269 jobs (FTE).

The additional stages outside Stage 1 are estimated to generate further economic benefits for the local region and state.

The SEA also provides an assessment of the proposal against the *Central Coast Affordable and Alternative Housing Strategy*. The proposal aligns with the Strategy through:

- Providing a reduction in the proposed car parking spaces to allow for the potential to increase the supply of more affordable housing by giving effect to Strategic Action 12 in the Strategy; and
- It is planned to deliver a number of 53sqm one-bedroom dwellings. Due to the size of the dwellings these are anticipated to be leased at lower rents compared to most one-bedroom apartments in the area, aligning with Strategic Action 15 of the Strategy.

Overall, the North Tower will provide a population of approx. 299 additional people which will generate a limited demand for community infrastructure, not triggering the need for new community facilities, open space or services. While some pressure may be placed on local open space, planned upgrades are expected to accommodate this minor demand in addition to the public and communal open space included within the broader concept plan.

The proposal will provide for a range of economic benefits throughout both construction and operational phases, and bring in additional retail spending to the area and support local businesses. Additionally, the proposal aligns with the Strategic Actions and broader concept of the Strategy through providing the potential to contribute to the supply of more affordable housing within Gosford.

6.12. NOISE AND VIBRATION

A Noise Impact Assessment (NIA) has been prepared by Acoustic Logic for the proposal (Appendix H). The NIA responds to Condition 31 and 35b of the Stage 1 Conditions of Consent and SEAR #6. Condition 31 and 35b requires a quantitative assessment to be undertaken for future DAs of the main noise generating sources and activities during construction and operation phases, including details of any mitigation measures to ensure the amenity of sensitive land uses are protected during both construction and operational phases.

Noise sources impacting the site are traffic from Mann Street and the Central Coast Highway. The nearest noise sensitive residential development to the site are current/future residences approximately 60m to the east across Mann Street at 21-37 Mann Street. Further east there are residential apartments along Henry Parry Drive at 25 Mann Street & 127 Georgiana Terrace, approximately 100m east of the site. The nearest commercial receivers are 99 Georgiana Terrace and 32 Mann Street. Attended and unattended noise monitoring locations are indicated in Figure 9 below.

Figure 13 – Attended and Unattended Noise Locations



Source: Acoustic Logic

External Noise Intrusion Assessment

The assessment of traffic noise intrusion was undertaken based on the requirements of the DCP, the Infrastructure SEPP, the ADG and the NSW DPIE *'Development Near Rial Corridors and Busy Roads'* guideline.

Attended short term measurements of traffic noise were taken to supplement the unattended noise monitoring. Based on the noise modelling, the following treatment measures are recommended for incorporation in the scheme:

- Glazed windows and doors – No additional acoustic treatment to windows is required above standard building constructions. Any glazed louvres to bedrooms or living areas should have an acoustic consultant review to ensure compliance.
- External roof/ceiling – the proposed masonry system roof construction will be acoustically acceptable without additional treatment. Any penetrations are required to be filled with acoustic sealant to ensure compliance with internal noise levels is achieved.
- External walls – proposed external walls are to be concrete reinforced panel and insulated stud system, as outlined in Figure 10. Any penetrations are required to be filled with acoustic sealant to ensure compliance with internal noise levels is achieved.
- Entry doors – via internal corridors, construction will be formulated pursuant to the BCA.
- Ventilation – Acoustic Logic have confirmed that the proposal will not require an alternative source of ventilation besides natural ventilation (windows open to 5% of the floor area) to comply with the requirements of NSW DPIE *'Development Near Rial Corridors and Busy Roads'* guideline.

Noise Emission Assessment

Noise from Increased Traffic Generation on Public Streets

The existing morning and afternoon peak hour traffic volume counts surrounding the site have been conducted by GTA. It was determined that the increase in noise from traffic after the development is completed will be less than 0.5dB(A) surrounding the site. Acoustic Logic have confirmed that a 1 dB(A) increase in noise level is imperceptible, and therefore the potential increase in traffic due to the proposal will not adversely impact the acoustic amenity of surrounding receivers.

Loading Dock

Trucks accessing the loading dock will generate the primary source of noise associated with the loading dock. Noise emission to the adjacent commercial developments was predicted based on a typical truck sound power level and no more than two truck movements in any 15-minute period. The predicted noise levels at the boundary of both 99 Georgina Terrace and 32 Mann Street comply with the NSW EPA Noise Policy for Industry (2017) amenity criterion for commercial receivers.

