



Environmental Impact Statement

State Significant Development 69773460

Mixed Use Development

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

PLANNING. URBAN DESIGN. HERITAGE

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DECLARATION

ENVIRONMENTAL IMPACT STATEMENT

Project details	
Project name:	Mixed Use Development
Application number:	SSD-69773460
Address of the Land in respect of which the development application is made:	35-37 Dwyer Street and 372-374 Mann Street, North Gosford
Applicant details	
Applicant Name:	Stockbridge Properties Pty Ltd
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Declaration	The undersigned declares that this EIS: • has been prepared in accordance with the <i>Environmental Planning and Assessment Regulation 2021</i>; • contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates; • does not contain information that is false or misleading; • addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project; • identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments; • has been prepared having regard to the Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement; • contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development; • contains a consolidated description of the project in a single chapter of the EIS; • contains an accurate summary of the findings of any community engagement; and • contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.
Signature:	
Date:	10 July 2025

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AA.	Social Impact Assessment (<i>Sarah George Consultant</i>)
BB.	Services Report (<i>Waterman</i>)
CC.	Aviation Report (<i>AviPro</i>)
DD.	Engagement Report (<i>Sarah George Consulting</i>)
EE.	Emissions Report (<i>Astute Environmental Consulting</i>)
FF.	Waste Management Plan (<i>Dickens Solutions</i>)
GG.	City of Gosford Design Advisory Panel Minutes (<i>Government Architect</i>)

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Abbreviations

AADT	annual average daily vehicle trips
ACHAR	Aboriginal Cultural Heritage Assessment Report
ADG	Apartment Design Guide
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
AHIP	Aboriginal Heritage Impact Permit
AS	Australian Standard
ASS	acid sulfate soils
Astute	Astute Environmental Consulting
AVD	average delay
BC Act	<i>Biodiversity Conservation Act 2016</i>
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
CC	construction certificate
CoGDAP	City of Gosford Design Advisory Panel
Council	Central Coast Council
CPP	CPP Wind Engineering Consultants
CPTED	Crime Prevention Through Environmental Design
CPTMP	Construction Pedestrian and Traffic Management Plan
CSP	The Central Coast Community Strategic Plan 2018-2028
DA	development application
DCP	development control plan
DECCW	Former NSW Department of Environment Climate Change and Water
DFP	DFP Planning Pty Limited
DOS	degree of saturation
DP	Douglas Partners
DPE	former Department of Planning and Environment
DPHI	NSW Department of Planning, Housing and Infrastructure
DSI	detailed site investigation
DVT	daily vehicle trip
EDC	estimated development cost
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPI	environmental planning instrument
ESCP	erosion and sedimentation control plan
ESD	ecologically sustainable development
FPL	flood planning level
FSR	floor space ratio
GCC DCP	Gosford City Centre Development Control Plan
GFA	gross floor area
GTIA	Guide to Transport Impact Assessment
GUDF	The Gosford Urban Design Framework
HLS	helicopter landing site
HPC	The Housing and Productivity Contribution
HVAC	Heating, ventilation and air conditioning
ICNG	EPA Interim Construction Noise Guideline
LEP	local environmental plan
LGA	local government area
LOS	level of service
OSD	on-site stormwater detention

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Abbreviations

MRV	medium rigid vehicle
NCC	National Construction Code
NPfi	<i>NSW EPA Noise Policy for Industry 2017</i>
NPW Act	<i>National Parks and Wildlife Act 1974</i>
NPWS	NSW National Parks and Wildlife Service
NVIA	Noise and Vibration Impact Assessment
PA	planning agreement
PACM	potential asbestos containing material
PMF	probable Maximum Flood
PSI	preliminary site investigation
PVT	peak hour vehicle trip
RAPs	Registered Aboriginal Parties
RFS	NSW Rural Fire Service
RF Act	<i>Rural Fires Act 1997</i>
RL	reduced level
RMS	NSW Roads and Maritime Services
SAC	site assessment criteria
SC	Subdivision Certificate
SCC	site compatibility certificate
SEE	Statement of Environmental Effects
SEARS	Secretary's Environmental Assessment Requirements
SEPP	state environmental planning policy
SIS	species impact statement
SSD	State significant development
SSDA	State significant development application
SULE	safe useful life expectancy
TRH	total recoverable hydrocarbons
TSC Act	<i>Threatened Species Conservation Act 1995</i>
UFFM	Urban Freight Forecasting Model
vtph	vehicle trips per hour
WM Act	<i>Water Management Act 2000</i>
WSUD	water sensitive urban design

Summary

Purpose of Section

The purpose of the 'Summary' section of the Environmental Impact Statement (EIS) is to provide a concise plain language summary of the project and its assessment as required by Section 3.1 of *Appendix B to the state significant development guidelines – preparing an environmental impact statement* (DPE, July 2022).

Project Need

The project is located in the northern part of Gosford City Centre which is planned to accommodate an additional 10,000 residents over the next 25 years.

The provision of a higher density residential development in the city fringe area will assist in providing a population density necessary to support the viability of the city centre.

The project will contribute to the strengthening of the regional position of Gosford City Centre through the provision of a high density residential development that achieves design excellence and contributes to a highly liveable urban space.

Project Site

The project site has a street address of 35 to 37 Dwyer Street and 372 to 374 Mann Street, North Gosford (**Figure 1**) and is located at the northern edge of a planned urban renewal area known as the Gosford City Centre and to the east of the Central Coast and Newcastle train line.

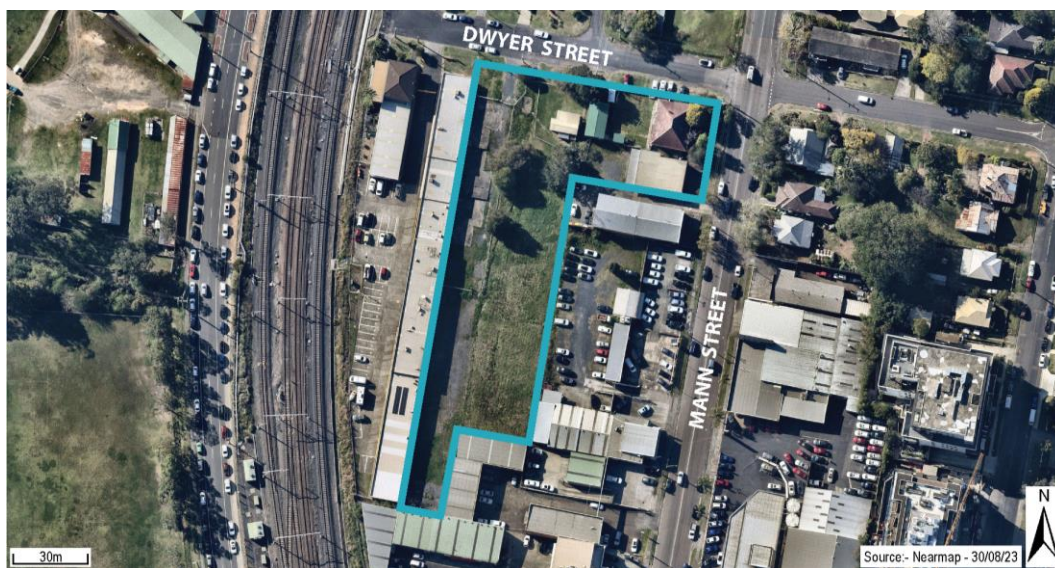


Figure 1 Aerial Photograph

Project Description

The project is for the construction of three buildings ranging in height between seven (7) and 21 storeys comprising a total of 249 apartments and a ground floor commercial premises (**Figure 2**). Preliminary site works include the demolition of existing structures and tree removal. Excavation is proposed for three (3) to six (6) levels of basement for 353 parking spaces. Vehicular access to the basements is proposed from Dwyer Street (including via a new private road accessed from Dwyer Street). Public domain works are proposed to Dwyer Street and Mann Street fronting the site in accordance with the Central Coast Street Design Guideline.

Summary



Figure 2 Photomontage

Environmental Impacts

The environmental impacts of the project have been assessed in detail. The assessment finds that the project will generate some impacts although these impacts are minor and can be appropriately minimised or mitigated, such that their outcome is acceptable on planning grounds. A summary of the environmental impacts is provided as follows:

- Visual Privacy – Visual privacy is provided to future adjoining residential development through building separation in accordance with the Apartment Design Guide and to adjacent existing residential development through the road reserve width.
- Overshadowing – Solar access to the existing dwellings to the north is not impacted. Solar access to existing commercial and future residential development is considered reasonable with adequate solar access available at mid-winter.
- Aviation – The proposed building height does not impact the aviation height plane from the Gosford Hospital Helicopter Landing Site.
- Pedestrian Wind Environment – The project will alter the existing pedestrian wind environment within and adjacent to the project site. The wind impacts are within the acceptable comfort criteria with suitable mitigation incorporated into the design.
- Visual Analysis – The project has acceptable adverse visual impacts having regard to the site context and planning controls for the site and Gosford City Centre. The project site at the northern gateway to Gosford City Centre can sustain taller buildings at the corner of Mann Street and Dwyer Street (as proposed) to provide a gateway marker to the Gosford City Centre. The other two proposed buildings have a lower height along the remainder of Dwyer Street providing a scale transition from the corner to the lower density residential area to the north.
- Biodiversity and Trees – The project will result in the removal of 13 trees. Tree removal has been assessed as being acceptable from a biodiversity perspective.
- Canopy Coverage – The project will enhance canopy coverage.
- Sustainability – The project will meet or exceed minimum building sustainability targets.
- Traffic – The project is provided with compliant car parking. minor traffic impacts to existing intersection performance have been identified which have been found to be either manageable or generally acceptable and confined to peak periods.

Summary

- Noise and Vibration – Impacts of noise from Mann Street and the rail line on the project are capable of being mitigated. Criteria for noise emissions from the project has been established and is capable of being achieved. Some exceedance of the noise management level is anticipated during construction.
- Water Management – The project provides rainwater tanks and on-site stormwater detention in accordance with Central Coast Council requirements.
- Flooding – The project site is subject to overland flow and the project has been suitably designed to mitigate flood impacts and not increase overland flow on adjoining sites.
- Aboriginal Heritage - The project site is in an area of nil to low Aboriginal heritage potential and consultation has occurred in accordance with the relevant Guidelines.
- Environmental Heritage – The project site is not a heritage item or within a conservation area. The project is not considered to impact the significance of heritage items in proximity to the project site including Gosford Showground or Gosford Hospital.
- Contamination - Some asbestos containing material has been identified on the project site. The project site is capable of being made suitable for the proposed use subject to remediation.
- Waste Management - The project provides for suitable on-site waste storage and collection within the basement in accordance with Central Coast Council requirements.

1 Introduction

1.1 Application Details

1.1.1 Applicant Details

The applicant for the proposal is Stockbridge Properties Pty Ltd (**Table 1**).

Table 1 Applicant Details

Applicant Name	Stockbridge Properties Pty Ltd
Applicant ABN	12 939 454 042
Applicant Address	PO Box R1849, Royal Exchange, NSW, 1225

1.1.2 State Significant Development

The proposed development is for a mixed-use development with an Estimated Development Cost (EDC) of more than \$75 million and accordingly, is deemed to be State Significant Development (SSD) pursuant to Schedule 2(15) of *State Environmental Planning Policy (Planning Systems) 2021* (SEPP PS).

1.1.3 Environmental Impact Statement

DFP Planning Pty Ltd (DFP) has been commissioned by the applicant to assist in the preparation of a development application to be assessed by the NSW Department of Planning, Housing and Infrastructure (DPHI). DFP has prepared this Environmental Impact Statement (EIS) to accompany the State Significant Development Application (SSDA).

1.1.4 Secretary's Environmental Assessment Requirements

On 17 April 2024, the Secretary of the DPHI issued Secretary's Environmental Assessment Requirements (SEARs) for project - SSD-69773460. **Appendix A** to this EIS provides a reference to where each SEARs requirement has been addressed within this EIS or supporting documents.

This EIS has been prepared in accordance with the SEARs, Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Part 8 of the *Environmental Planning and Assessment Regulation 2021* (the Regulation) to provide DPHI and relevant NSW State government agencies with the information necessary to assess the proposed development, and for the Minister to determine the SSDA in accordance with Section 4.38 of the EP&A Act.

The project remains consistent with the development as described in the request for SEARs being a mixed use development that seeks to utilise the exception to height and floor space provisions in Section 5.46 of *State Environmental Planning Policy (Precincts – Regional) 2021* (SEPP PR).

1.2 Project Overview

1.2.1 Project Objectives

The project objectives are summarised as follows:

- **Urban Renewal:** To strengthen the regional position of Gosford City Centre through the provision of a high density residential housing development that achieves design excellence and contributes to a highly liveable urban space;
- **Housing Supply:** To provide housing in the city fringe area which is planned to accommodate an additional 10,000 residents over the next 25 years as outlined in the Gosford City Centre Development Control Plan 2018;
- **Supporting the City Centre:** To provide a population density that will support the viability of the city centre; and

1 Introduction

- **Activating Mann Street:** The project provides a level of commercial floor area commensurate with its location on the city fringe area which will provide for activation of Mann Street without detracting from the provision of larger commercial floorplates within the commercial core.

1.2.2 Project Summary

The project is for the construction of a mixed using development including;

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

1.3 Site Identification

Table 2 provides the key details of the project site. Site photographs are provided as **Appendix F**.

Table 2 Project Site Details	
Detail	Description
Legal Description	Lots 4 and 5 DP 15954 Lot 2A DP 407164 Lot 31 DP 553523
Street Address	35-37 Dwyer Street North Gosford 372-374 Mann Street, North Gosford
Dimensions	Eastern Boundary 34.21m (to Mann Street) Northern Boundary 86.0m (to Dwyer Street) Western Boundary 156.432m (to 31 Dwyer Street) Southern Boundary 15.9m/24.384m/45.72m (stepped boundary)
Area	7.038.5m ²
Existing Improvements	374 Mann Street at the corner of Dwyer Street and Mann Street contains a single storey dwelling house and detached garage 372 Mann Street contains a single storey light industrial building used as a sewing machine repair centre. 37 Dwyer Street contains a small single storey garage. 35 Dwyer Street has not built structures.
Topography	The topography of the site is characterised by a high point in the north-east on the corner of Mann Street and Dwyer Street (RL 25 AHD) and low point on the rear corner to the south-west (RL 14 AHD).
Vegetation	The site is sparsely vegetated.

1 Introduction

1.4 Site Context

1.4.1 Regional Setting

The regional setting of the project site includes its location within the Central Coast Council Local Government Area (LGA) on the western edge of the suburb of North Gosford.

Gosford Train Station and City Centre are located approximately 900m south of the site and Gosford Hospital is located approximately 500m south west of the site.

Key features of the regional setting of the project site are shown in **Figure 3**.

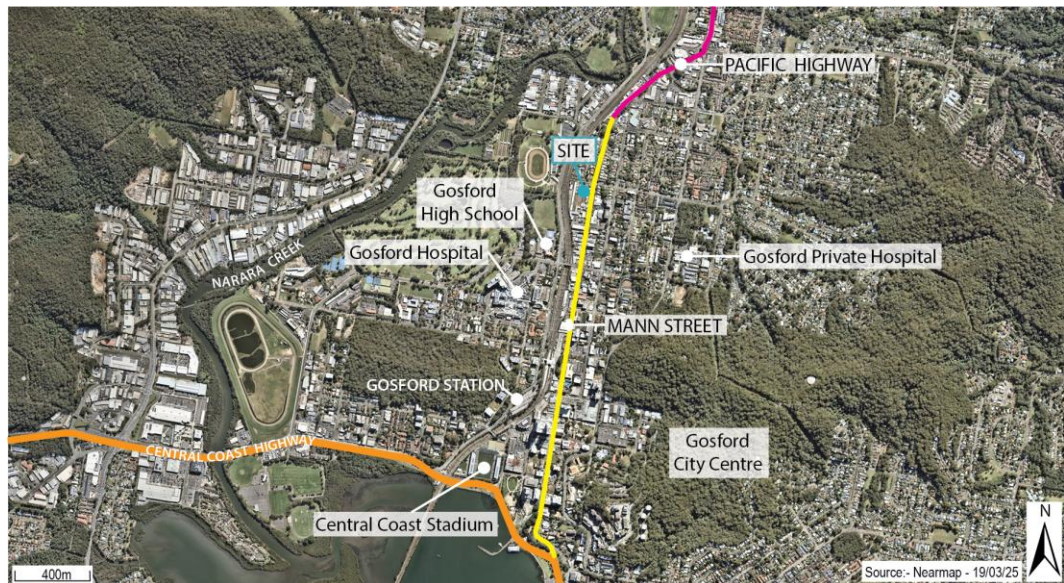


Figure 3 Regional Setting

The regional setting of the project site also includes its location at the northern entry to Gosford City Centre as defined by *State Environmental Planning Policy (Precincts – Regional) 2021* as shown in **Figure 4**.

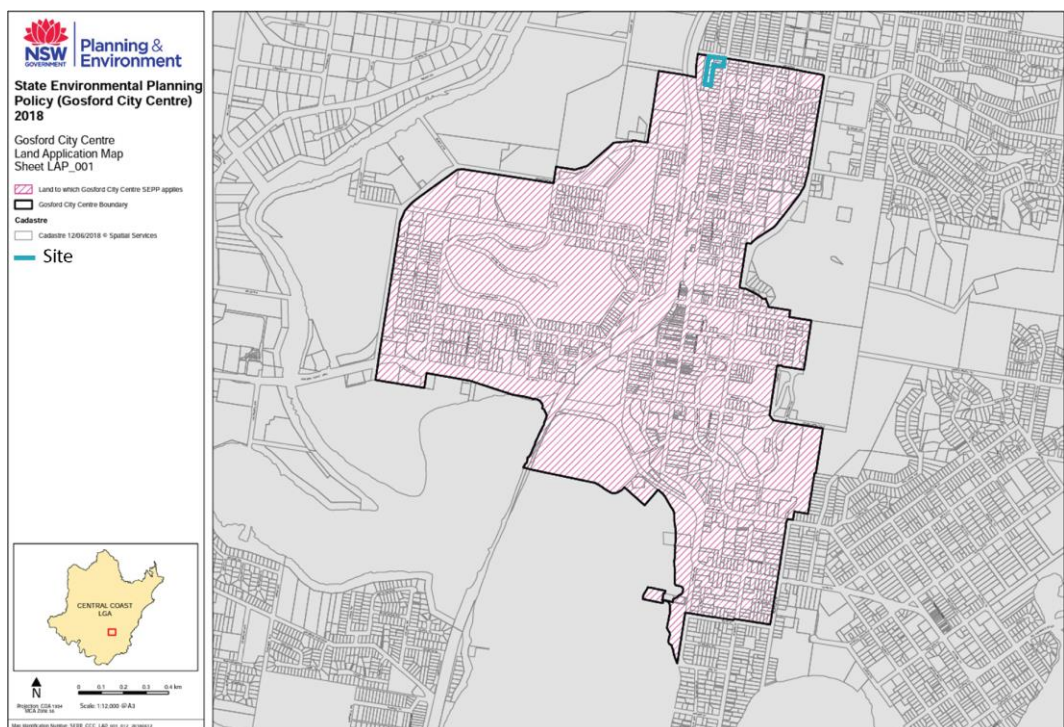


Figure 4 Gosford City Centre Map

1 Introduction

1.4.2 Local Setting

The local setting includes the Central Coast and Newcastle rail line to the west of the project site. The railway corridor is separated from the project site by a row of single storey commercial buildings and one (1) double storey dwelling/ commercial building. Further to the west of the railway line is the Gosford Showground.



Figure 5 Site Location

1.4.3 Immediate Setting

Commercial buildings are located west of the site, with railway lines adjoining the neighbouring commercial site. North of the site is predominantly residential properties. East of the site is a mix of residential and commercial development. South of the site is predominantly commercial development. Several sites are under construction to the south east of the site for multi-level residential apartments.

Figure 6 is an aerial photograph of the project site outlining the immediate context.



Figure 6 Aerial Photograph

1.4.4 Surrounding Transport Network

Road Network

1 Introduction

The project site has frontages to Mann Street and Dwyer Street. Dwyer Street is a local road. Mann Street is a regional road. Mann Street connects to the Pacific Highway which becomes a State road approximately 920m to the north-east. The State road network continues north from this junction as the Pacific Highway, and continues south from this junction as Henry Parry Drive which connects to the Central Coast Highway.

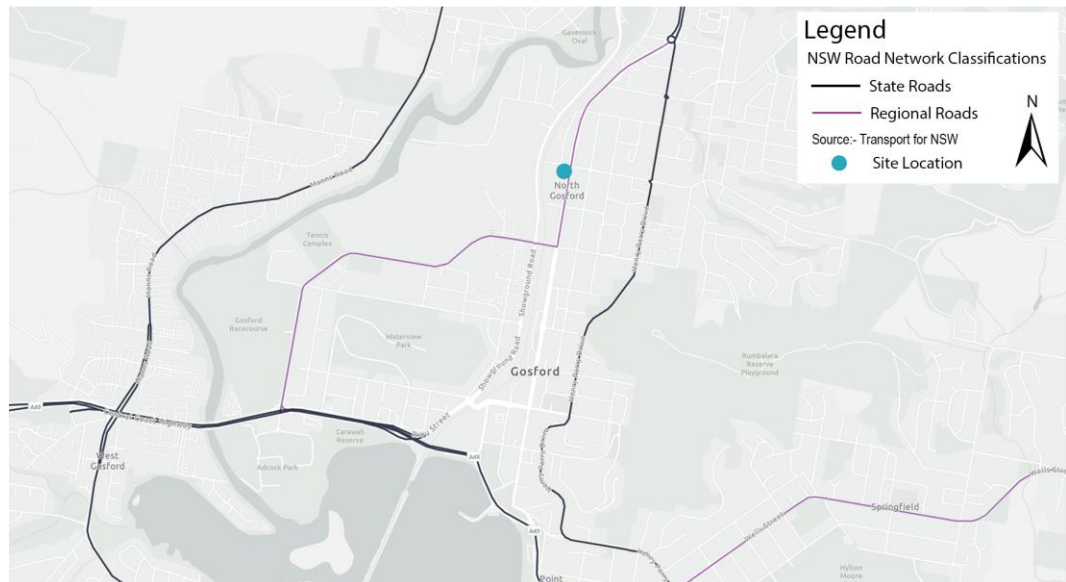


Figure 7 Regional and State Road Map

Bus Services

A northbound bus stop is located to the south of the intersection of Dwyer Street and Mann Street. A southbound bus stop is located to the north of the Dwyer Street and Mann Street intersection. These bus stops are serviced by Routes 37 and 39. **Figure 8** is an excerpt of the bus network map servicing these stops.