The noise levels are also predicted to comply at the boundary of 21-37 Mann Street (the nearest residential receiver), in accordance with the NSW EPA Noise Policy for Industry (2017), including the most stringent noise time criterion.

Moreover, Acoustic Logic have confirmed that the predicted noise levels at the Leagues Club Field will also comply with the NSW EPA Noise Policy for Industry (2017) for recreation area receivers.

Communal Spaces

Noise from the use of common areas within residential apartment buildings (located on the level 4 podium deck and level 21 roof garden) are not governed by any specific regulations or guidelines and are typically considered as neighbourhood noise.

Noise impact to the proposed residential building which may result from the use of these spaces would typically be addressed by management controls imposed as part of the building strata by-laws. Despite this, acoustically rated glazing has been recommended for all facades to mitigate external noise intrusion.

Noise emissions from the communal areas to other receivers, including the commercial building at 32 Mann Street, the residential development at 21-37 Mann Street and the Leagues Club Field are expected to comply with the NSW EPA Noise Policy for Industry (2017) amenity criterion.

Noise from Mechanical Plant

Detailed acoustic design of mechanical plant cannot be undertaken at approval stage, as plant selections and locations are not finalised. Despite this, NPI acoustic criteria will be achievable should a detailed acoustic review be undertaken once plant is received. Plant treatment may include combination of siting, quiet selections, speed controllers and scheduling to limit night operation, barriers and enclosures, duct treatment or attenuators.

Commercial Spaces

Potential noise impacts will depend on the final use, times of operation, etc. These impacts should be assessed as part of the DA's for each tenancy use and appropriate noise controls implemented to meet the objectives of the DCP.

Construction Noise

Impacts on nearby development will depend on the activity and location on site the activity is being undertaken. Typically, the loudest activity is excavation and piling works. The greatest potential impact will be the northern and north-eastern boundary.

Regarding construction noise levels generally:

- During construction along the northern and eastern site boundary, the closest commercial development will be as close as 10m away (99 Georgina Terrace and 32 Mann Street). Noise levels at the property boundary may intermittently exceed the EPA Noise Management Level for commercial developments.
- Despite this, most activities (other than excavation using hydraulic hammers) are unlikely to produce noise levels exceeding 45dB(A) inside the commercial developments, and as such, the impact on occupant amenity is likely to be low.
- Given the distance from the site to the nearest residences, significant exceedances of the "Background+10dB(A)" noise management levels are not expected. The construction noise will also be well below the EPA "Highly Noise Affected" level.

It has been advised that rock excavation is unlikely due to the soil being largely sandy silt with fill elements above RL 5m and that there is no significant structures on the site to be demolished. As such, there will be limited need for hydraulic hammers and similar percussive techniques on the site. Driven/vibrating piles will also not be used on this site; bored piers are proposed. Therefore, the likelihood of adverse impact is significantly reduced. Contingency measures should they be required are recommended to be:

- Identify the location on the site. Calculate the expected noise level at sensitive receivers and the duration of impact.
- If noise levels are expected to cause receivers to be '*highly noise affected*' implement appropriate respite periods or scheduling of works to avoid sensitive periods during the day or limit continuous exposure.

Construction Vibration

Excavation, earth retention and civil works are the primary vibration generating activities. Should hydraulic hammers, vibratory compaction or vibro-piling be required adjacent to 99 Georgina Terrace and 32 Mann Street, vibration monitoring is recommended with SMS warning capability.

Construction Noise and Vibration Management Plan

The assessment of construction noise and vibration indicates that adverse impacts may occur for some activities and primarily where these works occur near the site boundaries. Accordingly, Acoustic Report present a set of detailed recommendations, which are expected to form the basis of a Construction Noise and Vibration Management Plan). These measures will minimise impacts to the extent that is reasonable and feasible, in accordance with the EPA Interim Construction Noise Guideline. For further information, refer to Appendix H.

Conclusion

The NIA prepared for the proposal provides an assessment of the proposal and concludes:

- A review of traffic noise intrusion has been conducted in accordance with the Infrastructure SEPP, the ADG and the NSW DPIE 'Development Near Rial Corridors and Busy Roads' guideline. Provided the

construction recommendations are adopted (as noted above and outlined within Appendix H), suitable internal noise levels and residential amenity will be achieved.

- Noise emission criteria have been determined based on guidelines in the NSW Noise Policy for Industry. While a detailed review of plant noise should be undertaken at CC stage, initial analysis indicates that compliance with EPA acoustic requirements (for noise emission in general) will be achievable with the adoption of the recommended mitigation measures.
- A construction noise assessment has been undertaken. This indicates that significant adverse impact is unlikely. Notwithstanding, the implementation of the Construction Noise and Vibration Management Plan is recommended to be adopted to minimise impacts to the extent that is reasonable and feasible in accordance with the EPA Interim Construction Noise Guideline.

Overall, from an acoustic perspective, the construction and operation phases of the proposal can achieve acoustic compliance.

6.13. CONTAMINATION & ACID SULFATE SOILS

A Detailed Site Investigation (DSI) has been prepared by EDP Consultants for the proposal (Appendix U). The DSI has been prepared in response to SEAR 16 and Condition C33 of the Stage 1 Conditions of Consent, which require an updated DSI be prepared that reviews the history of the site prior to 1954, include a Site Contamination Assessment and if necessary, a Remedial Action Plan.

The DSI investigations confirm that the site had been occupied by a school prior to 1954, which contained two chemical storage rooms. The DSI notes that (based on previous Archaeology reporting), the site history prior to 1954 is:

- Northern portion of the site used for police paddocks from the 1840's.
- Southern portion of the site was part of three original land grants used as privately owned paddocks; and
- Gosford Public School was established in the mid-20th century, no development occurred prior to this.

Additional sampling and analysis were undertaken as part of the updated DSI, with a subsequent update to the conceptual site model.

The updated DSI confirms that the potential for significant gross or widespread contamination on site is considered to be low and that no further investigation at the site is necessary. It has also been confirmed that localised ACM contamination has been identified but the level of contamination is not considered significant enough to prepare a Remedial Action Plan. This contamination is to be managed under a site-specific Asbestos Management Plan incorporated into a Construction Environmental Management Plan.

Additionally, in-situ fill material is currently not considered compliant with the NSW EPA *Excavated Natural Material Order 2014* therefore is not suitable for reuse. If soil is determined to be visibly free of foreign material during bulk earthworks, this soil should be stockpiled in a separate location on site to allow for additional assessment. Alternatively, in-situ soil excavated from the asbestos hotspot must be disposed of off-site as Special Waste with chemical classification of General Solid Waste (non-putrescible). Minor potential Acid Sulfate Soils identified will be managed within the Acid Sulfate Soils Management Plan (Appendix Y).

Overall, the DSI concludes that the site is suitable for the proposed works, subject to the implementation of an Asbestos Management Plan that is to be implemented throughout all earthworks.

6.14. BIODIVERSITY

SSD 10114 included a Biodiversity Development Assessment Report (BDAR), which assessed the proposal in terms of biodiversity impacts in accordance with the BC Act.

As the site has been significantly disturbed, the BDAR assessment concluded the principal plant community type on the site does not comprise a threatened ecological community and no threatened flora were identified during surveys. The site was not considered to contain habitat for threatened species and limited foraging habitat for mobile species.

The Biodiversity Assessment Method determined that two ecosystem credits are required to offset the direct impact of the tree removal proposed (as part of the entire master planned development). No species credits are required. It is also noteworthy that 872sqm of landscaped area, including 78 trees will be planted as part of this DA.

The proposal seeks consent for the removal of three Brush Box trees. It is anticipated that the purchase of two ecosystem credits (as described above) will form a condition of development consent in order to mitigate/offset any biodiversity impacts.

In view of the above, the Applicant was granted a BDAR Waiver (Appendix V) by DPIE on 17 August 2020.

6.15. SOIL AND WATER

A Geotechnical Interpretive Report (GIR), was undertaken by Coffey Services Australia Pty Ltd and is included at Appendix R.

The objective of this GIR was to:

- Identify and assess existing soil, groundwater levels and acid sulfate soils on site.
- Provide recommendations for earthwork procedures and guidelines.
- Provide information regarding foundation conditions and design strategy requirements including deep foundation design parameters; and
- Provide information on excavation requirements and design parameters for retaining structures.

The preparation of the GIR involved a review of available background information provided by SH Gosford Residential Pty Ltd including preliminary geotechnical investigations undertaken by Cardo and Douglas Partners. Both preliminary investigations comprised a review of available published information as well as laboratory analysis of six boreholes on the subject site.