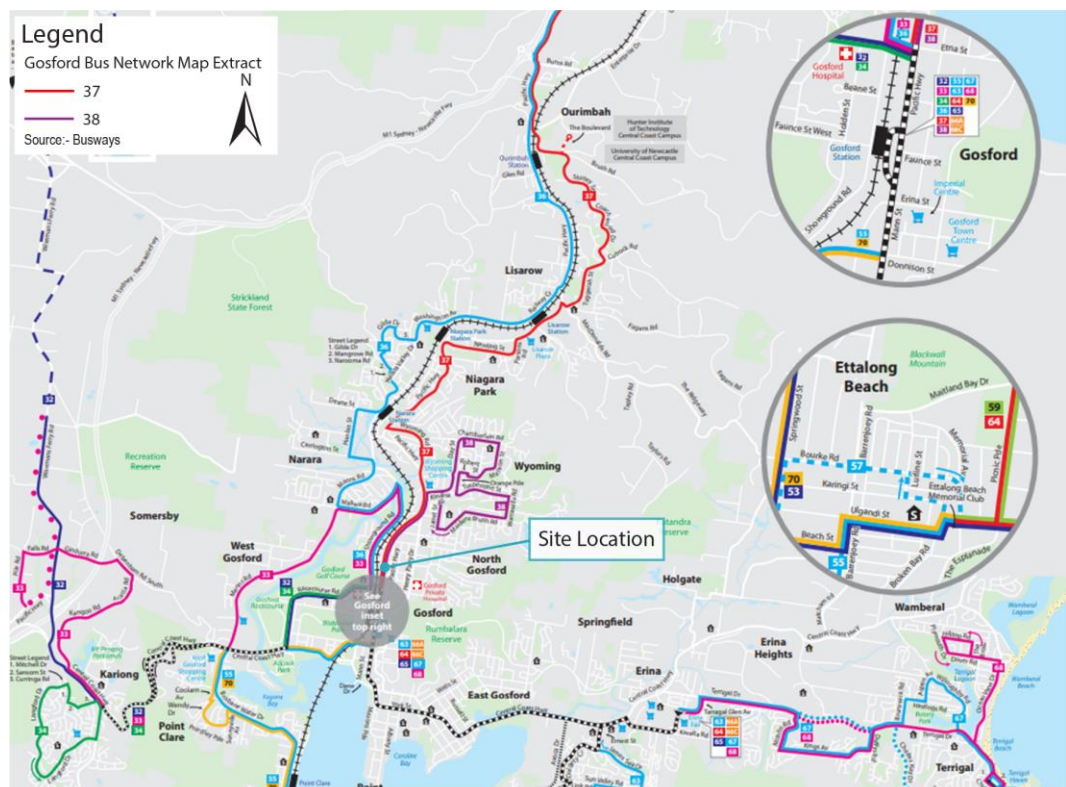


Figure 8 Bus Services

1 Introduction

Bus Route 37 travels between Gosford and Tuggerah and connects the site to both Gosford and Narara Train Stations, Gosford CBD and Wyoming local shopping centre and University of Newcastle at Ourimbah and runs every 10-20 minutes in peak hours and approximately every 50 minutes to 1 hour in off peak periods Monday to Friday and approximately every hour on Saturday and Sunday.

Bus route 38 connects the site to the local shopping centre at Wyoming and Wyoming Public School and runs approximately every 20-30 minutes Monday to Saturday and every hour on Sundays.

In addition, the bus interchange at the Gosford Train Station (approximately 900m south of the site) provides access to numerous other bus routes servicing the central coast region.

Rail Services

Gosford Train Station is located approximately 900m south of the site. Narara train station is located approximately 2.2km north of the site. Trains depart from Gosford Station towards Sydney approximately every 5-20 minutes Monday to Friday. Gosford Station connects the Central Coast to Sydney, Newcastle and beyond, also catering for Country Link trains. Gosford Station is also an interchange station.

1.5 Project Background

1.5.1 Relevant History

Previous Application

Regional Development Application (Ref. DA49565/2016) for a mixed use development was refused by the Hunter and Central Coast Regional Planning Panel on 26 October 2020.

The application included the project site as well as land on the eastern side of Mann Street and was referred to as the northern gateway to Gosford City Centre.

It is noted that the ownership of the project site has changed since the previous application was determined and the SSDA relates to the western side of Mann Street only. A new design and consultant team has been assembled to respond to the strategic and statutory planning framework of the site which has also changed since the previous application.

Consultation

A key difference from the previous development application is the extent of consultation that has occurred with agencies prior to the lodgement of the subject SSDA including:

- Central Coast Council;
- DPHI – Regional Assessments; and
- City of Gosford Design Advisory Panel.

The extent of consultation has allowed for a proofing of various design options to address key issues including design excellence, compliance with the Apartment Design Guide and building siting and setback considerations.

In addition, the project is now State significant development (SSD). The Secretary's Environmental Assessment Requirements (SEARs) ensure other concerns previously raised, such as rail noise and vibration, are appropriately assessed as part of EIS.

Further information on the engagement that has occurred is provided in **Section 5** of this EIS.

1.5.2 Key Strategies

Key site planning strategies to avoid, minimise, mitigate and manage the impacts of the project and integrate with future development include, but are not limited to, the following:

-

1 Introduction

- **Private Road:** The provision of a private road allows for mid-block vehicular connections (north-south direction), improved redevelopment potential for the western adjoining property through increased building separation and minimises basement entries for the project;
- **Through Site Link:** The provision of a part through-site-link to provide for potential mid-block pedestrian connections (east-west direction) to Mann Street from the private road; and
- **Building Envelope:** The provision of slender buildings (east-west) and a redistribution of Gross Floor Area (GFA) to the corner tower form to minimise environmental amenity impacts from the development.

The environmental assessment undertaken in **Section 6** of this EIS details these strategies.

1.6 Related Development

No separate planning pathways are sought/required in order to deliver the project.

1.7 Title Restrictions or Covenants

A Survey Plan has been prepared for the project site (**Appendix I**). The site is burdened by, and benefits from, a drainage easement along the southern boundary.

2 Strategic Context

2.1 Strategic Justification and Project Need

The project is strategically located in the northern part of the Gosford City Centre which is planned to accommodate an additional 10,000 residents over the next 25 years.

The project will strengthen the regional position of Gosford City Centre through the provision of a high density residential development that achieves design excellence and contributes to a highly liveable urban space.

The provision of a higher density residential housing development in the city fringe area will assist in providing a population density necessary to support the viability of the city centre.

The project provides a level of commercial floor area commensurate with its location on the city fringe area which will provide for activation of Mann Street without detracting from the provision of larger commercial floorplates within the commercial core.

2.2 Strategic Plans

Table 3 provides a summary assessment of the project against the relevant provisions, goals and objectives of relevant State and regional plans and policies, along with local plans and policies to provide an overall strategic context.

Table 3 Response to Provisions, Goals and Objectives of Strategic Plans	
Strategic Plan	Response
Central Coast Regional Plan 2041	The Central Coast Regional Plan 2041 outlines the following vision: - One Central Coast, connected to Country, where people live near their work in sustainable 15-minute neighbourhoods or the region's vibrant capital. - A preference for infill development rather than greenfield development, where we plan for housing densities that align with how a neighbourhood functions and the type of public transport available, and establish flexible land uses to allow communities to evolve. - Better access to and networks of walking, cycling and public transport in urban areas, towns and villages. - A greater focus on equity, meaning that people have greater choice in where and how they live, how they travel and where and how they work. The project is consistent with the vision of the Regional Plan as follows: - The project will provide housing to support the viability of a commercial core in Gosford City Centre. - The project is on existing developed land and therefore aligns with the preference for infill development. - The project site has adequate access to public transport including bus services, train services, local schools and local shopping centres. Pathways are located along Mann Street providing pedestrian access to Gosford. The project will contribute to the upgrade of Mann Street and Dwyer Street along the frontage of the site. The project responds to the provisions, goals and objectives of the Central Coast Regional Plan 2041.
Central Coast Community Strategic Plan 2018-2028	The Central Coast Community Strategic Plan 2018-2028 (CSP) outlines that 41,500 new homes will be needed to accommodate the projected population growth and that 25.3% of Central Coast residents travel outside of the area for employment. The proposed mixed-use development is consistent with the following focus areas of the CSP: A growing and competitive region (C3) – The proposed development will provide job opportunities through the construction stage, within the

2 Strategic Context

Table 3 Response to Provisions, Goals and Objectives of Strategic Plans

Strategic Plan	Response
	retail sector as well as ongoing maintenance work for the open space areas. • Environmental resources for the future (E4) – the proposed design is accompanied by an Ecologically Sustainable Development (ESD) report which demonstrated the development will achieve water and energy targets. • Cherished and protected natural beauty (F2) – the proposal does not involve the removal of significant vegetation. The proposed landscaping increases the net vegetation on the site. • Delivery Essential Infrastructure (H2) – the project provides for upgraded roads fronting the site to Central Coast Council guidelines. • Delivering Essential Infrastructure (H3) – the proposal includes 343 car parking spaces for future residents and 10 car parking spaces for the retail premises. • Balanced and sustainable development (I3) – The proposed development has good access to public transport. • Balanced and sustainable development (I4) – The proposed development incorporates a range of dwelling types. The project responds to the relevant provisions, goals and objectives of the CSP.
NSW State Infrastructure Strategy 2022-2042	The NSW Government's 20-Year Economic Vision for Regional NSW (Regional Economic Vision) outlines the State's overarching plan for driving sustainable, long-term economic growth in regional NSW. It sets out a plan and framework for how the NSW Government will establish foundations for businesses to invest in regions. For regional areas, the NSW Government has established the Regional Housing Taskforce to investigate regional housing issues and planning barriers. The taskforce has identified enabling infrastructure as a key requirement to support growth in housing supply. The project is located within the Gosford City Centre which has enabling infrastructure to support growth (e.g. public transport and utility services). The project will provide for infrastructure contributions for infrastructure works within state and local infrastructure plans as well as provide for immediate infrastructure upgrades to the frontages of the project site. The project is not inconsistent with the provisions, goals and objectives of the State Infrastructure Strategy 2022-2042.
Gosford Urban Design Framework 2018	The Government Architect NSW worked with the Central Coast Coordinator General to prepare an urban design framework for Gosford to support the ongoing revitalisation of the regional city. The Gosford Urban Design Framework (GUDF) is helping shape the continued development and renewal of the Gosford city centre and support implementation of the vision for Gosford set out in the Central Coast Regional Plan 2041. The approach of the GUDF is: • putting people and place first and identifying how these can be considered in the overall design and renewal process. • acknowledging city shaping is not just about one place or building, but rather a network of well connected places with an active street life, walkability and connectivity. • outlining an integrated approach to ensure private and public needs, desires, and aspirations are effectively brought together into a shared ambition.

2 Strategic Context

Table 3 Response to Provisions, Goals and Objectives of Strategic Plans

Strategic Plan	Response
	- highlighting the potential impact and opportunities associated with government and private sector investment in Gosford, including public sector investment projects such as the expansion of Gosford Hospital, the arrival of the Australian Tax Office, and the Department of Finance, Services and Innovation. - providing a spatial and urban logic to inform decision making to better coordinate and integrate public and private sector projects to best leverage their potential. - identifying opportunities to foster better coordination, outcomes and integration. - identifying clusters of projects particularly those that both individually and collectively will have a catalytic effect and attract further investment. These projects can be progressed in stages in the short, medium and long term and encourage decision makers and project teams to think holistically when prioritising and funding infrastructure and other investment. The project has had regard to the Gosford Urban Design Framework through participating in the City of Gosford Design Advisory Panel process as outlined in Section 5 of this EIS. The project in achieving design excellence provides people and place first and contributes to the northern outer areas of the Gosford City Centre supporting and potentially attracting other development into Gosford City Centre. The project responds to the relevant provisions, goals and objectives of the Gosford Urban Design Framework 2018.
NSW Future Transport Strategy	The NSW Future Transport Strategy sets out a vision for transport in NSW to 2061. There are three state-wide outcomes to guide investment, policy and reform and service provision, being: - Connecting our customers' whole lives - Successful places for communities - Enabling economic activity The project will support the relevant vision outcomes of this Strategy by providing housing stock and retail premises with active transport connectivity including walking, cycling and public transport (bus and rail) providing future residents with access to the commercial core and other green infrastructure within Gosford City Centre as well as providing regional connections to Sydney, Newcastle and beyond. The project contributes to the objectives of Future Transport Strategy being achieved.
Better Placed: An integrated design policy for the built environment of NSW	This is an integrated design policy for the built environment and its objectives help focus key considerations in the design of the built environment. The project team met with key stakeholders on several occasions to assist with the development of design concept. The project responds to the seven objectives of this policy as follows: Better Fit: The design process has been iterative to ensure the building massing and design responds to both the existing and future desired context. The corner tower form (Building B1) provides a strong gateway marker while the other residential flat buildings (Building B2 and B3) provide an appropriate transition in scale away from the corner cognisant of the lower density context to the north of the site. Performance: The project is designed to achieve or exceed performance standards in relation to sustainability (through the BASIX

2 Strategic Context

Table 3 Response to Provisions, Goals and Objectives of Strategic Plans

Strategic Plan	Response
	framework) and internal amenity (through the Apartment Design Guide). • Community: The project provides for a range of housing typologies (an 'apartment mix') in a development that encourages social interaction, street-level activation and connectivity through the project site. • People: The project has regard to the comfort and safety of people in the public and private domains including implementation of crime prevention through environmental design (CPTED) principles, consideration of wind impacts and the provision of a high-quality public domain in accordance with Council's guidelines. • Working: The project provides for commercial / retail floor area on the ground floor of Building B1. The quantum of floor area is considered appropriate for the site context on the outer edge of the Gosford City Centre. It provides an appropriate level of commercial floor area to activate Mann Street whilst not undermining the core objective of outer areas to provide housing to support the inner commercial core. • Value: The project has sought to provide a high quality and simplified material palette to ensure both better design and better on-going maintenance outcomes. • Look and Feel: The project has been subject to a number of design amendments in response to the City of Gosford Design Advisory Panel process which has resulted in a design quality envisaged by Better Placed. The project is consistent with the objectives of Better Placed.
Healthy Built Environment Checklist	The NSW Health Healthy Built Environment Checklist aims to be a practical tool to help deliver quality local environments that provide well-connected and liveable communities in NSW. The project is consistent with the relevant themes of the checklist: • Theme 1 – Healthy eating: The project is approximately 1200m from Woolworths to the south and 1000m to Aldi to the north serviced by suitable bus routes. Gosford Showground currently hosts the Gosford City Farmers Markets on most Sundays throughout the year. • Theme 2 – Physical activity: The project has ready access to active transport connections and is designed to encourage walking and other forms of active transport. • Theme 3 – Housing: The project provides housing that supports human and environmental health including good internal amenity (such as natural ventilation) and being in an area that would not result in car dependency. • Theme 4 – Transport and connectivity: The project provides infill development in an area well serviced by active transport options. • Theme 5 – Quality employment: The project contributes to providing housing well-within 30 minutes commute of an employment area. • Theme 6 – Community safety and security: Crime prevention is integrated into the project design. • Theme 7 – Open space and natural features: The project is well-located being close to natural features such as Brisbane Waters and Rumbalara Reserve, public open space within Gosford City Centre, Gosford Showground, Gosford Golf Club and high-quality communal open space within the development itself. • Theme 9 – Social cohesion and connectivity: The project contributes to a sense of place in design by providing a gateway

2 Strategic Context

Table 3 Response to Provisions, Goals and Objectives of Strategic Plans

Strategic Plan	Response
	building that utilises local materials and encourages walkable neighbourhoods. • Theme 10 – Environment and health: The project will not in the long-term reduce environmental quality or health including air quality, water quality, or introduce any new environmental hazards listed in the checklist. Temporary impacts are likely during construction however these can be appropriately managed. • Theme 11 – Environmental sustainability and climate change: The project meets NSW environmental sustainability and climate change obligations. The project is consistent with the Health Built Environment Checklist.
Draft Greener Places Design Guide	The Government Architect's Draft Greener Places Design Guide provides advice for design pertaining to open space, urban tree canopy, ecological health and green infrastructure. The project supports the Guide by providing: • Street trees: Providing street trees on Mann Street and Dwyer Street in accordance with Council's Street Design Manual. • WSUD: Providing water sensitive urban design (WSUD) measures in the public domain to Dwyer Street. • Deep Soil: The provision of DCP-compliant deep soil areas (13.7%) and commensurate tree plantings in excess of the Apartment Design Guide (ADG) requirements (7%). • Canopy Coverage: The provision of significant on-structure landscaping to provide a total canopy coverage increase to 26%. The project is consistent with the Draft Greener Places Design Guide.
Central Coast 2020 Local Strategic Planning Statement (LSPS)	The LSPS is Council's 20-year land use planning vision that seeks a long term vision for growing the Central Coast Region in a manner that enhances its character, preserves its natural attributes and improves the quality of life for its population. The project helps deliver on the vision expressed in the Central Coast LSPS for Gosford as a Regional City, by contributing to the following: • Place: The provision of a high quality design that will contribute to the urban renewal of Gosford. • Environment: Contribute to an increase in urban canopy while not detracting from key public views to surrounding natural ridgelines. • Lifestyle: The provision of additional population needed to contribute to the amenity, urban lifestyles and cultural life of the city. • Infrastructure: Contribute to the renewal of a section of Gosford City Centre in accordance with Council's Street Design Manual, the provision of a private road to improve networks of access and the provision of infrastructure contributions to support local and state-based infrastructure provision. The project is consistent with the relevant priorities of the LSPS.

2.3 Analysis of Alternatives

2.3.1 Do nothing

Gosford City Centre is currently undergoing significant urban renewal, with development being undertaken in many locations. To do nothing approach would result in under-utilisation of the

2 Strategic Context

site, the non-delivery of a project that could contribute to the momentum of urban renewal and extend the timeframe for achieving the strategic vision for this regional centre.

2.3.2 Develop other land

Development could be undertaken as green-field development however this may result in additional environmental impacts and is unlikely to result in the same level of additional housing due to the different strategic planning controls on peri-urban sites. The project provides for infill development on a site that does not contain any significant vegetation, is well located near transport infrastructure and is generally in line with the anticipated density for the site.

2.3.3 Development of the Site

Development of the site will provide additional housing, additional retail floor space and improved urban canopy. The project will contribute to a highly liveable urban area, provide for design excellence and support the urban renewal of Gosford City Centre.

2.3.4 Design Development

The project has undergone significant design development in responding to the development controls for the site and through addressing the City of Gosford Design Advisory Panel comments in design development.

The Architectural Design Report (**Appendix H**) outlines the evolution of design options for the project with an excerpt provided in **Figure 9**.

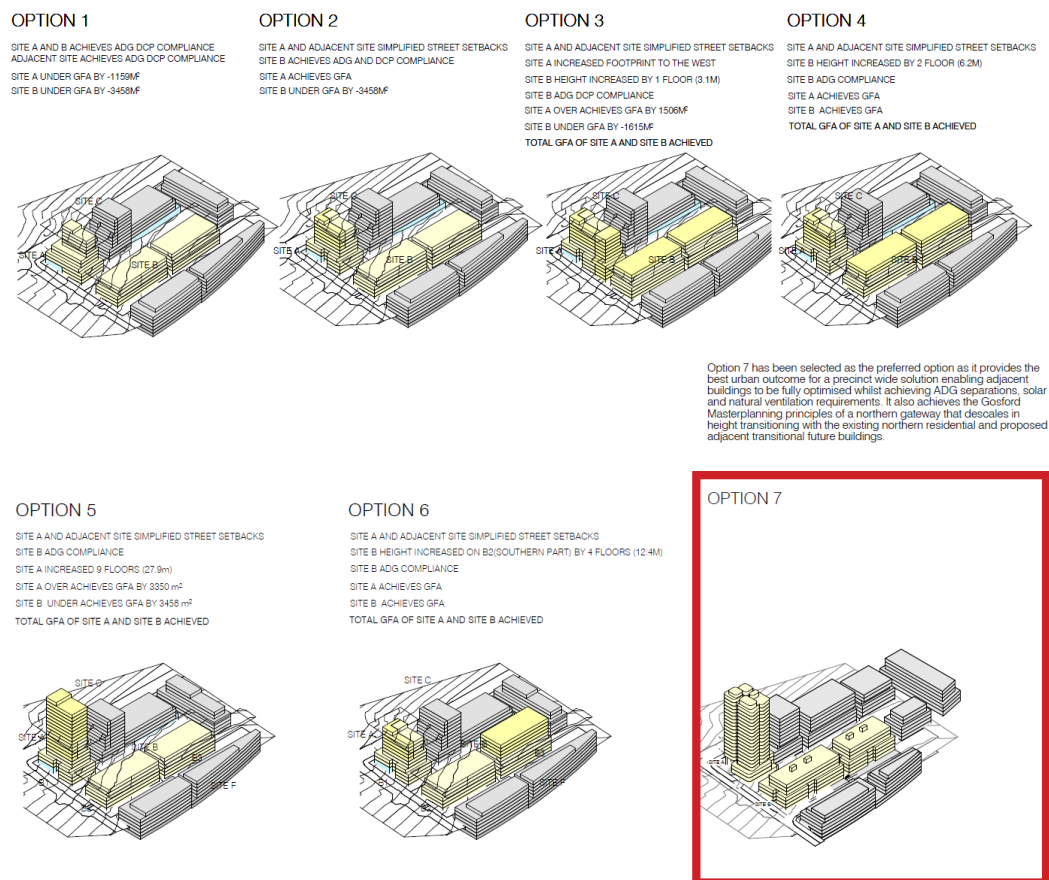


Figure 9 Design Development Options

The key design development options that have been explored and tested are as follows:

- **Mann Street Setbacks (Option 1):** Rationalisation of the Mann Street front building setbacks from the requirements of the DCP above the podium level to prevent a 'ziggurat' / wedding cake appearance.

2 Strategic Context

- **Redistribution of Density (Option 2 to Option 6):** Different distributions of density between Site A and Site B were explored. Option 5 redistributed the planned density from Site B to Site A. However, the height increase breached the Gosford Hospital helicopter obstacle limitation surface. Option 6 provided additional density to the rear of Site B however this resulted in a poorer urban design outcome in relation to amenity impacts to adjoining properties.
- **Reducing Tower Height (Option 7):** Option 7 was selected as it provides a balanced outcome between Option 5 and Option 6. Density is focused on Site A to the extent possible as a northern gateway marker building with the remainder of the density envisaged in the planning controls incorporated across Site B buildings.

3 Project Description

3.1 Project Overview

The general site layout of the proposal is illustrated in **Figure 10** (extracted from Drawing DA050 from the architectural plans at **Appendix B**). The proposal is for a mixed-use development comprising three (3) buildings over two separate basement car parks.

The architectural plans and design report describe the proposal as Site A and Site B which are labelled in **Figure 10**. The two sites have been distinguished as they have different planning controls apply to them - particularly the height of building and floor space ratio controls under Chapter 5 – Gosford City Centre of *State Environmental Planning Policy (Precincts - Regional) 2021*. Other urban design controls in the *Gosford City Centre Development Control Plan* (GCC DCP) and *Gosford Urban Design Framework* guide the future built form and the design approach to Site A and Site B.

- Site A is at the corner of Mann Street and Dwyer Street has a maximum building height of 36m and a FSR of 4:1 (excluding bonuses). This site is designed as a residential tower with a retail component at ground level over basement car parking.
- Site B is the remainder of the site (being the Dwyer Street properties) and has a maximum building height of 18m and a FSR of 2.75:1 (excluding bonuses). Site B is designed as two residential buildings over a separate basement car park.

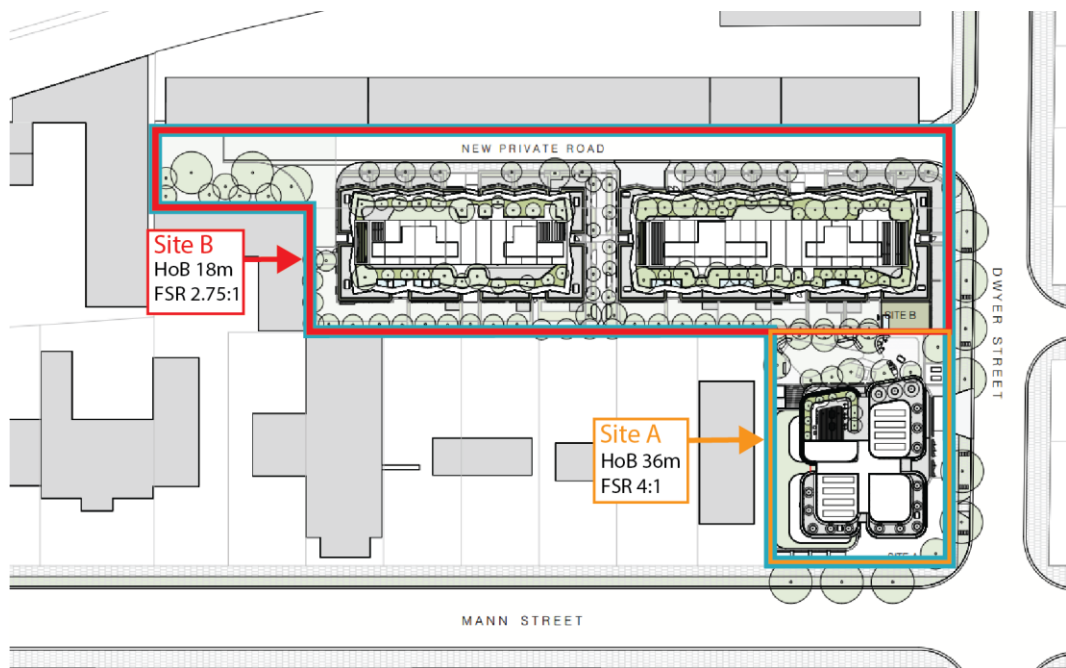


Figure 10 Site A and Site B locations and FSR and Height of Building controls (excluding bonuses)

The FSR of Sites A and B have been assessed as separately and combined to detail compliance with the two FSR controls applying to the site.

3 Project Description

The key elements and features of the project are set out in **Table 4**.

Table 4 Project Summary			
Project Element		Description	
Site Area	7,038m ²		
Site Description	Lot 4 and 5 DP 15954 – 372 and 374 Mann Street, North Gosford Lot 31 DP 553532 – 37 Dwyer Street, North Gosford Lot 2A DP 407164 – 35 Dwyer Street, North Gosford		
Use	Mixed Use – Residential and Retail		
	Site A	Site B	
Site Area	1,576m ²	5,462m ²	
Gross Floor Area (GFA)	10,212m ²	11,694m ²	
Total GFA	21,906m ²		
Floor Space Ratio (FSR)	6.48:1	2.14:1	
FSR / GFA for whole site	The base GFA allowance for the whole site (based on FSR of 4:1 for Site A and 2.75:1 for Site B) is 6,304m ² + 15,021m ² = 21,325 m ² The total GFA for the two sites is 21,906m ² being 581m ² above the base GFA allowance.		
	Building B1	Building B2	Building B3
Maximum Building Height	72.45m (RL92.45-RL20)	25.19m (RL41.19 –RL16)	25.69m (RL40.19-14.5)
No. of Dwellings	114	73	62
Apartment Mix	38 x 1 bedroom 62 x 2 bedroom 14 x 3 bedroom	20 x 1 bedroom 45 x 2 bedroom 8 x 3 bedroom	23 x 1 bedroom 30 x 2 bedroom 9 x 3 bedroom
Total No. of Dwellings	249		
Total Apartment Mix	81 x 1 bedroom 137 x 2 bedroom 31 x 3 bedroom		
Total Car Parking Spaces (Figures include visitor parking)	Retail – 10 Residential – 156	Residential - 101	Residential - 85
Motorcycle Parking (Figures include visitor parking)	Retail – 1 Residential – 8	Residential - 5	Residential - 4
Bicycle Parking (Figures include visitor parking)	Retail – 3 Residential – 48	Residential – 30	Residential – 26
Communal Open Space	516m ² (32.7% of Site A)	1,907m ² (34.9% of Site B)	
Landscaped Area	3091m ² (43.9%)		
Deep Soil Zone	1,181m ² (16.8%, any dimension and permeable paving) 972m ² (13.8%, min. 6m dimension max. 10% permeable paving)		
Tree Canopy	1,837m ² equating to 26% of the total site area of 7,038m ²		
Jobs	1,573 jobs to be created during the construction phase 4 jobs to be created during the operational phase		

3 Project Description

3.2 Project Description

3.2.1 Site Preparation

Demolition

Demolition of existing structures is required including existing buildings, outbuildings and hardstand surfaces. The existing buildings are primarily located in the north-east of the site towards the corner of Mann Street and Dwyer Street. A demolition diagram is provided in **Appendix V**.

Tree Removal

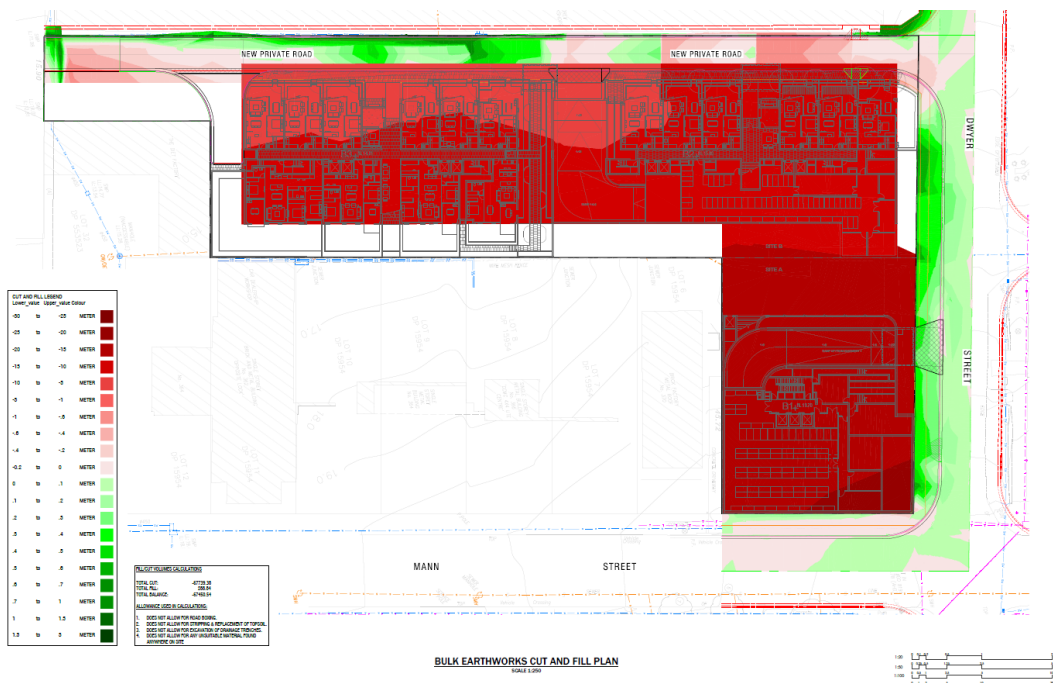
A total of thirteen (13) trees are required to be removed to enable the proposed development. Those 13 trees require development consent for their removal. There are six (6) other trees on the site that the arborist has determined do not require development consent for their removal and therefore they do not form part of the proposed development (refer to **Section 6.6** of this EIS for discussion of tree impacts).

Earthworks

Excavation of the site is proposed for the construction of the basements. A bulk earthworks diagram (**Figure 11**) indicates a total fill of 288.84m³ and total cut of 67,739.38m³ resulting in a cut/fill balance of 67,450m³ net cut.

Limited excavation and filling (between 0.1m to 0.6m) are required along the western side of the site to create the new private road.

Minor earthworks (between 0.1m to 0.2m cut or fill) are proposed along Mann Street and Dwyer Street to enable the reconstruction of the footpaths consistent with Central Coast Council's 'Street Design Guidelines' (refer to Public Domain Works in **Section 3.2.9** of this EIS).



3 Project Description

The design approach for each site and the proposed built form is described in the Design Report prepared by Curzon + Partners (**Appendix H**). The following description is a summary of the buildings to assist in understanding the proposal and other components of the assessment in the EIS.

Site A

Site A comprises a residential tower of 21 storeys over a 5 level basement car park as illustrated in **Figure 12**.

Vehicular access to the basement is from Dwyer Street, with Mann Street having no vehicular access in accordance with the GCC DCP.

The roof top contains a landscaped communal open space and landscaping, roof plant and photovoltaic cells.

The building is designed with predominantly non-residential uses at ground level where there is an interface with the street. The building has a 3 storey podium facing Mann Street and a 2 storey podium facing Dwyer Street. The tower form above has a smaller floor plate.



Figure 12 Site A and Tower Form

An undercroft plaza at the corner of Mann Street and Dwyer Street enhances the main pedestrian entry to the building (see **Figure 13**). The plaza and Mann Street are both activated by a retail component which has been designed to enable seating to extend into the plaza and colonnade along Mann Street.

Different materials are proposed for the podium and for the tower. The podium comprises sandstone of different colours to Mann Street and Dwyer Street. Curved forms are used to provide interest at the corner location. Landscaped terraces feature at upper levels of the podium.

The tower has a greater use glazing contrasting with the solid materials of the podium. The curved forms continue for the tower. The curved floor plates create niches on each elevation which break wall length and accentuate the verticality of the tower.

The southern elevation (which adjoins future development along Mann Street) is a blank wall for building separation reasons under the *Apartment Design Guide*. However, the elevation is clad with colour backed glass to ensure the character of the tower is consistent on all its elevations.

3 Project Description



Figure 13 Site A Plaza, Commercial Tenancy and Entry

Site B

Site B comprises two residential buildings of 7 storeys (plus roof top) over a 3 level basement car park. **Figure 14** illustrates the proposed built form on Site B including the new private road.

The design approach of two buildings reduces the building length and provides a through site link that can ultimately connect through to Mann Street when adjoining sites are developed.



Figure 14 Site B and New Private Road

The lower 4 levels of the building (as viewed from the new private road) forms the base of the building with the upper 3 levels stepped back. A roof top common open space is proposed on top of each building.

3 Project Description

The lower ground floor apartments are a two storey typology with direct access to the private road as well as additional internal access to the common corridor at the upper level.



Figure 15 Site B and Through Site Link

Each residential building has a common entrance/lobby from the private road and combined with the through site link and individual entrances to the lower ground floor apartments will help activate the private street.

A common vehicular access is proposed via the new private road running off Dwyer Street providing car parking, storage and waste storage areas for each building.

Future Context

The site planning has also considered the future built form in the context of the planning controls applying to the street block comprising Mann Street, Dwyer Street, Lindsey Street and the proposed private road, as illustrated in **Figure 16**. The possible footprint of future buildings are shown in grey colour.

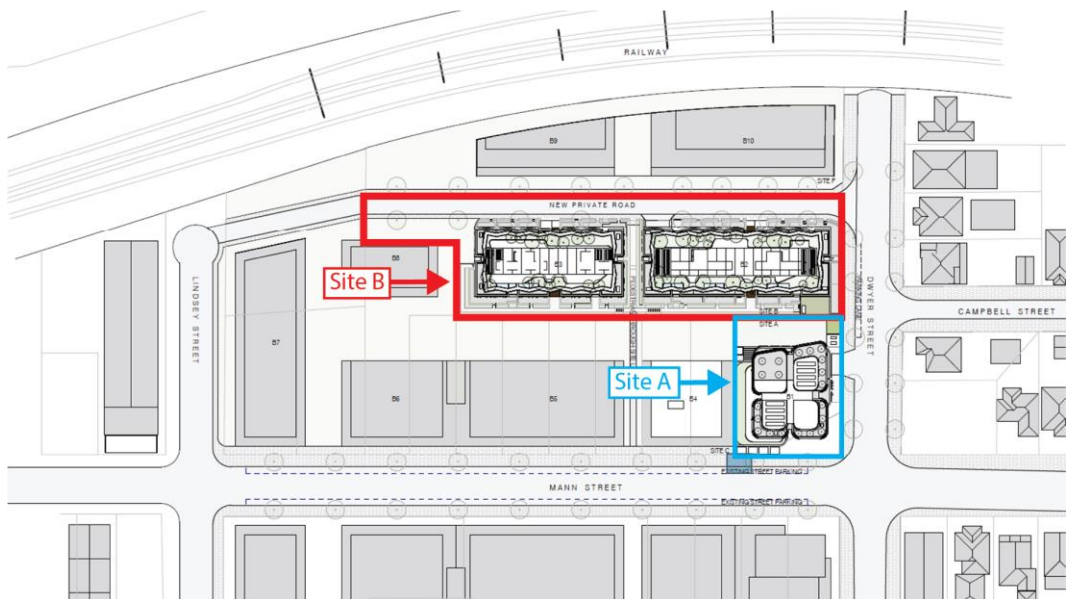


Figure 16 Future Context of the Street Block

3 Project Description

Hypothetical building envelopes have been modelled for the remainder of the land in the above street block. This modelling was to test the relationship of the proposed buildings with possible built forms on adjoining land, particularly having regard to building separation, solar impacts, future access with the extension of the private road (by others) and through site link opportunity. These are solely to understand future context are not representative of what adjoining land owners might propose (**Figure 17** –extract of DA401 from Appendix B).



Figure 17 Project in Potential Future Context

3.2.3 External Colours and Materials

Site A

The external colours and materials on Building B1 on Site A are characterised by a sandstone podium with glazing and light weight framing to the tower form (refer DA 300 and DA 301 at **Appendix B**).

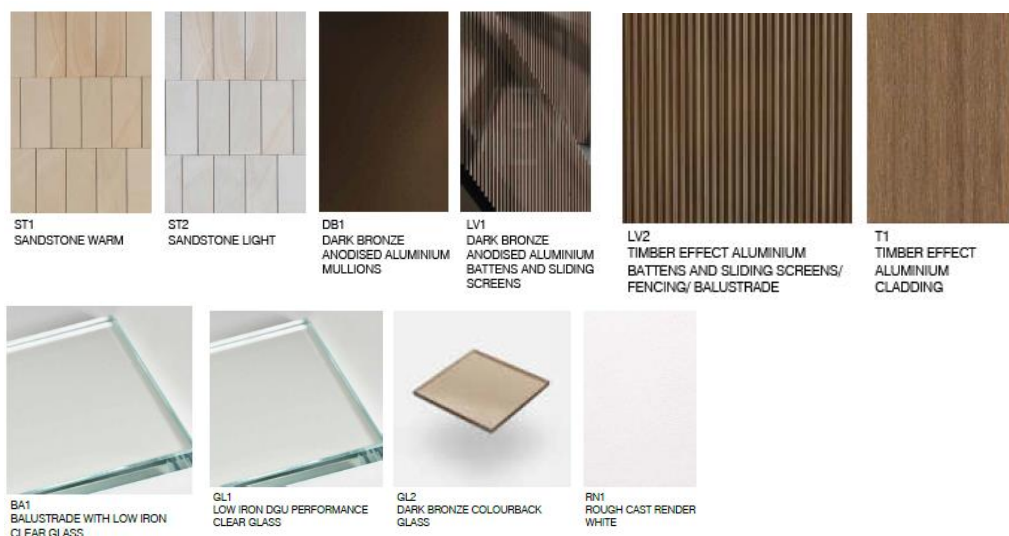


Figure 18 Site A – External Colours and Finishes

3 Project Description

Site B

The external colours and finishes on Building B2 and B3 on Site B are characterised by a four storey masonry podium with recessed light weight glazed and bronze aluminium upper three storeys (refer DA 302 and DA 303 at **Appendix B**).

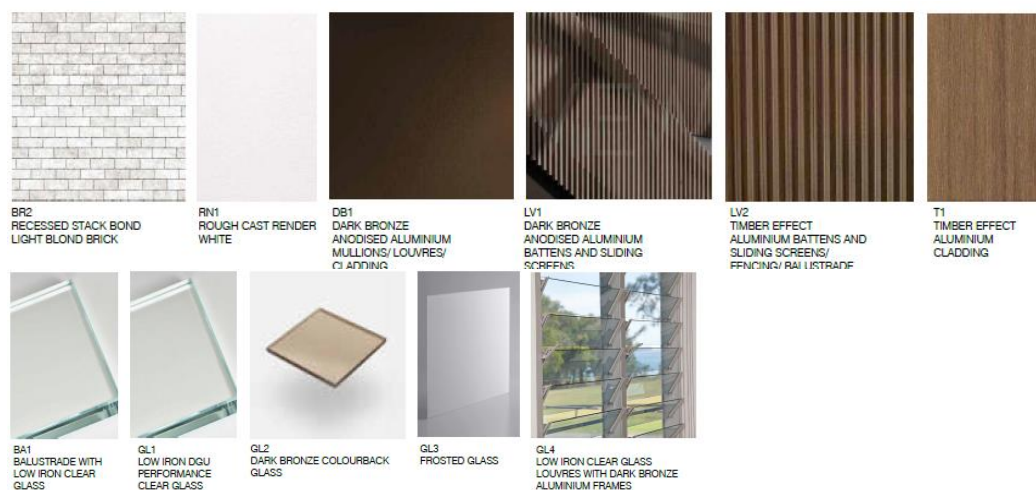


Figure 19 Site B – External Colours and Finishes

3.2.4 Dwelling Mix

A total of 249 dwellings are proposed across all three buildings. Drawing DA500 in **Appendix B** documents the apartment mix on each level of each building. **Table 5** provides a summary of the dwelling mix for all buildings. Each building is proposed to have a similar proportion of 1, 2 and 3 bedroom dwellings.

Site / Building	1 Bed	2 Bed	3 Bed	Total
Site A / Building B1	37 (32%)	63 (55%)	14 (12%)	114
Site B / Building B2	20 (27%)	45 (62%)	8 (11%)	73
Site B / Building B3	23 (37%)	30 (48%)	9 (15%)	62
Totals	80 (32%)	138 (55%)	31 (12%)	249

Note: Percentages are for each building / total

3.2.5 Commercial/Retail

The ground floor of the tower building on Site A contains a commercial/retail tenancy providing an active frontage to the Mann Street footpath and the plaza entry into the residential lobby of the building as illustrated in **Figure 20** (extract from DAB1-100 of **Appendix B**).

The tenancy has an area of 211m² including kitchen area. In addition, the tenancy is provided with a staff WC and an additional WC which is sized to be DDA compliant and accessible from the main tenancy area and therefore suitable for customers.

3 Project Description

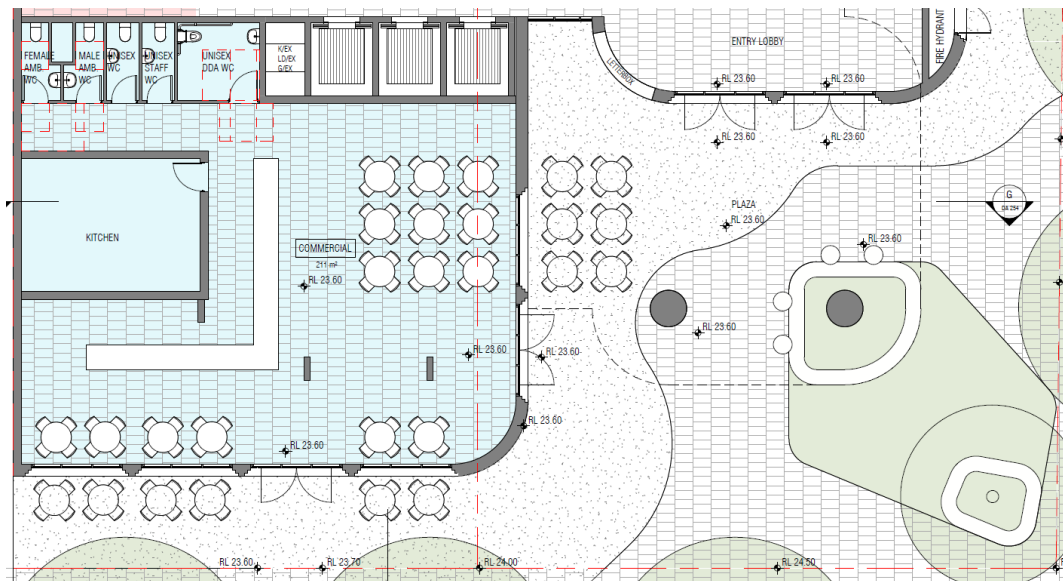


Figure 20 Retail/Commercial Space

The tenancy has a dedicated bin holding area, 10 car parking spaces (including 1 accessible), 1 motorbike space and 3 bicycle spaces all located in Basement Level 1 (refer to DA 107 in **Appendix B**). Lifts provide access from the basement to the ground floor lobby.

The commercial/retail tenancy is nominally shown as a potential food and drink premises to illustrate how it can activate the adjoining spaces.

3.2.6 Vehicular Access

Separate vehicle access has been proposed for Site A and Site B, both of which are located off Dwyer Street.

Site A

Vehicle access for Site A is via a new crossing from Dwyer Street to the basement. The driveway ramp will have a width of 6.6m and provides access to the residential and retail car parking and waste storage/collection areas.

The basement also contains a dock for service vehicles (e.g. waste collection or deliveries for the commercial tenancy). Drawing DA 107 in the Architectural plans (**Appendix B**) illustrates the swept path for a medium rigid vehicle (MRV).

The ramp has a clearance of 3.5m (refer Drawing DA 264 in the Architectural plans at **Appendix B**) which provides sufficient clearance for service vehicles to access the basement consistent with Chapter 2.13 Transport and Parking of Central Coast DCP 2022.

Site B

Vehicle access to Site B is obtained via new private road constructed along the western boundary of the site. Both buildings 1 and 2 on Site B are served by one basement access off the new private road. The driveway ramp has a width of 6.6m and provides access to the residential car parking and waste storage/collection areas.

A clearance of 3.5m is provided to the ramp (refer Drawing DA 265 in the Architectural plans at **Appendix B**) which provides sufficient clearance for service vehicles to access the basement consistent with Chapter 2.13 Transport and Parking of Central Coast DCP 2022.

3 Project Description

3.2.7 Car Parking Provision

The proposed car parking, motor bike and bicycle provision is set out in **Table 6**.

Building	Resident	Resident Visitor	Commercial	Motorbike	Bicycle
Building B1 (Site A)	133	23	10	1 (commercial) 8 (residential)	3 (commercial) 48 (residential)
Building B2 (Site B)	86	15	-	5	30
Building B3 (Site B)	74	12	-	4	26
TOTAL	293	50	10	18	107

3.2.8 Landscaping and Open Space

Site Image Landscape Architects has prepared Landscape Plans and a Landscape Design Report (**Appendix M**) explaining the approach to the proposed landscape design having regard to the SEARs and relevant strategic plans including

- Gosford Urban Design Framework, prepared by the NSW Government Architect
- Gosford City Centre Development Control Plan 2018, prepared by NSW Government
- Central Coast Development Control Plan 2022
- Central Coast Council Street Design Guideline.