Coffey conducted their site investigation between the dates of 22 February and 6 March 2018 which included a site walkover and visual inspection including site mapping and logging of significant site features. Samples were collected from nine boreholes across the site as well as disturbed and bulk samples of soil which were taken for further laboratory assessment.

The existing environment comprises the following conditions:

- The site is currently used as construction storage area, carparking and site offices for the construction of the adjacent commercial development to the northeast of the site and is known to comprise land reclamation activities of the Brisbane Waters Bay to the west. The eastern portion of the site is situated within the Erina soil landscape which typically comprises undulating to rolling rises and low hills on the Terrigal Formation.
- The soil profile is expected to comprise brownish-black fine sandy loam topsoil overlying brown sandy clay loam and yellowish-brown sandy clay situated over Terrigal Formation sandstones.
- The eastern portion of the site is generally underlain by Terrigal Formation comprising residual clays overlaying interbedded siltstone, shale and fine to coarse grained quartz-lithic sandstone with minor claystone lenses.
- The site is classified in the Acid Sulfates Risk Map of the Gosford Local Environmental Plan (LEP) within Class 2 Terrain.

Based on a review of the borehole logs and expected geotechnical conditions at the foundation levels, pile foundations are expected to be required to ensure embedment into strata of similar stiffness to limit differential settlements.

Subsurface materials present within the depth of excavation include:

- Silty sand and silty clay topsoil/colluvium present within the eastern slopes of the site adjacent to Mann St. (Unit C1).
- Gravelly, silty and clayey sand filling generally encountered across the entire site (Unit F1).
- Firm to stiff alluvial silty and sandy clays interbedded with loose silty and clayey sands generally encountered across the entire site (Unit A1)
- Firm to stiff residual clay and sandy clays (Unit R1) within the eastern portion of the site with some very stiff to hard residual clay and sandy clays (Unit R2) expected at depths close to the basement excavation along the eastern boundary.

Groundwater levels encountered within the boreholes generally varied between 0.4 to -2.7m AHD across the site and as such, are situated below within the depth of excavation in some areas across the site. It should be noted that groundwater levels are likely to fluctuate with site and climatic conditions.

Based on the subsurface profile encountered, excavations to basement levels are expected to be readily conducted using conventional earth moving equipment. Considering the site's soil profile, tracked machinery would be required to conduct the bulk earthworks.

6.16. CONSTRUCTION MANAGEMENT

A Preliminary Construction Management Plan (CMP) has been prepared by SH Gosford Residential Pty Ltd to demonstrate that construction impacts can be appropriately managed and mitigated.

Public safety will be managed through full perimeter hoarding, including where required A class gantries. Site access will be clearly maintained and managed to ensure that when vehicles are entering or exiting the site this is carried out to ensure the safety of the public.

The CMP also outlines measures to mitigate:

- Visual Amenity.
- Tree protection and management.
- Materials handling.
- Waste and Noise Management.
- Dust Control.
- Excavation and Dewatering.
- Sediment and Erosion Control; and
- Air Quality and Pollution.

6.17. WASTE

An Operational Waste Management Plan (OWMP) has been prepared by Elephants Foot for the proposal (Appendix AA). The OWMP has been prepared to satisfy Condition C28 of the Stage 1 Conditions and SEAR #22.

The retail and residential garbage holding rooms are both located on Ground Floor.

6.17.1. Residential Waste

The OWMP recommends the following quantities and collection frequencies for the residential bins:

- General Waste: 9 x 1,100L MGBs collected 2 times per week.
- Recycling: 15 x 1,100L MGBs collected 1 time per week and 23x 240L MGB for each residential level.
- Service Bins: 1 x 1,100L MGB.

Residential waste will be disposed via a single waste chute installed across each residential level. 240L MGBs will be provided for recycling in a compartment adjacent to the chute on each level. Residents will be required to walk their waste and recycling to these locations. Common areas will be supplied with suitably branded waste and recycling bins where appropriate. Waste will be collected by Council in accordance with Council's collection schedule. The building manager will be responsible for monitoring the number of bins required for residents and transporting the 1,100L MGBs from the chute discharge room to the Residential Bin Holding Room for collection.

A Bulky Goods room is provided on Ground Floor for the storage of bulky items. Building management will be responsible for arranging collection dates with Council and coordinating with residents.