Figure 21 illustrates the landscape masterplan for the proposed development

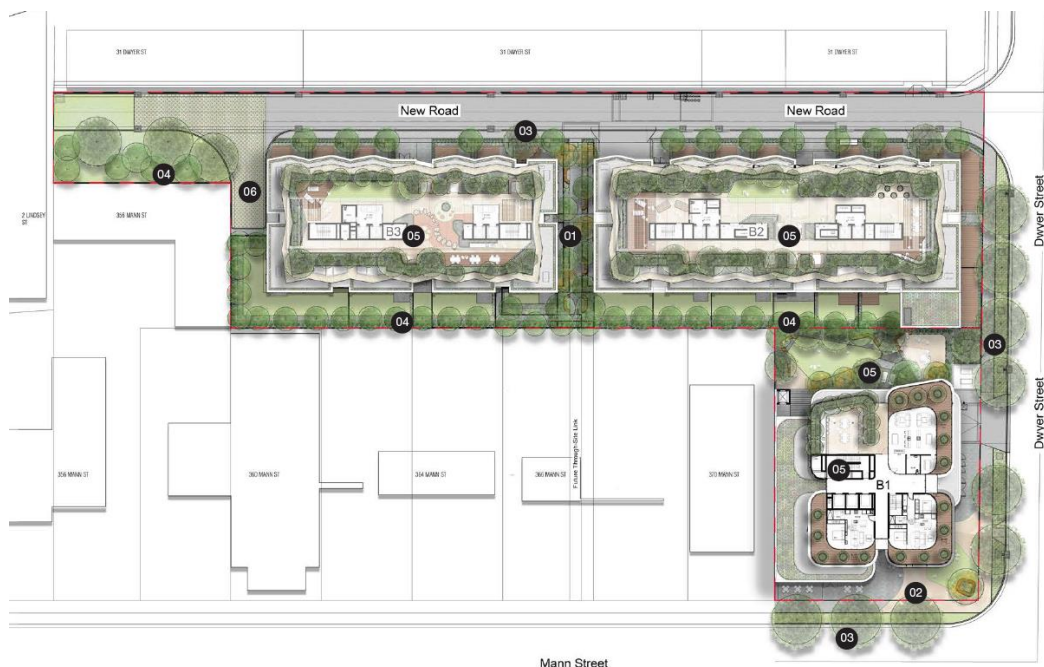


Figure 21 Landscape masterplan

Figure 21 identifies the main landscape zones of the site and development which are further described below.

3 Project Description

Through Site Link

The proposal establishes a 6m wide through site link which can then continue through to Mann Street when other neighbouring sites are developed. The through site link will serve as an east-west pedestrian connection between Buildings B2 and B3 in Site B and provide two entries into Buildings B2 and B3. The link will feature tree planting, low level landscaping and generous seating (**Figure 22**).

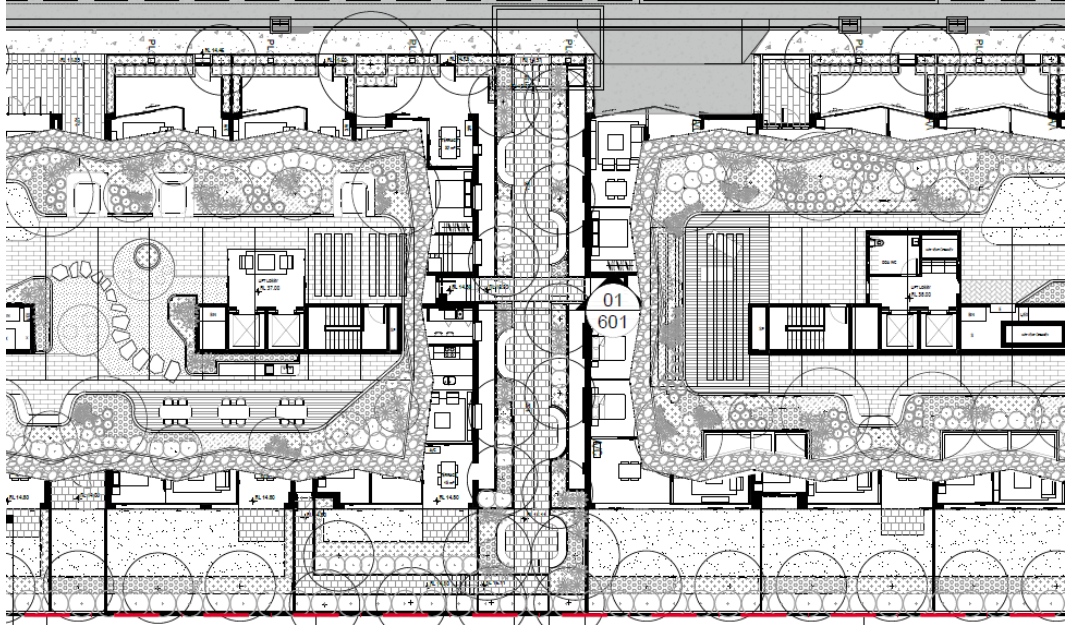


Figure 22 Through Site Link

Gateway Corner / Plaza

The plaza will be a hardscape reflecting the function of this space as an entry to the building and potential outdoor seating area for the adjoining commercial tenancy. Planters will be utilised to introduce soft landscape elements to this space. The plaza levels were adjusted during design development to remove 'steps' between the plaza and the public domain (**Figure 23**).

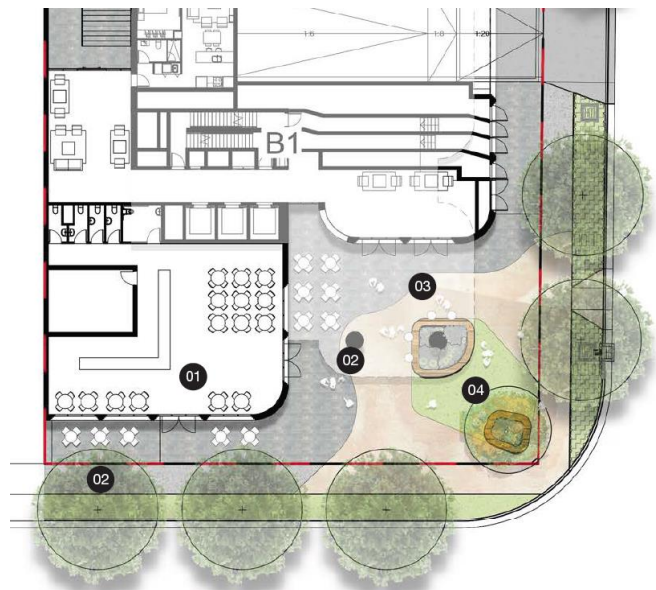


Figure 23 Gateway Corner / Plaza

3 Project Description

Communal Areas (Ground Floor)

Communal areas are proposed on the ground floor. These spaces include deep soil zones and some planting on structure (where there is a basement below). Plantings will layered landscaping (ground cover, shrubs, trees) as well as outdoor passive recreation in Site A for seating, barbecue and pergola and lawn areas. An accessible path of travel is provided from the lobby of Building B1 on Site A to the ground floor communal open space including the provision of a lift (Figure 24).



Figure 24 Communal Areas (Ground Floor)

Communal Areas (Roof Top)

All three buildings are proposed to have communal open space on rooftops. These will feature soft and hard landscape elements. Rooftops will provide seating, pergolas/shade structures, barbecues, seating and accessible sanitary facilities. Plantings will utilise large planters to achieve soil depth to provide for shrubs and canopy trees. Figure 25 details the rooftop landscape design for Building B2 on Site B. The roof top on Site A is also complemented with a communal room including cooking facilities lounge and dining areas.

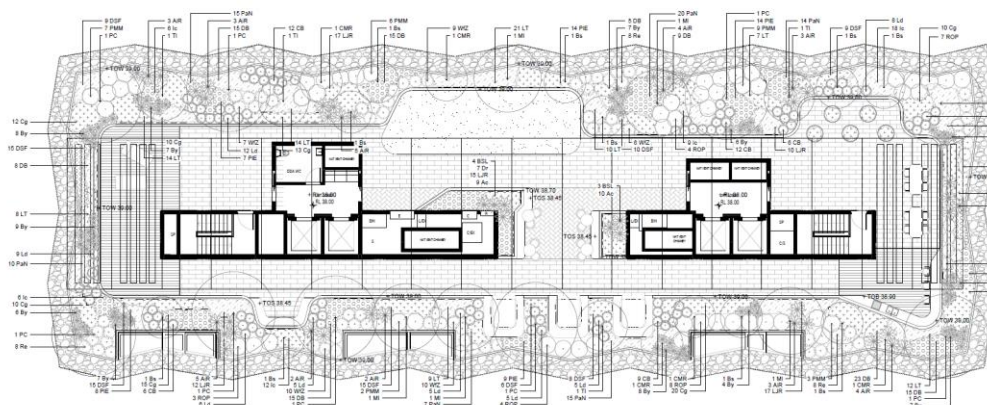


Figure 25 Rooftop Communal Open Space Building B2

3.2.9 Public Domain Works

Public domain works proposed as part of the development are detailed on the Civil Engineering Plans by Smart Structure (Appendix V) and include:

- Footpath works in Mann Street and Dwyer Street consistent with *Central Coast Council's 'Street Design Guidelines'* including new 1.5m-2.1m wide footpath, landscaped verge of 1.9m to Mann Street and 2.40m to Dwyer Street (with WSUD devices) and street tree planting.
- New driveway crossing and pram ramps.

3 Project Description

- New road pavement (half road) adjacent to the site frontage along Mann Street and Dwyer Street.
- New kerb and gutter (including stormwater drainage) along Dwyer Street.

Figure 26 details the public domain works to Mann Street and Dwyer Street.

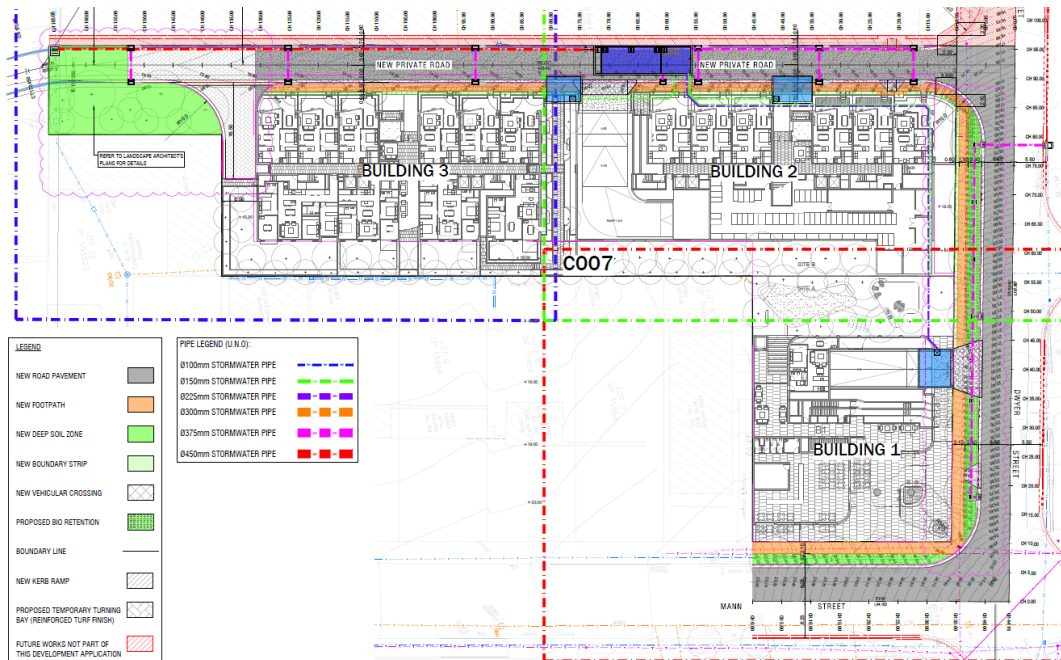


Figure 26 Excerpt from Civil Engineering Plans

3.2.10 New Private Road

A new private road is proposed to run adjacent to the western boundary of the site. The private road has a carriageway width of 6.0m and footpath width of 1.5m. The private road provides access to the shared basement of Building B2 and B3 and includes a turning bay for emergency vehicles at its southern end.

The new private road is designed in such a way that should adjoining properties be developed it could be extended south or widened to add a second footpath to the west. This would provide the potential for mid-block permeability and assist in placemaking for the Gosford City Centre. The proposed and potential future extension of the private road is shown in **Figure 27**.

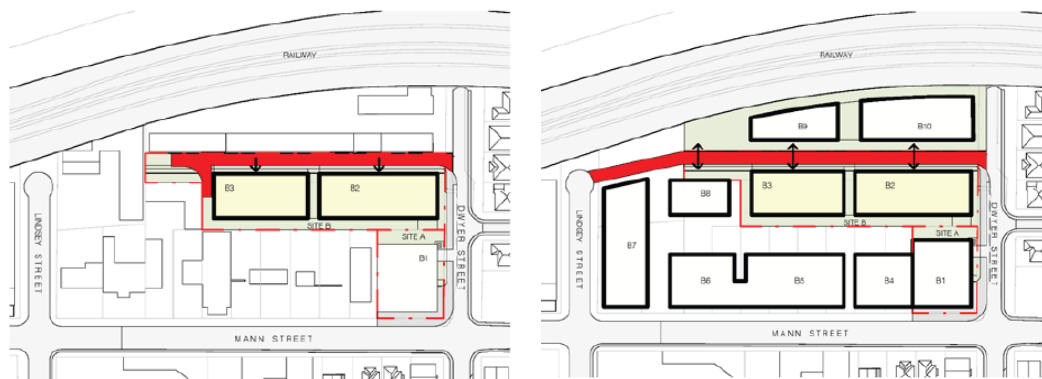


Figure 27 Private Road Extent Proposed (Left) and Future (Right)

3.2.11 Stormwater Design

The stormwater infrastructure includes a new pit and pipe system. Part of the site will connect to the existing stormwater infrastructure in Dwyer Street and part of the site will connect to an existing stormwater pipe in the south western corner of the site.

3 Project Description

Three rainwater tanks are proposed below ground (one for each building) ranging from 39.05m³ to 49.52m³.

One on-site detention tank (49.28m³) is proposed to be located under the new private road.

Water sensitive urban design measures are incorporated into Dwyer Street and the provision of gross pollutant traps.

Two pump-out systems are provided within Basement 3 (beneath Building B3) and Basement 5 (beneath Building B1).

3.2.12 Utilities

Electricity

The project will require a new substation kiosk. The substation kiosk is proposed on Site A fronting Dwyer Street between Building B1 and B2.

Central Coast Council requires the undergrounding of electricity infrastructure as part of the project in order to achieve the public domain vision contained within the Central Coast Council Street Design Guideline.

Water

The project will connect to Central Coast Council water mains which are located within the Mann Street and Dwyer Street road reserves immediately adjacent to the site.

Sewer

The project will connect to, and augment if required, the existing Central Coast Council sewer infrastructure as it relates to a pump station to the west.

Fire Services

The project will provide fire services within the private road and Dwyer Street subject to NSW Fire and Rescue and National Construction Code (NCC) requirements.

3.2.13 Operational Waste Management

A Waste Management Plan has been prepared by Dickens Solutions (**Appendix FF**). The project will provide for on-site waste collection for both residential and commercial components. The residential component will be provided with a dual chute system at each level with collection in Basement 1. The commercial tenancy will transport waste to Basement 1 via the lift. Both the residential and commercial waste will be stored and collected from Basement 1 (**Figure 28**).

3 Project Description

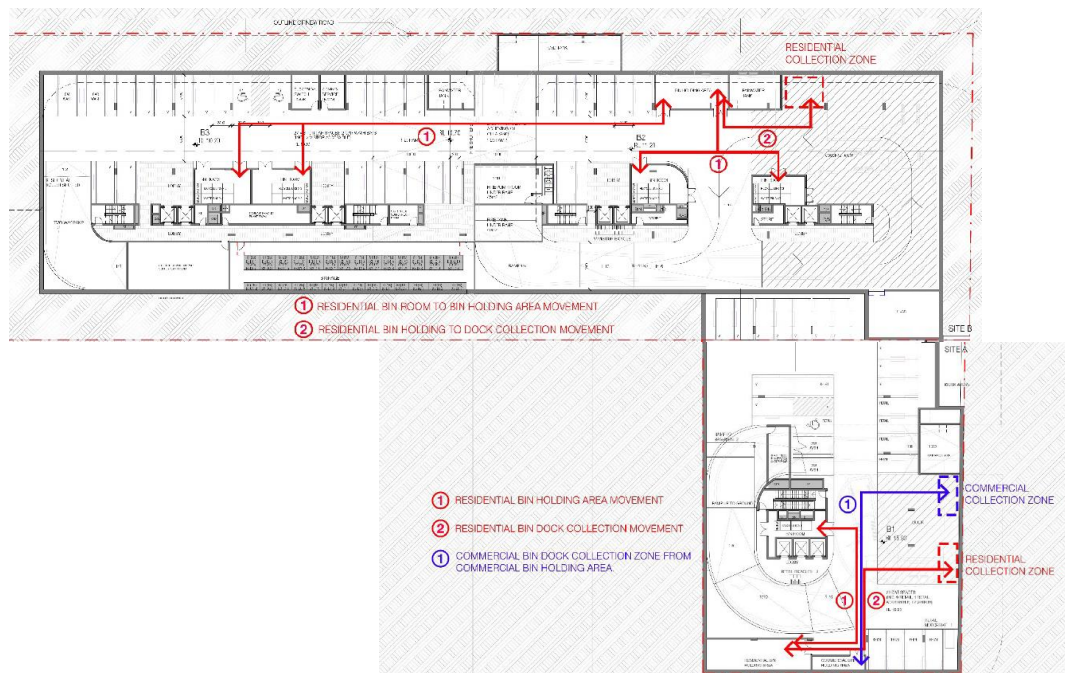


Figure 28 On-Site Waste Management

3.2.14 Mechanical Plant and Equipment

Site A

A roof plant zone is incorporated into the design of the tower building on Site A (refer Drawing DAB1 – 104 at **Appendix B**) to service the commercial tenancy.

Site A and B

Air conditioning condenser units are located on balconies for each dwelling. This minimises the roof plant required on the roof and free up roof area for communal open space.

3.2.15 Operational Details

The occupation and fitout of the commercial tenancy will be subject to a separate planning pathway.

3.2.16 Signage

Signage is not proposed as part of the project.

3.2.17 Subdivision

Subdivision is not proposed as part of the project with the exception of any adjustments to title required in relation to the new private road (easement for public access), stormwater (e.g. on-site stormwater detention (OSD)) and utilities (e.g. substation kiosk).

4 Statutory Context

4.1 Planning Approval Pathway

Schedule 2(15) of *State Environmental Planning Policy (Planning Systems) 2021* (SEPP PS) provides that development is state significant if it is:

Development that has an estimated development cost of more than \$75 million on land identified on the Land Application Map (within the meaning of State Environmental Planning Policy (Gosford City Centre) 2018).

The proposed mixed-use development will have a capital investment value exceeding \$75 million. Accordingly, the planning approval pathway is a state significant development application.

4.2 Non-Application of Central Coast Local Environmental Plan 2022

The *Central Coast Local Environmental Plan 2022* (LEP) does not apply to land identified as Gosford City Centre on the Land Application Map (Clause 1.3(1A) of the LEP). The site is within the Gosford City Centre (see **Figure 4**) and accordingly the LEP does not apply to the land.

4.3 Permissibility

The site is zoned B4 Mixed Use (B4 Zone) under *State Environmental Planning Policy (Precincts – Regional) 2021* (SEPP PR) (**Figure 29**).



Figure 29 Extract from the LEP Zoning Map

Mixed Use Development is permissible with consent in the B4 zone under the SEPP PR, by virtue of not being a prohibited development in the B4 zone. The proposed uses relate to residential flat building and commercial premises (which includes retail premises), both of which are permissible in the B4 zone by virtue of not being prohibited in the B4 zone.

4.4 Environmental Planning and Assessment Regulations 2021

Section 29 – Design verification statement

This section relates to the verification of the design of a residential apartment development by a qualified designer. A statement is included as part of the Design Report (**Appendix H**).

4 Statutory Context

Section 61(1) – Additional matters that consent authority must consider

This section relates to the requirement to consider the Australian Standard AS 2601 – 2001: *The Demolition of Structures*. Hazardous materials are assessed in **Section 6.12** of this EIS and the requirements of the Australian Standard are a mitigation measure (**Appendix E**).

Section 173 – Application to Planning Secretary for environmental assessment requirements

This section relates to obtaining the Planning Secretary's Environmental Assessment Requirements (SEARs) for an application that requires an EIS. SEARs were issued for the project on 17 April 2024. An assessment of the proposed development's consistency with the SEARs is provided at **Appendix A**.

Section 190 - Form of environmental impact statement

This section outlines the required content for an EIS which must be prepared having regard to the *State Significant Development Guidelines* for SSD. The EIS has been prepared having regard to Section 190 of the EP&A Regulation.

Section 193 - Principles of ecologically sustainable development

This section requires the principles of ecologically sustainable development to be considered and the use of the precautionary principle where there are threats of serious and irreversible environment damage and the like.

The EIS has addressed the abovementioned provisions of the EP&A Regulation (see **Section 6.7**).

4.5 Statutory Requirements Summary

4.5.1 Pre-conditions Table

Table 7 sets out the relevant statutory pre-conditions for the proposed development and where information responding to each matter can be found in this EIS or supporting documentation.

Table 7 Statutory Pre-conditions Summary			
Statutory Reference	Pre-condition	Relevance	Section in EIS
<i>State Environmental Planning Policy (Resilience and Hazards)</i> - Section 4.6(1)(b)	<u>Remediation</u> A consent authority must be satisfied that the land is suitable in its contaminated state -or will be suitable, after remediation -for the purpose for which the development is proposed to be carried out.	The site has been assessed as suitable for the proposed land use.	Section 6.13 Appendix C Appendix Y
<i>SEPP (Transport and Infrastructure) 2021</i> – Section 2.100	<u>Residential Accommodation</u> A consent authority must be satisfied certain internal noise criteria for residential accommodation is met where the land is adjacent to a rail corridor.	The project is adjacent to a rail corridor.	Appendix C Appendix S Section 6.9
<i>SEPP (Transport and Infrastructure) 2021</i> - Section 2.119(2)	<u>Frontage to a Classified Road</u> A consent authority must be satisfied in relation to a number of matters relating to access, impacts on the classified road and impacts from road noise or vehicle emissions	The project has a frontage to Mann Street which is a classified road.	Appendix C Appendix Q Appendix EE Section 6.8 Section 6.9
<i>SEPP (Transport and Infrastructure) 2021</i> - Section 2.120	<u>Residential Accommodation</u> A consent authority must be satisfied certain internal noise criteria for residential accommodation is met where the land is adjacent to a road exceeding an annual	The project has a frontage to Mann Street which exceeds the traffic volume criteria of section 2.120.	Appendix C Appendix S Section 6.9

4 Statutory Context

Table 7 Statutory Pre-conditions Summary

Statutory Reference	Pre-condition	Relevance	Section in EIS
	average daily traffic volume of more than 20,000 vehicles (based on the traffic volume data published on the website of TfNSW).		
<i>State Environmental Planning Policy (Precinct Regional) 2021 – Section 5.40 (2)</i>	<u>Flood Planning Area</u> Section 5.40 applies to land at or below the flood planning level. A consent authority must be satisfied in relation to a number of flood planning matters including impacts to the development, occupants, adjoining properties and the environment including natural watercourses.	Minor areas within the site have been identified as being flood prone in a 1 in 100 year flood event (overland flow).	Section 6.11 Appendix C Appendix U Appendix W
<i>State Environmental Planning Policy (Precinct Regional) 2021 – Section 5.47</i>	<u>Car parking in zones B3 and B4</u> Section 5.47 requires a consent authority be satisfied minimum car parking is provided in the B4 zone to retail premises.	The project includes a commercial/retail premises.	Appendix C
<i>State Environmental Planning Policy (Precinct Regional) 2021 – Section 5.53</i>	<u>Key Vistas and view corridors</u> Section 5.53 requires a consent authority to be satisfied any development meets the objectives of protecting key vistas and view corridors in Gosford City Centre.	The project is a development in Gosford City Centre.	Appendix C
<i>State Environmental Planning Policy (Sustainable Buildings) 2022 – Section 2.1</i>	<u>Embodied Emissions</u> A consent authority must be satisfied the embodied emissions attributable to the development have been quantified.	The project is BASIX development and accordingly requires embodied emissions to be quantified.	Appendix C Appendix P Section 6.7

4.5.2 Mandatory Considerations Table

Table 8 sets out the relevant mandatory considerations for the proposed development and where information responding to each matter can be found in this EIS or supporting documentation.

Table 8 Mandatory Considerations Table

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the Act and Regulation		
Section 1.3 of the EP&A Act	<u>Objects of the Act</u> (a) <i>to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,</i> (b) <i>to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</i> (c) <i>to promote the orderly and economic use and development of land,</i> (d) <i>to promote the delivery and maintenance of affordable housing,</i> (e) <i>to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,</i>	Appendix C

4 Statutory Context

Table 8 Mandatory Considerations Table

Statutory Reference	Mandatory Consideration	Section in EIS
	(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage), (g) to promote good design and amenity of the built environment, (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants, (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State, (j) to provide increased opportunity for community participation in environmental planning and assessment.	
Section 4.15	Relevant environmental planning instruments - State Environmental Planning Policy (Housing) 2021 - State Environmental Planning Policy (Precincts – Regional) 2021 - State Environmental Planning Policy (Resilience and Hazards) 2021 - State environmental Planning Policy (Transport and Infrastructure) 2021 - State Environmental Planning Policy (Planning Systems) 2021 - State Environmental Planning Policy (Biodiversity and Conservation) 2021 Relevant draft environmental planning instruments - Nil Relevant development control plans - Gosford City Centre Development Control Plan 2018 Relevant planning agreement or draft planning agreement - Nil Relevant regulations - Refer above. Other considerations under Section 4.15 include likely impacts of development, site suitability and the public interest.	Appendix C Section 6
Mandatory relevant considerations under EPIs		
State Environmental Planning Policy (Resilience and Hazards) 2021	<u>Chapter 4 – Remediation of Land</u> Chapter 4 requires consideration of contamination investigations undertaken as part of the development assessment process, to determine whether the subject land is likely to be contaminated and if so, what remediation work is required.	Section 6.13 Appendix C Appendix Y
State Environmental Planning Policy (Housing) 2021 – Section 147	<u>Chapter 4 – Design of residential apartment development</u> Section 147 relates to the design of residential apartment development and requires a consent authority to consider: (a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9, (b) the Apartment Design Guide, (c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.	Appendix C Appendix H Section 5

4 Statutory Context

Table 8 Mandatory Considerations Table

Statutory Reference	Mandatory Consideration	Section in EIS
	Note that subclause (c) does not apply to State significant development.	
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	<u>Chapter 2 - Infrastructure</u> Section 2.48 relates to development within 5m of an exposed overhead electricity power line and includes the requirement for a consent authority to the electricity authority and consideration of any response. Section 2.98 relates to development on land that is in or adjacent to a rail corridor which includes the use of a crane in air space above any rail corridor and requires referral to the rail authority and consideration of any response. Section 2.100 relates to development for, amongst other things, residential accommodation on land in or adjacent to a rail corridor that a consent authority considers is likely to be adversely affected by rail noise or vibration. It includes mandatory considerations of guidelines that are issued by the Planning Secretary for the purposes of this section. Section 2.120 requires the consideration of the same guidelines as under section 2.100 but in relation to road noise and vibration on non-road development adjacent to a classified road (Mann Street). Section 2.122 relates to 'traffic-generating development' and includes the requirement for a consent authority to refer such development to Transport NSW and consider any response received.	Section 6.8 Section 6.9 Appendix C Appendix Q Appendix S
<i>State Environmental Planning Policy (Precincts – Regional) 2021</i>	Section 5.36 – Heritage Conservation Section 5.39 – Acid Sulfate Soils Section 5.45 – Design Excellence	Appendix C

4.6 Building Height and Floor Space Ratio

The project is subject to a maximum building height and floor space ratio control under Section 5.25 and 5.26 of SEPP PR.

Section 5.46 of SEPP PR provides criteria for exceptions to the maximum building height and floor space ratio in various zones including B4 Mixed Use.

The project seeks to utilise the provisions of Section 5.46(4) of SEPP PR which states as follows:

- (4) *Development consent may be granted to development that results in a building with a height that exceeds the maximum height shown for the land on the Height of Buildings Map, or a floor space ratio that exceeds the floor space ratio shown for the land on the Floor Space Ratio Map, or both, by an amount to be determined by the consent authority, if—*
- (a) *the site area of the development is at least 5,600 square metres, and*
 - (b) *a design review panel reviews the development, and*
 - (c) *if required by the design review panel, a competitive design process is held in relation to the development, and*
 - (d) *the consent authority takes into account the findings of the design review panel and, if held, the results of the competitive design process, and*
 - (e) *the consent authority is satisfied with the amount of floor space that will be provided for the purposes of commercial premises, and*
 - (f) *the consent authority is satisfied that the building meets or exceeds minimum building sustainability and environmental performance standards.*

4 Statutory Context

The project satisfies the relevant requirements of Section 5.46(4) as assessed in **Appendix C**.

4.7 Other Approvals

4.7.1 Environment Protection and Biodiversity Conservation Act 1999

No Commonwealth approval is required in relation to the *Environment Protection and Biodiversity Conservation Act 1999*.

4.7.2 Biodiversity Conservation Act 2016

Section 7.9(2) and (3) of the *Biodiversity Conservation Act 2016* sets out the following assessment requirements for an application for State significant development:

(2) Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.

(3) The environmental impact statement that accompanies any such application is to include the biodiversity assessment required by the environmental assessment requirements of the Planning Agency Head under the *Environmental Planning and Assessment Act 1979*.

A BDAR Waiver request to the relevant Agency Heads is provided in **Appendix R**.

4.7.3 Approvals Not Required

Section 4.41 of the EP&A Act includes provisions that are not required for State significant development authorised by a development consent. **Table 9** sets out the relevant provisions and whether, albeit for Section 4.41 of the EP&A Act, their applicability to the project.

Table 9 Approvals Not Required		
Legislation	Section	Approval Otherwise Required
<i>Fisheries Management Act 1994</i>	201, 205, 219	N/A
<i>Heritage Act 1997</i>	Part 4, 139, Div 8 Part 6	N/A
<i>National Parks and Wildlife Act 1974</i>	90	N/A
<i>Rural Fires Act 1997</i>	100B	N/A
<i>Water Management Act</i>	89, 90, 91	Yes

4.7.4 Consistent Approvals

Section 4.42 of the EP&A Act includes provisions that prevent the refusal of certain subsequent approvals for State significant development authorised by a development consent. **Table 10** sets out the consistent approvals and applicability to the project.

Table 10 Consistent Approvals	
Legislation	Applicable
<i>Fisheries Management Act 1994</i>	N/A
<i>Coal Mine Subsidence Compensation Act 1994</i>	N/A
<i>Mining Act 1992</i>	N/A
<i>Petroleum (Onshore) Act 1991</i>	N/A
<i>Protection of the Environment Operations Act 1997</i>	N/A
<i>Roads Act 1993*</i>	Yes

4 Statutory Context

Table 10 Consistent Approvals

Legislation	Applicable
<i>Pipelines Act 1967</i>	N/A

4.8 Development Control Plans

Gosford City Centre Development Control Plan 2018 (DCP) does not apply under Section 2.10 of SEPP PS.

Notwithstanding, the development controls are addressed in **Appendix C** or, as it relates to specific disciplines (stormwater, traffic etc.), within the relevant specialist consultant reports.

5 Engagement

5.1 General

In accordance with the SEARs and *Undertaking Engagement Guidelines for State Significant Projects* engagement has been undertaken with the following stakeholders:

- The community;
- Registered Aboriginal Parties;
- Central Coast Council;
- DPHI;
- NSW Health; and
- NSW Government and City of Gosford Design Advisory Panel.

An Engagement Report (**Appendix DD**) has been prepared by Sarah George Consulting which details the consultation carried out for the proposal and this is summarised below. A summary of the responses to matters raised during consultation is also provided at **Appendix D**.

5.2 Community Engagement

5.2.1 Community Engagement Activities

Engagement with the community was undertaken as part of the Social Impact Assessment by Sarah George Consulting (**Appendix AA**) as follows:

- **30 August 2024** – Letters sent to 400 households and commercial premises in close proximity to the site.
- **19 September 2024** – Public notice placed in the local newspaper, Central Coast Community News.

5.2.2 Community Engagement Findings

A total of 16 responses were received in response to the community engagement described in **Section 5.2.1**. The key views received in response to the community engagement activities are as follows:

- Traffic congestion;
- On-street parking shortage;
- Amenity impacts (noise, dust, wind, air quality, overlooking);
- Height and character;
- Density and infrastructure pressure; and
- Flood risk.

5.3 Registered Aboriginal parties

The Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared by McCardle Cultural Heritage (**Appendix Z**) outlines the Aboriginal community consultation undertaken including an invitation to Aboriginal people identified as holding cultural knowledge relevant to determining the significance of Aboriginal objects and/or places in the project area to participate. The Registered Aboriginal Parties (RAPs) are:

- A1 Indigenous Services
- Awabakal & Guringai Pty Ltd
- Corroboree Aboriginal Corporation
- Woka Aboriginal Corporation

5 Engagement

- Long Gully Cultural Services

The RAPs did not provide any specific response to a request for information, survey and the draft report. All RAPs were provided with a copy of the final report.

5.4 Public Authority Engagement

5.4.1 Department of Planning, Housing and Infrastructure

On 23 November 2023, the project team met with DPHI for an informal pre-development application meeting. The rationalised setback approach for Site A and design options were presented.

Key outcomes from the meeting were to:

- Consult with Central Coast Council; and
- Commence engagement with the City of Gosford Design Advisory Panel.

On 17 April 2024, DPHI issued SEARs for the project.

5.4.2 Central Coast Council

On 26 June 2024, members of the project team met with Council Officers to discuss the project.

Council's Pre-DA Minutes include a detailed summary of strategic and statutory planning requirements which are addressed in this EIS.

Specific design feedback is summarised in **Table 11**.

Table 11 Council Feedback	
Issue	Council Comments
Street Design	Design in accordance with recently adopted Street Design Guidelines.
New Private Road	Council indicated they would not accept dedication of the new private road as a public road.
Building Separation	Consider redesign southern building separation on Site A.
Deep Soil	Reconsideration of the deep soil dimensions.

5.4.3 NSW Health

NSW Health (Central Coast Local Health District) were consulted in relation to the helicopter flight path from Gosford Hospital. The consultation and findings are contained within **Appendix CC**.

5.4.4 NSW Government Architect and City of Gosford Design Advisory Panel

The project has undergone significant consultation with the City of Gosford Design Advisory Panel (NSW Government Architect) as follows:

- Design Reference Group 1 – 28 February 2024
- Design Reference Group 2 – 19 June 2024
- Design Reference Group 3 – 9 October 2024
- Design Advisory Panel 1 – 14 May 2025

The Design Advisory Panel 1 minutes (**Appendix GG**) note support for the project to proceed to lodge a development application.

5 Engagement

5.5 Engagement to be carried out

The public exhibition of the SSDA will allow for further engagement to occur. A response to any submission will be provided as required by the SSDA process.

6 Assessment and Mitigation of Impacts

6.1 Design Quality

6.1.1 City of Gosford Design Advisory Panel

The project has been reviewed by the City of Gosford Design Advisory Panel on four (4) occasions with the design being refined during this review process. The final review took place on 14 May 2025.

The City of Gosford Design Advisory Panel supported the project to proceed to the development application stage. The final recommendations of the City of Gosford Design Advisory Panel are addressed in **Table 12**.

Table 12 City of Gosford Design Advisory Panel Comments		
Item	Comment	Response
Connecting with Country	<i>Provide a more comprehensive response to the Connecting with Country Framework</i>	Addressed – A Connecting with Country approach is documented in the Design Report (Appendix H).
View Analysis	<i>Provide analysis of the proposed building heights and Northern Gateway concept.</i>	Addressed – Further visual analysis has been provided and is assessed in Section 6.4 of this EIS.
Unencumbered Deep Soil	<i>To support the urban structure, improve the quantum and quality of deep soil at locations that enable mature tree canopy for the site and streetscape.</i>	Addressed – Significant redesign of the ground floor layout has occurred in Site B to provide for large unencumbered deep soil zones which will enable mature tree canopy for the site.
Wind	<i>Demonstrate appropriate wind conditions and the necessary mitigation for comfortable gathering and dwelling at communal rooftops and for sitting and dining at ground.</i>	Addressed – Further wind assessment has been undertaken. Details of the assessment are provided in Section 6.3.4 of this EIS.
CPTED at the east-west link	<i>Demonstrate improved CPTED outcomes for this link and all pedestrian movements generally within the site</i>	Addressed – Detailed landscaping drawings have been provided which detail activation and incorporation of CPTED principles. Further, an additional opening from Building B3 is incorporated into the link to promote passive surveillance.
Landscape Amenity at New Road	<i>Demonstrate outlook improvements for residents along the western edge of New Road/western boundary.</i>	Addressed – The project includes painting of the wall with minor articulation. It is noted the wall is single storey only and the outlook will be partly screened for ground floor units by proposed landscaping.
Landscape response to staged development	<i>Provide a staging strategy that demonstrates the viability for good landscape outcomes relative to potential staging scenarios.</i>	Addressed – The landscape design does not preclude good landscape outcomes being achieved for the redevelopment of adjoining sites.
Landscape strategies	<i>Demonstrate through key details the viability and maintenance for thriving planting at key locations.</i>	Addressed – The landscape design report provided to CoGDAP has now been supplemented with detailed landscape drawings (Appendix N).
ADG compliance	<i>Demonstrate stand-alone compliance for individual buildings in lieu of an aggregated approach.</i>	Addressed – ADG compliance is expressed in terms of an individual building approach where it relates to amenity. An aggregated approach is considered reasonable for other metrics in the ADG such as deep soil (Appendix H).
Communal space	<i>Demonstrate safety and amenity are optimised and equity of access and amenity for all residents.</i>	Addressed – The communal open space complies with the minimum area requirements for individual buildings. Each rooftop communal open space is accessible including lift

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Table 12 City of Gosford Design Advisory Panel Comments

Item	Comment	Response
		access and an accessible sanitary facility.
Architectural expression and character	<i>Maintain the design quality and level of detail and character as presented in the SSD approval process and delivery.</i>	Addressed – The proposed design quality has been maintained.
Glazing and sun-shading	<i>Demonstrate a response to orientation and sun-shading and performance glazing without required dark or tinted glass.</i>	Addressed – The project provides a range of sun-shading measures where possible. Colour-backed glass is used minimally only where required.

6.1.2 Design Principles

The design principles for residential apartment development contained within Schedule 9 of SEPP Housing are addressed in the Design Report (**Appendix H**). The response to each design principle is summarised below:

Context and neighbourhood character

The site located within a residential precinct, largely occupied by detached dwellings. The new residential buildings have been designed to fit into the existing context, urban setting, unique topography and environmental context. The design has recognised the location's current character and been sympathetic to its context by breaking the mass to follow the street rhythms and scales, thereby addressing the relationship of the proposed built form with its surroundings. The proposal overall integrates well with the surrounding and future environment.

Built form and scale

The design has recognised the location's current character and been sympathetic to its context by breaking the mass to follow the street rhythms and scales.

The gateway building has been designed as a tall slim vertical tower marking the northern entry to Gosford whilst the buildings on Site B have been designed as a transitional building de-scaling and relating to the finer grain adjacent context.

The design has also:

- *Provided building setbacks to reduce bulk and overshadowing*
- *Used building form and siting to relate to the site's topography*
- *Adopted building heights at the street frontage that are compatible in scale with adjacent development and responded to the sloped topography by lowering the massing.*
- *Considering buildings located near the boundary, the design has been setback and given enough breathing space between buildings.*
- *The built foot print is set back to follow the street frontage of neighbours.*
- *Landscape design has considered existing planting in the vicinity.*

Density

The design achieves a high level amenity for residents resulting in a density appropriate for the site and its context by establishing a precinct solution which assesses the future built form and future amenity adjacent to the site and beyond.

Additionally, the new road will allow for the future connection of the site from Dwyer to Lindsey Street providing access to landlocked sites. Additionally, pedestrian through site links will further improve the future permeability of this important precinct.

Sustainability

The proposed development has considered and responded to the sustainability principles. The orientation of the built form on site captures the cool summer north east winds and the strong south west winds. Natural Ventilation and solar amenity both meet the prescribed requirements stipulated in the ADG guidelines.

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The facade elements have been designed to provide deep shading and minimize solar heat gain in the apartments. The planters integrated with the design of the balconies contribute to an overall positive living environment. The design of a majority of apartments allows for cross ventilation, thereby reducing reliance on technology and operation costs.

The use of locally available materials such as sandstone for the facade elements, not only reduces the use of carbon intensive materials, but also reduces the embodied carbon from long distance transportation. The design intent with the use of materials with high thermal mass will potentially reduce peak temperatures and smooth out fluctuations in internal temperatures. Overall, the thermal comfort of residents has been carefully considered during the design process. A significant area of the site has been retained for deep soil which aids with groundwater recharge and vegetation.

Landscape

The proposed landscape has been carefully considered and integrated with the built form to provide great amenity and connections between spaces.

A significant area of the site has been retained for deep soil which aids with groundwater recharge and vegetation. Utilising the streetscape for enhanced tree canopy coverage is essential for combating the urban heat island effect and offsetting the impact of substantial grey infrastructure.

The integration of planters in the design of the ground floor garden walls and fencing soften the edges and provide privacy. They create a welcoming aesthetic for residents and visitors that enhances the streetscape. A generous screen planting is also provided at the rear boundary of Site B to the rear ground floor apartments on Site B to ensure privacy is maintained to the ground floor apartments from adjacent properties.

The Communal Open Space has been carefully considered with a different programmed experience at both the ground plane and the rooftop. Extensive landscaped areas allow for a layered planting scheme which includes tree planting, open turf areas, booth seating and pergola structures allowing for recreation and rest opportunities, supporting proposed indoor communal spaces.

Amenity

The design recognises the importance of providing adequate external and internal amenities for residents that are flexible, meaningful spaces and support interaction, activities, and relationships. The ground plane landscaping celebrates the architectural intent and indigenous natural vegetation while creating meaningful outdoor communal open space, offering outdoor amenity and fostering social interactions between future residents. It also contributes to creating positive living environments and improves the residents overall well being.

The common area amenities carefully consider the experience of arrival with residents entering into a lobby with a two storey void. The transition from outside and experience of entering the building is gradual, yet efficient, with ease of access for all age groups and degrees of mobility.

Each apartment is designed to optimise natural ventilation, access to sunlight and aspect to views. The development achieves the requirements of the ADG guidelines. Visual privacy has been heavily addressed with the incorporation of vertical batten screens, planting and vegetation. The internal layouts of the apartments are efficient with generous spatial arrangements.

Safety

Passive surveillance through self-policing is one of the most effective methods to provide safety and security in residential buildings. Each public or communal space is overlooked by a number of units, ensuring constant surveillance. Sight lines are optimised through the breaking down of the mass, providing glimpses through the gaps of buildings from the street to the rear of the site. Dark and non-visible areas have been avoided in the public realm and appropriate lighting provisioned for each public accessible location.

Housing diversity and social interaction

The current mix of 1, 2 and 3 bedroom units, multi level apartments, through apartments, corner apartments and 0 south facing apartments within the development ensures a wide spread of housing typologies for different residents. The generous and fully DDA compliant/adaptable and silver units are spread across Building A and B to accommodate specialised lifestyle needs of residents as they age.

The communal space and garden space at the rear of the site and rooftops are sensitively designed to foster social interactions between future residents, offering high quality amenity and promoting health and wellbeing. The proposed development supports residents as they

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age by providing suitable and affordable housing options to suit the existing and future social mix.

Aesthetics

The proposed development has been carefully designed as both an urban marker as a gateway site and a transitional massing that descales into the adjacent context whilst also considering the future context. The site has been considered as a much broader precinct to ensure a positive outcome is achievable for the broader area as well as the site itself. Key attributes include:

- A new private road,
- Pedestrian through site links, improving the permeability of the larger urban block
- The widening of Mann Street to create an improved active edge
- A new Northern public plaza

The masonry brick and sandstone podiums have been designed to relate to adjacent scales and future streetscape. Upper podiums and towers are setback and recessive adopting a light weight glass condition further reducing their impact.

6.1.3 Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) has been considered in accordance with the four CPTED principles within the *NSW Police Safer by Design Guidelines* including:

- **Surveillance:** Natural surveillance is provided from the balconies and windows of the proposed 249 apartments. CCTV can be provided in accordance with NSW Police requirements.
- **Access and Control:** Access is directed through the building design including providing perimeter access control through the building line or fencing. Access to mailboxes is located behind the secure line.
- **Territorial Reinforcement:** The design provides clear distinction between private and public areas. The units fronting the new private road have fenced terraces that allow a clear delineation while maintaining surveillance to/from the street.
- **Space Management:** Site A and Site B are likely to operate as distinct developments once constructed. The design is such that the each future owners corporation has clearly defined boundaries for the management of space and will readily be able to maintain the space management systems built into the design.

6.2 Built Form

6.2.1 Accessibility and BCA

An Access Report and Building Code of Australia (BCA) Report has been prepared by Jensen Hughes (**Appendix J and K**) confirming capability of compliance with the relevant performance requirements relating to accessibility and the BCA.

6.3 Environmental Amenity

6.3.1 Visual Privacy

The project site has the following key direct interfaces to consider in relation to visual privacy:

- **South:** The project site adjoins existing commercial premises (car sales yard) to the south. Site A provides for a range of habitable, non-habitable and blank wall conditions to provide visual privacy from the tower for any future residential use in accordance with the building separation requirements of the ADG.
- **West:** The project site adjoins an existing commercial premises to the west. Site B will provide for visual privacy to future residential development through the separation afforded by the new private road.

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It is noted that the project site fronts Mann Street and Dwyer Street to the north and east respectively. The road carriageway width and building setbacks of adjoining development exceed the minimum building separation requirements of the ADG.