6.17.2. Retail Waste

The OWMP recommends the following quantities and collection frequencies for the retail bins:

- General Waste: 3 x 1,100L MGBs collected 2 times per week.
- Recycling: 3 x 1,100L MGBs collected 2 times per week.

All retail tenancies will share bins, waste room and collection service. Nominated staff or contracted cleaners will transport general waste and recycling from their tenancy to the Retail Waste Room and place into the appropriate bins at the end of each trading day or as required. A private collection contractor will be engaged to service the retail waste and recycling. The contractor will enter the site from Mann Street and park in the loading bay, with the waste collection staff collecting the bins directly from the retail waste room. Once serviced, the collection vehicle will exit the site onto Mann Street in a forward direction.

6.17.3. Other Waste Considerations

Other waste management considerations identified include:

- Washroom facilities supplied with paper towel bins and sanitary bins for female restrooms (to be arranged with appropriate contractor).
- Disposal and recycling of problem waste streams with an appropriate contractor is the building managers responsibility.

For further information, refer to the Operational Waste Management Plan at Appendix AA.

7. MITIGATION MEASURES

The SEARs require an environmental risk analysis to identify potential environmental impacts associated with the proposal. This analysis comprises a qualitative assessment consistent with AS/NZS ISO 31000:2009 *Risk Management—Principles and Guidelines* (Standards Australia 2009). The level of risk was assessed by considering the potential impacts of the proposed development prior to application of any mitigation or management measures. In accordance with the SEARs, the ERA addresses the following significant risk issues:

- The adequacy of baseline data.
- The potential cumulative impacts arising from other developments in the vicinity of the Site; and
- Measures to avoid, minimise, offset the predicted impacts where necessary involving the preparation of detailed contingency plans for managing any significant risk to the environment.

Risk comprises the likelihood of an event occurring and the consequences of that event. For the proposal, the following descriptors were adopted for 'likelihood' and 'consequence'.

Table 15 – Risk Descriptors

Likelihood		Consequence	
A	Almost certain	1	Widespread and/or irreversible impact
B	Likely	2	Extensive but reversible (within 2 years) impact or irreversible local impact
C	Possible	3	Local, acceptable or reversible impact
D	Unlikely	4	Local, reversible, short term (<3 months) impact
E	Rare	5	Local, reversible, short term (<1 month) impact

The risk levels for likely and potential impacts were derived using the following risk matrix.

Table 16 – Risk Matrix

		LIKELIHOOD				
		A	B	C	D	E
CONSEQUENCE	1	High	High	Medium	Low	Very Low
	2	High	High	Medium	Low	Very Low
	3	Medium	Medium	Medium	Low	Very Low
	4	Low	Low	Low	Low	Very Low
	5	Very Low	Very Low	Very Low	Very Low	Very Low

The results of the environmental risk assessment for the proposed development are presented in Table 17 and are based upon the range of technical and specialist consultant reports appended to the EIS. The table has directly related mitigation measures responding to each impact also based upon the range of technical and specialist consultant reports appended to the EIS.

It is considered that with the mitigation measures required the impacts resulting from the proposal will be acceptable.