6.3.2 Overshadowing

Detailed shadow analysis is provided in the Architectural Plans (**Appendix B**) including mid-winter eye of the sun diagrams (**Figure 30**, **Figure 31** and **Figure 32**). The eye of the sun diagrams demonstrate the adjacent low density residential dwellings on Dwyer Street are not overshadowed as they are located north of the project. The diagrams also demonstrate that the shadows largely fall across B4 Mixed Use zoned land and do not adversely impact the adjoining sites ability to provide for adequate solar access to future residential dwellings.



Figure 30 Eye of the Sun Diagram – 9am Mid-Winter



Figure 31 Eye of the Sun Diagram – 12pm Mid-Winter

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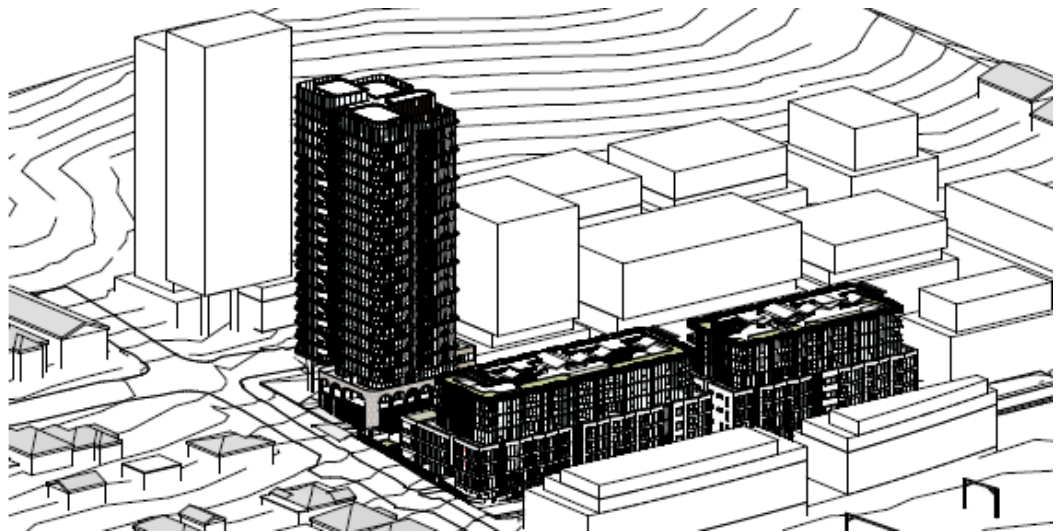


Figure 32 Eye of the Sun Diagram – 3pm Mid-Winter

6.3.3 Vehicle Emissions

An Emissions Report has been prepared by Astute Environmental Consulting (Astute) (**Appendix EE**) addressing Section 2.119(2)(c) of SEPP TI which requires that sensitive uses are located design or include measures to ameliorate potential vehicle emissions impacts arising from the adjacent classified road. Mann Street is an adjacent classified road.

Assessment Methodology

Astute utilised the Roadside air quality screening tool developed by Transport for NSW for the purposes of undertaking the assessment. Peak hour traffic volumes for Mann Street were input into the model as well as background air quality taken from Wyong.

Amenity Criteria and Findings

Table 13 provides a summary of the assessment and demonstrates compliance with the emissions criteria.

Table 13 Predicted Road Increment and Cumulative Concentrations – 5m from Kerb					
Pollutant	Averaging Period	Increment (ug/m ³)	Increment and Background (ug/m ³)	Criterion (ug/m ³)	Compliance
NO _x	1 hour	54.5	227.8	N/A	N/A
	Annual	10.9	19.1	N/A	N/A
NO ₂	1 hour	N/A	132.3	164	Yes
	Annual	5.1	12.7	31	Yes
PM ₁₀	1 hour	3.8	47.5	50	Yes
	Annual	1.5	16.5	25	Yes
PM _{2.5}	1 hour	2.3	18.2	25	Yes
	Annual	0.9	5.8	8	Yes

6.3.4 Pedestrian Wind Environment

CPP Wind Engineering Consultants (CPP) has prepared a Qualitative Wind Assessment for the proposed development (**Appendix L**).

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CPP notes that neither the Gosford City Centre DCP 2018 nor the Central Coast Council DCP 2022 have controls for assessing wind comfort or safety for this location. CPP notes that the Peninsula Centres chapter of the CCC DCP 2022 has the following wind criteria:

'To ensure public safety and comfort the following maximum wind criteria are to be met by new buildings:

- 10 m/s in retail streets
- 13 m/s along major pedestrian streets, parks and public places
- 16 m/s in all other streets'

These controls do not apply to the land, and CPP also notes that they do not include duration of wind events or probability of the time that they occur. The Wind Assessment has adopted the Lawson criteria generally as follows:

- Wind conditions for 'Sitting and Standing' are considered appropriate for areas such as entrances where pedestrians are likely to gather for longer durations.
- Wind conditions comfortable for 'Casual Walking and Business Walking' are more appropriate for footpaths where pedestrians are actively in transit.
- Locations rated as 'Uncomfortable' are generally less suitable for most pedestrian activities and wind control solutions are often sought.

The Wind Impact Assessment has factored in wind direction, local topography, surrounding development and the likely future context.

COMFORT RATING	U _{EQUIV} *	DESCRIPTION
 Dining**	≤2 m/s	Calm / light breezes suitable for outdoor restaurant uses, seating areas, and other amenities based on CPP experience.
 Sitting	>2-4 m/s	Calm or light breezes suitable for long duration seating areas, and other amenities.
 Standing	>4-6 m/s	Gentle breezes suitable for sitting for shorter periods, main entrances and bus stops where pedestrians may linger.
 Pedestrian Walking	>6-8 m/s	Moderate winds appropriate for window shopping and strolling along a downtown street, or park.
 Business Walking	>8-10 m/s	Relatively high speeds that can be tolerated if one's objective is to walk, run, or cycle.
 Uncomfortable	> 10 m/s	Strong winds unacceptable for all pedestrian activities; wind mitigation is typically required.

*U_{Equiv} = Max (U_{Mean}, U_{Gust} / 1.85).

*U_{Equiv} speeds are based on an annual exceedance of 5% (~8 hours / week) assessed over all hours.

** For regular outdoor dining, and in semi-enclosed spaces, it has been the experience of CPP that the comfort rating of Sitting may be windier than desired and a comfort criterion of 4 m/s or less may be more applicable.

Figure 33 Wind Comfort Criteria

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SAFETY RATING	U_{EQUIV}^*	DESCRIPTION
○ Pass	≤ 15 m/s	Meets wind safety criterion.
○ Able-Bodied	$>15-20$ m/s	Acceptable where only able-bodied people would be expected; not acceptable for frail persons or cyclists
○ Fail	>20 m/s	Excessive wind speeds that can adversely affect a pedestrian's balance and footing. Wind mitigation is often required.

* $U_{EQUIV} = \text{Max}(U_{Mean}, U_{Gust} / 1.85)$.

* U_{EQUIV} speeds are based on an annual exceedance of 0.022% (~2 / year or 1 / season) assessed over all hours.

Figure 34 Wind Safety Criteria

Wind Impacts on the Public Domain

The Wind Impact Assessment has considered wind impacts on the public domain (being surrounding footpaths) from winds arising from the east, west north, south and in summary found as follows:

"...wind conditions under the Lawson criterion would be classified as suitable for pedestrian standing increasing to pedestrian walking around the corners of the main tower. These conditions are considered appropriate for the intended transient use of the space. All locations would be expected to pass the Lawson safety criterion, with some locations approaching the criterion level near the tower corners."

The assessment has not identified the Lawson criterion being exceeded.

Wind Impacts within the Development

The Wind Impact Assessment has also examined the wind impact on the following key outdoor areas of the development

- **Pedestrian entrances** were found to be well located, removed from the corners of the building and recessed from the façade line. These are expected to experience calmer wind conditions.
- **Plaza terrace** was found to be exposed to winds from the northern quadrant. The plaza would meet the sitting criteria within the elbow of the plaza at all times (blue area in **Figure 35**). The other area (yellow area) would meet the sitting criteria 80% of the time however is not designed to be a sitting area. No mitigation measures are required for the plaza terrace.

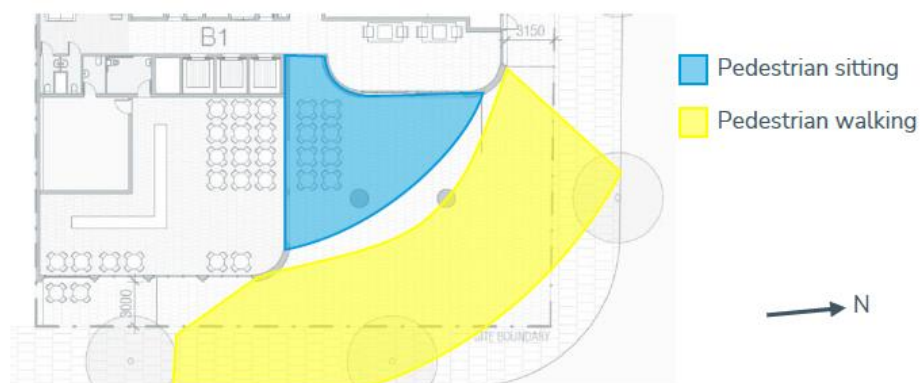


Figure 35 Location of Compliant Sitting Areas

- **Internal Flow** has considered the internal design and relationship of the basements and lifts and is not assessed as giving rise to any internal flow issues.

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- **Rooftop Terrace** on Site A was found to be a good design due to its compact design and protected by screening, the massing of the lift overrun and plant. The rooftop terraces on Site B benefits from the articulated roof structure and perimeter planting and screening.
- **Private Balconies** have been assessed. CPP notes that the majority of balconies are recessed being a good design feature for wind impacts. Corner balconies can experience wind cutting across the space, however the proposed design provides for external screens to allow for residents to control the wind environment.

6.4 Visual impact

The City of Gosford Design Advisory Panel (CoGDAP) requested additional visual analysis to support the proposed northern gateway building strategy proposed.

Curzon and Partners have undertaken a visual analysis which is contained within the Design Report (**Appendix H**).

The assessment is based upon key views to the site from the surrounding locality as detailed in **Figure 36**. It should be noted that the images (**Figures 37 to 41**) do not incorporate other developments that can occur under the planning controls applying to the Gosford City Centre including immediately surrounding properties and those future developments will change the visual context.

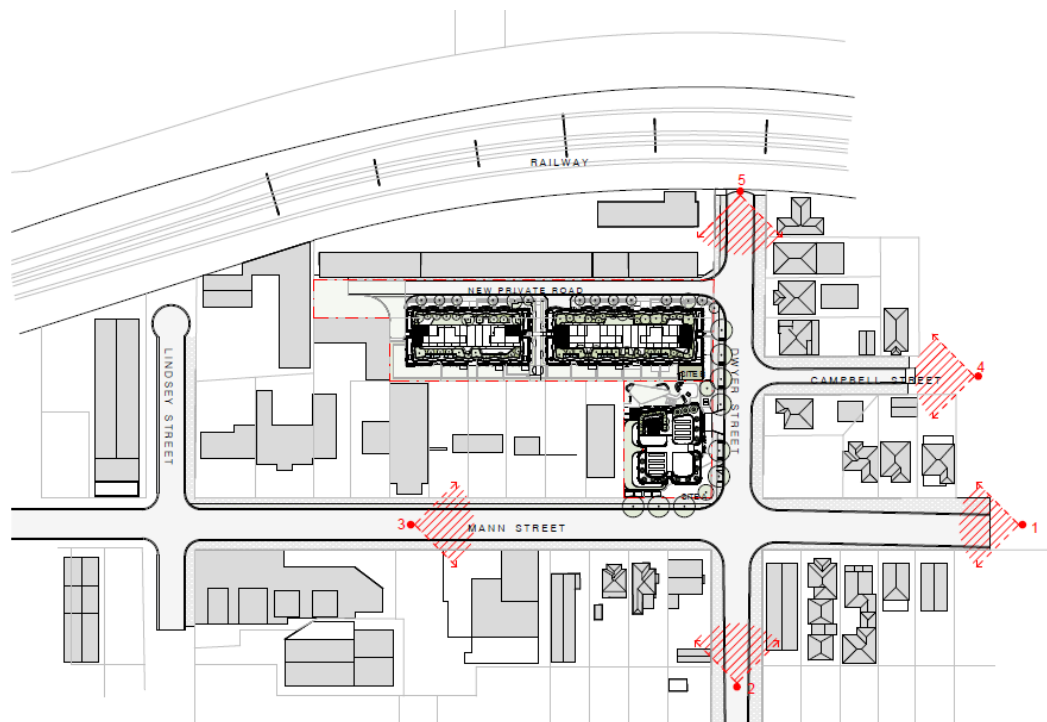


Figure 36 Visual Analysis Locations

View Point 1

View Point 1 (**Figure 37**) is taken from the north of Mann Street looking south. The analysis captures the new high density residential development at the southern end of Gosford City Centre (background left of photograph) and supports the proposition that the project will act as a gateway marker at the northern end of Gosford City Centre. While the project is a transition in scale from development to the north the rising topography and the high-quality presentation of the northern elevation of the building as it orientates to solar access and addresses the corner minimises the visual impact.

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Figure 37 Visual Analysis – View Point 1

View Point 2

View Point 2 (**Figure 38**) is taken from the east on Dwyer Street. The visual analysis indicates that the project would provide a defined northern edge of Gosford City Centre. The buildings on Site B are recessive in nature. The project would partially obscure the ridgeline to the west (which would occur with the 36m building height control applying to the site), however the ridge (high point) remains visible through the Dwyer Street road reserve.



Figure 38 Visual Analysis – View Point 2

View Point 3

View Point 3 (**Figure 39**) is taken from the south on Mann Street. The visual prominence adjacent to the existing commercial sites on Mann Street is considered reasonable in the

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context of the future redevelopment of these sites. View Point 3 also indicates that the tower would also serve as a marker / gateway building when viewed from the south.



Figure 39 Visual Analysis – View Point 3

View Point 4

View Point 4 (**Figure 40**) is taken from the north on Campbell Street. The visual analysis supports the suitability of a transition in scale to Site B which is visible along the alignment of Campbell Street. The tower on Site A will result in some visual impact to the northern lower density residential area. The planning controls for Gosford City Centre envisage a change in the character of the locality. In time, the tower will appear in context with other higher density development. The design provides for glazing to the tower which will soften the visual appearance. The width of the tower form is generally consistent with the 30m width envisaged under the DCP noting that the tower provides for significant articulation recesses beyond the DCP requirements which further assist in breaking up the visual appearance of the tower.



Figure 40 Visual Analysis – View Point 4

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View Point 5

View Point 5 (**Figure 41**) is taken from the west on Dwyer Street. The transition in scale is most evident from this view point. Notwithstanding, the Dwyer Street road reserve provides substantial visual separation and the rise in building height follows the topography of the land noting the existing high density residential development in the background.



Figure 41 Visual Analysis – View Point 5

6.5 Public Space

The project is not adjacent to any public space. The project will upgrade Mann Street and Dwyer Street along the site frontage in accordance with the Central Coast Council Street Design Guidelines.

6.6 Biodiversity, Trees and Landscaping

6.6.1 Biodiversity

As illustrated in **Figure 42** the site comprises mostly cleared land or exotic vegetation with small clusters of urban native or exotic vegetation offering minimal ecological values.

A BDAR Waiver has been prepared by Biosis (**Appendix R**) which concludes that there will be no significant impacts to biodiversity values and a BDAR Waiver can be sought in accordance with Section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act).

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Figure 42 Ecology Mapping

6.6.2 Tree Assessment

Rain Tree Consulting has prepared an Aborigicultural Impact Assessment Report (refer **Appendix N**) and assessed 19 trees including trees on the site, on the site boundary and street trees. **Figure 43** provides a tree location plan.



Figure 43 Tree Location Plan

Exempt Tree Removal

Within the site six trees are identified as trees exempt from requiring development consent as indicated within Central Coast DCP 2022 Part 3 Environment Controls Chapter 3.5 Tree and

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Vegetation Management. These include trees listed in Council's Undesirable Species List, weed species and a dead tree.

Tree Removal

Eleven (11) trees within the site or on the street boundary are located within the development footprint and therefore require removal. These trees have been noted as being in fair to good condition, but retention of these trees would impose an unnecessarily onerous constraint on the redevelopment of the site in line with the strategic objectives for Gosford City Centre.

The impacts of tree removal will be offset by the landscaping of the development with species appropriate for the future built form. Approximately 75 trees are proposed at the ground level representing a tree replacement ration of about 7:1.

Street Tree Removal

There are two street trees along the Mann Street frontage that will be impacted by the public domain works along the streets consistent with the Central Coast Council's 'Street Design Guidelines'. The Guidelines require upgraded footpaths and street tree planting. It is preferable to remove the existing trees to ensure that Council public domain improvements are achieved. Refer to the Landscape Design Report (**Appendix M**) which illustrates the proposed public domain and street tree planting along both Mann and Dwyer Streets.

6.7 Ecologically Sustainable Development

An Ecologically Sustainable Development Report has been prepared by E-LAB Consulting (**Appendix P**).

6.7.1 ESD Principles

The principles of ESD as set out under Section 193 of the *Environmental Planning and Assessment Regulation 2021* are addressed as follows:

- **Precautionary Principle** – There are no significant perceived threats of serious or irreversible environmental damage as a result of the development.
- **Inter-Generational Equity** – The project adequately addresses inter-generational equity through material selection, water management and landscape design strategies.
- **Conservation of Biological Diversity and Ecological Integrity** – Biodiversity and ecological integrity is addressed within the BDAR Waiver request accompanying the EIS (**Appendix R**). The proposal will increase native planting, canopy coverage and promote improved ecological outcomes for the site.
- **Improved Valuation, Pricing and Incentive Mechanisms** – The project will target 90% waste diversion.
- **Water Sensitive Urban Design** – The project will provide for Water Sensitive Urban Design (WSUD) including rainwater tanks to each building and bio-retention basins within the Dwyer Street road design.

6.7.2 Design Performance

The proposed design performance of the project will target the following design performance standards:

- Retail Premises - Section J of the NCC; and
- Residential Apartments – BASIX Certificate.

6.8 Traffic, Transport and Accessibility

Ason Group has prepared a Transport Assessment (**Appendix Q**) which provides an assessment of

- Parking and servicing requirements;

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- Traffic Assessment;
- Green Travel Plan; and
- Construction Pedestrian and Traffic Management.

6.8.1 Access and Servicing

Vehicular access to the proposed development is described in **Section 3.2.6** of the EIS. Separate vehicle access has been proposed for Site A and Site B, both of which are located off Dwyer Street.

Site A – Building 1

Vehicle access for Site A is via a new crossing from Dwyer Street to the basement providing access to the residential and retail car parking and waste storage/collection areas and a dock for service vehicles (e.g. waste collection or deliveries for the commercial tenancy).

The ramp to the basement has a clearance of 3.5m (refer Drawing DA 264 in the Architectural plans at **Appendix B**) which provides sufficient clearance for service vehicles to access the basement consistent with Chapter 2.13 Transport and Parking of Central Coast DCP 2022.

Site B – Building 2 and 3

Vehicle access to Site B is obtained via new private road off Dwyer Street and constructed along the western boundary of the site. One basement access is proposed for Buildings 1 and 2 off the new private road providing access to the residential car parking and waste storage/collection areas.

A clearance of 3.5m is provided to the ramp (refer Drawing DA 265 in the Architectural plans at **Appendix B**) which provides sufficient clearance for service vehicles to access the basement consistent with Chapter 2.13 Transport and Parking of Central Coast DCP 2022.

Ason Group has prepared a Transport Assessment (**Appendix Q**) which has assessed access and basement design as follows:

- The driveways are minimum 6m wide and setback from adjacent intersections, in accordance with AS2890.1:2004.
- The site access ramps, and internal car park ramps are designed in accordance with Australian Standards with maximum 1:6.5 gradients on the access ramps and 1:4 for the internal car only ramps. Maximum 1:20 gradients over 6m are provided measured from the property boundary.
- Each car park is designed as a User Class 1A car park with minimum 2.4m wide and 5.4m long spaces with adjacent 5.8m wide circulation aisles.
- Service vehicle requirements have been assessed against the TfNSW Urban Freight Forecasting Model (UFFM) in the absence of a control in DCP 2018. This nominates a requirement for 2 small (B99 van/utes), 1 medium (small rigid vehicle) and 1 large (medium or heavy rigid vehicle).
- Each building has capacity to accommodate a minimum of one service vehicle with dimensions and manoeuvring area adequate to accommodate all Council rear lift type truck waste trucks up to 10.24m long which meets the requirements of the UFFM.
- There is an operational and travel height of 3.5m to/from the loading areas.
- Other service vehicles will be limited to 8.8m medium rigid vehicles and smaller with small delivery vehicles and vans/ utes also able to make use of kerbside parking, if required.

6.8.2 Parking

The proposed car parking is located in basements (as required by Section 5.2.9 of GCC DCP 2018). The development is designed with two basements, one basement serving Site A (Building 1) and another basement serving Sites A and B (Buildings B2 and B3).

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Car Parking Requirements - DCP

Table 2 in Section 7.4 of GCC DCP 2018 sets out the car parking rates for different development types. Ason Group has reviewed the car parking provision against GCC DCP 2018 and found that the proposal complies with the DCP (**Table 14**). Each building complies with the car parking requirements of the DCP and the overall development therefore complies.

Table 14 Car Parking Requirements					
Land Use	Type	Parking Rate	Yield	Parking Required	Parking Provided
Site A (Building 1)					
Commercial/ retail		1 space per 40m ²	375m ²	10	10
Residential	1-bed	1	38	38	156
	2-bed	1.2	62	74	
	3-bed	1.5	14	21	
	Visitor	1 per 5 dwellings	114	23	
Sub-Total				Sub-Total	166
	Accessible	No less than 10%			17
Site B (Building 2)					
Residential	1-bed	1	20	20	101
	2-bed	1.2	45	54	
	3-bed	1.5	8	12	
	Visitor	1 per 5 dwellings	73	15	
				Sub-Total	101
	Accessible	No less than 10%			10
Site B (Building 3)					
Residential	1-bed	1	23	23	86
	2-bed	1.2	30	36	
	3-bed	1.5	9	14	
	Visitor	1 per 5 dwellings	62	12	
				Sub-Total	86
	Accessible	No less than 10%			9
Total				352 spaces	353 spaces

Car Parking Requirements - ADG

The Apartment Design Guide (Objective 3J-1) refers to the *Guide to Traffic Generating Development* for minimum car parking rates. The *Guide to Traffic Generating Development* has been replaced by the *Guide to Transport Impact Assessment* (GTIA) dated 4 November

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2024 and applies to the DA. The GTIA contains car parking rates for high density residential development and the rates vary according to different categories (based on locational factors). The site is located within Category 3 based on the GTIA car parking categorisation map.

Table 15 compares the car parking rates between the GTIA and GCC DCP 2018 which demonstrates a high degree of similarity in the car parking rates. The only difference is the rate for 2 bedroom dwellings where the DCP has a slightly lower car parking rate.

Table 15 Comparison of Residential Car Parking rates (ADG/GTIA vs GCC DCP 2018)		
Land Use	Apartment Design Guide / GTIA based on Category 3 locations	Gosford City Centre DCP 2018
Residential		
Studio / 1 Bedroom	1.0	1
2 Bedroom	1.3	1.2
3 Bedroom	1.5	1.5
Visitor	0.2/dwelling	0.2/dwelling

Adopted Parking Rate

Section 149 of SEPP Housing provides that the ADG prevails over a DCP for certain requirements. Car parking is not one of the requirements where the ADG prevails. The GCC DCP 2018 rates have therefore been applied which are controls that have been specifically developed for the North Gosford Precinct.

Car Parking Requirements – SEPP RH

Section 5.47 of SEPP PR states that development consent must not be granted unless at least 1 car parking space is provided for every 40 square metres of the gross floor area of the building that is proposed to be used for the purposes of retail premises. The proposed retail premises is provided with car parking at a rate of 1 car parking space for every 37.5 square metres, complying with Section 5.47 of SEPP PR.

Other Parking

The project provides compliant motorcycle parking (18 spaces) and bicycle parking (107 spaces) in accordance with GCC DCP 2018

6.8.3 Traffic Impacts

Traffic Generation / Distribution

Ason Group has reviewed the traffic generation rates from a combination of TfNSW *Guide to Traffic Generating Developments* and Technical Direction TDT 2013/ 04 for high density residential flat building including those close to public transport and exceeding 6 storeys in height. This sets an average morning and evening peak hour trip generation of 0.19 and 0.15 trips per dwelling.

However, because the site is a 900m walk from the Gosford Interchange (i.e. train and station) Ason Group has used a conservatively higher 0.3 trips/dwelling for assessment purposes generating approximately 80 trips in any peak hour. An 80:20 split has been applied for arrivals and departures for the AM period and the reverse for the PM period which is typical for residential land uses. The same split applied to the commercial tenancy.

Ason Group has noted that 81 vehicle trips in any peak hour is moderate volumes and not expected to materially affect the overall operation of intersections. However, as part of a robust and conservative traffic-based assessment, post development traffic modelling has been completed to understand the impacts associated with the proposed development. The assessment examines:

- Year of opening (2026) base case.

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- Year of opening (2026) with development.
- 10-year horizon (2036) base case.
- 10-year horizon (2036) with development

The post development assumes a 1.5% annual growth rate as development in the North Gosford precinct progresses.

Traffic surveys were completed in mid-May 2024 and August 2024 to understand existing traffic flows on the surrounding road network.

Surrounding intersections have been modelled for their performance using SIDRA modelling and examines degree of saturation (DOS), average delay (AVD) and level of service (LOS).

The **base case** SIDRA results have noted that intersections are generally operating at satisfactory levels during the acceptable SSDA traffic modelling peak hour time frames (8:15am and 9:15am and 4:30pm and 5:30pm on weekdays).

The key assessment results for the base case (existing intersection operation) are:

- *While the 'worst' right turn movements at the Mann Street/ Dwyer Street and Mann Street/ Lindsey Street intersections are at [Level of Service] LOS E/F, there is nominal queuing and generally acceptable delays for vehicles exiting the minor side roads to access the regional through road (Mann Street).*
- *The Mann Street/ Henry Parry Drive roundabout also experiences some delay and queuing during peak periods, operating at high degrees of saturation. This is attributable to the relatively high volumes on Henry Parry Drive and vehicles associated with Gosford Private Hospital. Queuing and delay is generally manageable with some queues forming on Henry Parry Drive and Dwyer Street east (associated with Gosford Private Hospital traffic) during both peak periods.*
- *The Racecourse Road/ Mann Street/ Etna Street signalised intersection generally operates at an overall LOS C during both peak periods with some spare capacity on each approach. Such a level of service is generally acceptable in such locations with any delay typically short-term and limited to the peak period.*

Ason Group has also examined the wider precinct for North Gosford to understand the impacts on intersections in the wider precinct and how the development fits with the planned future growth of the precinct. This has been assessed for the 10 year horizon with background growth (with and without the development).

The 10-Year Horizon Base (without development) SIDRA results indicate that background traffic growth is expected to impact the operation of surrounding intersections resulting in high average delays and degree of saturation. The traffic growth resulting from the planned development of the wider precinct would likely trigger the need for intersection upgrades.

Ason Group has noted that Gosford City Centre planning has nominated intersection upgrades, including Mann Street at Henry Parry Drive and Dwyer Street. The Housing and Productivity Contribution (HPC) applies to the Central Coast region and would have the effect of capturing infrastructure contributions that could be applied to a classified road (Mann Street).

As the project provides for only a minor increase above the planned density, further consideration beyond the existing infrastructure framework already established for Gosford City Centre is not considered warranted.

6.8.4 Green Travel Plan

Ason Group has prepared an overview of a Green Travel Plan which is included in the Transport Assessment at **Appendix Q**. The overview provides potential measures and initiatives that could be implemented to encourage more sustainable travel modes, including:

6 Assessment

- Active travel including initiatives to encourage residents to use bikes
- Promoting car pooling
- Increasing knowledge of public transport via a travel access guide for residents
- Ongoing engagement with Transport for NSW and Council to ensure the resident population is captured in future train or bus planning including pedestrian connections to those services.

The types of measures that could be implemented as part of a final Green Travel Plan will be developed when the building is closer to being completed, to ensure up to date information is included within the Green Travel Plan.

A mitigation measure has been included to require the preparation of a final Green Travel Plan prior to occupation of the building based on initiatives outlined in the Transport Assessment report.

6.8.5 Street Design

Half-road reconstruction to the site boundary and frontage to Mann Street and Dwyer Street is proposed in accordance with the *Central Coast Council Street Design Guideline* (May, 2024) in accordance with the following road typologies:

- Dwyer Street – Local Street (Section B.2.1.3 of the Guideline)
- Mann Street – Collector Street (Section B.2.1.4 of the Guideline)

Figure 44 and **Figure 45** provide an excerpt of the Civil Engineering Plans (**Appendix V**) which provide a typical section of Mann Street and Dwyer Street.

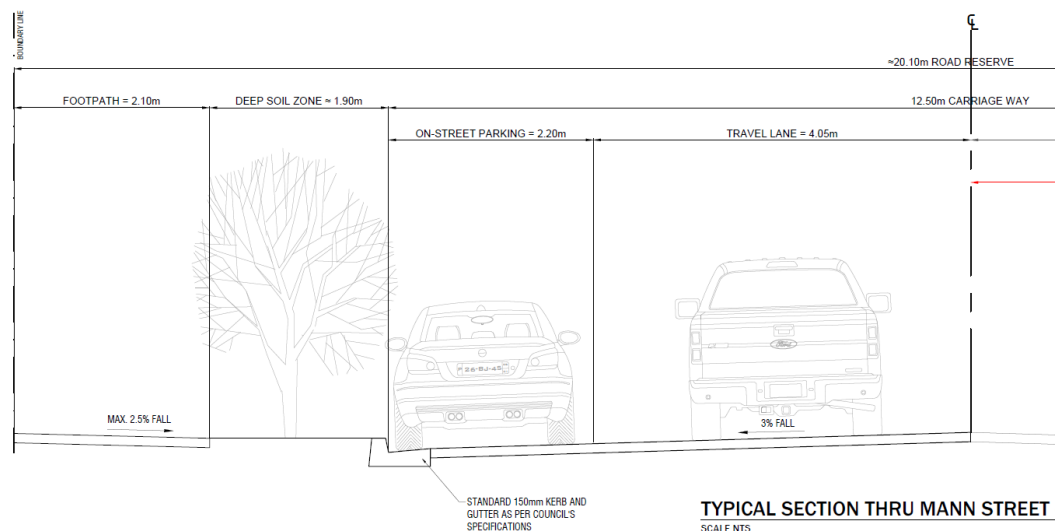


Figure 44 Mann Street – Collector Street

6 Assessment

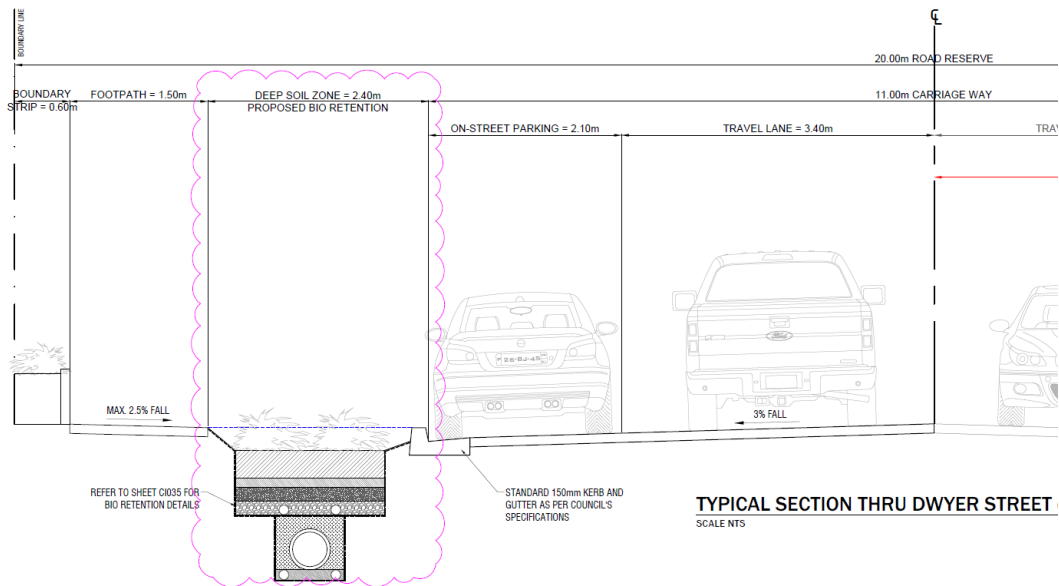


Figure 45 Dwyer Street – Local Street

6.8.6 Construction Pedestrian and Traffic Management Plan

Ason Group has prepared an overview of a Construction Pedestrian and Traffic Management Plan (CPTMP) which is included in the Transport Assessment at **Appendix Q**.

- truck routes to/ from the site
- anticipated truck volumes during construction stages
- construction site access arrangements
- works zone details
- pedestrian and cyclist access
- worker parking (if any)
- traffic control measures
- overview of CPTMP requirements

Ason Group has assumed a two year construction time period.

Site access and loading

Site access would be from Dwyer Street either on site or within approved on-street work zones. Traffic Guidance Schemes will need to be prepared in accordance with the principles of the *Traffic Control at Work Sites Manual (TfNSW, 2020)*. These will detail where construction signs will be located at specific locations along the approved truck routes and at the site accesses to warn other road users of construction vehicle activity. This will also include the need for traffic controllers may be required to oversee the movement of construction vehicles when entering and exiting the construction site.

Construction worker parking

Management measures for construction working parking will need to be developed as part of a final CPTMP. This will need to consider worker numbers on site during the different construction stages. The area of the site does not lend itself to much on-site worker parking and the final CPTMP will need to incorporate measures to encourage use of public transport or car pooling and arrangements for equipment/tool storage and drop-off requirements.

6 Assessment

Heavy vehicle generation and access routes

Construction traffic will generally incorporate 12.5m heavy rigid vehicles, 18.1m truck and dog combinations and 19m articulated vehicles for all construction stages. This includes for the removal of spoil and transportation of material, delivery of structural beams and on concrete pour days.

Generally up to 20-25 trucks are anticipated each day (average of 3 to 4 trucks per hour) however, for certain works such as concrete pours up to 40 trucks per day could occur. Construction vehicle movements will be minimised during peak hours, where possible, to minimise impacts.

Ason Group has identified the heavy vehicle route which is confined to the arterial road network where feasible, but will depend on factors such as original and destination of materials. The heavy vehicle route would use key state and regional roads such as Mann Street, Racecourse Road, Central Coast Highway and Pacific Highway.

Pedestrian and Cyclist Management

Ason Group has noted that A-Class and B-Class hoarding would be required around the site to maintain safe pedestrian and cyclist movement adjacent to the site. Generally, construction vehicle movements will be minimised during peak hours to minimise impacts.

6.9 Noise and Vibration

6.9.1 Noise Monitoring

A Noise and Vibration Impact Assessment (NVIA) has been prepared by Renzo Tonin & Associates (**Appendix S**).

Two long-term noise monitoring locations were established within the site as shown in **Figure 46** and measurements taken from 14 May 2024 to 23 May 2024. The adjoining properties were given 'residential' receiver status due to their existing and future potential characterisation.



Figure 46 Noise Monitoring Locations

6 Assessment

Table 16 summarises the findings of the noise monitoring to establish background and ambient noise levels for the noise emission assessment.

Table 16 Measured Site Background (L _{A90}) and Ambient (L _{Aeq}) Noise Levels dB(A)				
Location	Descriptor	Day	Evening	Night
L1	L _{A90}	56	44	31
L1	L _{Aeq}	65	63	59
L2	L _{A90}	49	44	35
L2	L _{Aeq}	57	52	50

Table 17 summarises the findings of the traffic and rail noise levels for the noise intrusion assessment.

Table 17 Road and Rail Noise		
Location	Day	Night
East Boundary (9m from edge of moving traffic on Mann Street)	68	63
West Boundary (50m from Rail Line)	67	61

6.9.2 Operational Noise and Vibration

Noise Intrusion Assessment Criteria

The key noise intrusion assessment criteria applicable to the development is as follows:

- SEPP TI – Section 2.120(2) – Impacts of road noise or vibration on non-road development
Development Near Rail Corridors and Busy Roads – Interim Guideline (2008)
- SEPP TI – Section 2.120(3) – Impacts of road noise or vibration on non-road development
The following LAeq levels are not exceeded:
 - In any bedroom in the residential accommodation – 35 dB(A) at any time between 10pm and 7am,
 - Anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway) – 40 dB(A) at any time,
- SEPP TI – Section 2.100 – Impacts of rail noise or vibration on non-rail development
Section 2.100 mirrors the Section 2.120 criteria.

Noise Intrusion Assessment

The noise intrusion assessment has modelled the project to determine the construction requirements to achieve minimum internal noise levels.

Glazing

Glazing will be required to have an acoustic rating of between 32 and 35 Rw (6.38mm to 10.38mm laminated glass with perimeter seals) with the higher rating required on the eastern façade of Building B1 facing Mann Street and the western facades of Buildings B2 and B3 facing the rail line.

6 Assessment

Roof

Roofing will be concrete and have an acoustic rating of R_w 50+ (150mm thick concrete).

External Walls

The external wall assembly will be required to have an acoustic rating of R_w 50 to the east façade of Building B1 and west façade of Buildings B2 and B3. Remaining facades are required to have an acoustic rating of R_w 47.

Ventilation

The project will require the use of mechanical ventilation to achieve internal noise criteria. All residential apartments are provided with mechanical ventilation.

The project will meet the noise intrusion assessment criteria subject to glazing, roofing and external wall minimum acoustic rating construction requirements which are included as a mitigation measure (**Appendix E**).

Noise Emission Assessment Criteria

The key noise emission assessment criteria are as follows:

- NSW EPA Noise Policy for Industry 2017 (NPfI) – Noise emissions from vehicles on site and mechanical plant and equipment.
- NSW EPA Road Noise Policy – Noise emissions from additional traffic on the public road.

Noise Emission Assessment

On-Site Noise Emissions

The noise emission assessment has established criteria to be met in accordance with the above policies having regard to the project site's location in a zone transition (i.e. there is different criteria for urban and suburban settings).

Table 18 and **Table 19** provides a summary of the noise criteria to be met for sources of operational noise emission from the project.

Table 18 Summary of Noise Emission Criteria

Receiver Location	Descriptor	Day	Evening	Night
R1, R5, R6, R7	Intrusive Trigger, Background + 5Db(a) L_{Aeq} (15min)	61	49	36
	Project Amenity trigger level L_{Aeq} (15min)	58	51	47
	Project Noise trigger level L_{Aeq} (15min)	58	49	36
R2, R3 and rear of R5, R6	Intrusive Trigger, Background + 5Db(a) L_{Aeq} (15min)	49	44	40
	Project Amenity trigger level L_{Aeq} (15min)	53	43	38
	Project Noise trigger level L_{Aeq} (15min)	49	44	38

Table 19 Summary of Sleep Disturbance Criteria

Location	$L_{A1,1min}$ (or L_{Amax}) = $L_{A90(15min)} + 15$ dB(A) or 52dB(A) whichever is greater	$L_{Aeq, 15min}$ = $L_{A90(15min)} + 5$ dB(A) or 40dB(A) whichever is greater
R1, R5, R6, R7	52 (31 + 15 = 46)	40 (31 + 5 = 36)
R2, R3 and rear of R5, R6	52 (35 + 15 = 50)	40 (35 + 5 = 40)

6 Assessment

The NVIA has set the noise emission and sleep disturbance criteria. The NVIA provides some preliminary design guidance for the design of mechanical plant to achieve the above criteria. The project has suitably established the noise emission criteria which is enforceable via a mitigation measure (**Appendix E**) requiring certification of compliance with the above criteria at the detailed design and Construction Certificate stage.

Public Road Emissions

The NVIA includes an assessment of road traffic noise and determines that the project would not result in an increase of more than 2dB as required by the NSW EPA *Road Noise Policy*.

Vibration Intrusion Assessment

The NVIA indicates the project is >47m from the rail corridor and accordingly an operational vibration intrusion assessment is not required.

Internal Noise Transmission

Internal noise transmission between residential apartments is adequately controlled by the National Construction Code (NCC) which will apply to the project.

6.9.3 Construction Noise and Vibration

Noise

The NVIA includes an assessment of construction noise against the EPA Interim Construction Noise Guideline (ICNG) including establishing Noise Management Levels.

The NVIA recommends general noise management measures which are incorporated as a mitigation measure (**Appendix E**).

Vibration

The NVIA includes an assessment of construction vibration and a detailed construction vibration management plan is recommended as a mitigation measure (**Appendix E**).

6.10 Ground and Water Conditions

6.10.1 Geotechnical Assessment

Douglas Partners (DP) has prepared a Report on Geotechnical Investigation for the site (**Appendix T**).

The Geotechnical Investigation relates to an area larger than the subject site and includes the subject site (referred to as Site B) and 4 parcels of land on the eastern side of Mann Street which are not part of the SSDA site (referred to as Site A). These site references are not to be confused with Site A and Site B for the subject site. The Geotechnical Assessment relates to Lots 4 and 5 DP 15954, Lot 2A DP 407164; and Lot 31 DP 553523 being all of the land to which the DA relates.

Figure 47 details the borehole locations for the purpose of the geotechnical assessment.

6 Assessment



Figure 47 Borehole Locations

6.10.2 Surface and Groundwater Impact Assessment

Table 20 provides a summary of the groundwater observations.

Table 20 Groundwater Observations

Well Location	Ground Surface Level (AHD)	Depth to Groundwater (m BGL)	Elevation of Groundwater Table (AHD)
Bore B1	17.19	5.51	11.68

6 Assessment

Table 20 Groundwater Observations

Well Location	Ground Surface Level (AHD)	Depth to Groundwater (m BGL)	Elevation of Groundwater Table (AHD)
Bore B3	22.77	Dry	Dry
Bore B5	15.31	3.36	11.95

The project will include a tanked basement design and accordingly DP has assessed that the project will have negligible impacts to surface and groundwater and there would be no discharge considerations that need to be met for the operation of the buildings.

Short term seepage flows will be required to be considered for the construction phase of the basement at the Construction Certificate stage. This requirement, and the requirement for a tanked basement is included as a mitigation measure (**Appendix E**).

6.11 Stormwater Design and Flooding

6.11.1 Stormwater Drainage

Drainage Design

The proposed stormwater design is detailed in the Civil Engineering Plans (**Appendix V**) and the design is explained in the Civil Engineering Report (**Appendix U**) prepared by Smart Structures Australia. The Civil Engineering Report details compliance with Central Coast DCP 2022 and Central Coast Council's *Civil Work Specification Design Guideline 2020* and relevant standards.

The site drains towards the west and southwestern corner. There is an existing stormwater pipe in the southwest corner that passes through 31 Dwyer Street (as shown on the site survey).

The general arrangement of the proposed stormwater design prepared by Smart Structures Australia is illustrated in **Figure 48**. The stormwater infrastructure collects water from all roofs and hard surfaces and directs the water to rainwater tanks. Three rainwater tanks are located below ground with one being located under the driveway of Building B1 (Site A) and a further two located west of the basement for Buildings B2 and B3. Part of the water in the rainwater tanks will be used for irrigation. Separately, the collected surface and roof water will be treated via the proposed on-site detention (OSD) tank proposed under the private road. The OSD tank will treat water before being discharged.

The proposed on-site drainage network will cater for minor storm events. The road network (including the new private road) will cater for major storm events.

6 Assessment

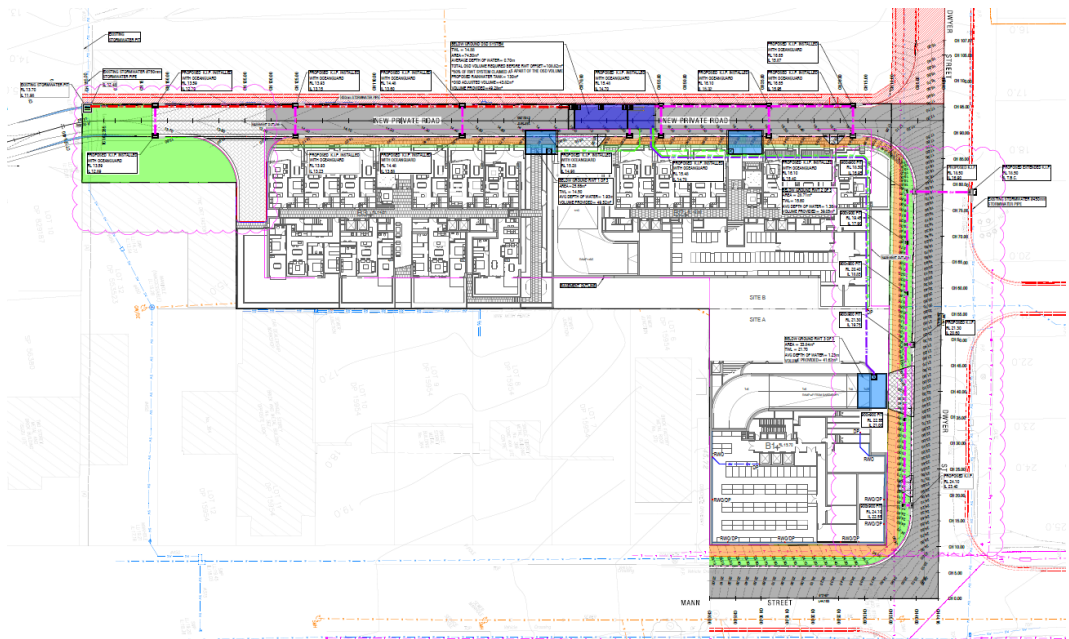


Figure 48 Proposed Stormwater Design

Water Quantity

The management of water flows has been designed in accordance with Council's *Civil Work Specification Design Guideline 2020* and DRAINS software has been used to model the proposed stormwater design and catchments. A 90% impervious area has been applied as per the *Civil Work Specification Design Guideline 2020*.

The proposed OSD system has been designed to attenuate the discharge flows from proposed (impervious and pervious areas), roads and driveways to the pre-development flows for the 5% Annual Exceedance Probability (AEP) and 1% AEP storm events as summarised in **Table 21**.