Table 17 – Mitigation Measures and Environmental Risk Assessment Table

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measure
Built Form, Design Excellence and Urban Design	The development does not achieve design excellence.	E	1	Very Low	The proposal has been through a program of independent design review to ensure it achieves 'design excellence'. The CoGDAP have confirmed the scheme has the ability to demonstrate Design Excellence. Subject to the proposal adequately addressing the CoGDAP comments, it can achieve 'design excellence' and ensure high environmental amenity outcomes are achieved.
Public Domain and Landscaping	A public domain that does not integrate or operates in conflict with the surrounding area.	E	1	Very Low	A Public Domain and Landscape strategy has been prepared to deliver a holistic and considered approach to public domain improvements including pedestrian linkages and street activation. This has been workshopped with the CoGDAP, which includes a member from Central Coast Council, who has had input to the design direction and will be consulted in further detail on the Baker Street interface condition.
Overshadowing	Potential shadow impacts to adjacent public open space and private open space within the site.	E	1	Very Low	The Concept SSDA provides the correct built form parameters to manage overshadowing, in compliance with the Gosford SEPP and Gosford DCP controls. This SSDA complies with those parameters, ensuring an appropriate solar outcome is achieved.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measure
Visual Impacts	Imposition on the surrounding context.	D	1	Low	<p>The following mitigation measures proposed by Corkery Consulting are adopted within the scheme:</p> <ul style="list-style-type: none"> Compliant response to CoGDAP comments and Stage 1 conditions, which combine to reduce building bulk and increase articulation to produce a slender and visually less prominent structure. The landscape and public domain drawings include extensive planting on the podium and along the through site link which will provide shade and visually soften the structural surfaces. Tree planting along the Baker Street frontage and within the Leagues Club Field redevelopment result in visual screening of the podium and lower levels of the tower in views from the west.
View Sharing Impacts	Unreasonable view sharing outcomes.	D	1	Low	Maintain compliance with the Concept SSDA envelope, which has been assessed as providing an appropriate view sharing outcome in accordance with the <i>Tenacity</i> Planning Principle.
Reflectivity Impacts	Potential for the building to result in adverse solar glare.	C	2	Medium	Comply with the mitigation measures outlined in the Reflectivity Report (which are copied in Section 6.4.3 above.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measure
Wind Impacts	Potential for general and localised wind effects.	C	2	Medium	Comply with the mitigation measures outlined in the Wind Report (which are copied in Section 6.4.4 above.
CPTED	Public safety impacts resulting from the finished development.	C	2	Medium	Comply with the mitigation measures outlined in the CPTED Report (which are copied in Section 6.4.5 above.
Traffic	Congestion impacts resulting from cumulative development.	B	3	Medium	<p>The following mitigation measures are proposed to address traffic network impacts:</p> <ul style="list-style-type: none"> • The 'No Stopping' distances at the intersection of Vaughan Avenue and Mann Street be increased. This would result in the removal of a total of two on-street car parking spaces, but would provide improvements to the existing intersection. • Removal of the left turn only restriction on Baker Street at Vaughan Avenue, to improve the intersection performance at the Vaughan Avenue/Mann Street intersection in the ten-year horizon scenario. • TfNSW and Council should consider infrastructure improvements to the intersection of Central Coast Highway and Dane Drive.
Stormwater Quality	Pollution of downstream catchments.	D	4	Low	Incorporate the necessary stormwater treatment devices, as outlined within the Water Cycle Management Plan at Appendix P.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measure
Flooding	Site inundation during flood events and stormwater system capacity.	D	4	Low	<p>Adopt the following flood mitigation levels:</p> <ul style="list-style-type: none"> Minimum RL3.0m AHD or above for habitable floor level (including commercial area); and <p>Access to the basement car park is to have a crest level of RL3.00m AHD. As access is provided via an existing right of way which doesn't achieve this, a suitable flood gate system must be installed to provide protection to a raised height of RL3.00m AHD.</p>
Aboriginal Heritage	The potential for in-situ Aboriginal archaeological deposits to be found on site.	D	1	Low	Comply with the mitigation measures outlined in the Aboriginal Archaeology Assessment (Appendix S).
Noise	Noise intrusion into the development.	D	4	Low	Comply with the mitigation measures associated with construction recommendations are adopted, as outlined in Section 6.12 and Appendix H.
Noise	Adverse noise and vibration impact upon neighbouring sensitive receivers during operation.	D	4	Low	Comply with the NSW Noise Policy for Industry and conduct a detailed review of plant noise at CC stage, as outlined in Section 6.12 and Appendix H.
Noise	Adverse noise and vibration impact during construction.	B	5	Very Low	Prepare a Construction Noise and Vibration Management (as a condition of consent) in accordance with the EPA Interim Construction Noise Guideline.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measure
Contamination	Health and ecological impacts risks from presence of contaminants.	D	2	Low	Adopt the recommendations of the DSI, including the implementation of an Asbestos Management Plan that is to be implemented throughout all earthworks.
Biodiversity	Loss of biodiversity values as a result of the development.	C	4	Low	Prior to undertaking any tree removal, offset the loss of two 'ecosystem credits' per the BAM framework.
Staging and Construction Management	Impacts associated with public safety, visual amenity, noise, waste and traffic management in the locality during site enabling and construction.	C	5	Very Low	Require the Preliminary CMP submitted as part of this SSD to be further developed and implemented for Construction Certificate stage. The CMP should detail how screening, hoarding and construction zones should be coordinated to ensure public safety and amenity.