Table 21 Pre and Post Developed Peak Flow with OSD

	5% AEP	1% AEP
Pre-Developed Peak Flow (m ³ /s)	0.243	0.384
Post-Developed Peak Flow (m ³ /s)	0.239	0.332

Water Quality

The water quality targets are set out in section 3.1.11.3 of Central Coast DCP 2022. The targets are:

- 80% reduction in solids
- 45% reduction in nutrients (total phosphorous and total nitrogen)

To meet these targets, Smart Structure Australia proposes a filtration system to removal pollutants including Ocean Guard Baskets, rainwater tanks and a storm filters. MUSIC modelling has been carried out to test the effectiveness of the treatment devices and the DCP targets have been found to exceed the DCP targets.

Construction

Water quality considerations during construction have been incorporated into the sediment and erosion control plan (**Figure 49**) including holding tanks with filtration units for water collected on site and sediment and silt fencing.

6 Assessment

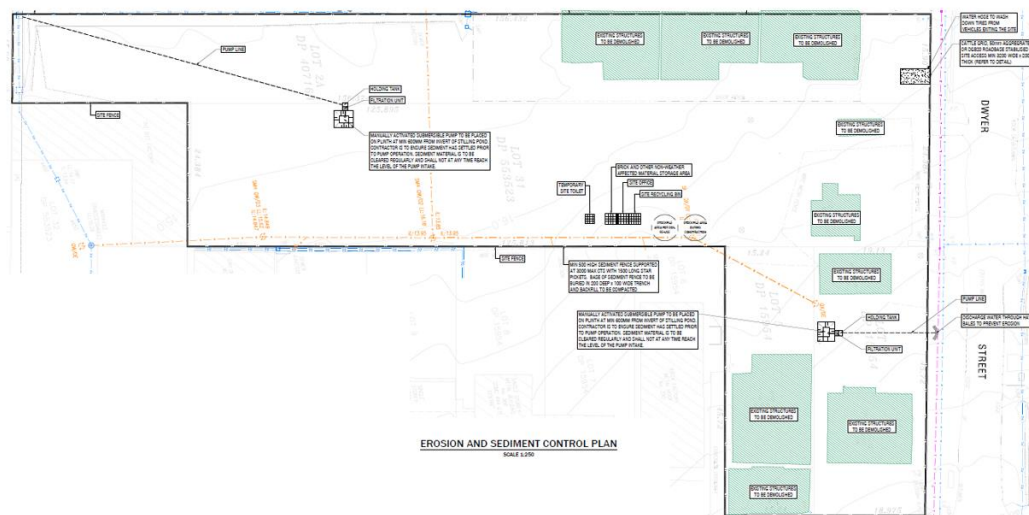


Figure 49 Sediment and Erosion Control Plan

6.11.2 Flooding

Smart Structures Australia has prepared a Flood Risk Management Report for the proposed development (**Appendix W**).

Parts of the site are affected by floodwater during a 100-year ARI storm event as identified in *Gosford CBD Overland West Flood Study*. The flooding relates to overland flow.

Smart Structures Australia has obtained flood certificates from Council for each of the four lots comprising the site. The flood certificates have identified that No. 35 and 37 Dwyer Street are the lots identified as being affected by floodwater the certificates set the flood planning levels (FPL) for each habitable and non-habitable floors for those sites for the 1% AEP and the Probable Maximum Flood (PMF).

The Flood Risk Management Report confirms that the proposed floor levels for all buildings are set above the FPL for the 1% AEP and PMF events. The Flood Risk Management Report has also considered basement entrances. The basement to Building B1 (Site A) is unaffected by the 1% AEP. The basement to Building B2/B3 (Site B) will be unaffected in the post-development scenario due to the sizeable below-ground stormwater drainage network and OSD in the new private road resulting in minimal flows southward. The DRAINS model indicates a maximum of 60mm at the Site B basement entrance which is minimal and is classified as unaffected.

The Flood Risk Management Report has also considered the overland flow path and the effect of the proposed development on other properties. Smart Structures Australia notes that the proposed private road will convey the flood water through the site and ensures that the proposed development does not reduce flood storage capacity or alter flow, velocity, or flood levels on adjacent properties during a 1% AEP flood event mitigating the potential flooding issues.

The Flood Risk Management Plan has identified that the proposed building will need meet certain construction standards including:

- Those parts of the building below the maximum FPL + 500mm freeboard (i.e. RL 18.56m AHD) are to be constructed of flood compatible materials a list of which is included in Appendix D to the Flood Risk Management Report.
- All new electrical equipment such as heating, ventilation, and air conditioning (HVAC) systems and the associated components must be waterproof and/or installed above maximum FPL (1% AEP flood level + 0.5m freeboard) at RL 18.56m AHD.

6 Assessment

In terms of constructions standards for PMF events, Smart Structures Australia has recommended the following requirement:

- A structural engineer must assess the structural soundness of the building to ensure that the structure will be adequate when the building structure is subject to the PMF flood event. The structure must be assessed against hydrostatic and hydrodynamic forces, buoyancy and debris impact up to and including the maximum PMF level which is RL 22.12 m AHD.

These construction requirements are included in the mitigation measures at **Appendix E**

6.12 Hazards And Risk

6.12.1 Hazardous Materials Statement

A Hazardous Materials Survey has been prepared by Trinitas Group (**Appendix X**). The survey identifies existing buildings containing hazardous materials as detailed in **Table 22**.

Building	High Risk Asbestos Items	Medium Risk Asbestos Items	Low Risk Asbestos Items	Lead in Paint	Lead in Dust	SMF	PCB	ODS
372 Mann St Factory Unit	0	0	4	0	0	0	1	0
374 Mann St House	0	0	8	1	1	1	1	0
374 Mann St Garage	0	0	1	0	0	0	0	0
37 Dwyer St House	0	0	1	0	0	0	0	0
Total	0	0	14	1	1	1	2	0

The structures identified as containing hazardous materials are proposed to be demolished as part of the project.

6.13 Contamination and Remediation

Douglas Partners (DP) has prepared a detailed site investigation (DSI) in relation to contamination (**Appendix Y**).

DP prepared a preliminary site investigation for a larger area including the subject site (referred to as Site B) and 4 parcels of land on the eastern side of Mann Street which are not part of the SSDA site (referred to as Site A). These site references are repeated in the DSI (for chain of reporting purposes) and are not to be confused with Site A and Site B for the subject site.

The DSI relates to Lots 4 and 5 DP 15954, Lot 2A DP 407164; and Lot 31 DP 553523 being all of the land to which the DA relates.

The DSI reviewed the PSI and site history information, included a site walkover and intrusive investigation including soil and groundwater sampling and testing. Boreholes were positioned to provide systematic coverage of the site, and to target potential areas of environmental concern.

DP's search of the NSW Environmental Protection Authority (EPA) and Council records did not identify any significant findings relating to contamination of the site.

6 Assessment

DP's approach to contamination assessment is consistent with that outlined in the *Managing Land Contamination: Planning Guidelines SEPP 55 – Remediation of Land* as well as other relevant guidelines (referenced in the DSI).

The main findings of DP's assessment are as follows:

- The three potential asbestos containing material (PACM) fragments were collected from the ground surface on Lot 2A and laboratory testing confirmed they contain asbestos.
- DP found that concentrations of all contaminants in soil were below the adopted site assessment criteria (SAC) for human and environmental receptors, with the exception of concentrations of copper and total recoverable hydrocarbons (TRH F3) in Bore B10 which exceeded the adopted ecological criteria. However, DP considered that because the exceedance is in a location where excavation works are proposed (and therefore exported from site), the ecological criteria was not considered to be relevant.
- Concentrations of contaminants in groundwater were found to be below the SAC except for copper, nickel and zinc. Based on DP's experience in the area, the concentrations of metals in groundwater are likely to be attributed to the background concentrations associated with the mineralogy of the clay, fractured rock and local urban runoff, and therefore the exceedances are not considered to warrant further investigation.

DP considers that the site can be made suitable for the proposed development subject to the following recommendations

- **Existing structures:** *A pre-demolition hazardous building materials survey in accordance with SafeWork NSW requirements is recommended to be conducted by an appropriately qualified occupational hygienist prior to the demolition of the existing structures. All demolition work should be conducted by a licenced demolition contractor and a clearance certificate provided by an occupational hygienist for the ground surface post demolition;*
- **Remediation and validation of asbestos impacts:** *Given a basement level is proposed, it is anticipated that asbestos-impacted fill at the site will be disposed offsite (i.e. remediation) in accordance with an assigned waste classification. Prior to commencement of bulk excavation works, the asbestos-impacted areas should be validated. Based on this presumption, no further investigation is required from a site contamination perspective, however, should areas of accessible soil remain, a detailed asbestos investigation will be required; and*
- **Preparation and implementation of an unexpected finds protocol:** *To establish a strategy / management procedure to be followed during construction works, should unexpected finds of potential contamination be encountered.*

The above recommendations have been incorporated into the mitigation measures contained in **Appendix E**.

6.14 Waste Management

6.14.1 Construction Waste Management

A Waste Management Plan has been prepared by Dickens Solutions (**Appendix FF**) which includes demolition and construction waste volume estimates and details anticipated re-use, recycle and disposal volumes.

6.14.2 Operational Waste Management

The Waste Management Plan also includes an assessment of operational waste management provisions.

Operational waste management is described in **Section 3.2.13** of this EIS.

6 Assessment

Residential

The on-site waste storage provided complies with the waste volumes specified in Section 6.6 of GCC DCP 2018 as detailed in **Table 23**.

Table 23 Residential Waste and Recycling Generation Rates							
Service Type	Units	Bin Space Per Unit (L)	Total Space Required (L)	Bin Size (L)	Services per Week	Bins Required	Bins Provided
Waste	249	140	34,860	1,100	1	31.91	32
Recycling	249	120	29,880	1,100	1	27.17	28
Fogo	249	N/A	N/A	240	1	10.00	10

The proposed residential servicing arrangements are summarised in **Table 24**.

Table 24 Waste Servicing Frequency		
Waste	Recycling	Fogo
32 x 1,100 L bins One (1) Service per Week	28 x 1,100 L bins One (1) Service per Week	10 x 240L bins One (1) Service per Fortnight

Commercial

The project provides for a suitably sized commercial waste room with specific waste storage volumes and collection frequencies subject to agreement with a private contractor.

6.15 Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage and Assessment Report has been prepared by McCardle Cultural Heritage (**Appendix Z**).

The ACHAR was prepared in accordance with the relevant guidelines including Heritage NSW's *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (DECCW 2010), the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (OEH 2011), the *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW 2010b).

A summary of the engagement carried out as part of the ACHAR is provided in **Section 5.3** of this EIS. While a number of RAPs registered, no response was received to any consultation undertaken as part of the ACHAR assessment process.

The ACHAR concludes that the project site is highly disturbed and no archaeological or PAD sites have been identified. The ACHAR includes there is nil impact from the project in relation to Aboriginal Heritage and an Aboriginal Heritage Impact Permit (AHIP) is not required.

The ACHAR includes recommendations for unexpected finds protocols during construction which are included as mitigation measures (**Appendix E**).

6.16 Environmental Heritage

The project site is not identified as a local or state heritage item or conservation area. The project site is in proximity to the Gosford Showground and Gosford High School which are heritage items of local significance listed under various environmental planning instruments (**Figure 50**).

6 Assessment

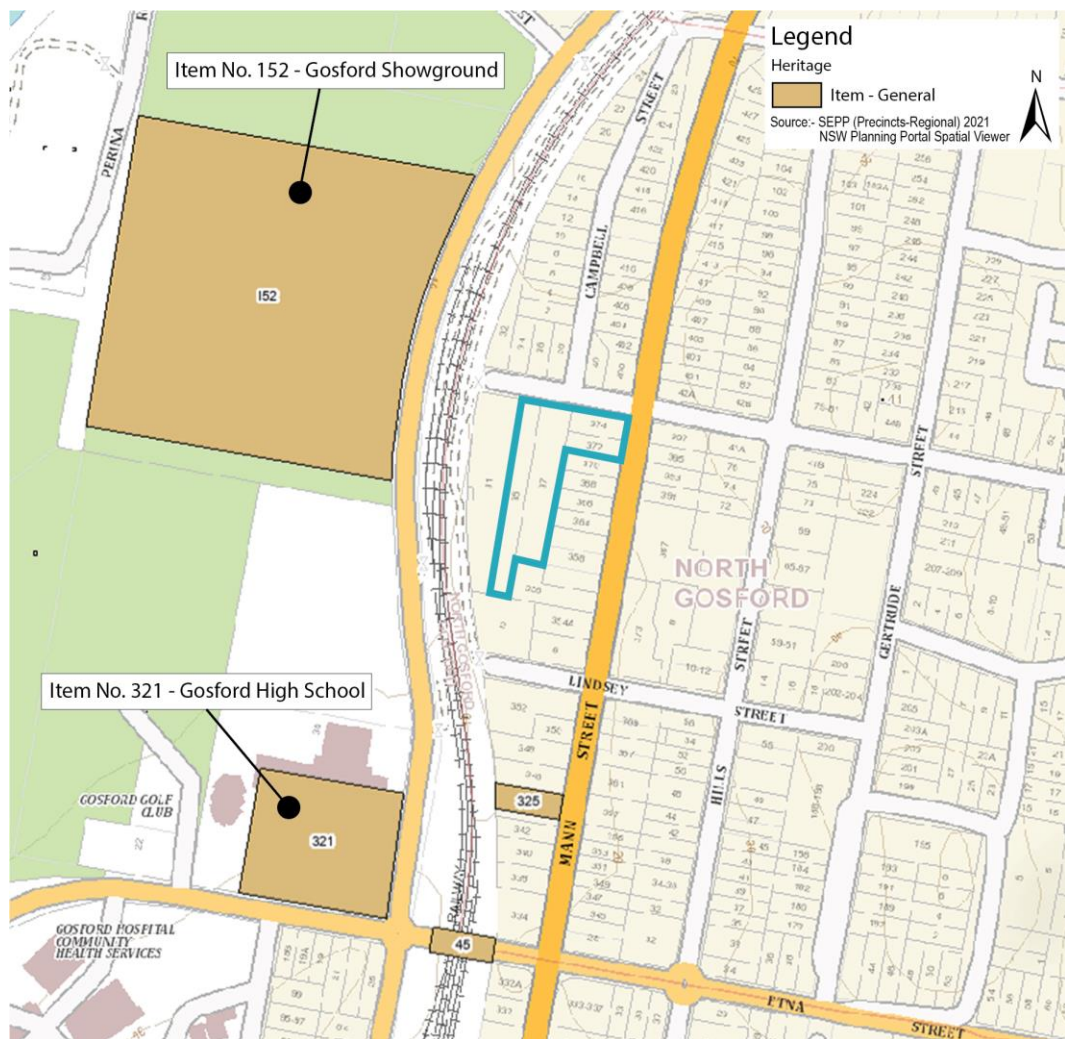


Figure 50 Proximity to Heritage Items

Gosford Showground

The Gosford Showground is listed as an item of local significance in the LEP (Item No. 152).

The NSW State Heritage Inventory provides the following statement of significance for the Gosford Showground:

The Showground embodies the early pastoral, agricultural and horticultural activities of the region with the Association adapting to contemporary change and supporting more than 40 groups in their interests. The Dwyer Pavilion, the simple amenities, grandstand and Committee room are emblematic of the site and historic uses and enjoy a semi-rural setting which complements the history and contemporary character of Gosford.

The NSW State Heritage Inventory provides the following physical description:

The site, bounded by the Narara Creek, Showground Road with the railway line to the rear and Glennie Street is used for up to forty community groups including trots, horse shows, dogs, and speedway use. Several buildings of different ages. The Showground is bounded by the Narara Creek, Showground Rd, with the railway line behind, and Glennie St. The land has a pleasant aspect, gently sloping to the west towards the heavily wooded Narara Creek line. It has some magnificent (<30m) Blackbutt trees which are protected, for winter feed for the fruit bat; and two apple gums.

The site includes a range of structures of varying ages. The Dwyer Pavilion from 1953 is a large cream brick structure with a corrugated iron/steel gabled roof and additions from c.1970 on the north-western side.

The project site is approximately 160m in an east or south-east direction from Gosford Showground.

6 Assessment

The project site is visually separated from the Gosford Showground by the rail line. The project design steps down from Site A and Site B. The topography of the site falls to the west and Narara Creek. The orientation of the buildings within Gosford Showground is also to the west (i.e. the grandstand faces west). Accordingly, the Gosford Showground is not generally orientated towards the project site.

Given the project site is at the northern edge of the Gosford City Centre the project will be visible from Gosford Showground. Notwithstanding, given the separation distance and siting of buildings the project is not considered to impact the heritage significance of Gosford Showground and is outside any reasonable curtilage. The buildings are sited to step down towards the west (from Site A and Site B). Accordingly, the project situates the taller buildings further away from Gosford Showground.

The site was inspected as part of the preparation of the EIS and a site photograph from the Gosford Showground towards the project site is provided below in **Figure 51**.



Figure 51 Photograph Looking East Towards Project Site from Gosford Showground

Gosford High School

Gosford High School is approximately 170m south-west of the project site. Part of Gosford High School is listed as an item of local significance in SEPP PR (Item No. I321) and on the Department of Education heritage register under Section 170 of the *Heritage Act 1977*. Future development along Mann Street and towards the rail line will visually separate the project from the heritage item.

The project is considered satisfactory with respect to not detracting from the heritage significance of Gosford Showground or Gosford High School.

6.17 Social Impact

A Social Impact Assessment has been prepared by Sarah George Consulting (**Appendix AA**) in accordance with the *Social Impact Assessment Guidelines for State Significant Projects and Technical Supplement* (DPHI, 2023).

The engagement undertaken to support the SIA is summarised in **Section 5** of this EIS.

6 Assessment

Table 25 Key Social Impacts

Impact Area	Outcome
Potentially Positive Social Impacts	
Way of life, wellbeing, accessibility, community, health and wellbeing	• provision of a range of dwelling sizes and types • provision of adaptable housing • provision of local shops and services for the existing and future population • employment generation during construction • employment generation in maintaining the development, and within the commercial and retail uses proposed • accessibility to public transport and services, including services provided on site • opportunities for community participation and cohesion • opportunities for recreation on site contributing to health and wellbeing for residents, and site visitors through communal open and private open spaces.
Livelihoods	• Employment generation in the planning, demolition, excavation, construction and fitout. • Employment generation in the operation of retail premises.
Potentially Negative Social Impacts	
Way of life	• impacts identified by residents and local workers during demolition, excavation and construction works in respect of noise, disturbance, vibration, dust • impacts on nearby businesses associated with construction noise, dust, construction traffic • impacts during construction on traffic and truck movements • impacts associated with dust and air quality • increased population on the site • overlooking, privacy and overshadowing impacts • increased traffic on local roads on completion, potentially exacerbating existing congestion • visual change of site presentation.

The SIA conclude that the project will likely have an overall positive impact on the local community and that no specific social impact mitigation measures are required, subject to the implementation of the mitigation measures contained within other specialist consultant reports prepared as part of the EIS.

6.18 Infrastructure Requirements and Utilities

A Services Report has been prepared by Waterman (see **Appendix BB**) has assessed the existing utility infrastructure available to the site and whether it requires any adjustments or upgrades as follows:

- **Electricity** – A new substation kiosk is proposed within the front setback to Dwyer Street. In addition, Central Coast Council require undergrounding of electricity infrastructure as part of the project in order to achieve the public domain vision contained within the Central Coast Council Street Design Guideline.
- **Gas** – Gas is not an essential service and is not proposed as part of the project.
- **Potable Water** – Water main connections are available in Mann Street and Dwyer Street. Any infrastructure upgrades will be specified by the water supply authority (Central Coast Council) at the Construction Certificate stage.
- **Sewerage** - Sewer main connections are available in Mann Street and Dwyer Street. Any infrastructure upgrades will be specified by the water supply authority (Central Coast Council) at the Construction Certificate stage.

6 Assessment

- **Fire Services** – The project has incorporated sufficient areas within the design of development for fire services. Site A Building B1 is proposed to be provided with fire service infrastructure that is independent of Site B (Buildings B2 and B3). Both Site A and Site B are provided with a fire pump room, primary and secondary fire tanks, and fire control rooms within the basement. A provisional area has been allowed for the fire hydrant booster assembly and sprinkler booster assembly along Dwyer Street (for Site A) and the new private driveway (for Site B).

Accordingly, the site is considered to be adequately serviced with essential utilities and communication infrastructure.

6.19 Aviation

An Aviation Report has been prepared by AviPro (**Appendix CC**) addressing proximity to the Gosford Hospital Helicopter Landing Site (HLS) as illustrated in **Figure 52**.



Figure 52 Site Photograph – Gosford Hospital HLS

The project site is within the departure path for the Gosford Hospital HLS as shown in **Figure 53**.



Figure 53 Gosford Hospital HLS Arrival and Departure Paths

6 Assessment

The proposed building height was reduced during the preparation of the EIS, in consultation with AviPro, to ensure that the project did not breach the aviation height plane (**Figure 54**). AviPro has confirmed that Westpac Rescue and Toll Helicopters agree the proposed building height, as amended, will have no impact on approach and departure paths for Gosford Hospital HLS.

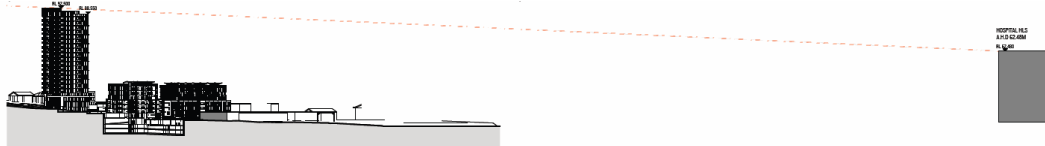


Figure 54 Section of Aviation Height Plane

The construction of the project will require the construction of a crane. The Aviation Report confirms the crane is acceptable for the period of construction subject to safety lighting being installed which is proposed as a mitigation measure (**Appendix E**).

6.20 Construction, Operation and Staging

6.20.1 Staging

The project is not proposed to be staged. It may be possible to sequence the construction of Site B and Site A (in that order) however consent for this staging is not sought as part of this development application.

6.21 Contributions and Public Benefit

The project is subject to the following contributions plans and the EP&A Act:

- Section 7.12 Contributions Plan
- Section 7.24 Contributions – Housing and Productivity Contribution

7 Project Justification

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

7.1 Summary of Assessment of Potential Impacts

7.1.1 Environmental Impact

The environmental impact of the proposal has been assessed in detail in **Section 6** of this report with key matters summarised as follows:

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

7 Project Justification

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

7.1.2 Economic Impact

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

7.1.3 Social Impact

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

7.2 Mitigation of Impacts

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

7.3 Consistency with Strategic Context

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

7.4 Compliance with Statutory Context

The proposal complies with the relevant statutory planning considerations as summarised in **Section 4** of this report and detailed in **Appendix C**.

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

7.5 Consultation

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

7 Project Justification

7.6 Compliance Monitoring

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

7.7 Impact Assessment Uncertainties and Resolution

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

8 References

State Significant Development Guidelines – Preparing an Environmental Impact Statement (Department of Planning and Environment, July 2022)

Social Impact Assessment Guideline (Department of Planning and Environment, 2023)

Undertaking Engagement Guidelines for State Significant Projects (Department of Planning and Environment, October 2022)