8. SECTION 4.15 ASSESSMENT SUMMARY

The proposed development has been assessed in accordance with the matters of consideration listed in Section 4.15 of the Environmental Planning and Assessment Act 1979 as outlined below:

Table 18 – Summary Section 4.15 Assessment

Consideration	Comment
Environmental Planning Instruments	<p>The proposed development is permitted with consent in accordance with State Environmental Planning Policy (Gosford City Centre) 2018.</p> <p>The proposal also satisfactorily addresses each of the other relevant environmental planning instruments applicable to the site and the proposed development as outlined within Section 5.</p>
Development Control Plans	Detailed consideration has been given to the Gosford City Centre Development Control Plan 2018, refer to Section 4.6.
Planning Agreements	It is intended that this agreement will be negotiated through the assessment process and will be publicly exhibited once drafted.
Any Matters Prescribed by the Regulations	This application has been prepared in accordance with the relevant provisions of the <i>Environmental Planning and Assessment Regulations 2000</i> .
Likely Impacts of the Development	The likely impacts of the development, along with the required mitigation measures are discussed within Sections 6 and 7 of this EIS.
Suitability of the Site	The land is considered highly suitable for the proposed development. It is noted that the site has been earmarked for redevelopment since 2010. The tender process conducted by the NSW Government considered a range of options for the site and the gazettal of the SEPP (Gosford) reinforces a desired future character aligned with what is proposed under this application. Environmental impacts associated with the site have been considered as part of this EIS with appropriate mitigation measures proposed where required.

Consideration	Comment
<p>Any Submission made in accordance with this Act or the Regulations</p>	<p>The proposal will be publicly exhibited as part of the assessment process in accordance with the requirements of the consent authority.</p> <p>The applicant has undertaken consultation with stakeholders and relevant government agencies. The outcomes of the consultation have been incorporated in the development scheme.</p> <p>Details of the consultation undertaken as part of this SSDA process is detailed in Section 3.</p>
<p>The Public Interest</p>	<p>The development is compliant with the relevant planning instruments and controls applying to the site. The proposal will not create any adverse significant social, economic or amenity impacts which cannot be mitigated via the proposed mitigation measures in this application.</p> <p>The proposal is consistent with the package of planning controls released by the NSW Government in conjunction with the USF – namely the SEPP (Gosford) and the Gosford City Centre DCP.</p> <p>The proposed development is considered to be in the public interest given the expected positive social and economic impacts in the locality and broader region.</p>

9. CONCLUSION AND JUSTIFICATION

The proposal has been assessed in accordance with section 4.15 of the EP&A Act and is considered appropriate for the site and the locality:

- **Consistency with State and local strategic planning policies** – the proposal contributes to the State Government’s vision for a revitalised Gosford CBD. The application will provide the first stage of urban renewal of a strategically unique, but currently underutilised site in Gosford CBD. The proposal leverages these qualities in a sympathetic manner, maintaining consistency with the surrounding built and natural environment. The interface of the site with the Leagues Club Field has undergone detailed analysis and consultation with both Central Coast Council and the HCCDC. The proposal will deliver a strong synergy with the refurbished public domain.
- **Consistency with planning controls** – the proposal is consistent with the objectives of the relevant planning controls and delivers a built form outcome that is aligned with the desired future character for the site. Overall, the proposal is highly consistent with the aims and objectives for the waterfront, Gosford CBD and the Central Coast region.
- **High standard of architectural design and amenity** – the design of the tower has undergone rigorous independent design review through five sessions with the CoGDAP. At each stage of the design process, the project team have responded positively to feedback obtained from the Panel, building on the foundations provided by the Concept SSDA scheme. Ultimately, the Panel have confirmed that the proposal has the ability to demonstrate design excellence and is suitable for SSDA submission. The building will deliver a bold design statement for Gosford CBD as a vibrant, high density area.
- **Social and economic benefits** – the tower will deliver high-amenity residential accommodation in a convenient, accessible and naturally beautiful location. The creation and embellishment of a new public, open-air through site link which will dramatically improve pedestrian accessibility to Gosford waterfront and the City Centre. Specifically, the proposal is estimated to generate \$41.1 million in value added to the local region and State economy over the construction phase, together with 269 direct and indirect jobs; and an additional \$4.9 million in additional retail spending during the operational phase, supporting the growth of local businesses.

In view of the above, we submit that the proposal is in the public interest, is worthy of DPIE’s support and should be approved, subject to appropriate conditions.

DISCLAIMER

This report is dated 7 September 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of SH Gosford Residential Pty Ltd (**Instructing Party**) for the purpose of Environmental Impact Statement (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

